The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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7. Visual

7.1 Introduction

7.1.1 This chapter of the Environmental Statement (ES) presents the assessment of likely significant visual effects that could result from the North Humber to High Marnham Project (the 'Project') as described in **Application Document 6.4 Chapter 4 Description of the Project**.

7.1.2 This chapter describes relevant legislation and policy, the scope of the assessment, the methodology used, the datasets that have informed the assessment, the baseline conditions, mitigation measures, and the residual significant effects that could result from the Project.

7.1.3 The Order Limits, which illustrate the boundary of the Project, are shown on **Application Document 6.1.F1 Figure 1.1 Project Location and Route Sections**.

7.1.4 This chapter should be read in conjunction the following ES chapters:

- **Application Document 6.4 Chapter 4 Description of the Project**;
- **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**;
- **Application Document 6.6 Chapter 6 Landscape**;
- **Application Document 6.8 Chapter 8 Ecology**;
- **Application Document 6.10 Chapter 10 Cultural Heritage**;
- **Application Document 6.14 Chapter 14 Traffic and Transport**;
- **Application Document 6.20 Chapter 20 Intra-project Cumulative Effects**; and
- **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects**.

7.1.5 This chapter is supported by the following figures:

- **Application Document 6.7.F1 Figure 7.1 Visual Receptors and Viewpoints**; and
- **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility**.

7.1.6 This chapter is supported by the following appendices:

- **Application Document 6.7.A1 Appendix 7.1 Regional and Local Planning Policy**;
- **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**;
- **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**
- **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**; and
- **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment**.

7.1.7 This chapter is supported by the following application documents:

- **Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**;
- **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**;
- **Application Document 6.5.A3 Scoping Response Tables**;
- **Application Document 7.8 Outline Landscape and Ecology Management Plan**;
- **Application Document 7.14 Arboricultural Impact Assessment**; and
- **Application Document 7.16 Photomontages**.

7.2 Regulatory and Planning Context

7.2.1 This section sets out the legislation and planning policy that is relevant to the visual assessment. A full review of compliance with relevant national, regional, and local planning policy is provided within **Application Document 5.5 Planning Statement** submitted as part of the application for development consent.

7.2.2 **Application Document 6.2 Chapter 2 Legislation and Policy Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy, and planning guidance relevant to the assessment of visual effects of the Project is presented below.

Legislation

Electricity Act 1989

7.2.3 Section 38 and Schedule 9 Paragraph 1 (1) of the Electricity Act 1989 (HM Government, 1989) places a duty on all electricity transmission and distribution licence holders, in formulating proposals for new electricity networks infrastructure to:

'have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and […] do what [they] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'.

Town and Country Planning Act 1990

7.2.4 The Town and Country Planning Act 1990 (HM Government, 1990) (Part VIII, Chapter 1 of the Act) and The Town and Country Planning (Trees Preservation) (England) Regulations 2012 (HM Government, 2012) are relevant as they can inform the development of mitigation proposals, in the event any individual trees, groups of trees or woodlands that are protected by a Tree Preservation Order (TPO) have to be removed.

National Parks and Access to the Countryside Act 1949 Act

7.2.5 National trails, known as long distance routes in the original legislation are made under Part IV of the National Parks and Access to the Countryside Act 1949 (HM Government, 1949).

Countryside and Rights of Way Act 2000

7.2.6 Provisions for public rights of ways and open access land are made under Countryside and Rights of Way Act 2000 (HM Government, 2000). The definitive maps are used to identify public rights of way.

National Policy

National Policy Statements

7.2.7 National Policy Statements (NPSs) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Project will be considered.

7.2.8 Table 7.1 and Table 7.2 provide details of the elements of the Overarching NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2025) referred to hereafter as NPS EN-1 and NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2025) referred to hereafter as NPS EN-5, that are relevant to the assessment of the Project on visual receptors and how and where related information is provided in the ES and the application.

Table 7.1 – NPS EN-1 sections relevant to visual

NPS EN-1 section	Where this is covered in the application
5.10.15 '*Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast.*'	This chapter details the likely significant effects of the Project on visual receptors including receptors using public rights of way including the Trans Pennine Trail along the coastal margins of the Humber Estuary.
5.10.16 '*The applicant should carry out a landscape and visual impact assessment and report it in the ES, including cumulative effects* [...] *Several guides have been produced to assist in addressing landscape issues.*'	This chapter details the likely significant effects of the Project on visual receptors and **Application Document 6.6 Chapter 6 Landscape** details the likely significant effects of the Project on landscape receptors. **Application Document 6.20 Chapter 20 Intra-project Cumulative Effects** and **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects** set out the cumulative assessment for both landscape and visual receptors.
5.10.19 '*The applicant should consider landscape and visual matters in the early stages of siting and design, where site choices and design*	Landscape and visual impacts have been a key consideration during the design process. The design approach and

NPS EN-1 section	Where this is covered in the application
principles are being established. This will allow the applicant to demonstrate in the ES how negative effects have been minimised and opportunities for creating positive benefits or enhancement have been recognised and incorporated into the design, delivery and operation of the scheme.'	principles are set out in **Application Document 5.9 Design Development Report** which discusses how routeing has sought to minimise effects on landscape and visual receptors.
5.10.21 '*The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on dark skies, local amenity, and nature conservation*.'	This chapter details the likely significant effects of the Project on visual receptors during both construction and operation. The visibility of the Project is illustrated in **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility**. Lighting during construction is limited to the construction compounds where lighting would be required during working hours in Winter months. No lighting is proposed during operation of the Project, therefore an assessment of light pollution on dark skies, local amenity and nature conservation is not relevant to this assessment.
5.10.22 '*The assessment should also address the landscape and visual effects of light pollution and other emissions (see Section 5.2 and Section 5.7), from construction and operational activities on residential amenity and on sensitive locations, receptors and views and how these will be minimised.'*	This chapter details the likely significant effects of the Project on visual receptors and **Application Document 6.6 Chapter 6 Landscape** details the likely significant effects of the Project on landscape receptors. Residential receptors are considered in **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment** in line with the methodology presented in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**.
5.10.25 '*In considering visual effects it may be helpful for applicants to draw attention, in the supporting evidence to their applications, to any examples of existing permitted infrastructure they are aware of with a similar magnitude of impact on equally sensitive receptors. This may assist the Secretary of State in judging the weight they should give to the assessed visual impacts of the proposed development.*'	The Project is located in close proximity to a number of existing overhead lines which provide a good representation of the proposed overhead line. For locations of existing overhead lines refer to **Application Document 6.1.F1 Figure 1.1 Project Location and Route Sections**. Projects comprising 400 kV overhead lines of a similar scale to the Project with comparable visual effects include Bramford to Twinstead, and Yorkshire Green both of which were recently granted consent and are currently under construction.

NPS EN-1 section	Where this is covered in the application
5.10.28 '*Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site. For example, filling in gaps in existing tree and hedge lines may mitigate the impact when viewed from a more distant vista*.'	This chapter outlines additional measures to mitigate visual effects and proposals presented in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. This includes tree and hedgerow planting to filter views for communities.

Table 7.2 – NPS EN-5 sections relevant to visual

NPS EN-5 section	Where this is covered in the application
2.9.7 *'While the government does not believe that the development of overhead lines is incompatible in principle with applicants' statutory duty under Schedule 9 to the Electricity Act 1989, to have regard to visual and landscape amenity and to reasonably mitigate possible impacts thereon, in practice new overhead lines can give rise to adverse landscape and visual impacts'.*	This chapter details the likely significant effects of the Project on visual receptors in section 7.9, and **Application Document 6.6 Chapter 6 Landscape** details the likely significant effects of the Project on landscape receptors.
2.9.8 *'These impacts depend on the type (for example, whether lines are supported by towers or monopole structures), scale, siting, and degree of screening of the lines, as well as the characteristics of the landscape and local environment through which they are routed'.*	**Application Document 6.4 Chapter 4 Description of the Project** sets out the details of the Project and **Application Document 5.9 Design Development Report** sets out the approach to routeing and the environmental considerations had during the routeing process.
2.9.10 '*Cumulative adverse landscape, seascape and visual impacts may arise where new overhead lines are required along with other related developments such as substations, wind farms, and/or other new sources of generation'.*	**Application Document 6.20 Chapter 20 Intra-project Cumulative Effects** and **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects** sets outs the cumulative assessment for both landscape and visual receptors.
2.9.11 '*Landscape and visual benefits may arise through the reconfiguration, rationalisation, or undergrounding of existing electricity network infrastructure. Though mitigation of the landscape and visual impacts arising from overhead lines and their associated infrastructure is usually possible, it may not always be so, and the impossibility of full mitigation in these cases does not countermand the need for overhead lines*'.	Where third party assets require works to facilitate the Project e.g. undergrounding of lower voltage overhead lines, the assessment presented in this chapter includes those works and the subsequent visual effects. For information on how reconfiguration, rationalisation and undergrounding have been considered refer to **Application Document 7.17 Strategic Options Report Including Needs Case** and **Application Document 5.9 Design Development Report**.

NPS EN-5 section	Where this is covered in the application
2.9.14 '*Where the nature or proposed route of an overhead line will likely result in particularly significant landscape and visual impacts, as would be assessed through seascape, landscape and visual impact assessment (SLVIA), the applicant should demonstrate that they have given due consideration to the costs and benefits of feasible alternatives to the overhead line. This could include, where appropriate re-routing, underground or subsea cables and the feasibility e.g. in cost, engineering or environmental terms of these.'* 2.9.15 *'The ES should set out details of this consideration, including the applicant's rationale for eschewing feasible alternatives to the overhead line, and the mitigation cost-calculation methodology that this rationale may rely upon'.*	An overhead line was identified as being the preferred strategic option and information is presented in **Application Document 7.17 Strategic Options Report Including Needs Case**. The routeing and siting study set out in **Application Document 7.18 Corridor and Preliminary Routeing and Siting Study** took account of landscape and visual receptors and identified a preferred corridor. Subsequently, a refined overhead line was developed within the preferred corridor and is described in **Application Document 6.4 Chapter 4 Description of the Project**, with t **Application Document 5.9 Design Development Report** setting out the approach to routeing and the environmental considerations had during the routeing process. **Application Document 6.3 Chapter 3 Main Alternatives Considered** sets out the reasonable alternatives considered and an indication of the main reasons for the option chosen, taking into account the effects of the Project on the environment. While significant effects on visual receptors have been identified as described in this chapter, in line with National Grid Electricity Transmission plc's (National Grid) statutory duties these have not been considered to be 'particularly significant' to require alternative technology choices.

National Planning Policy Framework

7.2.9 The National Planning Policy Framework (NPPF) as revised in August 2026 (Ministry of Housing, Communities & Local Government, 2026) sets out national planning policies that reflect priorities of the Government for the operation of the planning system and the economic, social, and environmental aspects of the development and use of land. The NPPF (Ministry of Housing, Communities & Local Government, 2026) has a strong emphasis on sustainable development, with a presumption in favour of such development. Although the NPSs set out the primary policy tests for the Project, the NPPF has the potential to be considered important and relevant to the consideration of the Project by the Secretary of State (SoS).

7.2.10 The NPPF (Ministry of Housing, Communities & Local Government, 2026) relates more to landscape than visual or views, and there are no specific sections relating to the visual assessment within the framework.

Regional and Local Policy

7.2.11 **Application Document 6.2 Chapter 2 Legislation and Policy Context** lists relevant regional and local policy documents.

7.2.12 A range of regional and local planning policies are in place that seek to protect and enhance visual amenity; these have been given due regard in the visual assessment and have been considered as part of the design development process of the Project. Full details of local policies relevant to this assessment are presented in **Application Document 6.7.A1 Appendix 7.1 Regional and Local Planning Policy**.

7.3 Scoping Opinion and Consultation

Scoping Opinion

7.3.1 A Scoping Report for the Project was issued to the Planning Inspectorate on 21 August 2023 (**Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**) and a Scoping Opinion was received from the Planning Inspectorate on behalf of the SoS for the Department for Energy Security and Net Zero on 29 September 2023 (**Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**. Table 7.3 sets out the comments raised in **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** that relate to visual assessment and how these have been addressed in this assessment. **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** takes account of responses from prescribed consultees as appropriate. **Application Document 6.5.A3 Appendix 5.3 Scoping Response Tables** provides responses to the comments made by the prescribed consultees at the scoping stage that relate to the scope of the assessment and how each comment has been considered.

Table 7.3 – Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.2.1	**Perceptible effects on views from permanent loss of roadside vegetation due to localised widening of public highways – Operation (maintenance activity).** The Scoping Report proposes to scope this matter out from further assessment on the basis that any roadside vegetation lost during widening works would be reinstated like for like and therefore unlikely to result in significant effects. The Inspectorate agrees with scoping this matter out, on the basis of like for like reinstatement of vegetation. The ES should provide further detail on the planting strategy proposed; the Applicant is referred to ID 2.1.8 of this Scoping Opinion.	The effects of localised road widening remains scoped out of the assessment on the basis that this is temporary and post-construction, roadside vegetation is reinstated. This is based on assumptions of potential construction working areas, potential vegetation loss and details of reinstatement described in **Application Document 6.4 Chapter 4 Description of the Project** and **Application Document 2.13 Trees and Important Hedgerows to be Removed or Managed Plans**. Planting strategies can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. The delivery of

ID	Inspectorate's comments	Response
		the detailed Landscape and Ecology Management Plan (substantially in accordance with the outline document) prior to construction is secured through Requirement 4 of **Application Document 3.1 Draft Development Consent Order**, with delivery of the detailed Reinstatement Planting Plan secured through Requirement 8.
3.2.2	**Perceptible effects on views from routine maintenance activities including temporary access tracks, storage compounds, vehicle and personnel movements due to periodic vehicle/helicopter/drone access for routine maintenance and emergency repairs – Operation (maintenance activity).** The Scoping Report proposes to scope this matter out from further assessment on the basis that maintenance activities would be temporary, of short duration and therefore unlikely to result in significant effects. The Inspectorate agrees with scoping this out on the basis that activities would be temporary in nature and any impacts would therefore be short term.	This matter has been scoped out of the assessment as agreed.
3.2.3	**Perceptible effects on views from general maintenance activities including cutting back of vegetation along wayleave corridor to ensure safety clearances – Operation (maintenance activity).** The Scoping Report proposes to scope out this matter on the basis that vegetation management is unlikely to have ongoing significant effects, and that the main effect would be from the initial loss during the construction phase. On the basis of the above, the Inspectorate is content that this matter can be scoped out, with reference to the phase identified	This matter has been scoped out of the assessment, as agreed.
3.2.4	**Perceptible effects on views – Receptors outside the ZTV – Construction and operation (maintenance activity).** The Scoping Report proposes to scope out this matter in relation to the receptors and phases identified on the basis that there would be no likelihood for any visual effects on these receptors as a result of the Proposed	A series of representative viewpoints has been prepared which has informed the assessment of effects on people living and moving around communities based on parish boundaries, presented later in this chapter. Viewpoints are presented in **Application**

ID	Inspectorate's comments	Response
	Development. The Inspectorate is content that receptors outside the ZTV would be unlikely to experience significant effects as a result of the Proposed Development and therefore agrees that this matter can be scoped out of further assessment. However, the Applicant should seek agreement from relevant consultation bodies regarding ground-truthing of the ZTV and the selection of viewpoints to be assessed.	**Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**. These have been discussed with relevant consultation bodies as set out in **Application Document 5.8 Statements of Common Ground.** Receptors outside the ZTV have not been considered as they would not have views of the Project. The ZTV has been reviewed on site and compared to the visibility of the existing overhead lines to which much of the proposed overhead line runs in close proximity.
3.2.5	**Perceptible effects on views - People living and moving around communities and engaging in recreational activities including people using Public Rights of Way (PRoW) and waterways (within 3 km of the Project) – Operation (maintenance activity).** The Applicant proposes to scope out maintenance activity in Table 7.6 although the operational phase is scoped into the EIA. No explanation is provided in Table 7.6 why the maintenance phase is scoped out. Table 7.4 states that periodic helicopter/vehicle/drone activities arising from routine maintenance are unlikely to lead to significant effects. Similarly, Table 7.4 states that significant effects from vegetation clearance along the wayleave are likely to be derived from the construction phase and it is therefore unlikely that ongoing significant effects will arise from the maintenance phase. The Inspectorate is in agreement that these specific maintenance activities that are proposed to occur during the operational phase can be scoped out of the operation assessment.	The matter of specific maintenance activities has been scoped out by the Inspectorate. It is considered that there are no other maintenance activities that could result in a significant effect and, as such, maintenance is not considered further in this assessment.
3.2.6	**Perceptible effects on views – People living and moving around communities and engaging in recreational activities including people using PRoW and waterways (beyond 3 km of the Project) – Construction and operation (including maintenance activity).** The Scoping Report proposes to scope out this matter for the receptors identified on the basis that the construction activities are unlikely to be perceptible beyond 3 km, and, if they are, the short term and temporary nature of the works is	This matter has been scoped out of the assessment, as agreed.

ID	Inspectorate's comments	Response
	highly unlikely to result in significant effects. In addition, the Applicant proposes that, with reference to the operational phase, including maintenance activity, the potential for significant effects as a result of the Proposed Development would not be likely. The Inspectorate is content that this matter can be scoped out on the basis of the explanation provided.	
3.2.7	**Perceptible effects on views - Occupants of individual properties – Construction and Maintenance activity during Operation.** The Scoping Report proposes to scope out this matter for the receptors identified on the basis that construction activities would be temporary and short term and therefore unlikely to result in significant effects. In addition, the Applicant proposes that, with reference to maintenance activity, the potential for significant effects as a result of the Proposed Development would not be likely. Although it is acknowledged that the proposed construction works would be temporary in nature, the Inspectorate notes that temporary works can lead to significant effects. Given the early stage of design the Inspectorate does not consider that sufficient information is currently available to determine that significant effects would be unlikely during the construction phase of the Proposed Development. In regard to the Scoping Report's reference to scoping of the maintenance phase, as set out in the ID 3.2.5 of this Scoping Opinion, the Inspectorate is content to scope out these specific proposed maintenance activities.	Construction effects on the visual amenity of occupants of individual properties are included in **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment** and considered in the effects on communities included in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.
3.2.8	**Perceptible effects on views – Road and rail users – Construction and operation (including maintenance activity).** The Scoping Report proposes to scope out this matter for the receptors and phases identified on the basis that people travelling by road or rail are not anticipated to experience significant effects because of the glimpsed nature of the views, speed of travel and the short term, temporary nature of works at each pylon. The Inspectorate is content that this matter can be scoped out on the basis of the explanation provided.	This matter has been scoped out of the assessment as agreed.

ID	Inspectorate's comments	Response
3.2.10	**Perceptible effects on views – People at protected viewpoints, panoramas and viewing corridors – Maintenance activity.**	The Project phases are described in **Application Document 6.4 Chapter 4 Description of the Project**. Maintenance has been scoped out of further assessment, as agreed above.
3.2.11	**Production of a ZTV – Construction phase.** The Scoping Report proposes to scope out preparation of a ZTV for the construction phase of the Proposed Development on the basis that there is a great degree of variability in the extent and timeframes of visibility of construction activity and tall construction plant (for example tower cranes and piling rigs) rarely gives rise to significant visual effects, as it is present at each pylon location for a short period of time. The Applicant proposes that construction plant will, however, be considered in the assessment of construction effects on visual receptors. Although the Inspectorate appreciates the variable nature of the construction activities proposed, a worse-case ZTV should be prepared in order to fully assess the potential for significant effects for the phase identified.	The tallest equipment is anticipated to be the mobile cranes for pylon erection. The crane would be lifting all sections of each pylon into place; however, it would be extended for several hours only and would be retracted when not in use. Cranes would be moved consecutively along the route so any effects would be transient and short term. The erection method for the two taller river crossing pylons either side of the River Ouse (pylons 4AF77 and 4AF78) could require the use of a taller crane. As with other projects of this type, the Applicant has not prepared a ZTV for the construction phase of the Project. The cranes would only be present for a short period at each pylon site, which would substantially moderate any effects on visual receptors. The ZTV production is based on the assumption that the greatest effects on visual receptors would be during the operational phase and would arise from the presence of tall pylons in the landscape. The assessment of construction effects presented in this chapter uses professional judgement to take account of the presence of cranes where relevant. The ZTV is shown on **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility**.
3.2.12	**Methodology – Viewpoints and Photomontages.** The Applicant should make the effort to agree the number and location of viewpoints and subsequent photomontages to be produced with relevant consultation bodies. Evidence of this	A series of representative viewpoints has been prepared and has informed the assessment of effects on people living and moving around communities based on parish boundaries, presented later in this chapter. Viewpoints are

ID	Inspectorate's comments	Response
	agreement should be provided within the application documents.	presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and photomontages in **Application Document 7.16 Photomontages**. These have been discussed with relevant consultation bodies as set out in **Application Document 5.8 Statements of Common Ground.**
3.2.13	**Definitions – Perceptible effects.** The term 'perceptible effects' with regards to this section has not been defined. The Inspectorate advises that the Applicant clearly define this term in future documentation.	In Landscape and Visual Impact Assessment (LVIA) terms, 'perceptibility' refers to how change is perceived by the senses. However, in LVIA it is often used to describe a noticeable change. The term 'perceptible effects' is defined in the Glossary in **Application Document 1.7 Glossary and Acronyms**.
3.2.14	**Visual impact of cable crossings on canals and waterways** The Inspectorate advises that consideration should be given within the ES to the visual impact of cable crossings of the canal network, particularly where the landscape does not provide for easy visual mitigation of the works, and any specific mitigation which may be required. The visual impact of users of the waterways should be considered within the ES.	Canals and navigable waterways used for recreation have been identified and are included as receptors in this chapter.
3.2.15	**Visual Impact Assessment** The Inspectorate recommends that canals should be included as viewpoints within the Visual Impact Assessment and that an assessment of the proposed changes to the landscape at proposed canal crossing locations should be included	Canal crossings have been included as representative viewpoints within **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and the information used to inform the assessment presented in this chapter. Viewpoint locations have been discussed with relevant consultation bodies as set out in **Application Document 5.8 Statements of Common Ground.**
3.2.16	**The effect of lighting on canals and waterways** The Inspectorate recommends that the impact of lighting near to the canal and waterway network should be specifically assessed,	During construction, some lighting may be used to facilitate overnight working, however, it will be of the lowest luminosity necessary to safely perform each task and will be designed, positioned, and directed

ID	Inspectorate's comments	Response
	including the potential for distracting boaters at dusk.	to avoid any potential for impacts on people in moored boats at dusk. Lighting used for construction will be switched off when not in use. There is no lighting associated with the proposed overhead line in operation. Control measures for lighting are set out in **Application Document 7.3 Register of Environmental Actions and Commitments**, refer to clauses GG10 and GG23

Statutory Consultation

7.3.2 Statutory consultation for the Project took place between 18 February and 15 April 2025. A summary of the relevant feedback received during statutory consultation relating to visual effects is provided below in Table 7.4. Further details on how consultation responses have informed the assessment are provided in **Application Document 5.1 Consultation Report**.

Table 7.4 – Assessment aspects raised at statutory consultation and how these have been addressed

Stakeholder	Key topic raised	How this has been addressed
East Riding of Yorkshire and Nottinghamshire County Council[1]	Locations and extents of a number of viewpoint locations. Stakeholders requested that a number of new viewpoints be added and that the extent of other viewpoints be increased to show a wider field of view.	Additional viewpoints have been added into the assessment and presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**. These additional viewpoints were agreed with stakeholders through thematic group meetings as set out in **Application Document 5.8 Statements of Common Ground.**
East Riding of Yorkshire Council	Comments raised on the values of views from viewpoints within the Yorkshire Wolds Important Landscape Area (ILA).	Values of views within the ILA have been reviewed and additional text added to justify the value that has been attributed to those views. This is presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.
Nottinghamshire County Council	Concerns over the underplaying of effects on parishes within Route	The effects on parishes are presented in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.

[1] The Project is located within the administrative boundaries of East Riding of Yorkshire Council, North Lincolnshire Council and Bassetlaw District Council, which forms part of the two tier local government authority area of Nottinghamshire, where Nottinghamshire County Council is the upper tier authority.

Stakeholder	Key topic raised	How this has been addressed
	Section 8 and 10[2], users of the Trent Valley Way and Chesterfield Canal.	This includes a full parish description, analysis and assessment with reference to viewpoints and additional images as required.
Nottinghamshire County Council	Concern over use of specific views as opposed to the wider views within the parish areas.	Features within parishes outside the photos presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** have been taken into account within the assessment. The assessment has been undertaken through site visits and is not limited to the images provided. A full parish description, analysis and assessment with additional images is presented in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.
Nottinghamshire County Council	Preference for winter photography and quality of some of the images presented at PEIR.	A full set of Winter photography was taken over 2025/2026 to ensure consistency and quality of images. This is presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.
Canal & River Trust	Locations of viewpoints along the Stainforth and Keadby Canal and Chesterfield Canal	Additional viewpoints have been added into the assessment (VP E-06a and VP E-06b) representing views south and southwest from the Chesterfield Canal as presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**. Agreement of these viewpoints with the Canal & River Trust is being sought through **Application Document 5.8 Statements of Common Ground**. The views from the Stainforth and Keadby Canal are represented by viewpoints VP C-03a and VP C-03b. Viewpoints have been discussed with the relevant Local Planning Authorities as presented in **Application Document 5.8 Statements of Common Ground**.
Canal & River Trust	Lighting and effects on recreational users and moorings during construction and operation.	During construction, some lighting will be required to facilitate overnight working to avoid effects on daytime users of the canal network. As per commitment GG23 of **Application Document 7.3 Register of Environmental Actions and Commitments**, it will be of the lowest luminosity necessary to safely perform each

[2] Section numbering has been updated for the ES. Sections 8 and 10 now fall within Route Sections D and E.

Stakeholder	Key topic raised	How this has been addressed
		task and will be designed, positioned, and directed to avoid any potential for impacts on people in moored boats. Lighting used for construction will be switched off when not in use positioned to minimise spill onto adjacent land or retained vegetation. Effects of lighting on nearby moorings is included in this chapter. No lighting is proposed during operation of the proposed overhead line.
Canal & River Trust	Mitigation along the Chesterfield Canal	Mitigation planting has been included along the Chesterfield Canal as shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan**.

Stakeholder Engagement

7.3.3 National Grid has engaged with relevant stakeholders throughout the evolution of the Project including Bassetlaw District Council, East Riding of Yorkshire Council, North Lincolnshire Council, Nottinghamshire County Council and the Canal & River Trust.

7.3.4 A summary of discussions and how these have influenced the scope of, and the approach to the visual assessment are provided in Table 7.5.

Table 7.5 – Further engagement

Organisation and date	Summary of issues raised	How this has been addressed
Thematic Group Meeting East Riding of Yorkshire Council Nottinghamshire County Council 4 September 2025	Viewpoint locations	Viewpoint locations have been agreed with each stakeholder as referenced in the relevant Statements of Common Ground (**Application Document 5.8 Statements of Common Ground**). Viewpoints are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.
Canal & River Trust 13 June 2025	Mitigation along the Chesterfield Canal	Mitigation planting has been included along the Chesterfield Canal as shown in **Application Document 7.8 Outline Landscape and Ecology Management Plan**.

Summary of Scope of Assessment

7.3.5 The following summarises which aspects have been scoped into and out of the assessment through **Application Document 6.5.A1 Environmental Impact Assessment Scoping Report** and **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** as set out in Table 7.3, statutory consultation as set out in Table 7.4 and further engagement with stakeholders as set out in Table 7.5.

Aspects scoped into the assessment

7.3.6 The following aspects have been scoped into the assessment:

- Effects on views for people living and moving around communities and engaging in recreational activities including people using Public Rights of Way (PRoW) and waterways within 5 km of the Project during construction and operation;
- Effects on people visiting protected viewpoints and panoramas e.g. viewpoints promoted on Ordnance Survey mapping, during construction and operation;
- Effects of the Project during operation on occupants of individual properties through Residential Visual Amenity Assessment; and
- Effects of lighting on visual receptors during construction.

Aspects scoped out of the assessment

7.3.7 The following aspects have been scoped out of the visual assessment:

- Effects on views from maintenance activities for all visual receptors due to the temporary, short-term nature of activities required;
- Assessment of visual receptors outside the ZTV, as there would be no intervisibility with the Project;
- Assessment of road and rail users as individual receptors, because of the glimpsed nature of the views and speed of travel; however, the assessment does include commentary on people moving within communities, which makes references to local roads; and
- People at work during construction, operation, and maintenance.

7.3.8 Decommissioning has been scoped out the assessment as explained in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

7.4 Assessment Approach and Methods

7.4.1 **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology** sets out the overarching approach which has been used in preparing the information in this ES. This section describes the technical methods used to determine the baseline conditions, sensitivity of receptors and magnitude of impacts, and sets out the criteria that have been used for the visual assessment. Where the assessment criteria terminology differs from the general assessment criteria terminology, as set out in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**, justification is provided.

Guidance specific to the Visual Assessment

7.4.2 Relevant guidance, specific to visual assessment, that has informed the approach to the assessment in this chapter comprises:

- Guidelines for Landscape and Visual Impact Assessment – 3rd Edition (GLVIA3) (Landscape Institute and IEMA, 2013);
- Technical Guidance Note (TGN) 01/24 Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (Landscape Institute, 2024);
- TGN 02/19 Residential Visual Amenity Assessment (RVAA) (Landscape Institute, 2019);
- TGN 06/19 Visual Representation of Development Proposals (Landscape Institute, 2019); and
- Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment (Planning Inspectorate, 2024).

Study Area

7.4.3 The study area for visual is presented on **Application Document 6.7.F1 Figure 7.1 Visual Receptors and Viewpoints**.

7.4.4 As explained in the visual methodology for the Project in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**, the study area for the visual assessment was determined by the potential visibility of the Project, and is proportionate to the size and scale of the Project and nature of the surrounding landscape.

7.4.5 GLVIA3 (Landscape Institute and IEMA, 2013) states at paragraph 5.2 that the study area should include:

'the full extent of the wider landscape around it which the proposed development may influence in a significant manner'.

7.4.6 Based on this guidance, the study area for the visual assessment extends 5 km from the Limits of Deviation (LoD)[3].

7.4.7 To inform the extent of the study area, a ZTV map was produced based on the pylon heights, as set out in **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule** and following the approach set out in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**. The ZTV map is shown on **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility** and indicates the geographical area over which the proposed overhead line could potentially give rise to visual effects.

7.4.8 A 10 km ZTV is typically prepared when assessing the effects of tall pylons, even where the detailed study area is limited to 5 km. This is to ensure that the full theoretical extent of visibility is understood and to avoid artificially truncating visibility patterns at the study area boundary. The approach allows the wider landscape

[3] At scoping, a 5 km offset from the Scoping Boundary was assumed as a worst-case scenario but as the Project continued to be reviewed during the preliminary assessment (and following receipt of early design information), it became apparent that likely significant effects would derive from activities and infrastructure within the LoD. Therefore, for proportionality reasons, a more focused study area was adopted based on an offset from the LoD.

context to be considered and ensures that any unusually tall elements, such as the pylons at the River Ouse crossing, (pylons 4AF77 and 4AF78) which may be visible over a wide area, are fully evaluated. However, significant landscape and visual effects are generally unlikely beyond 5 km due to reduced scale and perceptibility with distance. Therefore, the main assessment focuses on the 5 km study area, where significant effects are most likely to occur due to proximity to the Project and/or receptor sensitivity, and where a proportionate level of detail is required in line with best-practice guidance (Landscape Institute and IEMA, 2013). This approach avoids unnecessary assessment of areas where effects are expected to be negligible (such as longer-range views with very limited visibility).

7.4.9 The assessment has found there is no potential for likely significant effects beyond the 5 km study area. Where receptors have been identified outside the 5 km study area, the residual effects have been identified on a case-by-case basis.

7.4.10 The 10 km ZTV has been used to inform the assessment of potential cumulative effects as presented in **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects**.

7.4.11 Detailed information on production of the ZTV is provided in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**.

Baseline Data Gathering and Forecasting Methods

Data sources

7.4.12 The baseline information presented in this chapter has been informed by a desk study which has drawn on the following information sources:

- Mapping and data
  - Ordnance Survey 1:10,000, 1:25,000, 1:50,000 and 1:250,000 base mapping;
  - Ordnance Survey AddressBase Plus;
  - Ordnance Survey Terrain® 50 mid-resolution and LIDAR Composite 2017–50 cm (DTM);
  - Google Earth Pro aerial photography, and Google Maps Street View;
  - base mapping from ArcGIS Map Service; and
  - Open Source GIS data.
- Neighbourhood Plans (see also **Application Document 6.7.A1 Appendix 7.1 Regional and Local Planning Policy**):
  - Headon, Upton, Grove and Stokeham Plan (HUGS) Neighbourhood Plan 2018-2035, Adopted March 2018 (Headon, Upton, Grove and Stokeham Plan (HUGS) Parish Councils, 2018);
  - Rampton and Woodbeck Neighbourhood Plan 2019-2037, Adopted 2021 (Rampton and Woodbeck Parish Council, 2021);
  - Walkeringham Neighbourhood Plan 2019–2035, Adopted 2021 (Walkeringham Parish Council, 2020); and

- Misterton Neighbourhood Plan Review 2022 – 2028 (Misterton Parish Council, 2023).

- Data from other chapters of the ES and other documents
  - Information on landscape designations which may result in visual receptors and baseline information on landscape character is provided in **Application Document 6.6 Chapter 6 Landscape**;
  - Information on the location of heritage designations which are open to the public resulting in visual receptors is provided in **Application Document 6.10 Chapter 10 Cultural Heritage**;
  - Data on traffic numbers and routes are provided in **Application Document 6.14 Chapter 14 Traffic and Transport**; and
  - Information on trees including TPOs and works to vegetation is provided in **Application Document 7.14 Arboricultural Impact Assessment** and **Application Document 2.13 Trees and Important Hedgerows to be Removed or Managed Plans**.

Site visits and surveys

7.4.13 The baseline within this chapter has been supported by field survey work carried out during several visits under differing weather conditions between Spring 2023 and Spring 2026. Observations were recorded in the form of field notes and photographs. Field survey work included extensive travel around the study area shown on **Application Document 6.7.F1 Figure 7.1 Visual Receptors and Viewpoints** to consider likely effects on visual amenity. The work was undertaken during Summer and Winter months to fully understand the maximum level of visibility.

7.4.14 The surveys included visits to a selection of representative public viewpoints, which are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**. This document presents the viewpoint locations and sets out the reasons for their selection. A description of the baseline view and a professional judgement on the value of the view and susceptibility of the receptors to the Project is provided for each viewpoint.

7.4.15 The main purpose of these viewpoint surveys was to obtain baseline photographs, but they also provided the opportunity to gain an understanding and appreciation of the visual character of the study area.

7.4.16 Viewpoint locations were selected to represent the different groups of people likely to be affected by the Project and a range of distances from the Project. The selection of viewpoints was informed by the ZTV analysis, site visits, desk-based research on access and recreation (for example National Trails and National Cycle Network routes, regionally promoted trails, public rights of way and public land), and by the distribution of the different groups of visual receptors.

7.4.17 The visual assessment focuses on the wider visual amenity of people living and moving around settlements or aggregated groups of dispersed properties. Wherever possible, viewpoints were selected to represent several different receptor groups, for example on the edge of a settlement, on a PRoW, or near to a cluster of properties.

7.4.18 Within **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, each viewpoint is accompanied by a wireline visualisation. A selection of viewpoints has also been illustrated with photomontage visualisations to provide a photorealistic

illustration of the change in views as presented in **Application Document 7.16 Photomontages**.

Assessment Methods and Criteria

7.4.19 The full methodology for undertaking the visual assessment is presented in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**. The approach builds on the general assessment methodology presented in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

7.4.20 The methodology has been based on principles set out in GLVIA3 (Landscape Institute and IEMA, 2013) and associated Notes and Clarifications (Landscape Institute, 2024).

7.4.21 GLVIA3 (Landscape Institute and IEMA, 2013) is the established good practice guidance for landscape assessment and complies with the requirements of NPS EN-1 (Department for Energy Security & Net Zero, 2025) and NPS EN-5 (Department for Energy Security & Net Zero, 2025). GLVIA3 (Landscape Institute and IEMA, 2013) emphasises that the assessment should reflect the scale and complexity of the development, focusing on the likely significant effects rather than every possible effect. This approach allowed for scoping out receptors where significant effects are unlikely, resulting in a more concise and meaningful assessment.

Sensitivity

7.4.22 As explained in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**, the sensitivity of visual receptors has been determined through separate consideration of the value attached to a view (which is established and reported as part of the baseline) and the susceptibility of the viewer to change arising from the Project. These have been determined through informed professional judgement guided by the indicative criteria set out in Table 2.2 and Table 2.3 of **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**. In separating sensitivity into the two components of value and susceptibility, the approach differs slightly from the general assessment methodology presented in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**. It does, however, accord with guidance in GLVIA3 (Landscape Institute and IEMA, 2013) and its associated Notes and Clarifications (Landscape Institute, 2024).

7.4.23 Judgements on the value attached to a view are unrelated to the nature of the development being proposed, whilst judgements on susceptibility can vary depending on the type of visual receptor and the level of interest they may have in their surroundings.

7.4.24 Judgements on value and susceptibility are recorded as either very high, high, medium or low.

Magnitude

7.4.25 As explained in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**, judgements on the magnitude of predicted change have been made through consideration of the likely size and scale of the change, the geographical extent of the area influenced, and its duration and reversibility, and informed by professional judgement and guided by the indicative criteria set out in Table 2.4 of **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**.

7.4.26 Judgements on magnitude are considered for construction, Year 1 operation and Year 15 operation and are recorded as either large, medium, small, or very small.

7.4.27 For the purposes of the assessment, duration has been determined in relation to the phases of the Project, as follows:

- short term – assumed to cover construction plus one-year reinstatement;
- medium term – assumed to be 2-15 years post construction and include the effects of permanent vegetation loss on the baseline environment; and
- long term – assumed to be of a duration that extends longer than 15 years post construction once any committed mitigation planting has achieved its design intention.

Significance of effects

7.4.28 The 'overall profile' approach described in GLVIA3 Page 92, para 5.55 (Landscape Institute and IEMA, 2013) is used to assess the likely significance of visual effects, as explained in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**. The approach involved compiling all the judgements made against the individual criteria related to visual effects to provide a comprehensive overview or 'profile' of the likely significant effects on each parish. This allowed for a more complete understanding of how various factors collectively contribute to the overall visual impact of the Project.

7.4.29 Significance is categorised as major, moderate, minor or negligible. Effects judged to be moderate or major are considered significant in the context of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (HM Government, 2017). Effects are considered during construction, at Year 1 and at Year 15 when mitigation planting has established.

7.4.30 Each of the significance categories covers a broad range of effects and represents a continuum or sliding scale. Where an effect falls at the upper or lower end of the category, this has been noted and explained in the detailed assessment presented in this chapter.

7.4.31 In accordance with GLVIA3 (Landscape Institute and IEMA, 2013) and associated Notes and Clarifications (Landscape Institute, 2024), the use of an overly mechanistic approach through reliance upon a matrix is avoided. Instead, judgements have been made on a case-by-case basis guided, but not bound by, the matrix set out in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**. This determination requires the application of professional judgement and experience to balance the different variables.

7.4.32 Because each viewpoint typically represents more than one receptor group, the level of effect will vary depending on the sensitivity of a receptor. The overall significance of effect is therefore based on the most susceptible receptor group (typically residents) at each viewpoint.

7.4.33 Once the significance of effect likely to be experienced by each visual receptor has been predicted, a separate description of the geographical distribution of significant effects across the study area based on parishes has been provided in the visual assessment summary.

Assumptions and Limitations

7.4.34 The assessment of construction effects assumes that the final structures being constructed would not be present in views. For instance, assessment of construction effects has taken into consideration construction compounds, construction access tracks, pylon working areas and the presence of construction vehicles, equipment and stockpiles but not the finished structure of each pylon and conductors. The presence of the proposed overhead line has been assessed in the operational phase.

7.4.35 The assessment has been based on assumptions of potential construction working area and potential vegetation loss described in **Application Document 6.4 Chapter 4 Description of the Project** and as presented on **Application Document 2.13 Trees and Important Hedgerows to be Removed or Managed Plans**.

7.4.36 The assessment assumes that vegetation removed during construction would be reinstated, except where there are planting restrictions. For example, trees cannot be planted under conductors as safe electrical clearance distances to the proposed overhead line need to be maintained. Further details on planting restrictions and assumptions can be found in **Application Document 7.8 Outline Landscape and Ecology Management Plan**.

7.4.37 The assumptions for growth rates for proposed landscape replacement/mitigation planting are presented in Table 8.3 in **Application Document 7.8 Outline Landscape and Ecology Management Plan**. Trees planted as whips are expected to provide an effective visual screen by around Year 15, subject to successful establishment and management. With typical growth rates and initial planting at standard sizes, vegetation is anticipated to reach sufficient density and canopy structure to substantially filter or fully screen lower-level elements of a development. While some limited seasonal or filtered visibility may remain in Winter, depending on species mix, the overall screening effect is expected to be robust and long term.

7.5 Basis of Assessment

7.5.1 This section sets out the assumptions that have been applied in respect of design flexibility maintained within the Project.

7.5.2 Details of the available flexibility and assessment scenarios are presented in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

Flexibility Assumptions

7.5.3 The visual assessment has been undertaken based on the description of the Project provided in **Application Document 6.4 Chapter 4 Description of the Project**. To take account of the flexibility allowed in the Project, consideration has been given to the potential for effects to be of greater or different significance, should any of the permanent or temporary infrastructure elements be moved within the LoD (horizontal, vertical, or longitudinal) or Order Limits.

7.5.4 The assumptions made regarding the use of flexibility for the assessment are set out in Table 7.6.

Table 7.6 – Flexibility assumptions

Element of flexibility	How this has been considered within the assessment
Horizontal LoD	Each pylon has been assessed in its designed location and centreline as shown on **Application Document 2.4 Works Plans**. The assessment has then considered the possible effects of locating pylons (including for conductor swing) anywhere within the LoD. The LoD are further described in section 4.4 of **Application Document 6.4 Chapter 4 Description of the Project.**
Vertical LoD	Each pylon has been assessed at the height set out in **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule**. The assessment has then considered the possible effects of additional extensions being required also set out in **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule**.
Longitudinal LoD	Each pylon and conductor has been assessed in its designed location and centreline as shown on **Application Document 2.4 Works Plans**. The assessment has then considered the possible effects of locating pylons (including for conductor swing) anywhere within the LoD. The LoD are further described in section 4.4 of **Application Document 6.4 Chapter 4 Description of the Project.**
Pylon footprint	The pylon footprint would have no material difference to the visual assessment, therefore it has not been considered.
Foundation types	Foundations would be within the working areas shown on **Application Document 2.4 Works Plans** and once constructed would not be visible. Therefore, foundation types would make no material difference to the landscape assessment and have not been considered.
Order Limits – temporary construction works	Construction access tracks and temporary working areas have initially been assessed as being located where they are currently shown on **Application Document 6.4.F3 Figure 4.3 Temporary Construction Works**. The assessment has then considered the possible effects of locating access tracks and working areas anywhere else within the Order Limits.
Watercourse crossings	It is assumed that a bridge would be required at all watercourse crossings as this would result in the worst case for visual effects. Bridges would all be temporary and after removal, land would be returned to previous use.
Modifications to third-party assets – construction methodology	Access tracks for construction and temporary working areas for third-party assets have been assessed as being located where they are currently shown on **Application Document 6.4.F4 Figure 4.4 Third Party Works**. Open cut construction has been considered as worst case. The assessment has then considered the possible effects of locating these works anywhere else within the Order Limits between the start and end point of the modifications.

Optionality

7.5.5 As set out in **Application Document 6.4 Chapter 4 Description of the Project** and shown on **Application Document 6.4.F3 Figure 4.3 Temporary Construction Works** optionality has been included at the following five locations.

- Two alternative options for temporary construction access between Pennyhill Cottages (Main Street) Primary Access Route (PAR 34) and proposed pylon 4AF82 and satellite construction compound S-3:
  - Bellmouths BM-040/41, associated construction access track and watercourse crossings C-169 and BC-11; or
  - Bellmouths BM-040A/41A, associated construction access track and watercourse crossings C-220A, C-169A and BC-11A.
- Two alternative options for temporary construction access tracks to proposed pylon 4AF88:
  - Watercourse crossing BC-36 and BC-37; or
  - Watercourse crossing B-06A.
- Two alternative options for the construction access track between proposed pylons 4AF130 and 4AF131
  - Watercourse crossing BC-29; or
  - Watercourse crossings BC-29A and BC-29B.
- Two alternative options for taking access off High Melwood (PAR 63) and the associated construction access track:
  - Bellmouth BM-078; or
  - Bellmouth BM-110.
- Two alternative power supply connections to the proposed main construction compound (M1) as shown in **Application Document 6.4.F4 Figure 4.4 Third party Works**:
  - NPG-09A from the west – there is currently uncertainty whether capacity of the network would be sufficient for this this connection; or
  - NPG-09B from the east.

7.5.6 Where differences in effects between the options have been identified, these are set out within section 7.9, with clear reference to the nature, extent, and significance of any resulting visual effects.

Sensitivity Test

7.5.7 Under the terms of the DCO, construction could commence any year up to five years from the granting of the DCO which is assumed to be 2028. Consideration has therefore been given to whether the effects reported would be different if the works were to commence in any year up to year five, following the granting of the DCO. Where there is a difference, this is reported in section 7.9 of this chapter.

7.5.8 In terms of the assessment of visual effects, it is considered that there is no potential for changes to the duration of construction activities, or the programme as a whole, to

alter the assessment findings as reported in section 7.9 of this chapter. It has therefore not been necessary to undertake a more detailed assessment for an alternative programme. It is possible that some construction activities may take a longer or shorter length of time to complete than currently predicted in the construction programme used for the purposes of assessment.

7.6 Baseline Conditions

7.6.1 This section describes the baseline visual environment in the study area.

7.6.2 Baseline conditions have been gathered from desk-based research and site surveys and refer to the specific Route Section of the proposed overhead line in which they are located. For more information on the Route Sections of the Project please read **Application Document 6.4 Chapter 4 Description of the Project**.

7.6.3 Detailed baseline information for the representative viewpoints referred to in the following text (e.g. VP X) is provided in **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**. This includes an evaluation of the relative value of the views from each viewpoint, as well as an assessment of the susceptibility of viewers at these locations to potential visual changes resulting from the proposed overhead line. Visual receptors are illustrated on **Application Document 6.7.F1 Figure 7.1 Visual Receptors and Viewpoints**.

7.6.4 The visual assessment is structured around parish boundaries and reflects the changes in views and overall visual amenity experienced by individuals living in and moving around their local area, including on local public rights of way (PRoW). The effects on users of National Trails and long-distance footpaths are considered as receptors in their own right. Effects are assessed using representative viewpoints as presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.

7.6.5 Detailed information for the visual baseline relating to parishes is provided in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**. Within the appendix, parishes are presented in alphabetical order, so can be easily found within the document. Within this chapter, the baseline is presented with reference to the Route Sections. It should be noted that some parishes within the 5 km study area have not been assessed due to the limited nature of effects anticipated. Full reasoning for not including these parishes is set out in Table 1.1 in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.

7.6.6 Baseline information for individual residential receptors is provided in **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment** and is summarised within each parish description in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.

Existing Baseline

Overview and communities

Route Section A: Proposed Birkhill Wood Substation to the River Ouse

7.6.7 Route Section A extends from the proposed Birkhill Wood Substation to the River Ouse.

7.6.8 Between Creyke Beck and Skidby, there are opportunities for expansive views to the east across open farmland and the River Hull corridor, and to the west towards the Yorkshire Wolds. However, these views are frequently framed or enclosed by woodland, field boundary hedgerows and trees, particularly close to the villages.

7.6.9 The character and quality of the views experienced vary depending on the presence and prominence of discordant elements or features. Development and industrial activity, particularly around Beverley and the urban areas of Cottingham and Hull to the south, detract from the visual experience. Views are influenced by the presence of existing overhead lines radiating from the existing Creyke Beck Substation, located south of Beverley.

7.6.10 Designed landscapes, such as the Grade II Registered Park and Garden (RPG) at Risby Hall, contribute positively to the value of the views.

7.6.11 Between Skidby and Riplingham, away from the steep wooded dales incised into the western scarp slope of the Yorkshire Wolds, the farmland in Route Section A is sparsely wooded. The fragmented hedgerow network contributes to an open landscape characterised by expansive views and big skies. Above the scarp slope, long easterly views extend across the farmland of the dip slope towards Holderness.

7.6.12 In contrast, from the scarp slope looking west, there are panoramic views over the Humberhead Levels and the Vale of York. Views are influenced by the existing 4ZQ 400 kV overhead line, which crosses the high ground south of Little Weighton before descending the scarp slope near Bilks Hill. The villages, often nestled in valleys or hollows, are typically surrounded by dense tree cover, helping to partially screen views of the existing overhead line.

7.6.13 Between the escarpment and the River Ouse, the arable farmland is generally large-scale and open. The sparse tree and hedgerow cover allows for expansive views across the landscape, with the Yorkshire Wolds providing a backdrop. To the south and west, distant views include the cooling towers at Drax, the tall pylons at the existing 4ZQ overhead line River Ouse crossing, and several wind farms. Other discordant elements include buildings and structures on the edge of the villages including those relating to the horticultural industry, and other light storage/industry. The existing 4ZQ 400 kV overhead line crosses the farmland with its pylons frequently visible on the skyline. To the east, the line of pylons descending the scarp slope is particularly noticeable from the edge of Ellerker and Brantingham.

7.6.14 The M62 crosses the area, often on raised embankments, which increases its prominence in the open landscape and also affords transient viewing opportunities.

7.6.15 Between the A164 and the A63 is the Yorkshire Wolds Important Landscape Area (ILA). This designation reflects the high value placed on the scenic quality of the views in this area. The presence of this designation enhances the value of the views experienced although the visual experience is very much influenced by the presence and extent of the discordant elements listed above.

7.6.16 Generally, views tend to be of medium value within the study area for Route Section A. There are pockets of higher value away from existing overhead lines and where the edge of the Yorkshire Wolds affords wide panoramic views across the Humber Estuary (for example from the Yorkshire Wolds Way). However, the aesthetic and perceptible qualities of views are reduced by the presence of the existing 400 kV and 275 kV overhead lines which converge on the existing Creyke Beck Substation, the existing 4ZQ 400 kV overhead line which runs through Route Section A, and the wind turbines visible to the south.

Communities

7.6.17 The following communities, defined by parish jurisdictional boundaries, have been identified for assessment within the study area for Route Section A.

7.6.18 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, and the value of the views is assessed as **high**:

- Brantingham (VP A-09, VP A-16, VP A-17); and
- South Cave (VP A-06, VP A-12, VP A-13, VP A-15, VP A-21, VP A-22a, VP A-22b).

7.6.19 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- Blacktoft (VP A-26, VP A-27, VP A-28, VP A-29, VP B-01, VP B-02, VP B-03);
- Broomfleet (VP A-25, VP A-26);
- Ellerker (VP A-14, VP A-17, VP A-18, VP A-19, VP A-20, VP A-33);
- Gilberdyke (VP A-24);
- Newport (VP A-23);
- Rowley (which includes Little Weighton and Riplingham) (VP A-01, VP A-02, VP A-04, VP A-05, VP A-06, VP A-07, VP A-08a, VP A-08b, VP A-10, VP A-11, VP A-31);
- Skidby (VP A-03);
- Twin Rivers (VP B-04, VP B-05, VP B-06, VP B-07); and
- Woodmansey (VP A-31).

Route Section B: River Ouse to Crowle

7.6.20 Route Section B extends from the north bank of the River Ouse to Crowle.

7.6.21 To the north of Route Section B, away from the settlements, fields are generally large and bordered by ditches and dykes. Combined with the sparse tree cover, this contributes to an open landscape with extensive views across the river and neighbouring low-lying farmland, particularly from the top of the flood embankments. However, distance views of the river are restricted by these flood embankments, reducing its prominence in the landscape. The higher tree cover around the settlements also contains views.

7.6.22 To the south of Route Section B, views across the flat and open farmland are often long and unbroken, featuring expansive skies that extend to distant, low wooded horizons. This is a horizontal landscape where vertical elements, including wind turbines and the pylons associated with several existing overhead lines, are prominent in the floodplain areas adjacent to the River Trent. The buildings associated with Keadby Power Station are also a skyline feature.

7.6.23 The character and quality of the views across Route Section B vary depending on the presence and extent of discordant elements, including the wind farms to the north and south of the river, and the existing 400 kV overhead lines to the east.

7.6.24 Generally, views tend to be of medium value within the study area for Route Section C. There are lower value views due the presence of the existing 400 kV overhead lines and wind turbines which reduce the aesthetic and perceptible qualities of views when in closer proximity.

Communities

7.6.25 The following communities, defined by parish jurisdictional boundaries, have been identified for assessment within the study area for Route Section B.

7.6.26 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- Crowle and Ealand (VP B-15, VP C-01a, C-01b, VP C-02, VP C-03a, VP C-03b); and
- Luddington and Haldenby (VP B-11, VP B-12).

7.6.27 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **low**:

- Eastoft (VP B-13); and
- Garthorpe and Fockerby (VP B-08, VP B-10, VP B-11).

Route Section C: Crowle to North Moor (M180)

7.6.28 Route Section C extends from north of Crowle to the M180.

7.6.29 Throughout much of Route Section C the farmland is generally large scale and open, allowing for expansive views. The wooded escarpment of the Lincolnshire Edge forms a backdrop to the east, while the slightly elevated Isle of Axholme creates a well-treed horizon to the south. The low-lying Thorne and Crowle Moors lie to the west outside the visual study area.

7.6.30 In some areas, views are contained by a higher coverage of woodland and trees, especially around the villages, along transport corridors and waterways, and throughout the Isle of Axholme. The character and quality of views experienced vary depending on the presence and extent of any notable elements or features. For example, the Isle of Axholme features important skyline landmarks such as windmills and churches, which enhance the value of the views.

7.6.31 Designated landscapes that may increase the value of the views experienced in this Route Section include the Isle of Axholme Area of Special Historic Landscape Interest. Elsewhere, detracting elements and features include A-roads, wind farms, and the multiple 400 kV overhead lines radiating out from the substation adjacent to Keadby Power Station. Views are also locally influenced by industry associated with the larger settlements, particularly along the Trent Valley and the western edge of Scunthorpe.

7.6.32 Generally, views tend to be of medium value within the study area for this Route Section. There are some lower value views to the south of Route Section C due the presence of the existing 400 kV overhead line, wind turbines and Keadby Power Station which reduce the aesthetic and perceptible qualities of views when in closer proximity.

Communities

7.6.33 The following communities, defined by parish jurisdictional boundaries, have been identified within the study area for Route Section C.

7.6.34 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- Crowle and Ealand (VP C-01a, C-01b, VP C-02, VP C-03a, VP C-03b).

7.6.35 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **low**:

- Keadby with Althorpe (VP C-04).

Route Section D: North Moor (M180) to River Idle

7.6.36 Route Section D extends from North Moor, north of the M180 to the River Idle near Haxey Gate.

7.6.37 Throughout much of Route Section D, the farmland is mainly large scale and open, offering expansive views across the landscape. However, in some areas, these views are more contained due to the gently undulating landform and a higher density of woodland and trees, particularly around settlements. Woodland coverage is notably more prevalent to the west of the Isle of Axholme. The linear tree belts along two disused railway lines that cross Route Section D further contain the views.

7.6.38 Many of the villages are located to the west of the route on the relatively well-settled Isle of Axholme. The linear arrangement of these villages allows for elevated views across the surrounding lower-lying farmland towards the Hatfield Moors to the west, and the woodland at Scotton Common and Laughton Woods on the higher ground to the east.

7.6.39 The value of the views in Route Section D varies depending on the presence and extent of discordant elements or features. Key factors influencing visual quality include the M180 to the north and the existing 4TM[4] and ZDA 400 kV overhead lines that follow the eastern side of the Isle of Axholme and are prominent on the skyline. Views are also locally impacted by industrial elements, particularly around Sandtoft. Designated landscapes that may increase the value of the views experienced in Route Section D include the Isle of Axholme Area of Special Historic Landscape Interest, covering most of Route Section D to the west of the River Trent. Also, the eastern part of this Route Section falls within the Laughton Woods and Scotton Common Area of Great Landscape Value.

7.6.40 Generally, views tend to be of medium value within the study area for Route Section D. The presence of the existing 4TM and ZDA 400 kV overhead lines reduces the aesthetic and perceptible qualities of views in closer proximity.

[4] References quoted for existing 400 kV overhead lines e.g. 4TM, ZDA, or 4ZQ, are the National Grid name for that particular overhead line

Communities

7.6.41 The following communities, defined by parish jurisdictional boundaries, have been identified for assessment within the study area for Route Section D.

7.6.42 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- Belton (D-01, D-02, D-03a, D-03b);
- Epworth (D-05, D06a, D-06b);
- Haxey (Isle of Axholme) (D-07, D-08, D-13, D-14, D-15, D-16, D-17a, D-17b); and
- Owston Ferry (Isle of Axholme) (D-09, D-11, D-12).

Route Section E: River Idle to Darlton

7.6.43 Route Section E extends from the River Idle near Haxey Gate to the A57 at Darlton.

7.6.44 Between the River Idle and Gringley on the Hill, much of the farmland has only sparse tree coverage or hedgerow cover, allowing for expansive views that extend to distant horizons. To the east, there are views to the wooded Lincolnshire Edge and the urban edge of Gainsborough, while to the west, the flat drained landscapes of Misterton and Gringley Carr dominate the scene. Gringley on the Hill which is situated on a promontory at the end of a long range of low hills, affords sweeping panoramic views across the surrounding farmland, reaching as far as Lincoln Cathedral.

7.6.45 Generally, views tend to be of high value within the study area for this part of Route Section E. Being slightly removed from the existing 400 kV overhead lines, there are fewer detractors present and some scenic views associated with the Chesterfield Canal and elevated landform at Haxey and Gringley on the Hill.

7.6.46 In the area between Gringley on the Hill and the A620, farmland is typically enclosed by hedgerows with occasional hedgerow trees. This, combined with the undulating landform, helps to locally contain views. Conversely, nearer to the River Trent and the valley of the River Idle, the farmland becomes more open, with fewer hedgerows and fields separated by drainage dykes and drains, resulting in more expansive views. The sky plays a significant role in the vistas, with the two existing 400 kV overhead lines and cooling towers of the former West Burton Power Station prominent on the skyline.

7.6.47 Further south, Route Section E is marked by relatively sparse settlement, with villages, hamlets, and farms dispersed throughout the farmland. These small, nucleated settlements are often tucked into valleys where belts of trees offer local visual containment. In areas where the farmland is more open, the rising terrain allows for expansive easterly views across the low-lying floodplain of the River Trent. In these views, pylons on the existing 132 kV and 400 kV overhead lines create a distant but more noticeable backdrop.

7.6.48 The value of views within this part of Route Section E varies. Generally, views tend to be of medium value, although there are pockets of higher value to the west where the landform rises allowing for longer distance views and is less influenced by existing infrastructure.

Communities

7.6.49 The following communities, defined by parish jurisdictional boundaries, have been identified for assessment within the study area for Route Section E.

7.6.50 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, and the value of the views is assessed as **high**:

- East Drayton (VP E-33, VP E-34);
- Gringley on the Hill (VP E-06a, VP E-08b, VP E-07);
- Grove (VP E-24, VP E-25);
- Headon cum Upton (VP E-35);
- Misterton (VP E-01, VP E-02, VP E-03, VP E-04);
- North Leverton with Habblesthorpe (VP E-18, VP E-19, VP E-20, VP E-21); and
- Walkeringham (VP E-04, VP E-05).

7.6.51 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- Darlton (VP E-38a, VP E-38b, VP E-38c);
- North and South Wheatley (VP E-12, VP E-14, VP E-15);
- Rampton and Woodbeck (VP E-28, VP E-29);
- Saundby (VP E-11);
- South Leverton (VP E-21, E-22, E-23a, E-23b);
- Stokeham (VP E-30, VP E-31);
- Sturton le Steeple (VP E-16, VP E-17a, VP E-17b); and
- Treswell (VP E-26, VP E-27).

7.6.52 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **low**:

- Bole (VP E-13); and
- West Burton.

Route Section F: Darlton to the proposed High Marnham Substation

7.6.53 Route Section F extends from the A57 at Darlton to the proposed High Marnham Substation.

7.6.54 The central part of Route Section F is characterised by flat, large-scale farmland typical of the Trent Valley. However, in contrast to areas further north, the valley floor here is narrower and visually more contained to the east and west by the rising and undulating farmland, combined with a greater density of trees and woodlands.

7.6.55 Views across Route Section F are influenced by the presence of multiple 132 kV, 275 kV and 400 kV overhead lines which affect the overall quality of the otherwise rural scene. However, the impact of this infrastructure is often locally mitigated by the trees and woodlands surrounding the existing substation and former power station, as well as trees and woodland along the disused rail line, and around the small villages scattered throughout the farmland.

7.6.56 Generally, views tend to be of medium value within the study area for Route Section F, although there are pockets of lower value from the presence of the existing 400 kV and 275 kV overhead lines which converge on the existing High Marnham substation and reduce the aesthetic and perceptible qualities of views.

Communities

7.6.57 The following communities, defined by parish jurisdictional boundaries, have been identified for assessment within the study area for Route Section F.

7.6.58 The people within the following communities are all considered to be of **high** susceptibility to visual change resulting from the Project, while the value of the views is assessed as **medium**:

- East Markham (VP F-01);
- Fledborough (VP F-04, VP F-05);
- Marnham (VP F-06, VP F-07); and
- Ragnall (VP F-02).

Recreational receptors

National Trails

Yorkshire Wolds Way

7.6.59 The Yorkshire Wolds Way is a National Trail which forms part of European Long Distance Path E2. This 127 km route runs from Hessle in East Yorkshire to Filey in North Yorkshire, and within Route Section A between Welton and High Hunsley. As views contribute to the landscape setting enjoyed by people using the footpath which is nationally designated with a number of panoramic viewpoints, the susceptibility to the Project is **very high**. The views from the footpath are varied within the study area, as illustrated in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, passing through the built-up areas around Welton before heading north to the escarpment. Although the existing 400 kV 4ZQ[4] overhead line is visible from the trail passing beneath the overhead line near Woo Dale, the value of sequential views is generally considered to be **high**.

7.6.60 The views from the Yorkshire Wolds Way are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-06 View from Yorkshire Wolds Way (High Hunsley);
- VP A-11 View from bridleway near Turtle Hill;
- VP A-12 View from High Hunsley Circuit (Swinescaif Road);
- VP A-13 View from Yorkshire Wolds Way (Mount Airy);

- VP A-14 View southeast from the Yorkshire Wolds Way at Woo Dale;
- VP A-15 View from Yorkshire Wolds Way (Ellerker Wold Lane);
- VP A-16 View from Spouts Hill (Brantingham); and
- VP A-33 View northeast from the Yorkshire Wolds Way at Woo Dale.

7.6.61 Detailed baseline information for the Yorkshire Wolds Way is provided in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**.

Long-distance footpaths

7.6.62 The following long distance paths[5] are located within the study area.

Trans Pennine Trail

7.6.63 The Trans Pennine Trail is a 346 km coast-to-coast promoted route between Southport and Hornsea, passing through Hull, aiming to be fully accessible to all types of users including walkers/runners, cyclists horse riders, wheelchair users, and users of mobility scooters and other mobility aids. As views contribute to the landscape setting enjoyed by people using the route, the susceptibility to the Project is **high**. The route broadly follows the River Ouse and the Humber Estuary in Route Sections A and B, passing through Yokefleet, Faxfleet and Broomfleet before heading east toward Hull. Views are influenced by the existing 4ZQ 400 kV overhead line, which the trail passes beneath between Yokefleet and Blacktoft and following the 4ZQ to the east of Broomfleet on Ings Lane. The value of the sequential views is considered to be **medium** due to the presence and proximity of these existing detractors, although higher value views along the Humber Estuary are noted.

7.6.64 The views from the Trans Pennine Trail are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-22a View west from Ings Lane (Broomfleet);
- VP A-22b View northeast from Ings Lane (Broomfleet);
- VP A-25 View from Sleights Lane (Broomfleet);
- VP A-26 View from Trans Pennine Trail at Weighton Lock;
- VP A-27 View from Trans Pennine Trail (Faxfleet);
- VP A-28 View from Faxfleet Lane;
- VP A-29 View from Trans Pennine Trail at Faxfleet;
- VP B-01 View from Trans Pennine Trail west of Blacktoft;
- VP B-02 View from Trans Pennine Trail at Blacktoft; and
- VP B-03 View from Trans Pennine Trail at Yokefleet.

[5] As defined by the Long Distance Walkers Association.

Trent Valley Way

7.6.65 The Trent Valley Way is a 174 km footpath from Derbyshire to Julian's Bower at Alkborough passing through Gainsborough and Scunthorpe and all Route Sections. As views contribute to the landscape setting enjoyed by people using the route, the susceptibility to the Project is **high**.

7.6.66 From the northern end of the route at Alkborough, the Trent Valley Way follows the escarpment to the east of the River Trent towards Burton upon Stather and Flixborough. Existing wind turbines at Grange Wind Farm and Keadby Wind Farm are prominent in views from the trail, whilst a number of existing 400 kV overhead lines are also present. The existing 2KN and 4KG 400 kV overhead lines oversail the trail north of Burton upon Stather. The trail then passes through Scunthorpe before crossing the River Trent near Gunness.

7.6.67 From there, the trail heads west away from the River Trent, passing beneath the ZDA and 4TM 400 kV overhead lines to the north of the M180 and then passing through Belton, Epworth and Haxey. South of Haxey it follows the River Idle back to the River Trent where it then follows the banks of the River Trent all the way to High Marnham. Views east contain multiple overhead lines in the Trent Valley between Cottam, West Burton and High Marnham, passing beneath the 4VK 400 kV overhead line a number of times. The value of the sequential views is considered to be **medium** due to the presence of pylons, wind turbines and former power stations along the route, although higher value views from Alkborough and Burton on Stather are noted where it runs along the escarpment.

7.6.68 The views from the Trent Valley Way are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-30 View from Julian's Bower (Alkborough);
- VP B-09 View from Stather Road (Burton upon Stather);
- VP D-01 View from the Peatlands Way (M180 crossing);
- VP D-07 View from Low Burnham;
- VP D-18a View west from Haxey Gate Road;
- VP D-18b View north from Haxey Gate Road; and
- VP F-05 View from Fledborough Viaduct.

High Hunsley Circuit

7.6.69 This 41 km circular route encompasses Bishop Burton, Walkington, Skidby, Welton, Brantingham, South Cave and Newbald in Route Section A. As views contribute to the landscape setting enjoyed by people using the footpath, the susceptibility to the Project is **high**. The route passes between Bishop Burton and Walkington, passing beneath the existing 4ZR 400 kV overhead line. From Walkington the footpath passes to the west of Risby Hall RPG before passing under the existing 4ZQ 400 kV overhead line and on to Skidby. The route then heads west from Skidby towards Riplingham before heading south towards Welton Wold where it turns west running concurrently with the Yorkshire Wolds Way. The footpath runs adjacent to the existing 4ZQ 400 kV overhead line. The value of the sequential views is considered to be **medium** due to the presence of pylons, although higher value views to the south from Welton Wold are noted, and also where it runs along the escarpment.

7.6.70 The views from the High Hunsley Circuit are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-03 View from High Hunsley Circuit (Skidby);
- VP A-06 View from Yorkshire Wolds Way (High Hunsley);
- VP A-07 View from High Hunsley Circuit at Socken Wood;
- VP A-10 View from High Hunsley Circuit (Riplingham Road);
- VP A-12 View from High Hunsley Circuit (Swinescaif Road);
- VP A-13 View from Yorkshire Wolds Way (Mount Airy);
- VP A-14 View southeast from the Yorkshire Wolds Way at Woo Dale;
- VP A-15 View from Yorkshire Wolds Way (Ellerker Wold Lane);
- VP A-16 View from Spouts Hill (Brantingham); and
- VP A-33 View northeast from the Yorkshire Wolds Way at Woo Dale.

Peatlands Way

7.6.71 The Peatlands Way is a 70 km footpath which links the settlements of the Humberhead Peatlands including Thorne, Crowle, Belton, Epworth, Haxey and Wroot, also crossing the Thorne and Hatfield Moors. As views contribute to the landscape setting enjoyed by people using the footpath, the susceptibility to the Project is **high**. The Peatlands Way passes through Route Sections C and D. Views to the east contain the existing 4TM and ZDA 400 kV overhead lines, and wind turbines at Keadby. The value of the sequential views is considered to be **medium** due to the presence of these existing detractors and the number of settlements the route passes through.

7.6.72 The views from the Peatlands Way are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP C-01a View east from edge of Ealand;
- VP C-01b View southwest from edge of Ealand;
- VP C-02 View from the Peatlands Way (A161 at Crowle);
- VP D-01 View from the Peatlands Way (M180 crossing); and
- VP D-08 View from Peatlands Way (High Burnham).

Cuckoo Way

7.6.73 Following the route of the Chesterfield Canal, the Cuckoo Way is a 74 km route along the towpath from Chesterfield to the River Trent passing through Route Section E. As views contribute to the landscape setting enjoyed by people using the footpath, the susceptibility to the Project is **high**. As the path follows the canal, views along the waterway tend to be scenic with few detractors, the existing 400 kV overhead line only beginning to influence views once the canal passes Misterton and heads towards the River Trent where it finishes under the two existing 400 kV overhead lines at East Stockwith. The value of the sequential views is considered to be **high**.

7.6.74 The views from the Peatlands Way are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP E-03 View from Gringley Road (Misterton);
- VP E-06a View south from the Chesterfield Canal; and
- VP E-06b View southwest from the Chesterfield Canal.

Nev Cole Way

7.6.75 The Nev Cole Way is a 92 km footpath through North Lincolnshire which starts in Burton upon Stather and heads north following the southern bank of the Humber to Immingham and on to the Lincolnshire Wolds. As views contribute to the landscape setting enjoyed by people using the footpath, the susceptibility to the Project is **high**. Within the study area, the trail passes through Route Sections A and B along The Cliff[6] from Burton on Stather and through Alkborough to the east of the River Trent. Views tend to be filtered to the west by the mature woodland along The Cliff, but when views open up, there are long distance views across the Humber estuary, for example at Julian's Bower. The value of the sequential views is considered to be **high**.

7.6.76 The views from the Nev Cole Way are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-30 View from Julian's Bower (Alkborough); and
- VP B-09 View from Stather Road (Burton upon Stather).

Other promoted routes

7.6.77 The following routes have been identified within the study area and comprise routes which are promoted on Ordnance Survey maps and wayfinding markers.

Beverley 20 Footpath

7.6.78 A 29 km promoted footpath between the Beverley Minster and the Humber Bridge, some sections running concurrently with the Yorkshire Wolds Way, High Hunsley Circuit and Trans Pennine Trail in Route Section A. As views contribute to the landscape setting enjoyed by people using the footpath, the susceptibility to the Project is **high**. The route starts at Beverley Minster and heads south crossing the A164 and A1079 before heading west across the A164 towards Bentley. From Bentley, the footpath heads south along the edge of Risby Hall RPG before passing through Skidby. The route heads west from Skidby towards Riplingham before heading south towards the Humber Estuary. The footpath passes adjacent to a converter station to the north of the A1079 and beneath the existing 4ZR and 4ZQ 400 kV overhead lines, running adjacent to the existing 4ZQ 400 kV overhead line. The value of the sequential views is considered to be **medium** due to the presence of these existing detractors and the number of busy roads the footpath crosses, although higher value views to the south from Welton Wold are noted.

[6] "The Cliff" is a high limestone and mudstone escarpment in North Lincolnshire running between Burton upon Stather and Alkborough.

7.6.79 The views from the Beverley 20 Footpath are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-01 View from Bentley Road (Bentley);
- VP A-02 View from Dunflat Road (Bentley);
- VP A-07 View from High Hunsley Circuit at Socken Wood;
- VP A-10 View from High Hunsley Circuit (Riplingham Road); and
- VP A-31 View from Beverley Way near A1079.

Cycle routes

National Cycle Network Route 1

7.6.80 National Cycle Network Route 1 is a 2,000 km cycle route between Dover and John O'Groats, up the eastern side of England and Scotland. As views contribute to the landscape setting enjoyed by people using the cycle route, the susceptibility to the Project is **high**. Within the study area, the route passes through Route Section A south of Beverley, using smaller lanes and tracks to cross the slightly undulating landscape towards Cottingham. At the A1079, the route passes to the west of a converter station before following the existing 4ZR 400 kV overhead line to Creyke Beck. The cycle route passes adjacent to the existing Creyke Beck Substation and battery storage. The value of the sequential views is considered to be **medium** due to the presence and proximity of these existing detractors.

7.6.81 The views from Route 1 of the National Cycle Network are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-32 View from Park Lane at Creyke Beck.

National Cycle Network Route 65

7.6.82 National Cycle Network Route 65 is a 219 km cycle route between Middlesborough and Hornsea via Hull and York. As views contribute to the landscape setting enjoyed by people using the cycle route, the susceptibility to the Project is **high**. In the study area, the route is located in Route Section A and broadly follows the A63 passing through Welton, Elloughton, Brantingham and Broomfleet before passing near the existing River Ouse crossing and under the existing 4ZQ overhead line between Blacktoft and Yokefleet. Views are influenced by the A63 and existing 4ZQ 400 kV overhead line. West of Yokefleet, views tend to be open around the flat landscape where the wind turbines at Sixpenny Wind Farm are prominent features. The value of the sequential views is considered to be **medium** due to the presence and proximity of these existing detractors, although there are higher value views along the Humber Estuary.

7.6.83 The views from National Cycle Network Route 65 are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-18 View north from Ellerker;
- VP A-20 View from Howden Croft Hill (Ellerker);

- VP A-22a View west from Ings Lane (Broomfleet);
- VP A-22b View northeast from Ings Lane (Broomfleet);
- VP A-25 View from Sleights Lane (Broomfleet);
- VP A-26 View from Trans Pennine Trail at Weighton Lock;
- VP A-27 View from Trans Pennine Trail (Faxfleet);
- VP A-28 View from Faxfleet Lane; and
- VP B-02 View from Trans Pennine Trail at Blacktoft.

National Cycle Network Route 647

7.6.84 National Cycle Network Route 647 is a 43 km route between Lincoln and Clumber Country Park. As views contribute to the landscape setting enjoyed by people using the cycle route, the susceptibility to the Project is **high**. Within the study area, the route is located in Route Section F and follows the disused railway over the Fledborough Viaduct, passing to the north of the former High Marnham Power Station site before joining the road network and heading west to Tuxford. It passes beneath existing 400 kV overhead lines at High Marham and follows the route of an existing 275 kV overhead line between Skegby and Tuxford, with pylons featuring in views. The value of the sequential views is considered to be **medium** due to the presence and proximity of these existing detractors.

7.6.85 The views from National Cycle Network Route 647 are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP F-05 View from Fledborough Viaduct; and
- VP F-06 View from Crabtree Lane (Skegby).

Navigable watercourses

Market Weighton Canal and Trail

7.6.86 This 18.5 km waterway links the Humber to Market Weighton, passing Broomfleet and Newport in Route Section A. The canal itself is navigable between Weighton Lock and Newport for approximately 10 km, whilst the walking trail encompasses the entire length. As views contribute to the landscape setting enjoyed by people using the route, the susceptibility to the Project is **high**. Views across the surrounding flat are sometime filtered by vegetation along the waterway with views towards the Yorkshire Wolds. Wind turbines at Sixpenny Wood Wind Farm are visible to the west. The canal passes beneath the existing 4ZQ 400 kV overhead line to the west of Broomfleet, and pylons are a feature of views along the entire route within the study area. The value of the sequential views is considered to be **medium**.

7.6.87 The views from the Market Weighton Canal and Trail are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP A-23 View from B1230 (Newport); and
- VP A-26 View from Trans Pennine Trail at Weighton Lock.

Stainforth and Keadby Canal

7.6.88 The Stainforth and Keadby Canal runs for 24 km from the Sheffield and South Yorkshire Navigation to the River Trent. The section between Crowle and the River Trent is within the study area in Route Section C. As views contribute to the landscape setting enjoyed by people using the canal, the susceptibility to the Project is **high**. Views along the waterway vary, but within the study area are influenced by wind turbines at Tween Bridge Moor and Keady Wind Farms and the existing 400 kV overhead lines in the Trent Valley. The value of the sequential views is considered to be **medium**.

7.6.89 The views from the Stainforth and Keadby Canal are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP C-03a View north from Stainforth and Keadby Canal; and
- VP C-03b View northeast from Stainforth and Keadby Canal.

Chesterfield Canal

7.6.90 The Chesterfield Canal runs for 74 km from Chesterfield to the River Trent. As views contribute to the landscape setting enjoyed by people using the canal, the susceptibility to the Project is **high**. Within the study area the canal is located in Route Section E and views along the waterway tend to be scenic with few detractors. The existing 400 kV overhead line only begins to influence views once the canal passes Misterton and heads towards the River Trent, where it finishes under the two existing 4TM and ZDA 400 kV overhead lines at East Stockwith. The value of the sequential views is considered to be **high**.

7.6.91 The views from the Chesterfield Canal are represented by the following viewpoints presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**:

- VP E-06a View south from the Chesterfield Canal; and
- VP E-06b View southwest from the Chesterfield Canal.

Visitor attractions

7.6.92 These publicly accessible visitor attractions have been selected for assessment as the ZTV indicates potential intervisibility with the Project and views are key to the enjoyment of the visitor. There are other visitor attractions within the study area, not included for assessment as significant effects are unlikely due either to views not being integral to the visitor experience, distance from the proposed overhead line, or limited potential for views from intervening landform and/or vegetation.

Skidby Mill and Museum

7.6.93 Located off Beverley Road to the southwest of Skidby village in Route Section A, Skidby Mill is a working windmill which is currently undergoing restoration works. Associated adjacent buildings form part of the Museum of East Riding Rural Life. The susceptibility of visitors to the mill to the effects of the Project is considered to be **high**. When open, there are elevated views from the windmill of the surrounding landscape, including the A164 and a 132 kV overhead line to the south, and the existing 4ZQ 400 kV overhead line which passes to the north of Skidby. The value of views is considered to be **medium**.

Blacktoft Sands RSPB Reserve

7.6.94 The second largest reedbeds in the UK, this reserve to the north of Route Section B is a popular location with a visitor centre, bird hides and nature trails. Although perhaps a secondary reason people visit, the views of the surrounding landscape are part of the visitor experience and therefore the susceptibility of visitors to the Project is considered to be **high**. There are views across the reedbeds towards the River Ouse and the Yorkshire Wolds in the distance (VP B-04). The existing 4ZQ 400 kV overhead line, which at this location includes the tall pylons associated with the River Ouse crossing, is noticeable across views to the west. The value of views is considered to be **medium**.

Julian's Bower

7.6.95 This promoted viewpoint (VP A-30) is located at Alkborough to the southeast of Route Section A and the susceptibility is considered to be **very high**. There are long distance views across the Humber Estuary and although there are a number of detractors including wind turbines and pylons, these are at some distance and do not detract from the panoramic view. The value of the view is considered to be **high**.

North Leverton Windmill

7.6.96 Located to the west of North Leverton with Habblesthorpe in Route Section E, the windmill and museum is a popular tourist attraction. Visitors have a **high** susceptibility. Views from the windmill are of **high** value. Viewpoint E-18 represents the views from ground level within the curtilage of the mill.

Future baseline

7.6.97 As detailed in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**, a review has been undertaken to determine whether the existing baseline conditions might change between the time of undertaking the assessment and the future years in which the Project is planned to be constructed and become operational.

7.6.98 Consideration has been given to the following types of change that could potentially alter the baseline environment associated with visual amenity:

- The natural evolution of the landscape, for example, whether the growth or dieback of existing vegetation would alter existing landscape character and how this vegetation features as a component in existing views.
- The loss of existing elements and features in the landscape, for example, due to land-take from planned developments in the area, leading to changes in landscape character and the opening of existing views for visual receptors.
- The introduction of new receptors, for example residents of new dwellings under construction that are expected to become occupied and subsequently be exposed to views of the Project during construction and/or operation.

7.6.99 The following sections summarise the principal changes expected to occur in the baseline.

Construction year baseline (2028)

7.6.100 The vegetation pattern would reflect the existing baseline, with a combination of roadside hedgerows and blocks of woodland interspersed across a mainly open landscape. Ash dieback (*Hymenoscyphus fraxineus*)[7] has been identified within the study area in **Application Document 7.14 Arboricultural Impact Assessment**, although is not reported to significantly alter vegetation coverage. It is not expected that loss of ash in woodlands and hedgerows would greatly affect the views described in the construction year.

7.6.101 The settlement pattern would broadly reflect the existing spatial distribution. Although there are committed developments which extend residential and commercial areas, these tend to be within or adjacent to existing built-up areas such as Beverley, Kirk Ella, Brough, Gainsborough and are not considered to affect the baseline views towards the Project.

7.6.102 A review of other, non-residential, committed developments within the 5 km study area identified no other developments that would alter the land use changes in the 5 km study area or influence the visual baseline. This was either due to distance from the Project or that the development would be too small in scale to materially influence views and would not noticeably alter the perception of existing local character or its components.

Operational year baseline (2031)

7.6.103 Changes to the visual baseline would remain as reported above for the construction year baseline as the proposed developments listed are assumed to be complete by 2028.

7.6.104 It is possible that by 2031 most mature ash trees will have been lost through ash dieback. Other tree species would occupy the gaps left in woodlands and hedgerows, but these would be immature meaning that views could be locally affected in the short to medium term.

7.7 Potential Effects

7.7.1 Based on the assessment scope (see section 7.3), the following sections describe how construction (C) and operation (O) activities are likely to affect visual receptors in the study area. This takes account of the embedded mitigation measures which are defined in **Application Document 7.3 Register of Environmental Actions and Commitments**. This section first lists the effects and impact pathways that could result from each phase of the Project and Table 7.7 sets out the potential effects on the receptors identified in section 7.6.

Construction

7.7.2 The potential effects that could result from the construction of the Project are:

[7] Ash dieback is a destructive fungal disease (*Hymenoscyphus fraxineus*) that attacks ash trees (*Fraxinus* species), especially the United Kingdom's (UK) native ash species, common ash (*Fraxinus excelsior*). It is present in most parts of the UK and causes leaf loss, dark bark lesions, and dieback of the tree crown by blocking water and nutrient transport. It is widely fatal and has the potential to cause significant damage to the UK's ash population.

- The effects on views from site clearance, tree felling and boundary/hedgerow removal, topsoil stripping and earthworks;
- The effects on views from the construction of temporary bellmouths and access tracks and undergrounding of third-party services;
- The effects on views from the movement of construction-related traffic including delivery and removal of material to and from site and workers travelling to and from site and/or movement of vehicles and plant along temporary access tracks within the Order Limits;
- The effects on views from general construction activities (including the use of large scale construction equipment including cranes), construction compounds and temporary buildings and scaffolding required for construction, parking on-site, temporary hoardings and/or security fencing or signage and material stockpiles; and
- The visual effects of night time lighting for construction activities.

7.7.3 The potential visual effects during the construction phase do not include the finished proposed overhead line so as not to double count the effects.

Operation

7.7.4 The potential effects that could result from the operation of the Project are:

- The effects on views from the introduction of the finished proposed overhead line into the landscape; and
- The visual effects of vegetation management to ensure safe electrical clearances to the conductors.

Potential Effects

7.7.5 Table 7.7 sets out the potential effects on the receptors identified in section 7.6 and during which phase of the Project.

Table 7.7 – Summary of potential visual effects at each phase of the Project

Receptor	Potential effect	Description	C	O
Communities	Effects on views	From construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel. In operation from the introduction of new infrastructure into views.	✓	✓
Recreational Routes including National Trails, long-	Effects on views	From construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks,	✓	✓

Receptor	Potential effect	Description	C	O
distance footpaths, cycle routes, other promoted routes and waterways		plant (including mobile cranes), vehicles and personnel. In operation from the introduction of new infrastructure into views.		
Visitor attractions	Effects on views	From construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel. In operation from the introduction of new infrastructure into views.	✓	✓

7.8 Mitigation

Embedded Measures

7.8.1 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project.

7.8.2 Embedded measures are those that are intrinsic to and built into the design of the Project; these are listed in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures of relevance to this visual assessment are:

- EDM01- Sensitive routeing and siting was undertaken to develop the proposed overhead line alignment and draft Order Limits. The routeing and siting avoids and reduces, as far as practicable, impacts on identified receptors, in line with the Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security & Net Zero, 2025) National Policy Statement for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2025) as well as the Holford Rules (National Grid, 1992).
- EDM02 - Where possible, the proposed overhead line has been designed to be parallel to or close parallel with the existing overhead lines. Route Sections where close parallel and pylon synchronicity has been achieved, considering constraints present along the existing overhead lines as well as technical complexity, include:
  - Sections within Route Sections A and B to reduce effects on the Yorkshire Wolds Important Landscape Area and potential effects of collision risk, habitat loss and disturbance of interest features of the Humber Estuary Special Protection Area (SPA) and Ramsar site; and

  - Route Section D to reduce effects on the Isle of Axholme Area of Special Historic Landscape Interest.

- EDM03 - Where the proposed overhead line is in parallel or close parallel with existing overhead lines the design has sought to synchronise the pylons as far as possible taking account of all other technical, environmental and lands constraints.
- EDM06 - Construction effects have been designed out/ minimised as far as practicable through, for example, minimising land-take/habitat loss and locating construction access tracks and temporary construction compounds/ material storage areas outside of ecologically sensitive sites/ habitats (such as statutory and non-statutory designated sites, priority habitats and wetlands).DE6 - The Project will use standard lattice pylon as the most appropriate pylon type to keep a consistent appearance with the existing 400 kV overhead line infrastructure within the existing landscape.
- DE1 – The Project will be delivered and operated in compliance with all relevant legislation, consents and permits.
- DE3 – The Project will seek to retain the pylon positions as shown on **Application Document 2.4 Works Plans** unless following detailed design there are engineering, safety, environmental or other reasons to move a pylon within the Limits of Deviation.
- DE4 – The Project will use lattice pylon as the most appropriate pylon type, to keep a consistent appearance with the existing NGET 400KV overhead line assets that the proposed new overhead line alignment interacts with the existing landscape.
- GG01 – The final versions of the outline environmental management plans will be submitted for approval in accordance with Requirement 4 (construction management plans) of **Application Document 3.1 Draft Development Consent Order** prior to commencement of development and will reflect the final construction methodologies produced by the Main Works Contractor(s). The following will be produced prior to construction:
  - Code of Construction Practice (CoCP);
  - Construction Traffic Management Plan (CTMP);
  - Soil Management Plan;
  - Public Right of Way Management Plan;
  - Noise and Vibration Management Plan;
  - Landscape and Ecology Management Plan;
  - Archaeological Written Scheme of Investigation; and
  - Cultural Heritage Management Plan.
  - Framework Construction Surface Water Management Plan (CSWMP)

  All construction works will be undertaken in general accordance with these plans and all referenced subordinate plans.

- GG06 – Land used temporarily will be reinstated to its pre-construction condition and use (or as agreed with the relevant landowner). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, unless otherwise agreed.

7.8.3 Routeing the Project away from the Grade II* listed North Leverton Windmill to reduce the effects for visitors and minimise effects on setting, is considered in **Application Document 6.10 Chapter 10 Cultural Heritage**.

Control and Management Measures

7.8.4 Control and management measures comprise management activities and techniques that will be implemented during construction and reinstatement to limit effects, through adherence to good site practices and ensuring legal compliance.

7.8.5 Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.2 Outline Code of Construction Practice**, and **Application Document 7.8 Outline Landscape and Ecology Management Plan** which are secured by Requirement 4 **of Application Document 3.1 Draft Development Consent Order**, and **Application Document 7.3 Register of Environmental Actions and Commitments** secured by Requirement 5 of Application Document 3.1 Draft Development Consent Order. These outline management plans and the following measures in **Application Document 7.3 Register of Environmental Actions and Commitments** have been taken into account in assessing the landscape effects of the Project:

- LV01 – The Main Works Contractor(s) will retain vegetation where practicable. Where vegetation is lost and trees cannot be replaced in situ due to the restrictions associated with operational safety, replacement vegetation will be planted as close by as practicable and will complement the landscape character and be sympathetic to the local habitat type in order to provide a high biodiversity value.
- LV02 – The Main Works Contractor(s) will apply the relevant protective principles as set out in British Standard (BS) 5837:2012: Trees in relation to design, demolition and construction (British Standards Institution, 2012). All works to trees will follow guidance in BS 3998:2010: Tree work – Recommendations. Tree work to veteran trees and those under Tree Preservation Orders will be undertaken by a suitably qualified arboriculturist and supervised by the Arboricultural Clerk of Works (ArbCoW).
- LV03 – A five-year aftercare period will be established for all reinstatement and mitigation planting.
- GG02 – The Mains Works Contractor(s) will undertake site inspections to check conformance to the measures set out within each of the management plans and their subordinate plans as set out within GG01.
- As far as reasonably practicable and safe to do so, any activity carried out or equipment located within a construction compound that may produce dust, noise, vibration and lighting emissions, will be located away from sensitive receptors such as residential properties or designated ecological sites.
- GG23 – Construction lighting will be of the lowest luminosity necessary to perform each task safely. It will be designed, positioned and directed to reduce the

intrusion into adjacent properties, moored boats on canals, and protected species and habitats including designated sites. Lighting used for construction will be switched off when not in use and positioned to minimise spill onto adjacent land or retained vegetation.

Additional Measures

7.8.6 Additional measures comprise mitigation measures over and above any embedded and control and management mitigation measures, for which assessment within this ES has identified a requirement to further reduce significant environmental effects. T

7.8.7 he following additional measures in **Application Document 7.3 Register of Environmental Actions and Commitments** have been taken into account in assessing the visual effects of the Project:

- LV04 – Planting and seeding operations will be undertaken during an appropriate planting/seeding season, and where planting is in locations not affected by other construction activities, planting will be undertaken at the earliest opportunity.

7.8.8 As set out in Table 8.2 of **Application Document 7.8 Outline Landscape and Ecology Management Plan**, a number of areas of mitigation planting have been identified to reduce visual effects. These are shown on **Application Document 6.4.F1 Environmental Statement Figure 4.1 Proposed Project Design** and are listed out below with the corresponding mitigation reference number.

- Tree planting to the north side of Pennyhill Cottages to filter views of the river crossing and pylon 4AF78 for people living and moving around Ousefleet and Whitgift (Ref 09 and 10).
- Hedgerow, tree planting and woodland planting to the west of Beltoft to filter and screen views towards the proposed overhead line for people living and moving around the community of Belton (which includes Beltoft) and reduce the effects of encircling on the community (Ref 14, 15 and 16).
- Hedgerow and tree planting along a section of the Chesterfield Canal to reduce the effects on receptors by reducing opportunities for views along the Project to the north and south where the proposed overhead line oversails the canal (Ref 32 and 33).
- Hedgerow, tree and woodland planting to the north, west and south of Sturton le Steeple to filter views towards the proposed overhead line for people living and moving around the community (Ref 42, 43, 44, 45 and 46).
- Woodland planting to filter views of pylon 4AF220 which is a D90 tension plyon on higher ground (Ref 49 and 50).

7.8.9 There are a number of areas of planting proposed to mitigate landscape effects, some of which would also benefit visual receptors. A full list of mitigation areas for landscape is set out in section 6.8 of **Application Document 6.6 Chapter 6 Landscape** and in **Application Document 7.8 Outline Landscape and Ecology Management Plan.**

7.9 Residual Effects Assessment

Communities

7.9.1 The full assessment of the communities within the study area is presented in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment** and the summary of effects is presented in Table 7.8.

Table 7.8 – Summary of effects on communities

Note – All communities are deemed to have high susceptibility to the Project

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
Amcotts	Low	Small overall but large within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Askham	High	Small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Beckingham	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Belton	Medium	Small overall but medium within 200 m	Large	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Major adverse (significant)**	**Moderate adverse (significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
Blacktoft	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Bole	Low	Small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Brantingham	High	Small overall but medium within 300 m	Small overall but medium within 300 m	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 300 m	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 300 m	**Moderate adverse (significant)**
Broomfleet	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Crowle and Ealand	Medium	Medium	Small overall but medium to the east of Ealand	Small overall but medium to the east of Ealand	**Moderate adverse (significant)**	**Minor adverse (not significant)** overall but	**Minor adverse (not significant)** overall but

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
						Moderate adverse (significant) to the east of Ealand	**Moderate adverse (significant)** to the east of Ealand
Darlton	Medium	Medium	Large	Large	**Moderate adverse (significant)**	**Major adverse (significant)**	**Major adverse (significant)**
East Drayton	High	Medium	Large	Large	**Moderate adverse (significant)**	**Major adverse (significant)**	**Major adverse (significant)**
East Markham	Medium	Very small	Small	Small	**Negligible adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Eastoft	Low	Small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Ellerker	Medium	Large	Medium	Medium	**Major adverse (significant)**	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Epworth	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
Fledborough	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Garthorpe and Fockerby	Medium	Small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Gilberdyke	Medium	Very small	Very small	Very small	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**
Gringley on the Hill	High	Medium overall but large within 200 m	Medium	Medium	**Moderate adverse (significant)** overall but **Major adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Grove	High	Very small	Very small	Very small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Haxey	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse**	**Minor adverse (not significant)**	**Minor adverse (not significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
					(significant) within 200 m		
Headon cum Upton	High	Very small	Small overall but medium to the east of Hazelwood Road	Small overall but medium to the east of Hazelwood Road	**Minor adverse (not significant)**	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** to the east of Hazelwood Road	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** to the east of Hazelwood Road
Keadby with Althorpe	Low	Very small	Very small	Very small	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**
Luddington and Haldenby	Medium	Small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Marnham	Low	Small	Very small	Very small	**Minor adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**
Misterton	High	Medium	Large	Large	**Moderate adverse (significant)**	**Major adverse (significant)**	**Major adverse (significant)**
Newport	Medium	Very small	Very small	Very small	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
North and South Wheatley	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
North Leverton with Habblesthorpe	High	Small	Medium	Medium	**Minor adverse (not significant)**	**Major adverse (significant)**	**Major adverse (significant)**
Owston Ferry	Medium	Medium	Small	Small	**Moderate adverse (significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Ragnall	Medium	Small	Medium	Medium	**Minor adverse (not significant)**	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Rampton and Woodbeck	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Rowley	Medium	Small overall but medium within 200 m	Small overall but medium near Dunflat Road	Small overall but medium near Dunflat Road	**Minor adverse (not significant)** overall but **Moderate**	**Minor adverse (not significant)** overall with a **Moderate**	**Minor adverse (not significant)** overall with a **Moderate**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
					adverse (significant) within 200 m	**adverse (significant)** near Dunflat Road	**adverse (significant)** near Dunflat Road
Saundby	Medium	Small	Small but medium within 400 m	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)** overall with a **Moderate adverse (significant)** within 400 m	**Minor adverse (not significant)** overall with a **Moderate adverse (significant)** within 400 m
Skidby	Medium	Small overall but medium within 200 m	Small	Small	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
South Cave	High	Small overall but medium to the south of Common Road near the line swap	Small	Small	**Minor adverse (not significant)** overall with a **Moderate adverse (significant)** near the line swap	**Minor adverse (not significant)**	**Minor adverse (not significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
South Leverton	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Stokeham	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Sturton le Steeple	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Treswell	Medium	Small overall but medium within 200 m	Large	Large	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Major adverse (significant)**	**Major adverse (significant)**

Community name	Value of views	Magnitude			Assessment of effect and significance		
		Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
Twin Rivers	Medium	Small overall but medium within 200 m	Medium	Medium	**Minor adverse (not significant)** overall but **Moderate adverse (significant)** within 200 m	**Moderate adverse (significant)**	**Moderate adverse (significant)**
Walkeringham	High	Small	Medium	Medium	**Minor adverse (not significant)**	**Moderate adverse (significant)**	**Moderate adverse (significant)**
West Burton	Low	Very small	Small	Small	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Woodmansey	Medium	Small	Very small overall but small within 400 m	Very small	**Minor adverse (not significant)**	**Negligible adverse (not significant)** overall but **Minor adverse (not significant)** within 400 m	**Negligible adverse (not significant)** overall but **Minor adverse (not significant)** within 400 m

Recreational Receptors

National Trails

Yorkshire Wolds Way

7.9.2 A detailed assessment for the Yorkshire Wolds Way is provided in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment**. Below is a summary of the effects.

7.9.3 The susceptibility of people using the National Trail is **very high** and the value of sequential views along the trail within the study area is considered to be **high**.

Construction

7.9.4 During construction, there would be a localised **large** magnitude of change at Woo Dale within 600 m of construction activities, quickly diminishing to **small** as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation at Mount Airy and to the west of Dale Road would screen views. Overall, there would be a **minor adverse (not significant)** effect for users of the Yorkshire Wolds Way during construction, although it is noted that there would be a **major adverse (significant)** effect within 600 m whilst receptors are on the escarpment where construction activity is taking place and as they cross the temporary haul road where activity would be in very close proximity.

Operation Year 1

7.9.5 During operation, in the majority of the views from the Yorkshire Wolds Way, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line. While a proposed overhead line would introduce more pylons in sequential views, these would be seen in the context of the existing overhead line and would not change the overall character of the views. Users would pass beneath the proposed overhead line at Woo Dale. Users would have open views of the proposed overhead line where pylons would be seen stacked against each other along the route in views, but effects would be very localised and seen in the context of the existing 400 kV overhead line which is already very prominent in views. There would be a localised **medium** magnitude of change within 200 m of the proposed overhead line, quickly diminishing to **small** as receptors move away along the path and views become screened by vegetation and seen in the context of the existing 4ZQ overhead line in longer distance views.

7.9.6 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line at Woo Dale.

Operation Year 15

7.9.7 As no mitigation is proposed which would affect views from this trail, the effects reported at Year 1 would remain at Year 15.

Long-distance footpaths

Trans Pennine Trail

7.9.8 The susceptibility of people using the trail is **high** and the value of sequential views along the trail within the study area is considered to be **medium**.

7.9.9 The trail would be directly affected by the Project during construction and indirectly during operation, the proposed overhead line passes close to the trail between 4AF51 and 4AF60 and passing over the trail to the north of the River Ouse between 4AF77 and 4AF78. A construction traffic route would run along a section of the trail on Ings Lane (PAR 26).

Table 7.9 – Summary of viewpoint assessment for the Trans Pennine Trail

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-22a	Medium	Medium	Medium
A-22b	Medium	Medium	Medium
A-25	Small	Small	Small
A-26	Small	Small	Small
A-27	Very small	Small	Small
A-28	Very small	Very small	Very small
A-29	Very small	Very small	Very small
B-01	Small	Medium	Medium
B-02	Small	Small	Small
B-03a	Medium	Large	Large
B-03b	Small	Medium	Medium

Construction

7.9.10 During construction, effects on the views from the Trans Pennine Trail would be most pronounced along two sections, a 3 km stretch between Ellerker and Broomfleet on Ings Lane and a 1 km stretch of the trail between Blacktoft and Yokefleet on the River Ouse and to the east of Yokefleet.

7.9.11 Along Ings Lane, users of the trail would be in close proximity to construction activities with views towards working areas to the north of the existing 4ZQ 400 kV overhead line, with Ings Lane also being a construction traffic route (PAR 26).

7.9.12 Near the River Ouse, users of the trail would be in close proximity with views along the temporary haul road and construction of the northern river crossing pylon (4AF77). Scaffolding would be visible for Blacktoft Lane, although this would only be present for the short time during stringing.

7.9.13 In longer distance views to the north and to the south across the River Ouse, the tops of taller construction equipment such as cranes would be visible, but seen in the context of the existing 4ZQ 400 kV overhead line. The bends of the river and riverside vegetation would help to limit the amount of ground level construction activities visible. There would be a **medium** magnitude of change within 500 m of the trail to the east of Yokefleet, quickly diminishing to **small** as receptors move away from the construction activities and beyond vegetation along the riverbank.

7.9.14 Overall, there would be a **minor adverse (not significant)** effect for users of the Trans Pennine Trail during construction, although it is noted that there would be a **moderate adverse (significant)** effect whilst receptors are within 500 m of construction activity, along Ings Lane and near 4AF77 along the River Ouse.

Operation Year 1

7.9.15 During operation, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line as illustrated by VP B-01 and VP B-03. The river crossing pylons would be a similar height to the existing. Users of the Trans Pennine Trail would pass beneath the Project just to the east of Yokefleet, but as pylons are already a prominent element within views, the magnitude of change would be **small** as the Project would not fundamentally change the character of views from the trail.

7.9.16 Overall, there would be a **minor adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.17 As no mitigation is proposed which would affect views from this route, the effects reported at Year 1 would remain at Year 15.

Trent Valley Way

7.9.18 The susceptibility of people using the route is **high** and the value of sequential views along the route within the study area is considered to be **medium**.

7.9.19 The proposed overhead line will cross the footpath in two locations between pylons 4AF130 and 4AF131 to the north of the M180 and pylons 4AF170 and 4AF171 near Haxey Gate.

Table 7.10 – Summary of viewpoint assessment for the Trent Valley Way

VP Ref	Magnitude		
	Construction	**Year 1**	**Year 15**
A-30	Very small	Very small	Very small
B-09	Very small	Very small	Very small
D-01	Small	Medium	Medium
D-07	Very small	Very small	Very small
D-18a	Very small	Small	Small
D-18b	Small	Medium	Medium
F-05	Very small	Very small	Very small

Construction

7.9.20 During construction, effects on views from the Trent Valley Way would be most pronounced along two stretches of the trail: an 800 m stretch of the trail between Haxey Gate and Tindale Bank Road, and a 1 km stretch to the north of the M180 where the trail would cross the Project. At these locations, users of the trail would be in close proximity to working areas with views along the temporary haul road. In longer distance views from the rest of the trail, the tops of taller construction equipment such as cranes would be visible, but the majority would be seen in the context of the existing overhead lines. Construction traffic would use the M180 (PAR 144) but would be seen in the context of other motorway vehicles. There would be a very localised **large** magnitude of change within 500 m, quickly diminishing to **small** as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation would start to screen views of ground level works.

7.9.21 Overall, there would be a **minor adverse (not significant)** effect for users of the Trent Valley Way during construction, although it is noted that there would be a **major adverse (significant)** effect whilst receptors are within the field where construction activity is taking place and as they cross the temporary haul road where activity would be in very close proximity.

Operation Year 1

7.9.22 During operation, in the majority of the views from the Trent Valley Way, the proposed overhead line would be seen in the context of the existing 400 kV overhead lines as illustrated by VP B-09, D-07 and F-05. While a proposed overhead line would introduce more pylons in sequential views along approximately 70 km of the trail, these would be seen in the context of the existing wind turbines and overhead lines and would not change the overall character of the views.

7.9.23 Users would pass beneath the Project near the River Idle. Views to the south of the River Idle would be filtered by the vegetation along the river and within the disused Misterton Golf Course. Users would have open views of the proposed overhead line to the northeast where pylons would be stacked in views.

7.9.24 Users would also pass beneath the Project to the north of the M180. As the proposed overhead line is not parallel with the existing at this location, the Project would spread infrastructure over a wider area in views from the trail resulting in a **large** magnitude of change, but as pylons are already a prominent element within views as well as the traffic on the M180, the magnitude of change for the rest of the route would be **small**.

7.9.25 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **major adverse (significant)** localised effect within 500 m of the proposed overhead line for receptors where the proposed overhead line it is not parallel to the existing overhead line.

Operation Year 15

7.9.26 As no mitigation is proposed which would affect views from this route, these effects would be the same for Year 15 as for Year 1.

High Hunsley Circuit

7.9.27 The susceptibility of people using the route is **high** and the value of sequential views along the route within the study area is considered to be **medium**.

7.9.28 The proposed overhead line crosses the High Hunsley Circuit between pylons 4AF13 and 4AF14. It then briefly follows a section of a construction traffic route, Little Weighton Road (PAR 8). The route then runs close to the proposed overhead line for approximately 1.75 km, between pylon 4AF19 and 4AF24. The proposed overhead line crosses the footpath again between Pylon 4ZQ79A and 4ZQ78, as well as across a section of reconductored line, between pylons 4AF37 and 4AF38.

Table 7.11 – Summary of viewpoint assessment for the High Hunsley Circuit

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-03	Small	Small	Small
A-06	Very small	Very small	Very small
A-07	Large	Large	Large
A-10	Small	Small	Large (beneficial)
A-12	Very small	Very small	Very small
A-13	Small	Small	Small
A-14	Medium	Medium	Medium
A-15	Large	Small	Small
A-16	Medium	Small	Small
A-33	Medium	Medium	Medium

Construction

7.9.29 During construction, effects on views from the High Hunsley Circuit would be most pronounced along three stretches of the trail: a 700 m stretch of the trail to the north of Skidby, a 1.7 km stretch near Socken Wood, and a 500 m stretch at Woo Dale where the trail would cross the Project. At these locations, users of the trail would be in close proximity to working areas with views along the temporary haul road. In longer distance views from the rest of the trail, the tops of taller construction equipment such as cranes would be visible, but the majority would be seen in the context of the existing overhead lines. As the footpath is in close proximity for a large proportion of the route, there would be a **medium** magnitude of change overall. There would, however, be a very localised **large** magnitude of change when within 200 m, quickly diminishing as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation would start to screen views of ground level works.

7.9.30 Overall, there would be **moderate adverse (significant)** effect for users of the High Hunsley Circuit during construction, although it is noted that there would be a **major adverse (significant)** effect whilst receptors are within the field where construction

activity is taking place and as they cross the temporary haul road where activity would be in very close proximity.

Operation Year 1

7.9.31 During operation, in the majority of the views from the High Hunsley Circuit, the proposed overhead line would be seen in the context of the existing 400 kV overhead lines as illustrated by VP A-10, VP A-16 and VP A-13. While a proposed overhead line would introduce more pylons in sequential views, these would be seen in the context of the existing 4ZQ 400 kV overhead line and would not change the overall character of the views.

7.9.32 Users would pass beneath the Project to the north of Skidby, at Socken Wood and at Woo Dale. Users would have open views of the proposed overhead line where pylons would be stacked in views, but effects would be very localised.

7.9.33 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line and particularly at Risby where the Project is not closely parallel with the existing 400 kV overhead line.

Operation Year 15

7.9.34 Landscape mitigation is proposed at Socken Wood (see section 7.8, and **Application Document 7.8 Landscape and Ecology Management Plan)**. This would screen the proposed overhead line for a section of the trail to the north of Riplingham Road. Although this would reduce the effects for this short section of the trail, the effects reported for Year 1 would remain for the rest of the High Hunsley Circuit. Overall, there would be a **minor adverse (not significant)** effect at Year 15, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line.

Peatlands Way

7.9.35 The susceptibility of people using the route is **high** and the value of sequential views along the route within the study area is considered to be **medium**.

7.9.36 The Peatlands Way passes beneath a section of existing overhead line undergoing reconductoring, between pylon ZDA116 and ZDA117. The footpath briefly follows roads used for construction traffic, namely Greengate (PAR 138) and Hollingsworth Lane (PAR 58), as well as the A161 (PAR 53 and PAR 144). A construction access track will also cross the Peatlands Way near Little Hurst Cottages.

Table 7.12 – Summary of viewpoint assessment for the Peatlands Way

VP Ref	Magnitude		
	Construction	Year 1	Year 15
C-01a	Medium	Medium	Medium
C-01b	Medium	Medium	Medium
C-02	Very small	Small	Small

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-01	Small	Medium	Medium
D-08	Very small	Small	Small

Construction

7.9.37 During construction, effects on the views from the Peatlands Way would be most pronounced along a 2 km stretch of the trail to the north of the M180. Users of the trail would have elevated views over the construction activity from the bridge over the M180 and would broadly follow the Project for 3 km to the north where there is little vegetation to screen views. The Project does not cross the Peatlands Way during construction with the exception of access for implementation of a landscape mitigation area (Ref 13). This access would be for planting activities only and would be short term, vehicles seen in the context of agricultural vehicles which already use this section of the trail for access. Scaffolding would be visible for the M180, although this would only be present for the short time during stringing. In longer distance views between Crowle and Haxey, the tops of taller construction equipment such as cranes would be visible, but seen in the context of the existing overhead lines.

7.9.38 There would be a **medium** magnitude of change for the 2 km section of the trail to the north of the M180, quickly diminishing to **small** over 300 m, as receptors move away from the construction activities and beyond vegetation on field boundaries.

7.9.39 Overall, there would be a **minor adverse (not significant)** effect for users of the Peatlands Way during construction, although it is noted that there would be a **moderate adverse (significant)** effect whilst receptors are within 300 m of where construction activity is taking place.

Operation Year 1

7.9.40 During operation, the proposed overhead line would be seen in the context of the existing 400 kV overhead lines for the majority of the trail as illustrated by VP C-01 and D-08. Between Belton and the River Torne, new pylons would be in closer proximity than the existing, resulting in a larger scale of change. A maintenance access for mitigation planting is proposed along a section of the Peatlands Way, however, this would only be used periodically and seen in the context of existing agricultural vehicles that use this section of the route, so would not have an effect.

7.9.41 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass within 300 m of the proposed overhead line to the north of the M180 and to the north of the River Idle.

Operation Year 15

7.9.42 As no mitigation is proposed which would affect views from this route, these effects would be the same for Year 15.

Cuckoo Way

7.9.43 The susceptibility of people using the route is **high** and the value of sequential views along the route within the study area is considered to be **high**.

7.9.44 The route of the proposed overhead line crosses the Cuckoo Way between pylons 4AF184 and 4AF185 where the Project crosses the Chesterfield Canal.

Table 7.13 – Summary of viewpoint assessment for the Cuckoo Way

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-03	Small	Medium	Medium
E-06a	Large	Large	Medium
E-06b	Large	Large	Medium

Construction

7.9.45 During construction, effects on views from the Cuckoo Way would be most pronounced along a 1 km stretch of the trail to the north of Gringley on the Hill. At this location, users of the trail would be in close proximity to working areas with views along the temporary haul road and temporary bridge that would be used for the haul road to cross the canal. A section of the footpath would be temporarily diverted to the north, but people on the diverted route would still pass close to working areas near 4AF184.

7.9.46 In longer distance views from the rest of the trail, the tops of taller construction equipment such as cranes would be visible. There would be a localised **large** magnitude of change quickly diminishing to **small** as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation along the canal would start to screen views of ground level works.

7.9.47 Overall, there would be a **minor adverse (not significant)** effect for users of the Cuckoo Way during construction, although it is noted that there would be a **major adverse (significant)** effect whilst receptors are within 200 m of the crossing of the Chesterfield Canal where construction activity would be in very close proximity.

Operation Year 1

7.9.48 During operation, the proposed overhead line would be seen in views west from the Cuckoo Way between Gringley on the Hill and Misterton. This would introduce pylons into views which are not currently affected by electrical infrastructure and although these would be at some distance, they would become noticeable elements. Users would pass beneath the Project to the north of Gringley on the Hill where users would have open views of the proposed overhead line as illustrated by VP E-06a and VP E-06b, and immediately beneath the Project, pylons would be stacked in views, but this effect would be very localised.

7.9.49 Overall, there would be a **moderate adverse (not significant)** effect at Year 1, although it is noted that there would be a **major adverse (significant)** localised effect within 200 m as receptors pass under the proposed overhead line where there is no existing electrical infrastructure.

Operation Year 15

7.9.50 Landscape mitigation is proposed to either side of the Chesterfield Canal (Ref 32 and 33). This would help to filter views of the proposed overhead line for a section of the trail to the north and south of the canal but would not completely screen the new pylons. Although this would reduce the effects for this short section of the trail to **medium**, the rest of the effects reported for Year 1 would remain. Overall, there would be a **moderate adverse (not significant)** effect at Year 15.

Nev Cole Way

7.9.51 The susceptibility of people using the route is **high** and the value of sequential views along the route within the study area is considered to be **high**.

7.9.52 The Nev Cole Way will not be directly affected by the Project. The nearest component is the proposed overhead line, which, at its closest, will be approximately 3 km west of the footpath.

Table 7.14 – Summary of viewpoint assessment for the Nev Cole Way

VP Ref	Magnitude		
	Construction	**Year 1**	**Year 15**
A-30	Very small	Very small	Very small
B-09	Very small	Very small	Very small

Construction

7.9.53 During construction, there would be very distant views west from the Nev Cole Way towards construction activities. The tops of taller construction equipment such as cranes would be visible but seen in the context of the existing overhead lines. It is unlikely that ground activities would be perceptible at this distance although construction traffic on the temporary haul roads may draw the eye. There would be a **very small** magnitude of change and a **negligible adverse (not significant)** effect during construction.

Operation Year 1

7.9.54 During operation, the proposed overhead line would be seen in the context of the existing 400 kV overhead lines as illustrated by VP A-30 and VP B-09. The presence of the proposed overhead line means that although more pylons would be seen on the skyline, they would not be a prominent or uncharacteristic element due to the presence of multiple existing overhead lines, electrical infrastructure and wind farms. The Project would not fundamentally alter the character or quality of views from the Nev Cole Way and it is anticipated that the magnitude of adverse visual change would be **very small**.

7.9.55 Overall, there would be a **negligible adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.56 As no mitigation is proposed which would affect views from this trail, these effects would be the same for Year 15.

Other promoted routes

Beverley 20 Footpath

7.9.57 The susceptibility of people using the footpath is **high** and the value of sequential views along the route within the study area is considered to be **medium**, although it is noted there are higher value views away from the existing 4ZQ 400 kV overhead line.

7.9.58 The Beverley 20 Footpath will be directly affected by the Project. It will briefly follow the route of the proposed overhead line between pylons 4AF10 and 4AF11, before passing beneath between pylons 4AF11 and 4AF12. The footpath will also be close to the proposed overhead line between pylons 4AF19 and 4FAF26.

Table 7.15 – Summary of viewpoint assessment for the Beverley 20 Footpath

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-01	Very small	Small	Small
A-02	Medium	Large	Large
A-07	Large	Large	Large
A-10	Small	Small	Large (beneficial)
A-31	Small	Very small	Very small

Construction

7.9.59 During construction, effects on views from the Beverley 20 Footpath would be most pronounced along two sections of the trail, a 700 m stretch to the north of Skidby and a 1.7 km stretch near Socken Wood where the trail would cross the Project. At these locations, users of the trail would be in close proximity to working areas with views along the temporary haul road. The footpath also follows part of Main Street in Skidby which is a construction traffic route (PAR 7) where there would be an increase in traffic, but seen from the footpath in the context of the village environment.

7.9.60 In longer distance views from the rest of the trail, the tops of taller construction equipment such as cranes would be visible, but for the majority would be seen in the context of the existing 4ZQ overhead line and multiple lines converging on Creyke Beck Substation to the east. As the footpath is in close proximity for a large proportion of the route, there would be a **medium** magnitude of change overall. There would, however, be a very localised **large** magnitude of change when within 200 m, quickly diminishing as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation would start to screen views of ground level works.

7.9.61 Overall, there would be a **moderate adverse (significant)** effect for users of the Beverley 20 Footpath as works would be visible for over half of the trail during construction, although it is noted there would be a **major adverse (significant)** effect whilst receptors are in the field where construction is taking place and as they cross the temporary haul road where activity would be very close.

Operation Year 1

7.9.62 During operation, in the majority of the views from the Beverley 20 Footpath, the proposed overhead line would be seen in the context of the existing 400 kV overhead line as illustrated by VP A-01 and VP A-10 and the multiple 400 kV overhead lines converging on Creyke Beck Substation. While a proposed overhead line would introduce more pylons in sequential views, these would be seen in the context of the existing 4ZQ 400 kV overhead line and would not change the overall character of the views.

7.9.63 Users would pass beneath the Project to the north of Skidby at Socken Wood and to the south of Risby Hall RPG. Users would have open views of the proposed overhead line where pylons would be stacked in views, but effects would be localised within 200 m.

7.9.64 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **moderate adverse (significant)** effect within 200 m where receptors pass under the proposed overhead line and particularly at Risby where the Project is not closely parallel with the existing 400 kV overhead line.

Operation Year 15

7.9.65 Landscape mitigation is proposed at Socken Wood (Ref 02). This would screen the proposed overhead line for a section of the trail to the north of Riplingham Road. Although this would reduce the effects for this short section of the trail, the effects reported for Year 1 would remain for the rest of the Beverley 20 Footpath. Overall, there would be a **minor adverse (not significant)** effect at Year 15, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line.

Cycle routes

National Cycle Network Route 1

7.9.66 The susceptibility of people using the cycle route is **high** and the value of sequential views within the study area is considered to be **medium**.

7.9.67 The closest component of the Project to the route is the temporary satellite construction compound (S-1) at the eastern end of the Project[8]. At its closest point, National Cycle Network Route 1 will be approximately 300 m east of the proposed overhead line at pylons 4AF1 and 4AF2.

Table 7.16 – Summary of viewpoint assessment for National Cycle Route 1

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-32	Very small	Very small	Very small

[8] Smaller satellite compounds would be required at specific working areas along the route to ensure provision of welfare, storage, and mess room facilities for site operatives. The locations of the proposed construction compounds are shown on **Application Document 6.43.F3 Figure 4.3 Temporary Construction Works**.

Construction

7.9.68 During construction, effects on the views from National Cycle Network Route 1 would be most pronounced along a 500 m stretch of the cycle route at the northern end of the Project. Initially, part of the route would be temporarily used for third-party access for the satellite construction compound (S-1) connection. Once that connection is complete, no other construction traffic would use the route of the cycle route. Users of the trail would have views over the construction activity at the proposed Birkhill Wood Substation but seen in the context of numerous existing overhead lines converging on Creyke Beck. The tops of taller construction equipment such as cranes would be visible but seen in the context of the existing overhead lines. It is unlikely that ground activities would be perceptible due to intervening vegetation and Birkhill Wood Substation, although construction traffic on the construction access tracks may draw the eye. There would be a **very small** magnitude of change and a **negligible adverse (not significant)** effect during construction.

Operation Year 1

7.9.69 During operation, the proposed overhead line would be seen in the context of the existing 400 kV overhead lines as illustrated by VP A-32. The presence of the proposed overhead line means that although more pylons would be seen on the skyline, they would not be a prominent or uncharacteristic element due to the presence of multiple existing overhead lines, electrical infrastructure and a battery storage site. The Project would not fundamentally alter the character or quality of views from the sections of National Cycle Route 1 within the study area, and it is anticipated that the magnitude of adverse visual change would be **very small**.

7.9.70 Overall, there would be a **negligible adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.71 As no mitigation is proposed which would change views from this cycle route, these effects would be the same for Year 15.

National Cycle Network Route 65

7.9.72 The susceptibility of people using National Cycle Network Route 65 is **high** and the value of sequential views within the study area is considered to be **medium**.

7.9.73 National Cycle Network Route 65 will be directly affected by the Project. It will cross the route of the proposed overhead line three time between pylons 4AF40 and 4AF41, at the transposition to the southwest of Ellerker and on Blacktoft Lane between pylons 4AF76 and 4AF77. National Cycle Network 65 will run in close proximity to the proposed overhead line for approximately 1.5 km, between pylons 4AF52 and 4AF57 along Ings Lane.

7.9.74

Table 7.17 – Summary of viewpoint assessment for National Cycle Network 65

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-18	Medium	Medium	Medium
A-20	Very small	Small	Small
A-22a	Medium	Medium	Medium
A-22b	Medium	Medium	Medium
A-25	Small	Small	Small
A-26	Small	Small	Small
A-27	Small	Small	Small
A-28	Very small	Very small	Very small
B-02	Small	Small	Small

Construction

7.9.75 During construction, effects on the views from National Cycle Route 65 would be most pronounced along a 1 km stretch of the trail between Blacktoft and Yokefleet along Blacktoft Lane. To the east of Yokefleet, users of the cycle route would be in close proximity with views along the construction access tracks and construction of the northern river crossing pylon (4AF77). Scaffolding would be visible for Blacktoft Lane, although this would only be present for the short time during stringing. A construction traffic route (PAR 128) would run along the section of cycle route on Norfolk Bank Lane.

7.9.76 There will be locations along National Cycle Network Route 65 where access will need to be managed during construction, as set out in section 8.2 of **Application Document 7.6 Outline Public Rights of Way Management Plan**. The management regime will include temporary closures with temporary diversions, and management and access controls. Measures implemented and their duration vary by location.

7.9.77 Views south would be screened by the embankment along the River Ouse. In longer distance views to the north, the tops of taller construction equipment such as cranes would be visible but seen in the context of the existing 4ZQ 400 kV overhead line. Roadside vegetation would limit the amount of ground level construction activities visible. There would be a **medium** magnitude of change for 500 m of the cycle route to the east of Yokefleet, quickly diminishing to very **small** as receptors move quickly away from the construction activities along the road.

7.9.78 Overall, there would be a **minor adverse (not significant)** effect for users of the National Cycle Network Route 65 during construction, although it is noted that there would be a **moderate adverse (significant)** effect whilst receptors are in close proximity where construction activity is taking place.

Operation Year 1

7.9.79 During operation, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line as illustrated by VP A-28 and VP B-02. The river crossing pylons would be a similar height to the existing. Users of National Cycle Network Route 65 would pass beneath the Project just to the east of Yokefleet, but as pylons are already a prominent element within views, the magnitude of change would be **small**, as the Project would not fundamentally change the character of views from the trail.

7.9.80 Overall, there would be a **minor adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.81 As no mitigation is proposed which would affect views from this cycle route, the **small** magnitude of change and **minor adverse (not significant)** effect reported at Year 1 would remain at Year 15.

National Cycle Network Route 647

7.9.82 The susceptibility of people using National Cycle Network Route 647 is **high** and the value of sequential views within the study area is considered to be **medium**.

7.9.83 National Cycle Network 647 will be directly affected by the Project. It will cross the proposed overhead line between pylons 4AF255 and 4AF256, as well as between 4AF256 and 4AF257. A construction traffic route will also briefly follow the cycle route along Fledborough Road (PAR 139).

Table 7.18 – Summary of viewpoint assessment for National Cycle Network 647

VP Ref	Magnitude		
	Construction	Year 1	Year 15
F-05	Very small	Very small	Very small
F-06	Small	Medium	Medium

Construction

7.9.84 During construction, effects on the views from National Cycle Network 647 would be most pronounced along an 800 m stretch of the trail between Hollow Gate Lane and Crabtree Lane near Fledborough Lane. Users of the cycle route would be in close proximity with views of construction access track and construction of 4AF255, but would not have to cross over the construction access track. Scaffolding associated with the disused railway line would be visible, although this would only be present for the short time during stringing.

7.9.85 There will be locations along National Cycle Route 647 on Fledborough Road where access will need to be managed during construction, as set out in section 8.2 of **Application Document 7.6 Outline Public Rights of Way Management Plan**.

7.9.86 In longer distance views to the northwest, the tops of taller construction equipment such as cranes would be visible. There would be a **medium** magnitude of change for this 800 m of the cycle route, quickly diminishing to **small** over 200 m, as receptors move quickly away from the construction activities along the cycle route.

7.9.87 Overall, there would be a **minor adverse (not significant)** effect for users of the National Cycle Route 647 during construction, although it is noted that there would be a **moderate adverse (significant)** effect whilst receptors are in close proximity where construction activity is taking place.

Operation Year 1

7.9.88 During operation, the proposed overhead line would be seen in the context of the multiple existing 275 kV and 400 kV overhead line as illustrated by VP F-05 and F-06. Users of the National Cycle Route 65 would pass beneath the Project just to the east of Hollow Gate Lane, but as pylons are already a prominent element within views, the magnitude of change would be **small**, as the Project would not fundamentally change the character of views from the cycle route.

7.9.89 Overall, there would be a **minor adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.90 As no mitigation is proposed which would affect views from this cycle route, the **small** magnitude of change and **minor adverse (not significant)** effect reported at Year 1 would remain at Year 15.

Navigable watercourses

Market Weighton Canal

7.9.91 The susceptibility of people using the canal is **high** and the value of sequential views within the study area is considered to be **medium**.

7.9.92 The Market Weighton Canal will be directly affected by the Project. The proposed overhead line crosses the canal between pylons 4AF62 and 4AF63. A construction traffic route along Landing Lane (PAR 159) will run alongside the canal for approximately 800 m. A temporary bridge will be constructed near Landing Lane to facilitate the construction access track.

Table 7.19 – Summary of viewpoint assessment for the Market Weighton Canal

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-23	Very small	Very small	Very small
A-26	Small	Small	Small

Construction

7.9.93 During construction, effects on views from the Market Weighton Canal would be most pronounced along a 1 km stretch to the west of Broomfleet. At this location, users of the canal would be in close proximity to working areas with views of the temporary bridge that would be used for the construction access track to cross the canal. In longer distance views from the rest of the canal, the views are contained by the embankments and canal-side vegetation although the tops of taller construction equipment such as cranes may be visible. There would be a localised **large**

magnitude of change within 200 m, quickly diminishing to **very small** as receptors move away from the construction activities where vegetation along the canal would screen views of ground level works.

7.9.94 There may be a requirement for night-time lighting during construction activities over the canal. This lighting would be temporary during installation of the temporary bridge and during stringing activities only. Lighting would in line with the control measures set out in **Application Document 7.3 Register of Environmental Actions and Commitments**.

7.9.95 Overall, there would be **negligible adverse (not significant)** effect for users of the Market Weighton Canal during construction, although it is noted that there would be a **major adverse (significant)** effect whilst receptors are in proximity to the crossing of the Market Weighton Canal where construction activity would be very close.

Operation Year 1

7.9.96 During operation, the proposed overhead line would be seen in views east and west from the Market Weighton Canal, but would be seen in the context of the existing 4ZQ 400 kV overhead line. Canal users would pass beneath the proposed overhead line to the west of Broomfleet, but as pylons are already a prominent element within views, the magnitude of change would be **small**, as the proposed overhead line would not fundamentally change the character of views from the canal, although there would be a localised **medium** magnitude of change within 200 m, where people pass beneath the proposed overhead line.

7.9.97 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line and the effects of two overhead lines compound visual effects.

Operation Year 15

7.9.98 As no mitigation is proposed which would change views from this canal, these effects would be the same for Year 15.

Stainforth and Keadby Canal

7.9.99 The susceptibility of people using the canal is **high** and the value of sequential views within the study area is considered to be **medium**.

7.9.100 The proposed overhead line will cross the canal between pylons 4AF123 and 4AF124. Bonny Hale Road, which runs alongside the canal, will be used for construction traffic (PAR 48 and PAR 49).

Table 7.20 – Summary of viewpoint assessment for the Stainforth and Keadby Canal

VP Ref	Magnitude		
	Construction	Year 1	Year 15
C-03a	Medium	Large	Large
C-03b	Medium	Large	Large

Construction

7.9.101 During construction, effects on views from the Stainforth and Keadby Canal would be most pronounced along a 1 km stretch to the east of Ealand. At this location, users of the canal would be in close proximity to working areas with views of the temporary scaffolding, although that would only be in place for a short amount of time during stringing activities. There will be a need for management/access control for short periods during construction but this would be timed to have the least effect on users. Due to the level of the canal and adjacent banks and vegetation, longer distance views are limited, although the tops of taller construction equipment such as cranes may be visible.

7.9.102 There would be a localised **medium** magnitude of change within 200 m, quickly diminishing to **very small** as receptors move away from the construction activities where vegetation along the canal would screen views of ground level works.

7.9.103 Overall, there would be a **negligible adverse (not significant)** effect for users of the Stainforth and Keadby Canal during construction, although it is noted that there would be a **moderate adverse (significant)** effect whilst receptors are in close proximity.

Operation Year 1

7.9.104 During operation, the proposed overhead line would oversail the Stainforth and Keadby Canal to the east of Ealand. This would be away from the existing 400 kV overhead lines so would spread the effects of infrastructure in views over a longer stretch of the canal. There would be a localised **medium** magnitude of change within 200 m, quickly diminishing to **small** as receptors move away from the proposed overhead line.

7.9.105 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although it is noted that there would be a **moderate adverse (significant)** localised effect whilst receptors pass under the proposed overhead line where there is no existing electrical infrastructure.

Operation Year 15

7.9.106 As no mitigation is proposed which would change views from this canal, these effects would be the same for Year 15.

Chesterfield Canal

7.9.107 The susceptibility of people using the canal is **high** and the value of sequential views within the study area is considered to be **high**.

7.9.108 The proposed overhead line will cross the canal between pylons 4AF184 and 4AF185. At this location, a temporary bridge will also be constructed over the canal to provide temporary access.

Table 7.21 – Summary of viewpoint assessment for the Chesterfield Canal

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-06a	Large	Large	Medium
E-06b	Large	Large	Medium

Construction

7.9.109 During construction, effects on views from the Chesterfield Canal would be most pronounced along a 1 km stretch of the canal to the north of Gringley on the Hill. At this location, users of the canal would be in close proximity to working areas with views along the construction access tracks and temporary bridge that would be used for the construction access track to cross the canal. There will be a need for management/ access control for short periods during construction but this would be timed to have the least effect on users.

7.9.110 In longer distance views from the rest of the canal, the tops of taller construction equipment such as cranes would be visible. There would be a localised **large** magnitude of change within 200 m, quickly diminishing to **small** as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation along the canal would start to screen views of ground level works.

7.9.111 There may be a requirement for night-time lighting during construction activities over the canal. This lighting would be temporary during installation/removal of the temporary bridge and stringing activities only. Lighting would be in line with the control measures set out in **Application Document 7.3 Register of Environmental Actions and Commitments**.

7.9.112 Overall, there would be a **minor adverse (not significant)** effect for users of the Chesterfield Canal during construction, although it is noted that there would be a **major adverse (significant)** effect whilst receptors are within proximity to the crossing of the Chesterfield Canal where construction activity would be very close.

Operation Year 1

7.9.113 During operation, the proposed overhead line would be seen in views west from the Chesterfield Canal between Gringley on the Hill and Misterton. This would introduce pylons into views which are not currently affected by electrical infrastructure and although at some distance, would become noticeable elements. Canal users would pass beneath the Project to the north of Gringley on the Hill where users would have open views of the proposed overhead line as illustrated by VP E-06a and VP E-06b, and immediately beneath, the proposed pylons would be stacked in views, but this effect would be very localised. There would be a localised **large** magnitude of change diminishing to **medium** as receptors move away from the proposed overhead line.

7.9.114 Overall, there would be a **moderate adverse (significant)** effect at Year 1, although it is noted that there would be a **major adverse (significant)** localised effect within 200 m where receptors pass under the proposed overhead line where there is no existing electrical infrastructure.

Operation Year 15

7.9.115 Mitigation is proposed on either side of the Chesterfield Canal (Ref 32 and 33). This would help to filter views of the proposed overhead line for a section of the canal to the north and south but would not completely screen the new pylons as they oversail. Although this would reduce the effects for this short section of the Chesterfield Canal, the rest of the effects reported for Year 1 would remain. The magnitude of change would be **medium**. Although mitigation would reduce the effects for this short section of the canal, a **moderate adverse (significant)** effect at Year 15 would remain.

Visitor attractions

Skidby Mill and Museum

7.9.116 The susceptibility of people visiting the mill is **high** and the value of views is considered to be **medium**.

Construction

7.9.117 During construction, there would be very distant views west towards construction activities from the playground area at the Skidby Windmill. The tops of taller construction equipment such as cranes would be visible but seen in the context of the existing overhead lines. Ground level activities would not be perceptible due to intervening vegetation. There would be a **very small** magnitude of change and a **negligible adverse (not significant)** effect during construction.

Operation Year 1

7.9.118 During operation, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line. Only the tops of pylons may be perceptible and would not affect views of the windmill in the wider landscape. The Project would not alter the character or quality of views and it is anticipated that the magnitude of change would be **very small**. Overall, there would be a **negligible adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.119 As no mitigation is proposed which would affect views from this attraction, these effects would be the same for Year 15.

Blacktoft Sands RSPB Reserve

7.9.120 The susceptibility of people visiting the reserve is **high** and the value of views is considered to be **medium**.

Construction

7.9.121 During construction, there would be very distant views west towards construction activities to the north of the River Ouse and to the east towards the river crossing. The tops of taller construction equipment such as cranes would be visible but seen in the context of the existing 4ZQ 400 kV overhead line. Ground level activities would not be perceptible due to the distance and intervening vegetation. There would be a **very small** magnitude of change and a **negligible adverse (not significant)** effect during construction.

Operation Year 1

7.9.122 During operation, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line. The Project would not alter the character or quality of views and it is anticipated that the magnitude of adverse visual change would be **very small**. Overall, there would be a **negligible adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.123 As no mitigation is proposed which would affect views from the reserve, these effects would be the same for Year 15.

Julian's Bower

7.9.124 The susceptibility of people visiting the promoted viewpoint is **very high** and the value of views is considered to be **high**.

Construction

7.9.125 During construction, there would be very distant views west towards construction activities. The tops of taller construction equipment such as cranes would be visible but seen in the context of the multiple existing overhead lines visible from this location. Ground level activities would not be perceptible due to the distance and intervening vegetation. There would be a **very small** magnitude of change and a **negligible adverse (not significant)** effect during construction.

Operation Year 1

7.9.126 During operation, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line. The Project would not alter the character or quality of views and it is anticipated that the magnitude of adverse visual change would be **very small**. Overall, there would be a **negligible adverse (not significant)** effect at Year 1.

Operation Year 15

7.9.127 As no mitigation is proposed which would affect views from this viewpoint, these effects would be the same for Year 15.

North Leverton Windmill

7.9.128 The susceptibility of people visiting the mill is **high** and the value of views is considered to be **high**.

Construction

7.9.129 During construction, from ground level within the grounds of the North Leverton Windmill, the tops of taller construction equipment such as cranes would be visible above the surrounding hedgerows. No ground level activities would be visible due to the dense hedgerow that surrounds the site. On approach to the windmill when travelling north along Mill Lane, roadside hedgerows and trees would screen ground level activities, although taller equipment such as cranes would be visible at each pylon location for a short time. There would be a **small** magnitude of change and a **minor adverse (not significant)** effect during construction.

Operation Year 1

7.9.130 During operation, the Project would introduce a proposed overhead line into views to north, west and south where there is no existing electrical infrastructure. Although from ground level within the grounds of the windmill these would not be prominent, as illustrated by VP E-18, on approach to the windmill along Mill Lane, the proposed overhead line would be visible on the horizon. It would appear of a scale which would not dominate the windmill but will detract from the scenic views where the windmill is a key feature. It is anticipated that the magnitude of change would be **medium**. Overall, there would be a **moderate adverse (significant)** effect at Year 1.

Operation Year 15

7.9.131 As no mitigation is proposed which would affect views on approach or from the grounds of the windmill, these effects would be the same for Year 15.

Table 7.22 - Summary of effects on recreational receptors

Receptor name	Susceptibility	Value of views	Magnitude			Assessment of effect and significance		
			Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
Yorkshire Wolds Way National Trail	Very high	High	Large < 600 m Small > 600 m	Medium < 200 m Small > 200 m	Medium < 200 m Small > 200 m	**Major adverse (significant)** < 600 m **Minor adverse (not significant)** > 600 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m
Long-distance footpaths								
Trans Pennine Trail	High	Medium	Medium < 500 m Small > 500 m	Small	Small	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** > 500 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Trent Valley Way	High	Medium	Large < 500 m Small > 500 m	Large < 500 m Small > 500 m	Large < 500 m Small > 500 m	**Major adverse (significant)** < 500 m **Minor adverse (not significant)** > 500 m	**Major adverse (significant)** < 500 m (where not parallel with existing	**Major adverse (significant)** < 500 m (where not parallel with existing

Receptor name	Susceptibility	Value of views	Magnitude			Assessment of effect and significance		
			Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
							overhead lines) **Minor adverse (not significant)** > 500 m	overhead lines) **Minor adverse (not significant)** > 500 m
High Hunsley Circuit	High	Medium	Large < 200 m Medium > 200 m	Medium < 200 m Small > 200 m	Medium < 200 m Small > 200 m	**Major adverse (significant)** < 200 m **Moderate adverse (significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m
Peatlands Way	High	Medium	Medium < 300 m Small > 300 m	Medium < 300 m Small > 300 m	Medium < 300 m Small > 300 m	**Moderate adverse (significant)** < 300 m **Minor adverse (not significant)** > 300 m	**Moderate adverse (significant)** < 300 m **Minor adverse (not significant)** > 300 m	**Moderate adverse (significant)** < 300 m **Minor adverse (not significant)** > 300 m
Cuckoo Way	High	High	Large < 200 m Small > 200 m	Medium < 200 m	Medium	**Major adverse (significant)** < 200 m	**Major adverse (significant)** < 200 m	**Moderate adverse (significant)**

Receptor name	Susceptibility	Value of views	Magnitude			Assessment of effect and significance		
			Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
				Small > 200 m		**Minor adverse (not significant)** > 200 m	**Moderate adverse (significant)** > 200 m	
Nev Cole Way	High	High	Very small	Very small	Very small	**Negligible (not significant)**	**Negligible (not significant)**	**Negligible (not significant)**
Other Promoted Routes								
Beverley 20 Footpath	High	Medium	Large < 200 m Medium > 200 m	Medium < 200 m Small > 200 m	Medium < 200 m Small > 200 m	**Major adverse (significant)** < 200 m **Moderate adverse (significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m
Cycle Routes								
National Cycle Nework Route 1	High	Medium	Very small	Very small	Very small	**Negligible (not significant)**	**Negligible (not significant)**	**Negligible (not significant)**
National Cycle Network Route 65	High	Medium	Medium < 500 m Small > 500 m	Small	Small	**Moderate adverse (significant)** < 500 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**

Receptor name	Susceptibility	Value of views	Magnitude			Assessment of effect and significance		
			Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
						Minor adverse (not significant) > 500 m		
National Cycle Network Route 647	High	Medium	Medium < 200 m Small > 200 m	Small	Small	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Navigable Watercourses								
Market Weighton Canal	High	Medium	Large < 200 m Very small > 200 m	Medium < 200 m Small > 200 m	Medium < 200 m Small > 200 m	**Major adverse (significant)** < 200 m **Negligible (not significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Moderate adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m
Stainforth and Keadby Canal	High	Medium	Medium < 200 m Very small > 200 m	Medium < 200 m Small > 200 m	Medium < 200 m Small > 200 m	**Moderate adverse (significant)** < 200 m	**Moderate adverse (significant)** < 200 m	**Moderate adverse (significant)** < 200 m

Receptor name	Susceptibility	Value of views	Magnitude			Assessment of effect and significance		
			Construction	Operation Year 1	Operation Year 15	Construction	Operation Year 1	Operation Year 15
						Negligible (not significant) > 200 m	**Minor adverse (not significant)** > 200 m	**Minor adverse (not significant)** > 200 m
Chesterfield Canal	High	High	Large < 200 m Small > 200 m	Medium < 200 m Small > 200 m	Medium	**Major adverse (significant)** < 200 m **Minor adverse (not significant)** > 200 m	**Major adverse (significant)** < 200 m **Moderate adverse (significant)** > 200 m	**Moderate adverse (significant)**
Visitor Attractions								
Skidby Mill and Museum	High	Medium	Very small	Very small	Very small	**Negligible (not significant)**	**Negligible (not significant)**	**Negligible (not significant)**
Blacktoft Sands RSPB Reserve	High	Medium	Very small	Very small	Very small	**Negligible (not significant)**	**Negligible (not significant)**	**Negligible (not significant)**
Julian's Bower	Very High	High	Very small	Very small	Very small	**Negligible (not significant)**	**Negligible (not significant)**	**Negligible (not significant)**
North Leverton Windmill	High	High	Small	Medium	Medium	**Minor adverse (not significant)**	**Moderate adverse (significant)**	**Moderate adverse (significant)**

Flexibility

7.9.132 Table 7.6 sets out the assumptions for flexibility with the design including the horizontal, longitudinal and vertical changes within the LoD. The LoD are further described in section 4.4 of **Application Document 6.4 Chapter 4 Description of the Project.**

7.9.133 The movement of pylons either horizontally or anywhere along the proposed alignment (longitudinally) and the resultant move in working areas and construction access tracks could result in changes including the temporary loss of vegetation during construction which in turn could open up views. The horizontal LoD are generally 100 m (50 m either side of the centreline). In certain locations this has been reduced (to avoid a particular receptor) or widened (to allow for additional flexibility). Noting that the extent of movement of any pylon is limited by the span length and conductor swing. Typically, pylons can move 30 m either side of the centreline whilst still allowing the conductors to remain within the full 50 m LoD. However, at a maximum span length, the centre of the pylon could only move approximately 20 m. The proposed horizontal LoD are shown on **Application Document 6.4.F1 Figure 4.1 Proposed Project Design**, and an example of how the LoD could be utilised is shown **on Application Document 2.12 Typical Design Drawings - Overhead Line Limits of Deviation** Sheet 9 of 20. There is no limit placed on the movement of a pylon along the centreline (longitudinal LoD). The movement along the preferred alignment is constrained by the maximum span the pylon can withstand, and alongside engineering and safety factors.

7.9.134 Routeing has sought where practicable to avoid larger areas of vegetation along the alignment, therefore changes would be localised and would affect a small part of the wider communities. For communities which are directly affected by the Project, there would therefore be no change in the scale of effect. There would be slight changes in the effects on views but these would not affect the level of effects reported.

7.9.135 An increase in the height of pylons, if the full vertical LoD is utilised, would not result in any changes to vegetation and a small increase in height would not change the scale of effect on visual receptors.

7.9.136 Overall, there would be no change to the level or significance of effects on visual receptors, set out in **Application Document 6.7.A4 Appendix 7.4 Visual Baseline and Assessment** or as set out in this chapter as a result of changes to the Project within the LoDs assumed.

7.10 References

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