The Great Grid Upgrade

North Humber to High Marnham

NHHM-AEC-CNS-REP-0065

North Humber to High Marnham

Volume 6: Environmental Statement

Document 6.10.A5 Environmental Statement Appendix 10.5 - Aerial Photography and LiDAR Report

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

nationalgrid

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1. Aerial Photography and LiDAR Report

1.1 Overview

1.1.1 This appendix to **Application Document 6.10 Chapter 10 Cultural Heritage** presents the findings of Aerial Photography and Light Detection and Ranging (LiDAR) survey.

1.1.2 This aerial photo and LiDAR survey has mapped all potential archaeological features within or in close proximity to the Order Limits, that are visible as cropmarks, soilmarks and earthworks on air photos or can be detected on LiDAR imagery. It combines results from a contemporary survey of air photos and LiDAR imagery (hereafter referred to as the '2025 survey') and mapping from previous air photo and LiDAR mapping surveys. The results of this survey have contributed to the cultural heritage baseline understanding, as reported in **Application Document 6.10.A2 Appendix 10.2 Cultural Heritage Baseline Report**, and have helped inform the assessment of likely significant effects on heritage assets presented in **Application Document 6.10 Chapter 10 Cultural Heritage**.

1.2 Structure of this Report

1.2.1 This report is structured as follows:

- Section 1 of this Aerial Photography and LIDAR report sets out an introduction, summary of previous surveys and background information relevant to the Order Limits.
- Section 2 sets out data sources used and methodology;
- Section 3 sets out the survey results; and
- Section 4 sets out the survey conclusions.

1.2.2 This report is supported by the following Annexes:

- Annex A and Annex B sets out overviews of the uses of air photos and LiDAR for archaeological remote sensing;
- Annex C lists the vertical photography used in this survey;
- Annex D lists the specialist photography used in this survey;
- Annex E provides a gazetteer of the features identified from this survey;
- Annex F provides information relating to the digital data produced for this survey; and
- Annex G presents figures showing the locations of all mapped cropmarks, soilmarks and earthworks detected on air photos and/or LiDAR imagery.

1.3 Previous Air Photo and LiDAR Mapping Surveys within the Order Limits

1.3.1 Approximately three-quarters of the Order Limits are covered by six large mapping projects that were undertaken or funded by Historic England (and its predecessors), some under the auspices of the National Mapping Programme (NMP) (**see Figure A10.5.5 - 22**). The results of these projects have been combined with this 2025 survey.

1.3.2 The Order Limits runs in a narrow corridor of land from the consented Birkhill Wood Substation, north of Hull in the East Riding of Yorkshire, southward to the proposed High Marnham Substation, Nottinghamshire, crossing the River Ouse near Yokefleet. It passes through East Riding of Yorkshire, North Lincolnshire and Nottinghamshire. The Order Limits covers a linear distance of approximately 90 km and is of variable width.

1.3.3 Parts of the Order Limits are covered by existing mapping projects that have been generated over a period of 35 years. In this time there have been significant developments in methodology, techniques and changes in scope. This is a summary of these projects, from north to south:

- The Chalk Lowlands & Hull Valley project produced digital mapping using the available vertical and specialist air photos from the Historic England Archive (HEA) and other collections, and LiDAR data. It was undertaken by Historic England and completed in 2012 (Oakey, 2012).
- The Yorkshire Wolds project produced hand-drawn mapping of cropmarks only, using the available specialist air photos. It was undertaken by the Royal Commission on the Historic Monument of England (RCHME) and completed in 1990 (Stoertz, 1997).
- The Vale of York NMP project produced digital mapping using available vertical and specialist air photos from the HEA and other collections. It was undertaken by English Heritage and completed in 2000 (Kershaw, 2001).
- The Inner Humber Estuary Rapid Coastal Zone Assessment: Aerial Investigation and Mapping Project produced digital mapping using available vertical and oblique photographs from the HEA and other collections, and LiDAR data. It was undertaken by Cornwall County Council Historic Environment Services and completed in 2019 (Fleming, 2019).
- The Lincolnshire NMP Project produced hand-drawn mapping from vertical and specialist oblique air photos from the HEA and other collections. It was undertaken by English Heritage and completed in 1996 (Bewley, 1998).
- The Nottinghamshire NMP Project produced hand-drawn mapping using available specialist air photos from the HEA and other collections. It was undertaken by Air Photo Services Ltd and completed in 1999 (Deegan, 1999).

1.3.4 Approximately one-quarter of the Order Limits, confined to North Lincolnshire, is not covered by one of these mapping projects.

1.4 Background to the Order Limits landscapes

1.4.1 The Order Limits has been divided into six Route Sections (Route Sections A-F). A corridor of land spanning the Order Limits and adjacent fields has been divided into

numbered land parcels for other purposes, but these are used to locate the archaeological features described in the Route Section gazetteers and summaries.

Route Section A

1.4.2 In Route Section A the Order Limits runs in a narrow corridor from the consented Birkhill Wood Station, southwest towards Risby, on to Brantingham, where it crosses the A63 dual carriageway, and from there to Yokefleet, on the north bank of the River Ouse, a linear distance of approximately 25 km.

1.4.3 In the first part of the Route Section the Order Limits steadily ascends the chalk wold from approximately 16 m above Ordnance Datum (AOD) to approximately 64 m AOD. Here the chalk is overlain with glacial tills. This section of the Order Limits was covered by the Chalk Lowlands and Hull Valley project (Oakey, 2012).

1.4.4 Next, the Route Section continues to ascend the chalk wold from approximately 64 m AOD to nearly 150 m AOD above Brantingham. The glacial tills peter out as the ground rises. Near Brantingham the corridor descends a steep escarpment to approximately 25 m AOD. The escarpment exposes narrow bands of mudstone, sandstone and limestone. This part of the Route Section was covered by the Chalk Lowlands and Hull Valley project (Oakey, 2012) and the Yorkshire Wolds project (Stoertz, 1997).

1.4.5 In the western part of Route Section A, the Order Limits continue to descend the foot of the escarpment, where the bedrock geology is covered with sands. The Order Limits then run near parallel to the River Humber and its tributary, across low-lying ground where alluvium and warp deposits cover the Mercian Mudstone bedrock. This section of the Order Limits was covered by several previous projects: the Yorkshire Wolds (Stoertz, 1997), the Vale of York (Kershaw, 2001) and in very small parts, the Inner Humber (Fleming, 2019).

Route Section B

1.4.6 In Route Section B, the Order Limits runs in a narrow corridor across the north and south banks of the River Ouse near Yokefleet and Ousefleet, and on towards Broad Lane Gate, before heading southeast towards Luddington and then west-southwest towards Crowle, a linear distance of approximately 13.8 km.

1.4.7 In the first part of this Route Section the Order Limits cross Mercian Mudstone overlain with alluvium and does not rise above 5 m AOD. This section of the Order Limits was covered by the Vale of York (Kershaw, 2001) project.

1.4.8 From Broad Lane Gate southward to Luddington the Order Limits cross Mercian Mudstone overlain with alluvium and with warp deposits near Garthorpe, often at or just above sea level. Between Garthorpe and Luddington the Order Limits cross the slightly raised levees of a former river. A small stretch of this section of the Order Limits was covered by the Vale of York (Kershaw, 2001) project.

1.4.9 In the southernmost part of the Route Section the Order Limits maintain a low altitude across Mercian Mudstone, which is mostly covered by warp deposits. No part of this section of the Order Limits has been covered by any of the previous mapping projects.

Route Section C

1.4.10 In Route Section C the Order Limits runs from a point to the east of Crowle and heads south to cross the Stainforth and Keadby Canal, continuing on to a point just north of

the M180. This amounts to a linear distance of approximately 4.4 km. In this section, as per the southern part of Route Section B, the corridor maintains a low altitude across Mercian Mudstone, which is mostly covered by warp deposits, rising only at its southern limit. No part of this section of the Order Limits has been covered by any of the previous mapping projects.

Route Section D

1.4.11 In Route Section D the Order Limits runs in a narrow corridor from the M180 southward to Ferry Drain, and then southwest to the River Idle, north of Misterton, a linear distance of approximately 15.4 km.

1.4.12 In the north part of the Route Section the Order Limits cross Mercian Mudstone, which is overlain with alluvium and small areas of peat south of Beltoft and sand near East Lound. Here, its path is more undulating rising from just 1-3 m AOD to approximately 10 m AOD near Beltoft before descending and then rising to approximately 30 m AOD near Owston Ferry. A small part of this section of the Order Limits was covered by the Lincolnshire NMP (Bewley, 1998).

1.4.13 The Order Limits within the southern part of the Route Section cross the low-lying flood-plain of the River Idle on its approach to the River Trent to the east. The Mercian Mudstone here is overlain in parts by alluvium and warp deposits. This section of the Order Limits was covered by the Nottinghamshire and Lincolnshire NMP projects (Deegan, 1999) (Bewley, 1998).

Route Section E

1.4.14 In Route Section E the Order Limits run in a narrow corridor from the River Idle southward to Gainsborough Road. From Gainsborough Road it heads generally southwards but with some turns, before reaching the A57, just to the east of Darlton, a linear distance of approximately 26 km.

1.4.15 In the northern part of the Route Section the Order Limits cross exposed Mercian Mudstone rising steadily from approximately 10 m AOD to over 40 m AOD east of Gringley on the Hill then falling again where it crosses small rivers and becks. This section of the Order Limits was covered by the Nottinghamshire and Lincolnshire NMP (Deegan, 1999) (Bewley, 1998).

1.4.16 In the southern part of the Route Section the Order Limits cross exposed Mercian Mudstone, interrupted only by small deposits of peat and alluvium. The corridor gradually descends into the river valley towards West Burton to about 10 m AOD, then with a change in direction climbs to over 40 m AOD to the west of East Drayton and then descending to approximately 20 m AOD at Darlton/ the A57. This section of the Order Limits was covered by the Nottinghamshire NMP project (Deegan, 1999).

Route Section F

1.4.17 In Route Section F the Order Limits runs a short distance (approximately 4.2 km) from the A57, east of Darlton, towards the proposed High Marnham Substation. In this Route Section the Order Limits covers an area where the Mercian Mudstone is at the surface. On the approach to High Marnham the ground is at approximately 20 m AOD or lower. This section of the Order Limits was covered by the Nottinghamshire NMP project (Deegan, 1999).

2. Sources and methodology

2.1 Data sources

2.1.1 The HEA holds the national collection of vertical air photos and specialist (mostly oblique) air photos. The latter were mostly taken to record archaeological or historical assets and landscapes. Coversearches were obtained from the HEA to establish the coverage and dates of the vertical and specialist air photos it holds for the Order Limits. Note that many of the more recent vertical air photos listed by the HEA are only held as negatives and are not available for examination, they are excluded from the comments in Table 1.

2.1.2 The air photos examined in 2025 were selected by criteria that complemented the date and scope of each of the previous surveys (as detailed in section 1.3.3).

Table 1 - Summary of the HEA air photos examined in the 2025 survey

Route Section	Coversearch no.	Previous project(s)	No. of vertical/ specialist	Comment
A	146229	Chalk Lowlands and the Hull Valley	0/0	The HEA does not currently hold any vertical or specialist air photos that post-date the existing mapping
A	146229	Chalk Lowlands and the Hull Valley	0/0	The HEA does not currently hold any vertical or specialist air photos that post-date the existing mapping
		Yorkshire Wolds	83/35	A selection of HEA vertical and all specialist air photos were examined.
A	146229	Yorkshire Wolds	39/97	A selection of HEA vertical and all specialist air photos were examined.
		Vale of York NMP/Inner Humber	0/6	The HEA does not currently hold any prints of vertical air photos that post-date the existing mapping. Most of the specialist air photos pre-date the Vale of York project, only those that are later were examined.

Route Section	Coversearch no.	Previous project(s)	No. of vertical/ specialist	Comment
B	146229	Vale of York NMP	0/14	The HEA does not currently hold any prints of vertical air photos that post-date the existing mapping. Specialist air photos that post-date the Vale of York project were examined.
B	146229 & 146230	Vale of York NMP	0/5	The HEA does not currently hold any vertical air photos that post-date the existing mapping. Specialist air photos that post-date the Vale of York project were examined.
		None	18/5	A selection of the vertical air photos and all the specialist air photos were examined.
B/C	146230	None	75/17	A selection of the vertical air photos and all the specialist air photos were examined.
D	146230 & 14231	Lincolnshire & Nottinghamshire NMP	31/10	A selection of the vertical air photos and all the specialist air photos were examined.
		None	42/5	A selection of the vertical air photos and all the specialist air photos were examined.
D	14231	Nottinghamshire NMP	44/20	A selection of the vertical air photos and all the specialist air photos were examined.
E	14231	Nottinghamshire NMP	60/0	A selection of the vertical air photos was examined. No specialist air photos were available.
E	14231 & 14232	Nottinghamshire NMP	164/3	A selection of the vertical air photos and all the specialist air photos were examined.
F	14232	Nottinghamshire NMP	11/0	A selection of the vertical air photos was examined. No specialist air photos were available.

2.1.3 A full list of the HEA vertical and specialist air photos examined for the 2025 survey are provided in Annex C and Annex D.

2.1.4 For the 2025 survey, the orthophotography from the following sources was examined for the entire length of the Order Limits:

- Google Earth imagery captured by various organisations between 2003 and 2024;
- Bing imagery, undated; and
- ESRI Wayback World Imagery captured between 2014 and 2024.

2.1.5 LiDAR visualisations were generated and examined for the entire length of the Order Limits. These visualisations were generated from the Environment Agency 1 m resolution LiDAR data to facilitate the identification and mapping of archaeological earthworks and to provide an overview of the local topography.

2.1.6 Two visualisations were created from the LiDAR Digital Terrain Model to reveal archaeological features: a 16-direction hill-shaded model and a Simple Local Relief Model. These were processed in the Relief Visualisation Toolbox 2.2.1.

2.1.7 A composite visualisation was generated in QGIS to illustrate the general topography. This combined a colour relief model carefully tailored to the very low and subtle variation in surface topography with 16-direction hill-shading.

2.1.8 The mapping for the existing projects was supplied by Historic England. The digital projects: the Chalk Lowlands and the Hull Valley, the Vale of York NMP and the Inner Humber were available as Geographic Information System (GIS) files with associated data (period, type, sources etc). The older hand drawn projects have been scanned and vectorised but, as yet, have not been linked to any associated data. The data from the digital projects has been modified to accommodate the land parcels that are used for the unit of record in the gazetteer of archaeological features (see Annex E). All the mapping from the hand-drawn projects that falls within the Order Limits has been superseded by the mapping generated by the 2025 survey.

2.2 Method

2.2.1 The various sources of orthophotography and LiDAR visualisations were examined on a high-resolution screen.

2.2.2 The HEA prints were examined systematically, using x2 magnification where necessary and stereoscopically where possible. Selected prints were then photographed with a hand-held camera to capture digital images for the subsequent processes (the HEA does not permit users to scan photographs). A small number of the HEA holdings were available as digital images; these were examined on screen.

2.2.3 Captures from the HEA air photos and the Google Earth imagery were rectified to ground control points derived from OS Mastermap data using Aerial Points, this gives error readings for each control point, where five or more control points are used. In all cases errors of within ±3 m were achieved for the control points. However, this may not reflect the on-the-ground positional accuracy of the features mapped since these tend to lie between rather than at the control points.

2.2.4 Archaeological features observed on the LiDAR visualisations, orthophotography and rectified image captures were digitised in the GIS and with reference back to the original source material. Archaeological features were mapped at a nominal scale 1:2500 in

terms of detail and accuracy. Data pertaining to each feature was recorded in the GIS. The structure and content of the digital map dataset is described in Annex F.

3. Results

3.1 Overview

3.1.1 The results for each area below set out a summary of the results for each Route Section, focussing on features that fall directly within or are likely to continue into the Order Limits, with reference to the drawing(s) where the features are located (Annex G).

3.1.2 In the summaries, numbers refer to land parcels that are illustrated on the drawings in Annex G; references prefixed NHER are Nottinghamshire HER monument records; NLHER are North Lincolnshire monuments and HHER are Humber monuments. All are the preferred references used by these HERs. The prefix HERR refers to Historic England monument records.

3.1.3 In the absence of intrusive archaeological interventions, all attributions of period and type are unverified.

3.2 Summary of results for Route Section A (see Figures A10.5.5 to A10.5.10)

3.2.1 Two Bronze Age round barrows, visible as two cropmarked ring ditches, sit on the edge of a shallow dry valley amongst cropmarks of likely later date (2858). These lie outside of the Order Limits, but within 380 m of construction access track (S-31) from bell mouth BM 001.

3.2.2 At the same location a broad Iron Age or Roman trackway runs along the floor of the dry valley and is flanked by at least one rectilinear enclosure and possible field boundaries (2858). To the immediate east, but now separated by the A1079, there is a series of low earthwork banks, which have been interpreted as the remains of an Iron Age or Roman field system (2873). Both groups of features are outside the Order Limits, but they flank the construction access track (S-31) from bell mouth BM-001.

3.2.3 To the south of these groups there is a possible Iron Age or Roman rectilinear enclosure and field boundary (2865). The latter extends into the Order Limits.

3.2.4 There is evidence of medieval and/or post medieval ridge and furrow within the Order Limits, but no earthworks survive at these locations (2865, 2811, 2805, 2778). It is also suggested that the Iron Age or Roman field system in 2873 is overlain by medieval ridge and furrow.

3.2.5 There are two Second World War searchlight battery sites in the eastern part of the Route Section, one lies to the immediate north of the construction access track (S-32) leading from bell mouth BM-002, the other lies to the north of Plattwood Farm and some components lie within the Order Limits (2853). The latter comprised several embanked emplacements and some pits. All these features have been levelled but some elements may survive below ground level.

3.2.6 In the Skidby to Brantingham stretch of the Route Section, no Neolithic or Bronze Age monuments have been identified on air photos or LiDAR imagery within the Order Limits.

3.2.7 Some ditches are tentatively dated to the later prehistoric or Roman period: a long sinuous ditch that gently skirts around the head of Brantingham Dale and a shorter example (2700 and 2707). They do not appear to be associated with the post medieval field system nor the possible Iron Age or Roman trackway and fields in 2707.

3.2.8 At the head of Brantingham Dale is a possible Iron Age or Roman trackway or boundary which runs from Dale Road across 2707 and then turns abruptly northward along the edge of 2722. It comprises two substantial ditches and in 2722 there is evidence of an internal bank. Both sections are abutted by possible field boundaries.

3.2.9 Close to the A63, at the southern edge of this part of the Route Section, three trackways of possible Iron Age or Roman date (2645, 2648, 2652 and 2671) have been identified. Two intersect with access points and two continue westward into 2647 but otherwise these features are largely outside of the Order Limits.

3.2.10 Cropmarks and soilmarks suggest an Iron Age or Roman landscape running across the broad wold southeast of Little Weighton: an enclosure and trackway in 2760, a longer trackway and enclosure in 20230 and 20200, a broad-ditched enclosure in 2773, and a possible enclosure in 20130. Most of these features lie on the outer edge or just outside of the Order Limits.

3.2.11 There is evidence of medieval and/or post medieval ridge and furrow at a few locations within the Order Limits, for example near Riplingham (2734 and 20495) and a small area that is well preserved as earthworks at Walk Farm (20195).

3.2.12 The LiDAR imagery is particularly useful for revealing the low and well-spread remains of medieval or post medieval plough headlands and plough lynchets. Examples are observed in 2658 and 2675.

3.2.13 Also of note is an unusual three-sided enclosure just south of the Order Limits (2762). It appears to be respected by three small chalk pits and may be associated with a possible settlement 500 m further to the south (HHER 6707).

3.2.14 Between Brantingham and Yokefleet, at the western end of the Route Section, there is a large cluster of possible Neolithic and Bronze Age monuments in the southwest corner of 2647. This land parcel occupies a low terrace at the foot of the escarpment. The monuments include a possible Neolithic long barrow, oriented southwest to northeast and at least eight ring ditches, which are probably the remains of Bronze Age round barrows. There was slight parching inside one of the round barrows on air photos taken in the early 1970s, suggesting that some bank material survived at the time. However, there is no evidence of surviving mounds at any of the barrows on the LiDAR imagery. Also in this group is a large sub-circular enclosure with a small internal ring ditch, this may be of similar date or associated with the surrounding Iron Age or Roman landscape.

3.2.15 The western side of land parcel 2647 coincides with the Roman road that runs from Brough to York. The remains of a Romano-British villa lie to the west of the road at Cockle Pits (scheduled monument 1014736) but outside of the Order Limits. There are cropmarks at the site of the villa that may continue into the Order Limits.

3.2.16 In 2647 and within the Order Limits there are several features of likely Iron Age or Roman date. A long trackway runs from 2652 and 2671 and across the southern edge of 2647 towards the site of the Cockle Pits villa.

3.2.17 Less than 600 m to the north a second trackway takes a sinuous path from 2652 and across 2647. This is a substantial feature with outer ditches, an inner wear hollow and

some evidence of metalling. It is flanked by at least six rectilinear enclosures, which are likely to be the remains of a small settlement.

3.2.18 Approximately 1.8 km to the west there are fragmentary cropmarks that suggest an Iron Age or Roman enclosure and trackways (2526). These are just outside the Order Limits but may continue inside unseen.

3.2.19 The Vale of York project mapped an extensive arrangement of Iron Age or Roman enclosures, field boundaries and a trackway, seemingly confined to 4144, just beyond the northern edge of the Order Limits. It also mapped some small fragments of ditch on the southern edge of the Order Limits (2479). It is likely that the features observed in 4144 continue unseen into the Order Limits.

3.2.20 West of Tongue Lane, a possible Iron Age or Roman trackway runs north to south across the Order Limits.

3.2.21 A small medieval moat survives as a shallow earthwork at Staddlethorpe, just outside of the Order Limits. It lies within an arrangement of ditches that extend northwards, some of which may be considerably later.

3.2.22 As well as the complex cropmarks already described in 2647, the LiDAR imagery reveals several low earthwork banks. Some correspond with the post medieval field system but the more sinuous example, that runs near east to west and forks in 2652, has the appearance of a medieval plough headland. It may also have been used as a trackway.

3.2.23 Evidence of medieval and/or post medieval ridge and furrow is present along much of the route of the Order Limits except in the areas of warp deposits (see below). These cultivation remains are particularly dense in the strip fields to the north of Broomfleet. However, most of the ridge and furrow has now been levelled, the exception being the ridges in 2541, which along with a plough headland and possible causeway survive as well-defined earthworks.

3.2.24 The British Geological Survey (BGS) records warp deposits along the path of the Order Limits between the Market Weighton Canal and the Blacktoft Warping Drain. Although BGS describes warp as a ‘sedimentary superficial deposit formed between 11.8 thousand years ago and the present’, it is the result of processes first practiced along the lower reaches of the Rivers Trent and Ouse in the 1730s (Gaunt 225-226). Flood warping was used to improve poor and unproductive low-lying ground by replicating and accelerating the process of alluviation (Deegan 2024, 40). The flood warping process required the construction of embanked warping compartments to contain the diverted river water, substantial ditches to divert the river water to the warping compartments and then smaller ditches within the compartments to control the dispersal of the silt-ladened water. Often the main drains were retained and some still survive, the Blacktoft Warping Drain for example. Lesser features were infilled and levelled so the land could be wholly put to cultivation. Successful warping could raise the ground level by several metres, thus burying landscapes and archaeological features. For this reason, it is not possible to detect earlier landscapes and features on air photo or LiDAR imagery on warped ground. The remains of the warping process often appear as cropmarks and soilmarks on air photos and sometimes as low and shallow earthworks on LiDAR imagery.

3.2.25 The linear features recorded within the Order Limits in 2197 and 2304 are likely to be remnants of the warping process.

3.3 Summary of results for Route Section B (see Figures A10.5.10 to A10.5.12)

3.3.1 No features of known or possible Roman and pre-Roman date were identified within the Order Limits in this short Route Section.

3.3.2 A small medieval moat survives as an earthwork to the southwest of Ousefleet (2077). The moat itself is outside of the Order Limits but ditches extending out from the moat may run into it.

3.3.3 There is evidence of medieval and/or post medieval ridge and furrow within the Order Limits on the north bank of the river near Yokefleet (2071, 3209), south of Ousefleet (2077, 2099, 2134 and 2161). The plough ridges in 2071 survive as earthworks but the others have been levelled.

3.3.4 A filled-in warping drain crosses the Order Limits west of Garthorpe (2180).

3.3.5 There are cropmarks within the Order Limits in 2161. Some of these are post medieval field boundaries but the origin of the finer ditches is not known.

3.4 Summary of results for Route Section C (see Figures A10.5.12 to A10.5.13)

3.4.1 In this Route Section the Order Limits are largely confined to the expanse of warp deposits between Luddington (just northeast of the Route Section) and the M180 motorway. As discussed above, it is likely that the cropmarks and soilmarks that are visible in areas of warp are of late post medieval or even later date. Numerous warping ditches intersect the Order Limits, and they are particularly visible between the Stainforth and Keadby Canal and the River Torne (1662). These features may yield more information about the warping process. Archaeological excavations in the year 2020 on land close to the Order Limits (near 2094) uncovered a wood-lined sluice in a warping drain (Scholma-Mason et al 2018, fig. 9).

3.4.2 In 2031 and neighbouring parcels there is a parallel arrangement of narrow ditches. These ditches run near north to south and are visible as cropmarks and shallow earthworks. The distance between adjacent ditches is approximately 30 m and consistent. As these ditches run across warp deposits it is likely that they are associated with that process or that they are more recent drainage ditches.

3.4.3 Between Crowle and Ealand the Order Limits extends westward into a small area of sand. There are undated cropmarks in 1102, 2990 and 66385 that suggest a co-axial field system. It has been suggested that these fields are of Roman date (see MLHER18344), but this is not certain. They lie in a shallow basin flanked by higher ground and may be recent drainage ditches.

3.5 Summary of results for Route Section D (see Figures A10.5.14 to A10.5.16)

3.5.1 In the stretch of the Route Section from just north of the M180 to Graizelound, the NLHER2480 records possible long barrows within the Order Limits in 1694. No such remains were observed on any of the imagery examined, either at the location or in the wider area. It is more likely that these features are geological in origin.

3.5.2 NLHER20177 records a possible Iron Age enclosure north of High Melwood House, also in 1694. Although cropmarks at this location do resemble circuits of banks and ditches, the LiDAR imagery shows only a low, rounded hillock. These cropmarks are likely to be of geological origin.

3.5.3 There are possible Iron Age or Roman features at two locations on the margins of the Order Limits. An access route passes between 1721 and 1898. The latter contains a large rectilinear enclosure with an entrance way that extends at least 100 m to the west and intersects with the access route, which runs along an existing lane.

3.5.4 Approximately 1.35 km to south there are fragments of possible Iron Age or Roman features in 1560, 1694 and 1709. It is possible that these features continue unseen into the access routes and the Order Limits.

3.5.5 There are cropmarks within the Order Limits in 1301, some are post medieval field boundaries, but others are undated. There are also undated ditches 300 m to the southeast of the Iron Age or Roman enclosure in 1898. These lie to the immediate north of post medieval field boundaries, which were still extant in the 1940s but appear as cropmarks on recent air photos.

3.5.6 There is evidence of medieval and/or post medieval ridge and furrow and plough headlands at several locations within the Order Limits: close to the M180 (1726, 1754 and 70215), to the east of Epworth (1755) and in 1583. To the east of East Lound the Order Limits pass through a former medieval to post medieval open field system (1579 and 1453). This is characterised by long narrow strip fields with no boundaries between them. These open fields were still clearly legible on air photos taken in the 1940s but most of the strips are now cultivated as two large fields.

3.5.7 The Order Limits briefly cross warp deposits close to Graizelound. There are ditches to the north that resemble warping drains but these are on alluvium rather than warp (1107). These may be the remains of a warping that failed, or simply drainage ditches.

3.5.8 Between Graizelound and the River Idle, In the southern stretch of Route Section D, no features of known or likely Neolithic or Bronze Age date were identified within or close to the Order Limits. The curving cropmark recorded in 57 by the Nottinghamshire NMP Project, suggests a large ring ditch or similar monument but is now considered to be a superficial mark.

3.5.9 There is, however, an extensive Iron Age or Roman settlement with trackways and fields on this part of Misterton Carr (57 and 63). There is a substantial rectilinear enclosure just to the east of the Order Limits and a line of at least eight enclosures within it. These all appear to be embedded within a system of fields and trackways. The northwest corner of 63 was not ploughed until the late 20th century and features here survived as earthworks until then. There are also cropmarked post medieval field boundaries running across the same area.

3.5.10 There are numerous linear cropmarks in 124 and 132 that intersect with the Order Limits. Some are certainly post medieval field boundaries, but others may be older and linked to the putative Roman marching camps recorded to the west and northwest (NHERM18165 & M18166).

3.5.11 There is sparse evidence of medieval and/or post medieval ridge and furrow within the Order Limits, but it does intersect the low remains of a long plough headland in 117.

3.5.12 The Order Limits briefly cross warp deposits close to Graizelound. There are several different alignments of cropmarked and soilmarks ditches in 837 and adjacent parcels.

Some of these are likely to be the remains of warping drains. Others are probably the boundaries of fields that were laid out across the newly-warped ground but later re-arranged to the current layout.

3.5.13 There are more features that resemble warping drains between the A161 and the River Idle, but these are located on alluvium (179, 321, 539, 578, and 588). The warping process may have failed in these areas.

3.5.14 There are no well-preserved earthworks within the Order Limits in Route Section D.

3.6 Summary of results for Route Section E (see Figures A10.5.17 to A10.5.21)

3.6.1 In this Route Section, no features of known or likely Neolithic or Bronze Age date have been identified within or close to the Order Limits.

3.6.2 There is a possible Iron Age or Roman enclosure on the western edge of the Order Limits in 512 and 4715.

3.6.3 Two clusters of Iron Age or Roman enclosure straddle the western edge of the Order Limits near East Drayton (434, 468 and 573). They are located on the slightly higher ground between two becks.

3.6.4 The Order Limits passes to the west of the village of Sturton le Steeple. There were extensive earthworks in this area in the 1940s, mostly medieval and/or post medieval ridge and furrow and field boundaries but also a hollow way and possibly some indistinct settlement remains (857). Most of these earthworks have now been levelled but, despite modern ploughing, it is likely that some elements survive below ground level.

3.6.5 There is evidence of medieval and/or post medieval ridge and furrow and plough headlands in many parts of the Order Limits: in 68, 141, 271, 418, 509, 603, 860, 949, 4715, 91200, 91780, 101760 and 102080).

3.6.6 Near East Drayton a broad ditch flanked by a bank runs westward and across the Order Limits (496). Although this feature is depicted as a field boundary on historical maps it is substantial and may be the remains of a boundary or trackway.

3.6.7 To the southwest of East Drayton the Order Limits intersects two areas of parallel ditches (496 and 705). The interval between the ditches is regular but at 25 m is too wide to be ridge and furrow. These may be the remains of medieval or post medieval strip fields or later drainage ditches.

3.6.8 A low circular mound of unknown date is present in 457 and a set of plough ridges survive as earthworks in 1031.

3.7 Summary of results for Route Section F (see Figure A10.5.21 to A10.5.22)

3.7.1 South of the A57 there is a line of four enclosure clusters (1167 and 1253). These are arranged along the top of a low, west-facing scarp slopes. Two are within the Order Limits and the other two are just outside.

3.7.2 A perpendicular arrangement of low earthworks extends across 1253 and 1666. Some of these are clearly the remains of post medieval field boundaries but some may have their origins as medieval and/or post medieval plough headlands.

3.7.3 There are two cropmarks of uncertain origin in the field to the west of 1666.

4. Conclusion

4.1 Observations

4.1.1 The distribution of the cropmark evidence recorded by this survey is influenced by the underlying geology. The light chalky soils on the Yorkshire Wolds and some of the small areas of superficial sand cover are conducive to cropmark formation, the Mercian Mudstone that unpins most of the Order Limits, less so. Cropmarks form less readily on alluvial soils and as discussed above, pre-1700 features are unlikely to form cropmarks in areas that have been warped. However, pre-1700 features and land surfaces may survive beneath the warp deposits.

4.1.2 Earthwork survival across along the Order Limits is poor, other than small, isolated sites and degraded plough headlands most features have been levelled, but this does not preclude survival below ground level.

4.1.3 The evidence for Neolithic and Bronze Age monuments is confined to the northern end of the Order Limits and mostly concentrated in one small area. The absence of evidence elsewhere is not evidence of the absence of Neolithic and Bronze Age monuments.

4.1.4 There is more evidence for Iron Age and/or Roman activity. Some extensive and cohesive landscapes are visible towards the northern end of the Order Limits and on Misterton Carr. Further south the Mercian Mudstone does yield evidence of enclosures, particularly where it is more elevated. This evidence is often fragmentary or partial, and it is possible that more complex features survive below ground level.

4.1.5 Cultivation remains dominate the record of medieval and post medieval activity. There are, however, two small moats on either side of the River Ouse and there may be settlement remains on the fringes of Sturton le Steeple. Ridge and furrow and plough headlands are present along many parts of the Order Limits, except where there are warp deposits. Many of the plough headlands survive as low earthworks but only small discrete areas of ridge and furrow are well-preserved. Also of note are the former open field systems near East Lound, though these are no longer as legible as they were in middle of the 20th century.

4.1.6 Warp deposits are present on long stretches of the Order Limits in Route Section C and in more discrete areas of Route Sections A, B and D. As well as masking, warp deposits may have protected earlier features from 20th century ploughing. The warping infrastructure itself is not without historical and archaeological interest, and such remains are in evidence at several locations.

4.1.7 The Order Limits intersects a single Second World War installation: a searchlight battery near Birkhill Wood. All above ground remains at this site have been removed.

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Annex A Archaeology from black and white and colour air photographs

Annex A Archaeology from black and white and colour air photographs

A.1.1 Air photographs and aerial imagery taken in appropriate conditions can record crop marks, soilmarks and earthworks of archaeological origin.

A.1.2 Crop marks result from variations in leaf and stalk colour and plant height and vigour. Crop marks occur where there are anomalies below the ground: in-filled hollows, palaeochannels, frost cracks, archaeological pits, ditches, surfaces and banks or modern disturbances such as land drains. Crop marks can also be created by variations in the treatment of the topsoil and ground cover, for example the uneven application of fertilisers, pesticides and herbicides or damage.

A.1.3 Crop marks that delineate buried and levelled archaeological features have the effect of differential growth and ripening between the vegetation on the archaeological deposits and that on surrounding undisturbed ground. Variations in growth and ripening are most visible when there is a significant difference in the water and nutrient availability between the archaeological and natural deposits. Crop marks can form at any stage from germination to ripening but the optimal conditions are during periods when precipitation is exceeded by transpiration. This results in potential soil moisture deficit (SMD) and water-stressed plants (Jones, 1975). Prolonged periods of SMD halt plant growth and then cause wilting of the plant leaves, stem and finally root. Water-stress is exacerbated by free-draining sub-surface deposits such as archaeological walls or road surfaces but mitigated by rich and humic ditch and pit deposits. Even after ripening, differences in crop height and bulk can indicate the presence of buried features where there are no tonal differences. Crop marks can be seen most clearly in large areas of homogenous, fast-growing plants such as cereal crops and, less frequently, in root crops and grass. Crop marks produced in arable and grass at times of significant moisture stress, usually over buried structures or other highly permeable archaeological deposits, are often referred to as parchmarks.

A.1.4 Soilmarks are the colour and tonal differences between archaeological deposits and the plough or subsoil. The action of ploughing, which can penetrate the ground to a depth of 45 cm, brings to the surface previously buried material. The rotation of the plough exposes the cut surface uppermost. Where the plough cuts buried and infilled archaeological features such as banks and ditches it brings to the surface slices of these deposits. If these slices are sufficiently differentiated from the natural plough or sub-soil they can be visible from the air.

A.1.5 Archaeological earthworks that are visible on the ground can also be seen from the air. Detection and recording of earthworks from the air is determined by their survival and visibility. The survival of earthworks depends on past and present land use; natural erosion processes, deliberate destruction and ploughing can all reduce upstanding features to ground level. Earthworks can be revealed by the pattern of sunlight and shadow, differential frost or snow cover or the distribution of standing and flood water. Large and subtle variations in ground relief are further accentuated when viewed stereoscopically. Most stereo images are vertical photographs taken in long, regular sorties but stereo-overlapping can also be achieved from correctly set-up oblique views.

Annex B Archaeology from LiDAR survey data

Annex B Archaeology from LiDAR survey data

A.1.6 Airborne Light Detection and Ranging (LiDAR) is a data collection technique that uses a laser to measure certain variables. For archaeological purposes it is the distance between the aircraft and the ground that provides particular interest. During LiDAR flights up to 100,000 measurements per second are made of the ground, allowing highly detailed models of the ground surface, including the details of surviving archaeological earthworks, to be generated at spatial resolutions of between 25 cm and 2 metres.

A.1.7 The resulting dataset is a grid of height points called a Digital Elevation Surface Model (DESM), these points can be filtered to remove those measurements that were read from trees, buildings and other supra-surface features, the result is a Digital Terrain Model (DTM), sometimes called a ‘Bare Earth’ model. The latter is particularly useful for the identification of archaeological earthworks where they are obscured on conventional air photos by tree and shrub cover. The DESM and DTM need to be transformed into a visualisation for analysis and interpretation. For this survey two different visualisations were employed for the identification of archaeological earthworks: multi-direction hill-shaded model and simple local relief model.

A.1.8 Further information and guidance on the use of LiDAR for archaeological prospection and the creation of visualisation from LiDAR data can be found in Crutchley and Crow (Crutchley, 2009) and Kokalj and Hesse (Kokalj, 2017).

Annex C
List of HEA Vertical Air Photos Examined

Annex C List of HEA Vertical Air Photos Examined

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
A	146229	RAF/3G/TUD/UK/87	407	Vp1	5076	27 March 1946	4900
A	146229	RAF/3G/TUD/UK/87	407	Vp1	5077	27 March 1946	4900
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A	146229	RAF/CPE/UK/1748	467	FP	1193	21 September 1946	10000
A	146229	RAF/CPE/UK/1748	467	FP	1194	21 September 1946	10000
A	146229	RAF/CPE/UK/1748	467	FP	1195	21 September 1946	10000
A	146229	RAF/CPE/UK/1748	467	RS	4148	21 September 1946	10000
A	146229	RAF/541/189	946	RP	3068	26 October 1948	10000
A	146229	RAF/541/189	946	RP	3069	26 October 1948	10000
A	146229	RAF/541/189	946	RP	3070	26 October 1948	10000
A	146229	RAF/541/189	946	RP	3071	26 October 1948	10000
A	146229	RAF/541/189	946	RP	3142	26 October 1948	10000
A	146229	RAF/541/189	946	RP	3143	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4025	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4026	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4027	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4028	26 October 1948	10000
A	146229	RAF/541/184	950	RP	3206	19 October 1948	10000
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A	146229	RAF/58/893	1282	V	5087	10 June 1952	4998
A	146229	RAF/58/893	1282	V	5088	10 June 1952	4998
A	146229	RAF/82/1376	1730	F21	121	27 March 1956	10000
A	146229	RAF/82/1376	1730	F21	122	27 March 1956	10000
A	146229	RAF/58/2062	1757	F21	125	27 November 1956	10000
A	146229	RAF/58/2062	1757	F21	126	27 November 1956	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
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A	146229	RAF/106G/LA/215	3784	RP	3280	13 April 1945	11200
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A	146229	RAF/106G/LA/215	3784	RS	4181	13 April 1945	11200
A	146229	RAF/106G/LA/215	3784	RS	4278	13 April 1945	11200
A	146229	RAF/106G/LA/215	3784	RS	4279	13 April 1945	11200
A	146229	RAF/106G/LA/212	3790	RP	3021	13 April 1945	10620
A	146229	RAF/82/1422	5021	F21	67	23 May 1956	10000
A	146229	RAF/82/1422	5021	F21	68	23 May 1956	10000
A	146229	RAF/82/1422	5021	F22	67	23 May 1956	10000
A	146229	MAL/75066	7257	V	114	08 December 197508 December 1975	10000
A	146229	MAL/75066	7257	V	115	08 December 1975	10000
A	146229	MAL/75066	7257	V	116	08 December 1975	10000
A	146229	MAL/75066	7257	V	117	08 December 1975	10000
A	146229	OS/66124	11516	V	106	01 June 1966	7500
A	146229	OS/66124	11516	V	153	01 June 1966	7500
A	146229	OS/66124	11516	V	154	01 June 1966	7500
A	146229	OS/66124	11516	V	155	01 June 1966	7500
A	146229	OS/66124	11516	V	156	01 June 1966	7500
A	146229	OS/66124	11516	V	157	01 June 1966	7500
A	146229	OS/66124	11516	V	158	01 June 1966	7500
A	146229	OS/66124	11516	V	167	01 June 1966	7500
A	146229	OS/66124	11516	V	168	01 June 1966	7500
A	146229	OS/66124	11516	V	169	01 June 1966	7500
A	146229	OS/66124	11516	V	170	01 June 1966	7500
A	146229	OS/66124	11516	V	171	01 June 1966	7500
A	146229	OS/66124	11516	V	172	01 June 1966	7500
A	146229	OS/66124	11516	V	206	01 June 1966	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
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A	146229	OS/87139	13162	V	30	09 September 1987	7800
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A	146229	OS/87139	13162	V	35	09 September 1987	7800
A	146229	OS/95724	14997	V	92	17 August 1995	8400
A	146229	OS/95724	14997	V	93	17 August 1995	8400
A	146229	OS/95724	14997	V	94	17 August 1995	8400
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A	146229	OS/95724	14997	V	98	17 August 1995	8400
A	146229	OS/95724	14997	V	99	17 August 1995	8400
A	146229	OS/95724	14997	V	100	17 August 1995	8400
A	146229	OS/95724	14997	V	101	17 August 1995	8400
A	146229	OS/95724	14997	V	102	17 August 1995	8400
A	146229	OS/95724	14997	V	103	17 August 1995	8400
A	146229	OS/95724	14997	V	145	17 August 1995	8400
A	146229	OS/95724	14997	V	146	17 August 1995	8400
A	146229	OS/96005	15012	V	252	07 March 1996	7800
A	146229	OS/96005	15012	V	415	07 March 1996	7800
A	146229	OS/00916B	15723	V	68	15 March 2000	7800
A	146229	OS/00916B	15723	V	80	15 March 2000	7800
A	146229	OS/00916B	15723	V	81	15 March 2000	7800
A	146229	OS/00916B	15723	V	82	15 March 2000	7800
A	146229	OS/00916B	15723	V	83	15 March 2000	7800
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A	146229	OS/00916B	15723	V	86	15 March 2000	7800
A	146229	OS/00916B	15723	V	87	15 March 2000	7800
A	146229	OS/00916B	15723	V	138	15 March 2000	7800
A	146229	OS/00916B	15723	V	141	15 March 2000	7800

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
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A	146229	RAF/CPE/UK/1748	467	RS	4151	21 September 1946	10000
A	146229	RAF/CPE/UK/1748	467	RS	4152	21 September 1946	10000
A	146229	RAF/CPE/UK/1748	467	RS	4153	21 September 1946	10000
A	146229	RAF/CPE/UK/2043	624	FP	1190	29 April 1947	9800
A	146229	RAF/CPE/UK/2043	624	FP	1191	29 April 1947	9800
A	146229	RAF/CPE/UK/2043	624	FP	1192	29 April 1947	9800
A	146229	RAF/CPE/UK/2043	624	FP	1193	29 April 1947	9800
A	146229	RAF/CPE/UK/2043	624	FP	1194	29 April 1947	9800
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A	146229	RAF/541/189	946	RS	4206	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4207	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4208	26 October 1948	10000
A	146229	RAF/541/189	946	RS	4209	26 October 1948	10000
A	146229	RAF/543/374	1857	F21	11	03 September 1958	10000
A	146229	RAF/543/374	1857	F21	12	03 September 1958	10000
A	146229	MAL/76008	7351	V	75	25 February 1976	10000
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A	146229	OS/66224	9278	V	140	20 August 1966	7500
A	146229	OS/66224	9278	V	141	20 August 1966	7500
A	146229	OS/66224	9278	V	142	20 August 1966	7500
A	146229	OS/66224	9278	V	143	20 August 1966	7500
A	146229	OS/66224	9278	V	144	20 August 1966	7500
A	146229	OS/66224	9278	V	145	20 August 1966	7500
A	146229	OS/66224	9278	V	146	20 August 1966	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
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A	146229	OS/66224	9278	V	168	20 August 1966	7500
A	146229	OS/66224	9278	V	169	20 August 1966	7500
A	146229	OS/71445	10540	V	8	27 August 1971	7500
A	146229	OS/71445	10540	V	9	27 August 1971	7500
A	146229	OS/80081	12445	V	22	14 May 198014 May 1980	8000
A	146229	OS/80081	12445	V	23	14 May 1980	8000
A	146229	OS/80081	12445	V	25	14 May 1980	8000
A	146229	OS/91135	13838	V	226	03 August 1991	7800
A	146229	OS/91135	13838	V	227	03 August 1991	7800
A	146229	OS/92240	13998	V	12	06 July 1992	7400
A	146229	OS/92240	13998	V	13	06 July 1992	7400
B	146229	RAF/CPE/UK/2043	624	RS	4134	29 April 1947	9800
B	146229	RAF/CPE/UK/2043	624	RS	4135	29 April 1947	9800
B	146230	RAF/CPE/UK/2042	619	FS	2031	29 April 1947	9800
B	146230	RAF/CPE/UK/2042	619	RS	4030	29 April 1947	9800
B	146230	RAF/CPE/UK/2042	619	RS	4031	29 April 1947	9800
B	146230	RAF/CPE/UK/2042	619	RS	4032	29 April 1947	9800
B	146230	RAF/541/170	940	RS	4262	21 September 1948	9960
B	146230	MAL/65051	4139	V	8	20 May 1965	11000
B	146230	MAL/65051	4139	V	14	20 May 1965	11000
B	146230	MAL/67059	4876	V	14	14 June 1967	10500
B	146230	MAL/67059	4876	V	15	14 June 1967	10500
B	146230	MAL/67059	4876	V	16	14 June 1967	10500
B	146230	MAL/67059	4876	V	22	14 June 1967	10500
B	146230	MAL/67059	4876	V	23	14 June 1967	10500
B	146230	MAL/76006	7349	V	170	01 March 1976	10000
B	146230	MAL/76009	7352	V	35	01 March 1976	10000
B	146230	MAL/76037	7354	V	28	06 June 1976	10000
B	146230	MAL/76037	7354	V	29	06 June 1976	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
C	146230	RAF/CPE/UK/1879	519	FP	1056	06 December 1946	10000
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C	146230	RAF/CPE/UK/1879	519	FP	1058	06 December 1946	10000
C	146230	RAF/CPE/UK/2042	619	FP	1035	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	FP	1036	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	FS	2110	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	RP	3031	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	RP	3033	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	RP	3035	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	RS	4105	29 April 1947	9800
C	146230	RAF/CPE/UK/2042	619	RS	4108	29 April 1947	9800
C	146230	RAF/CPE/UK/2563	832	RS	4044	28 March 1948	10000
C	146230	RAF/541/115	937	RP	3139	28 July 1948	10200
C	146230	RAF/541/115	937	RP	3140	28 July 1948	10200
C	146230	RAF/541/170	940	RP	3104	21 September 1948	9960
C	146230	RAF/541/170	940	RS	4104	21 September 1948	9960
C	146230	RAF/541/170	940	RS	4105	21 September 1948	9960
C	146230	MAL/65051	4139	V	6	20 May 1965	11000
C	146230	MAL/65051	4139	V	7	20 May 1965	11000
C	146230	MAL/67059	4876	V	19	14 June 1967	10500
C	146230	MAL/67059	4876	V	38	14 June 1967	10500
C	146230	MAL/67059	4876	V	39	14 June 1967	10500
C	146230	MAL/67059	4876	V	40	14 June 1967	10500
C	146230	MAL/76009	7352	V	56	01 March 1976	10000
C	146230	MAL/76009	7352	V	148	01 March 1976	10000
C	146230	MAL/76009	7352	V	150	01 March 1976	10000
C	146230	MAL/76036	7353	V	169	06 June 1976	10000
C	146230	MAL/76036	7353	V	170	06 June 1976	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
C	146230	MAL/76036	7353	V	210	06 June 1976	10000
C	146230	MAL/76036	7353	V	211	06 June 1976	10000
C	146230	MAL/76036	7353	V	212	06 June 1976	10000
C	146230	MAL/76036	7353	V	213	06 June 1976	10000
C	146230	MAL/76036	7353	V	214	06 June 1976	10000
C	146230	MAL/76037	7354	V	20	06 June 1976	10000
C	146230	MAL/76037	7354	V	21	06 June 1976	10000
C	146230	MAL/76039	8162	V	214	07 June 1976	10000
C	146230	MAL/76039	8162	V	215	07 June 1976	10000
C	146230	MAL/76039	8162	V	216	07 June 1976	10000
C	146230	MAL/76039	8162	V	217	07 June 1976	10000
C	146230	MAL/76039	8162	V	218	07 June 1976	10000
C	146230	MAL/76039	8162	V	219	07 June 1976	10000
C	146230	MAL/76039	8162	V	220	07 June 1976	10000
C	146230	MAL/76039	8162	V	221	07 June 1976	10000
C	146230	OS/69214	9284	V	158	08 June 1969	7500
C	146230	OS/69214	9284	V	159	08 June 1969	7500
C	146230	OS/69214	9284	V	160	08 June 1969	7500
C	146230	OS/69214	9284	V	194	08 June 1969	7500
C	146230	OS/69214	9284	V	195	08 June 1969	7500
C	146230	OS/69214	9284	V	196	08 June 1969	7500
C	146230	OS/69214	9284	V	197	08 June 1969	7500
C	146230	OS/69214	9284	V	198	08 June 1969	7500
C	146230	OS/69214	9284	V	199	08 June 1969	7500
C	146230	OS/69214	9284	V	200	08 June 1969	7500
C	146230	OS/69214	9284	V	201	08 June 1969	7500
C	146230	OS/69214	9284	V	202	08 June 1969	7500
C	146230	OS/69214	9284	V	207	08 June 1969	7500
C	146230	OS/69214	9284	V	208	08 June 1969	7500
C	146230	OS/69214	9284	V	209	08 June 1969	7500
C	146230	OS/69214	9284	V	210	08 June 1969	7500
C	146230	OS/69214	9284	V	211	08 June 1969	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
C	146230	OS/69214	9284	V	212	08 June 1969	7500
C	146230	OS/69214	9284	V	213	08 June 1969	7500
C	146230	OS/69214	9284	V	214	08 June 1969	7500
C	146230	OS/69214	9284	V	215	08 June 1969	7500
C	146230	OS/69214	9284	V	216	08 June 1969	7500
C	146230	OS/69214	9284	V	217	08 June 1969	7500
C	146230	OS/69214	9284	V	218	08 June 1969	7500
C	146230	OS/78051	9567	V	4	25 May 1978	7400
C	146230	OS/78051	9567	V	5	25 May 1978	7400
C	146230	OS/78051	9567	V	73	25 May 1978	7400
C	146230	OS/78051	9567	V	74	25 May 1978	7400
C	146230	OS/71441	10225	V	1	25 August 1971	7400
C	146230	OS/71441	10225	V	2	25 August 1971	7400
C	146230	OS/95259	14880	V	121	10 October 1995	7500
C	146230	OS/95259	14880	V	122	10 October 1995	7500
D	146230	RAF/CPE/UK/2042	619	FP	1107	29 April 1947	9800
D	146230	RAF/CPE/UK/2042	619	FP	1108	29 April 1947	9800
D	146230	RAF/CPE/UK/2042	619	RP	3109	29 April 1947	9800
D	146230	RAF/CPE/UK/2563	832	RP	3139	28 March 1948	10000
D	146230	RAF/CPE/UK/2563	832	RS	4052	28 March 1948	10000
D	146230	RAF/CPE/UK/2563	832	RS	4138	28 March 1948	10000
D	146230	RAF/CPE/UK/2563	832	RS	4139	28 March 1948	10000
D	146230	RAF/CPE/UK/2563	832	RS	4140	28 March 1948	10000
D	146230	RAF/541/115	937	RS	4141	28 July 1948	10200
D	146230	RAF/541/170	940	RP	3105	21 September 1948	9960
D	146230	RAF/541/170	940	RP	3185	21 September 1948	9960
D	146230	RAF/541/170	940	RS	4437	21 September 1948	9960
D	146230	RAF/541/170	940	RS	4438	21 September 1948	9960
D	146230	RAF/541/110	2707	RP	3002	27 July 1948	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
D	146230	RAF/541/110	2707	RP	3003	27 July 1948	10000
D	146230	MAL/71145(Z)	5812	V	90	04 October 1971	5000
D	146230	MAL/71145(Z)	5812	V	156	04 October 1971	5000
D	146230	MAL/71145(Z)	5812	V	157	04 October 1971	5000
D	146230	MAL/71152(Z)	5813	V	144	10 October 1971	3000
D	146230	MAL/71152(Z)	5813	V	145	10 October 1971	3000
D	146230	MAL/71152(Z)	5813	V	157	10 October 1971	3000
D	146230	MAL/71152(Z)	5813	V	158	10 October 1971	3000
D	146230	MAL/76036	7353	V	166	06 June 1976	10000
D	146230	MAL/76036	7353	V	167	06 June 1976	10000
D	146230	MAL/75031	8094	V	98	06 May 1975	10000
D	146230	MAL/76039	8162	V	222	07 June 1976	10000
D	146230	MAL/76039	8162	V	226	07 June 1976	10000
D	146230	MAL/76039	8162	V	227	07 June 1976	10000
D	146230	OS/69214	9284	V	183	08 June 1969	7500
D	146230	OS/69214	9284	V	184	08 June 1969	7500
D	146230	OS/69214	9284	V	185	08 June 1969	7500
D	146230	OS/69214	9284	V	186	08 June 1969	7500
D	146230	OS/69214	9284	V	219	08 June 1969	7500
D	146230	OS/69214	9284	V	220	08 June 1969	7500
D	146230	OS/69214	9284	V	221	08 June 1969	7500
D	146230	OS/69214	9284	V	222	08 June 1969	7500
D	146230	OS/69214	9284	V	223	08 June 1969	7500
D	146230	OS/69214	9284	V	224	08 June 1969	7500
D	146230	OS/69214	9284	V	225	08 June 1969	7500
D	146230	OS/69214	9284	V	226	08 June 1969	7500
D	146230	OS/69214	9284	V	227	08 June 1969	7500
D	146230	OS/69214	9284	V	228	08 June 1969	7500
D	146230	OS/69214	9284	V	229	08 June 1969	7500
D	146230	OS/78051	9567	V	77	25 May 1978	7400
D	146230	OS/78051	9567	V	78	25 May 1978	7400
D	146230	OS/78051	9567	V	150	25 May 1978	7400

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
D	146230	OS/78051	9567	V	151	25 May 1978	7400
D	146230	OS/78051	9567	V	154	25 May 1978	7400
D	146230	OS/78051	9567	V	155	25 May 1978	7400
D	146230	OS/78051	9567	V	226	25 May 1978	7400
D	146230	OS/78051	9567	V	227	25 May 1978	7400
D	146230	OS/78052	9568	V	230	25 May 1978	7400
D	146230	OS/78052	9568	V	303	25 May 1978	7400
D	146230	OS/78052	9568	V	304	25 May 1978	7400
D	146230	OS/78052	9568	V	308	25 May 1978	7400
D	146230	OS/78052	9568	V	309	25 May 1978	7400
D	146230	OS/78052	9568	V	357	25 May 1978	7400
D	146230	MAL/76060	7362B	V	135	08 July 1976	10000
D	146231	RAF/CPE/UK/2563	832	RS	4467	28 March 1948	10000
D	146231	RAF/541/170	940	RP	3437	21 September 1948	9960
D	146231	RAF/541/170	940	RP	3438	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4184	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4185	21 September 1948	9960
D	146231	RAF/541/110	2707	RS	4001	27 July 1948	10000
D	146231	RAF/541/110	2707	RS	4002	27 July 1948	10000
D	146231	OS/69214	9284	V	181	08 June 1969	7500
D	146231	OS/69214	9284	V	182	08 June 1969	7500
D	146231	OS/71185	10098	V	36	13 May 1971	7500
D	146231	OS/72048	10263	V	53	24 March 1972	7500
D	146231	OS/72048	10263	V	54	24 March 1972	7500
D	146231	OS/72048	10263	V	55	24 March 1972	7500
D	146231	OS/72048	10263	V	56	24 March 1972	7500
D	146231	OS/94306	14729	V	228	02 September 1994	7500
D	146231	RAF/CPE/UK/1880	540	FP	1393	06 December 1946	12000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
D	146231	RAF/CPE/UK/1880	540	FP	1394	06 December 1946	12000
D	146231	RAF/CPE/UK/2563	832	RP	3225	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3226	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3445	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3446	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3468	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3469	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RP	3470	28 March 1948	10000
D	146231	RAF/CPE/UK/2563	832	RS	4225	28 March 1948	10000
D	146231	RAF/541/35	873	RP	3109	19 May 1948	10750
D	146231	RAF/541/35	873	RP	3110	19 May 1948	10750
D	146231	RAF/541/35	873	RP	3173	19 May 1948	10750
D	146231	RAF/541/35	873	RP	3174	19 May 1948	10750
D	146231	RAF/541/35	873	RS	4108	19 May 1948	10750
D	146231	RAF/541/35	873	RS	4109	19 May 1948	10750
D	146231	RAF/541/170	940	RP	3192	21 September 1948	9960
D	146231	RAF/541/170	940	RP	3193	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4189	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4190	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4191	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4192	21 September 1948	9960
D	146231	RAF/541/170	940	RS	4193	21 September 1948	9960
D	146231	RAF/58/576	1814	V	5041	05 October 1950	10000
D	146231	RAF/58/576	1814	V	5042	05 October 1950	10000
D	146231	RAF/58/576	1814	V	5044	05 October 1950	10000
D	146231	RAF/58/576	1814	V	5045	05 October 1950	10000
D	146231	OS/72048	10263	V	63	24 March 1972	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
D	146231	OS/72048	10263	V	64	24 March 1972	7500
D	146231	OS/72048	10263	V	107	24 March 1972	7500
D	146231	OS/72048	10263	V	108	24 March 1972	7500
D	146231	OS/72048	10263	V	121	24 March 1972	7500
D	146231	OS/72048	10263	V	122	24 March 1972	7500
D	146231	OS/72048	10263	V	123	24 March 1972	7500
D	146231	OS/72048	10263	V	124	24 March 1972	7500
D	146231	OS/72048	10263	V	157	24 March 1972	7500
D	146231	OS/72048	10263	V	158	24 March 1972	7500
D	146231	OS/72048	10263	V	159	24 March 1972	7500
D	146231	OS/72048	10263	V	160	24 March 1972	7500
D	146231	OS/72048	10263	V	161	24 March 1972	7500
D	146231	OS/91119	13828	V	27	10 July 1991	7500
D	146231	OS/91119	13828	V	28	10 July 1991	7500
D	146231	OS/91119	13828	V	64	10 July 1991	7500
D	146231	OS/91119	13828	V	65	10 July 1991	7500
E	146231	RAF/CPE/UK/1880	540	FS	2394	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	FS	2395	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	FS	2396	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	RP	3392	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	RP	3393	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	RP	3394	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	V	5394	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	V	5395	06 December 1946	10000
E	146231	RAF/CPE/UK/1880	540	V	5396	06 December 1946	10000
E	146231	RAF/CPE/UK/2012	609	FS	2116	16 April 1947	9800

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146231	RAF/CPE/UK/2012	609	FS	2117	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	RP	3108	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	RS	4117	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	RS	4118	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	RS	4119	16 April 1947	9800
E	146231	RAF/CPE/UK/2563	832	RS	4445	28 March 1948	10000
E	146231	RAF/CPE/UK/2563	832	RS	4446	28 March 1948	10000
E	146231	RAF/541/35	873	RS	4173	19 May 1948	10750
E	146231	RAF/541/35	873	RS	4174	19 May 1948	10750
E	146231	RAF/541/35	873	RS	4235	19 May 1948	10750
E	146231	RAF/541/35	873	RS	4236	19 May 1948	10750
E	146231	RAF/541/176	942	RP	3017	30 September 1948	10000
E	146231	RAF/541/176	942	RP	3018	30 September 1948	10000
E	146231	RAF/541/176	942	RP	3037	30 September 1948	10000
E	146231	RAF/541/176	942	RP	3038	30 September 1948	10000
E	146231	RAF/541/176	942	RS	4018	30 September 1948	10000
E	146231	RAF/541/176	942	RS	4019	30 September 1948	10000
E	146231	RAF/541/176	942	RS	4038	30 September 1948	10000
E	146231	RAF/541/176	942	RS	4039	30 September 1948	10000
E	146231	RAF/58/1510	1542	F21	5	29 July 1954	10000
E	146231	RAF/58/1510	1542	F21	6	29 July 1954	10000
E	146231	RAF/58/1510	1542	F21	7	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	7	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	8	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	33	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	34	29 July 1954	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146231	MAL/73007	7067	V	50	24 February 1973	15000
E	146231	OS/72048	10263	V	90	24 March 1972	7500
E	146231	OS/72048	10263	V	91	24 March 1972	7500
E	146231	OS/72048	10263	V	92	24 March 1972	7500
E	146231	OS/72048	10263	V	93	24 March 1972	7500
E	146231	OS/72048	10263	V	94	24 March 1972	7500
E	146231	OS/72048	10263	V	95	24 March 1972	7500
E	146231	OS/72048	10263	V	96	24 March 1972	7500
E	146231	OS/72048	10263	V	131	24 March 1972	7500
E	146231	OS/72048	10263	V	132	24 March 1972	7500
E	146231	OS/72048	10263	V	133	24 March 1972	7500
E	146231	OS/72048	10263	V	154	24 March 1972	7500
E	146231	OS/72048	10263	V	155	24 March 1972	7500
E	146231	OS/72048	10263	V	156	24 March 1972	7500
E	146231	OS/88244	13350	V	4923	06 August 1988	7700
E	146231	OS/88244	13350	V	4924	06 August 1988	7700
E	146231	OS/88244	13350	V	4943	06 August 1988	7700
E	146231	OS/88244	13350	V	4944	06 August 1988	7700
E	146231	OS/88244	13350	V	5002	06 August 1988	7700
E	146231	OS/88244	13350	V	5003	06 August 1988	7700
E	146231	OS/91119	13828	V	5	10 July 1991	7500
E	146231	OS/91119	13828	V	6	10 July 1991	7500
E	146231	OS/91119	13828	V	32	10 July 1991	7500
E	146231	OS/91119	13828	V	33	10 July 1991	7500
E	146231	RAF/CPE/UK/1880	540	RV	6299	06 December 1946	12000
E	146231	RAF/CPE/UK/1880	540	RV	6300	06 December 1946	12000
E	146231	RAF/CPE/UK/2009	597	FP	1057	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	FP	1114	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	FP	1115	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	FP	1116	16 April 1947	9800

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146231	RAF/CPE/UK/2012	609	FP	1123	16 April 1947	9800
E	146231	RAF/CPE/UK/2012	609	RP	3107	16 April 1947	9800
E	146231	RAF/541/35	873	RS	4477	19 May 1948	10750
E	146231	RAF/541/35	873	RS	4478	19 May 1948	10750
E	146231	RAF/541/35	873	RS	4479	19 May 1948	10750
E	146231	RAF/58/1510	1542	F21	60	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	60	29 July 1954	10000
E	146231	RAF/58/1510	1542	F22	61	29 July 1954	10000
E	146231	RAF/542/37	1580	F21	199	17 September 1954	10000
E	146231	RAF/542/37	1580	F22	142	17 September 1954	10000
E	146231	RAF/542/37	1580	F22	143	17 September 1954	10000
E	146231	MAL/73007	7067	V	60	24 February 1973	15000
E	146231	MAL/73007	7067	V	61	24 February 1973	15000
E	146231	MAL/73007	7067	V	77	24 February 1973	15000
E	146231	MAL/73007	7067	V	78	24 February 1973	15000
E	146231	OS/72048	10263	V	83	24 March 1972	7500
E	146231	OS/72048	10263	V	84	24 March 1972	7500
E	146231	OS/72048	10263	V	85	24 March 1972	7500
E	146231	OS/72048	10263	V	86	24 March 1972	7500
E	146231	OS/72048	10263	V	87	24 March 1972	7500
E	146231	OS/72048	10263	V	88	24 March 1972	7500
E	146231	OS/72048	10263	V	89	24 March 1972	7500
E	146231	OS/70081	10615	V	56	05 May 1970	7500
E	146231	OS/70081	10615	V	57	05 May 1970	7500
E	146231	OS/70081	10615	V	58	05 May 1970	7500
E	146231	OS/70081	10615	V	59	05 May 1970	7500
E	146231	OS/70081	10615	V	60	05 May 1970	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146231	OS/70081	10615	V	90	05 May 1970	7500
E	146231	OS/70081	10615	V	91	05 May 1970	7500
E	146231	OS/70081	10615	V	92	05 May 1970	7500
E	146231	OS/70081	10615	V	93	05 May 1970	7500
E	146231	OS/88244	13350	V	5004	06 August 1988	7700
E	146231	OS/88244	13350	V	5018	06 August 1988	7700
E	146231	OS/88244	13350	V	5019	06 August 1988	7700
E	146231	OS/88244	13350	V	5079	06 August 1988	7700
E	146231	OS/88244	13350	V	5080	06 August 1988	7700
E	146231	OS/88244	13350	V	5081	06 August 1988	7700
E	146231	OS/88244	13350	V	5092	06 August 1988	7700
E	146231	OS/88244	13350	V	5093	06 August 1988	7700
E	146232	RAF/CPE/UK/1880	540	FS	2297	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	FS	2298	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	FS	2299	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	RP	3299	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	RP	3300	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	V	5299	06 December 1946	10000
E	146232	RAF/CPE/UK/1880	540	V	5300	06 December 1946	10000
E	146232	RAF/CPE/UK/2009	597	FP	1055	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FP	1056	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FP	1096	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FP	1097	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FS	2060	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FS	2061	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FS	2101	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	FS	2102	16 April 1947	9800

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146232	RAF/CPE/UK/2009	597	RP	3060	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RP	3061	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RP	3101	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RP	3102	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RS	4060	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RS	4061	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RS	4101	16 April 1947	9800
E	146232	RAF/CPE/UK/2009	597	RS	4102	16 April 1947	9800
E	146232	RAF/CPE/UK/2012	609	FS	2123	16 April 1947	9800
E	146232	RAF/CPE/UK/2541	834	RS	4022	25 March 1948	10000
E	146232	RAF/CPE/UK/2541	834	RS	4023	25 March 1948	10000
E	146232	RAF/541/35	873	RS	4462	19 May 1948	10750
E	146232	RAF/541/35	873	RS	4463	19 May 1948	10750
E	146232	RAF/542/37	1580	F21	37	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	38	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	39	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	83	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	84	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	142	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	143	17 September 1954	10000
E	146232	RAF/542/37	1580	F21	144	17 September 1954	10000
E	146232	RAF/542/37	1580	F22	38	17 September 1954	10000
E	146232	RAF/542/37	1580	F22	39	17 September 1954	10000
E	146232	RAF/542/37	1580	F22	82	17 September 1954	10000

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146232	RAF/542/37	1580	F22	83	17 September 1954	10000
E	146232	MAL/73007	7067	V	87	24 February 1973	15000
E	146232	OS/78068	9981	V	33	28 May 1978	7600
E	146232	OS/78068	9981	V	34	28 May 1978	7600
E	146232	OS/78068	9981	V	48	28 May 1978	7600
E	146232	OS/78068	9981	V	49	28 May 1978	7600
E	146232	OS/78068	9981	V	111	28 May 1978	7600
E	146232	OS/78068	9981	V	112	28 May 1978	7600
E	146232	OS/78068	9981	V	124	28 May 1978	7600
E	146232	OS/78068	9981	V	125	28 May 1978	7600
E	146232	OS/78130	9982	V	194	19 August 1978	7600
E	146232	OS/78130	9982	V	195	19 August 1978	7600
E	146232	OS/78130	9982	V	196	19 August 1978	7600
E	146232	OS/78130	9982	V	261	19 August 1978	7600
E	146232	OS/78130	9982	V	262	19 August 1978	7600
E	146232	OS/78130	9982	V	263	19 August 1978	7600
E	146232	OS/71149	10122	V	173	03 May 1971	7500
E	146232	OS/71149	10122	V	174	03 May 1971	7500
E	146232	OS/71149	10122	V	175	03 May 1971	7500
E	146232	OS/71149	10122	V	185	03 May 1971	7500
E	146232	OS/71149	10122	V	186	03 May 1971	7500
E	146232	OS/71149	10122	V	187	03 May 1971	7500
E	146232	OS/71149	10122	V	188	03 May 1971	7500
E	146232	OS/71149	10122	V	191	03 May 1971	7500
E	146232	OS/71149	10122	V	192	03 May 1971	7500
E	146232	OS/71149	10122	V	193	03 May 1971	7500
E	146232	OS/70081	10615	V	62	05 May 1970	7500
E	146232	OS/70081	10615	V	63	05 May 1970	7500
E	146232	OS/70081	10615	V	64	05 May 1970	7500
E	146232	OS/70081	10615	V	65	05 May 1970	7500
E	146232	OS/70081	10615	V	73	05 May 1970	7500

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146232	OS/70081	10615	V	74	05 May 1970	7500
E	146232	OS/70081	10615	V	77	05 May 1970	7500
E	146232	OS/70081	10615	V	78	05 May 1970	7500
E	146232	OS/70081	10615	V	79	05 May 1970	7500
E	146232	OS/70081	10615	V	80	05 May 1970	7500
E	146232	OS/70081	10615	V	81	05 May 1970	7500
E	146232	OS/70081	10615	V	82	05 May 1970	7500
E	146232	OS/70081	10615	V	83	05 May 1970	7500
E	146232	OS/70081	10615	V	84	05 May 1970	7500
E	146232	OS/70081	10615	V	85	05 May 1970	7500
E	146232	OS/70081	10615	V	86	05 May 1970	7500
E	146232	OS/70081	10615	V	87	05 May 1970	7500
E	146232	OS/70081	10615	V	88	05 May 1970	7500
E	146232	OS/88245	13351	V	5177	06 August 1988	7700
E	146232	OS/88245	13351	V	5178	06 August 1988	7700
E	146232	OS/88245	13351	V	5194	06 August 1988	7700
E	146232	OS/94021	14543	V	5	19 March 1994	7500
E	146232	OS/96508	15125	V	9	03 April 1996	7700
E	146232	OS/96508	15125	V	10	03 April 1996	7700
E	146232	OS/96508	15125	V	79	03 April 1996	7700
E	146232	OS/96508	15125	V	80	03 April 1996	7700
E	146232	OS/96508	15125	V	91	03 April 1996	7700
E	146232	OS/96508	15125	V	92	03 April 1996	7700
E	146232	OS/96508	15125	V	161	03 April 1996	7700
E	146232	OS/96508	15125	V	162	03 April 1996	7700
E	146232	OS/96508	15125	V	173	03 April 1996	7700
E	146232	OS/96508	15125	V	174	03 April 1996	7700
E	146232	OS/96508	15125	V	243	03 April 1996	7700
E	146232	OS/96508	15125	V	244	03 April 1996	7700
E	146232	OS/96508	15125	V	245	03 April 1996	7700
E	146232	OS/96508	15125	V	246	03 April 1996	7700
E	146232	OS/96508	15125	V	253	03 April 1996	7700

Route Section	Cover search	Sortie	Library no.	Position	Frame	Date	Scale 1:
E	146232	OS/96508	15125	V	254	03 April 1996	7700
E	146232	OS/96508	15125	V	255	03 April 1996	7700
E	146232	OS/96508	15125	V	330	03 April 1996	7700
E	146232	OS/96508	15125	V	331	03 April 1996	7700
E	146232	OS/96508	15125	V	332	03 April 1996	7700
E	146232	OS/96508	15125	V	336	03 April 1996	7700
E	146232	OS/00328	15584	V	34	17 October 2000	7500
E	146232	OS/00328	15584	V	35	17 October 2000	7500
E	146232	OS/00328	15584	V	36	17 October 2000	7500
E	146232	OS/00328	15584	V	91	17 October 2000	7500
E	146232	OS/00328	15584	V	92	17 October 2000	7500
E	146232	OS/00328	15584	V	98	17 October 2000	7500
E	146232	OS/00328	15584	V	99	17 October 2000	7500
E	146232	OS/00328	15584	V	100	17 October 2000	7500
E	146232	OS/00328	15584	V	151	17 October 2000	7500
E	146232	OS/00328	15584	V	152	17 October 2000	7500
E	146232	OS/00328	15584	V	162	17 October 2000	7500
F	146232	RAF/CPE/UK/2009	597	FP	1205	16 April 1947	9800
F	146232	RAF/CPE/UK/2009	597	FP	1206	16 April 1947	9800
F	146232	OS/78130	9982	V	269	19 August 1978	7600
F	146232	OS/78130	9982	V	270	19 August 1978	7600
F	146232	OS/71149	10122	V	131	03 May 1971	7500
F	146232	OS/71149	10122	V	132	03 May 1971	7500
F	146232	OS/71149	10122	V	176	03 May 1971	7500
F	146232	OS/91158	13851	V	18	14 August 1991	7500
F	146232	OS/96508	15125	V	335	03 April 1996	7700
F	146232	OS/00328	15584	V	31	17 October 2000	7500
F	146232	OS/00328	15584	V	32	17 October 2000	7500

Annex D
List of HEA Specialist Air Photos Examined

Annex D List of HEA Specialist Air Photos Examined

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9329 / 36	NMR 12391	/ 31	13 July 1993	Colour slide
A	146229	SE 9329 / 37	NMR 12391	/ 32	13 July 1993	Colour slide
A	146229	SE 9329 / 49	NMR 12382	/ 099	13 July 1993	Black & white
A	146229	SE 9329 / 50	NMR 12382	/ 100	13 July 1993	Black & white
A	146229	SE 9329 / 51	NMR 12382	/ 101	13 July 1993	Black & white
A	146229	SE 9329 / 52	NMR 12382	/ 102	13 July 1993	Black & white
A	146229	SE 9430 / 1	DNR 349	/ 18A	19 July 1971	Black & white
A	146229	SE 9430 / 2	DNR 349	/ 19A	19 July 1971	Black & white
A	146229	SE 9430 / 3	DNR 349	/ 20A	19 July 1971	Black & white
A	146229	SE 9531 / 10	NMR 817	/ 128-131	07 May 1975	Black & white
A	146229	SE 9531 / 12	NMR 968	/ 370	20 July 1976	Black & white
A	146229	SE 9531 / 13	NMR 968	/ 371-374	20 July 1976	Black & white
A	146229	SE 9531 / 14	NMR 1147	/ 294-295	10 August 1977	Black & white
A	146229	SE 9531 / 16	JAP 1440	/ 12	29 July 1975	B&W copy clr
A	146229	SE 9531 / 17	NMR 2265	/ 547	08 August 1979	Black & white
A	146229	SE 9531 / 18	NMR 2265	/ 550	08 August 1979	Black & white
A	146229	SE 9531 / 19	NMR 2265	/ 548	08 August 1979	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9531 / 20	NMR 2265	/ 549	08 August 1979	Black & white
A	146229	SE 9531 / 21	NMR 2265	/ 551	08 August 1979	Black & white
A	146229	SE 9531 / 23	NMR 12624	/ 34	24 November 1994	Colour slide
A	146229	SE 9531 / 24	NMR 12624	/ 35	24 November 1994	Colour slide
A	146229	SE 9531 / 25	NMR 12624	/ 36	24 November 1994	Colour slide
A	146229	SE 9531 / 9	NMR 728	/ 366-368	29 July 1974	Black & white
A	146229	SE 9631 / 25	NMR 12906	/ 27	08 August 1996	Colour slide
A	146229	SE 9732 / 1	NMR 977	/ 53-54	04 August 1976	Black & white
A	146229	SE 9933 / 11	NMR 12900	/ 21	02 August 1996	Black & white
A	146229	SE 9933 / 12	NMR 12900	/ 22	02 August 1996	Black & white
A	146229	SE 9933 / 16	NMR 17625	/ 31	27 July 2001	Black & white
A	146229	SE 9933 / 17	NMR 17625	/ 32	27 July 2001	Black & white
A	146229	SE 9933 / 2	NMR 771	/ 7-11	29 July 1974	Black & white
A	146229	SE 9933 / 20	NMR 17629	/ 10	27 July 2001	Colour neg
A	146229	SE 9933 / 21	NMR 17629	/ 11	27 July 2001	Colour neg
A	146229	SE 9933 / 24	NMR 17629	/ 14	27 July 2001	Colour neg
A	146229	SE 9933 / 3	NMR 771	/ 12-15	29 July 1974	Black & white
A	146229	SE 9933 / 5	NMR 1139	/ 372-373	06 July 1977	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 8425 / 10	HEA 28847	/ 003	28 January 2016	Digital colour
A	146229	SE 8425 / 11	HEA 28847	/ 004	28 January 2016	Digital colour
A	146229	SE 8425 / 12	HEA 28847	/ 005	28 January 2016	Digital colour
A	146229	SE 8425 / 13	HEA 28847	/ 006	28 January 2016	Digital colour
A	146229	SE 8425 / 8	HEA 28847	/ 001	28 January 2016	Digital colour
A	146229	SE 8425 / 9	HEA 28847	/ 002	28 January 2016	Digital colour
A	146229	SE 9028 / 1	NMR 12881	/ 32	31 July 1996	Colour slide
A	146229	SE 9028 / 2	NMR 12881	/ 33	31 July 1996	Colour slide
A	146229	SE 9028 / 3	NMR 12888	/ 23	31 July 1996	Black & white
A	146229	SE 9028 / 4	NMR 12888	/ 24	31 July 1996	Black & white
A	146229	SE 9128 / 1	NMR 12704	/ 33	19 July 1995	Colour slide
A	146229	SE 9128 / 2	NMR 12704	/ 34	19 July 1995	Colour slide
A	146229	SE 9328 / 18	NMR 12382	/ 092	13 July 1993	Black & white
A	146229	SE 9328 / 2	NMR 771	/ 24	29 July 1974	Black & white
A	146229	SE 9328 / 22	HCC 14717	/ 15	06 July 1992	Black & white
A	146229	SE 9328 / 23	NMR 12678	/ 33	03 July 1995	Colour slide
A	146229	SE 9328 / 24	NMR 12678	/ 34	03 July 1995	Colour slide
A	146229	SE 9328 / 25	NMR 12824	/ 29	12 July 1996	Black & white
A	146229	SE 9328 / 26	NMR 12824	/ 30	12 July 1996	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9328 / 27	NMR 12807	/ 27	12 July 1996	Colour slide
A	146229	SE 9328 / 28	NMR 12807	/ 28	12 July 1996	Colour slide
A	146229	SE 9328 / 31	NMR 20697	/ 30	16 October 2007	Digital colour
A	146229	SE 9328 / 32	NMR 20697	/ 31	16 October 2007	Digital colour
A	146229	SE 9328 / 38	NMR 28432	/ 16	15 July 2013	Digital colour
A	146229	SE 9328 / 39	NMR 28432	/ 17	15 July 2013	Digital colour
A	146229	SE 9328 / 4	NMR 724	/ 7-8	09 July 1974	Black & white
A	146229	SE 9328 / 40	NMR 28432	/ 18	15 July 2013	Digital colour
A	146229	SE 9328 / 41	NMR 28432	/ 19	15 July 2013	Digital colour
A	146229	SE 9328 / 44	HEA 28760	/ 045	22 July 2015	Digital colour
A	146229	SE 9328 / 45	HEA 28760	/ 046	22 July 2015	Digital colour
A	146229	SE 9328 / 7	NMR 1140	/ 48-49	06 July 1977	Black & white
A	146229	SE 9328 / 9	NMR 1140	/ 53-55	06 July 1977	Black & white
A	146229	SE 9329 / 10	DNR 533	/ 10	20 July 1974	Black & white
A	146229	SE 9329 / 11	DNR 533	/ 11	20 July 1974	Black & white
A	146229	SE 9329 / 12	DNR 533	/ 12	20 July 1974	Black & white
A	146229	SE 9329 / 13	DNR 732	/ 4	04 August 1974	Black & white
A	146229	SE 9329 / 14	DNR 732	/ 5	04 August 1974	Black & white
A	146229	SE 9329 / 15	DNR 732	/ 6	04 August 1974	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9329 / 16	DNR 732	/ 7	04 August 1974	Black & white
A	146229	SE 9329 / 17	DNR 732	/ 8	04 August 1974	Black & white
A	146229	SE 9329 / 18	NMR 2149	/ 1001	29 July 1983	Black & white
A	146229	SE 9329 / 19	NMR 2149	/ 1003	29 July 1983	Black & white
A	146229	SE 9329 / 20	JAP 3022	/ 1	25 July 1981	B&W copy clr
A	146229	SE 9329 / 21	JAP 3022	/ 2	25 July 1981	B&W copy clr
A	146229	SE 9329 / 22	JAP 3022	/ 3	25 July 1981	B&W copy clr
A	146229	SE 9329 / 23	JAP 3022	/ 4	25 July 1981	B&W copy clr
A	146229	SE 9329 / 24	NMR 2149	/ 1002	29 July 1983	Black & white
A	146229	SE 9329 / 25	NMR 12391	/ 13	13 July 1993	Colour slide
A	146229	SE 9329 / 26	NMR 12391	/ 14	13 July 1993	Colour slide
A	146229	SE 9329 / 27	NMR 12391	/ 15	13 July 1993	Colour slide
A	146229	SE 9329 / 28	NMR 12391	/ 16	13 July 1993	Colour slide
A	146229	SE 9329 / 29	NMR 12391	/ 17	13 July 1993	Colour slide
A	146229	SE 9329 / 3	NMR 223	/ 300-302	19 July 1970	Black & white
A	146229	SE 9329 / 30	NMR 12391	/ 18	13 July 1993	Colour slide
A	146229	SE 9329 / 31	NMR 12391	/ 19	13 July 1993	Colour slide
A	146229	SE 9329 / 38	NMR 12382	/ 084	13 July 1993	Black & white
A	146229	SE 9329 / 39	NMR 12382	/ 085	13 July 1993	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9329 / 4	DNR 349	/ 15A	19 July 1971	Black & white
A	146229	SE 9329 / 40	NMR 12382	/ 086	13 July 1993	Black & white
A	146229	SE 9329 / 41	NMR 12382	/ 087	13 July 1993	Black & white
A	146229	SE 9329 / 42	NMR 12382	/ 088	13 July 1993	Black & white
A	146229	SE 9329 / 43	NMR 12382	/ 089	13 July 1993	Black & white
A	146229	SE 9329 / 44	NMR 12382	/ 090	13 July 1993	Black & white
A	146229	SE 9329 / 45	NMR 12382	/ 091	13 July 1993	Black & white
A	146229	SE 9329 / 5	DNR 349	/ 16A	19 July 1971	Black & white
A	146229	SE 9329 / 53	HCC 14717	/ 12	06 July 1992	Black & white
A	146229	SE 9329 / 54	HCC 14717	/ 13	06 July 1992	Black & white
A	146229	SE 9329 / 55	HCC 14717	/ 14	06 July 1992	Black & white
A	146229	SE 9329 / 56	NMR 12772	/ 25	01 September 1995	Colour slide
A	146229	SE 9329 / 57	NMR 12772	/ 26	01 September 1995	Colour slide
A	146229	SE 9329 / 58	NMR 12782	/ 15	01 September 1995	Black & white
A	146229	SE 9329 / 59	NMR 12782	/ 16	01 September 1995	Black & white
A	146229	SE 9329 / 6	NMR 771	/ 25-30	29 July 1974	Black & white
A	146229	SE 9329 / 60	NMR 12782	/ 17	01 September 1995	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9329 / 61	NMR 12782	/ 18	01 September 1995	Black & white
A	146229	SE 9329 / 62	NMR 12824	/ 27	12 July 1996	Black & white
A	146229	SE 9329 / 63	NMR 12824	/ 28	12 July 1996	Black & white
A	146229	SE 9329 / 66	NMR 12807	/ 23	12 July 1996	Colour slide
A	146229	SE 9329 / 67	NMR 12807	/ 24	12 July 1996	Colour slide
A	146229	SE 9329 / 68	NMR 12807	/ 25	12 July 1996	Colour slide
A	146229	SE 9329 / 69	NMR 12807	/ 26	12 July 1996	Colour slide
A	146229	SE 9329 / 70	NMR 12807	/ 29	12 July 1996	Colour slide
A	146229	SE 9329 / 71	NMR 12807	/ 30	12 July 1996	Colour slide
A	146229	SE 9329 / 72	NMR 28432	/ 05	15 July 2013	Digital colour
A	146229	SE 9329 / 73	NMR 28432	/ 06	15 July 2013	Digital colour
A	146229	SE 9329 / 74	NMR 28432	/ 07	15 July 2013	Digital colour
A	146229	SE 9329 / 75	NMR 28432	/ 08	15 July 2013	Digital colour
A	146229	SE 9329 / 76	NMR 28432	/ 09	15 July 2013	Digital colour
A	146229	SE 9329 / 77	NMR 28432	/ 10	15 July 2013	Digital colour
A	146229	SE 9329 / 78	NMR 28432	/ 11	15 July 2013	Digital colour
A	146229	SE 9329 / 79	NMR 28432	/ 12	15 July 2013	Digital colour
A	146229	SE 9329 / 8	NMR 1149	/ 420-421	11 August 1977	Black & white
A	146229	SE 9329 / 80	NMR 28432	/ 13	15 July 2013	Digital colour

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
A	146229	SE 9329 / 85	HEA 28760	/ 038	22 July 2015	Digital colour
A	146229	SE 9329 / 86	HEA 28760	/ 039	22 July 2015	Digital colour
A	146229	SE 9329 / 87	HEA 28760	/ 040	22 July 2015	Digital colour
A	146229	SE 9329 / 88	HEA 28760	/ 041	22 July 2015	Digital colour
A	146229	SE 9329 / 89	HEA 28760	/ 042	22 July 2015	Digital colour
A	146229	SE 9329 / 9	NMR 1149	/ 422-423	11 August 1977	Black & white
A	146229	SE 9329 / 90	HEA 28760	/ 043	22 July 2015	Digital colour
A	146229	SE 9329 / 91	HEA 28760	/ 044	22 July 2015	Digital colour
A	146229	SE 9329 / 92	HEA 28760	/ 047	22 July 2015	Digital colour
A	146229	SE 9329 / 93	HEA 28760	/ 048	22 July 2015	Digital colour
B	146229	SE 8222 / 10	NMR 20614	/ 04	12 October 2006	Digital colour
B	146229	SE 8222 / 11	NMR 20619	/ 01	12 October 2006	Digital colour
B	146229	SE 8222 / 12	NMR 20619	/ 02	12 October 2006	Digital colour
B	146229	SE 8222 / 13	NMR 20619	/ 03	12 October 2006	Digital colour
B	146229	SE 8222 / 14	NMR 20619	/ 04	12 October 2006	Digital colour
B	146229	SE 8222 / 15	NMR 20619	/ 05	12 October 2006	Digital colour
B	146229	SE 8222 / 16	NMR 20697	/ 15	16 October 2007	Digital colour
B	146229	SE 8222 / 17	NMR 20697	/ 16	16 October 2007	Digital colour
B	146229	SE 8222 / 18	NMR 20697	/ 18	16 October 2007	Digital colour

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
B	146229	SE 8222 / 19	NMR 20697	/ 19	16 October 2007	Digital colour
B	146229	SE 8222 / 7	NMR 20614	/ 01	12 October 2006	Digital colour
B	146229	SE 8222 / 8	NMR 20614	/ 02	12 October 2006	Digital colour
B	146229	SE 8222 / 9	NMR 20614	/ 03	12 October 2006	Digital colour
B	146229	SE 8223 / 2	NMR 20697	/ 14	16 October 2007	Digital colour
B	146229	SE 8321 / 2	NMR 28148	/ 02	14 June 2011	Digital colour
B	146229	SE 8321 / 3	NMR 28148	/ 03	14 June 2011	Digital colour
B	146229	SE 8321 / 4	NMR 28148	/ 04	14 June 2011	Digital colour
B	146229	SE 8321 / 5	NMR 28148	/ 05	14 June 2011	Digital colour
B	146229	SE 8321 / 6	NMR 28148	/ 06	14 June 2011	Digital colour
B	146230	SE 8417 / 5	NMR 4947	/ 34	04 June 1990	Black & white
B	146230	SE 8417 / 6	NMR 4947	/ 35	04 June 1990	Black & white
B	146230	SE 8417 / 7	NMR 4947	/ 37	04 June 1990	Black & white
B	146230	SE 8417 / 8	NMR 4947	/ 39	04 June 1990	Black & white
B	146230	SE 8417 / 9	NMR 4951	/ 01	04 June 1990	Colour slide
C	146230	SE 7712 / 1	NMR 12636	/ 09	27 June 1995	Colour slide
C	146230	SE 7712 / 2	NMR 12636	/ 10	27 June 1995	Colour slide
C	146230	SE 7812 / 1	NMR 2265	/ 647	08 August 1979	Black & white
C	146230	SE 7812 / 14	NMR 28442	/ 39	16 July 2013	Digital colour

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
C	146230	SE 7812 / 16	NMR 28442	/ 41	16 July 2013	Digital colour
C	146230	SE 7812 / 17	NMR 28442	/ 42	16 July 2013	Digital colour
C	146230	SE 7812 / 18	NMR 28442	/ 43	16 July 2013	Digital colour
C	146230	SE 7812 / 19	NMR 28442	/ 44	16 July 2013	Digital colour
C	146230	SE 7812 / 2	NMR 2265	/ 648	08 August 1979	Black & white
C	146230	SE 7812 / 3	HCC 14734	/ 02	27 July 1992	Black & white
C	146230	SE 7812 / 4	NMR 12652	/ 05	27 June 1995	Black & white
C	146230	SE 7911 / 1	NMR 28442	/ 47	16 July 2013	Digital colour
C	146230	SE 7911 / 2	NMR 28442	/ 48	16 July 2013	Digital colour
C	146230	SE 7912 / 1	NMR 28442	/ 45	16 July 2013	Digital colour
C	146230	SE 7912 / 2	NMR 28442	/ 46	16 July 2013	Digital colour
C	146230	SE 7913 / 6	NMR 20572	/ 06	21 July 2006	Digital colour
C	146230	SE 8111 / 1	FXH 14152	/ 05	19 July 1992	Black & white
D	146230	SE 7903 / 5	NMR 28443	/ 12	16 July 2013	Digital colour
D	146230	SE 7903 / 6	NMR 28443	/ 13	16 July 2013	Digital colour
D	146230	SE 8002 / 1	NMR 12114	/ 25	22 July 1991	Black & white
D	146230	SE 8002 / 2	NMR 12114	/ 26	22 July 1991	Black & white
D	146230	SE 8003 / 2	NMR 28443	/ 11	16 July 2013	Digital colour
D	146230	SE 8003 / 3	NMR 28443	/ 14	16 July 2013	Digital colour

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
D	146230	SE 8004 / 10	NMR 12707	/ 35	20 July 1995	Colour slide
D	146230	SE 8004 / 11	NMR 12707	/ 36	20 July 1995	Colour slide
D	146230	SE 8004 / 5	NMR 12700	/ 66	20 July 1995	Black & white
D	146230	SE 8004 / 6	NMR 12700	/ 67	20 July 1995	Black & white
D	146230	SE 8004 / 9	NMR 12707	/ 34	20 July 1995	Colour slide
D	146230	SE 8005 / 1	CCX 3204	/ 18	17 July 1986	Black & white
D	146231	SK 7999 / 1	NMR 12114	/ 39	22 July 1991	Black & white
D	146231	SK 7999 / 2	NMR 12114	/ 40	22 July 1991	Black & white
D	146231	SK 7999 / 3	NMR 12086	/ 11	22 July 1991	Colour slide
D	146231	SK 7492 / 1	DNR 989	/ 31	18 July 1976	Black & white
D	146231	SK 7492 / 2	DNR 989	/ 35	18 July 1976	Black & white
D	146231	SK 7492 / 3	DNR 989	/ 36	18 July 1976	Black & white
D	146231	SK 7492 / 4	DNR 993	/ 07	18 July 1976	Black & white
D	146231	SK 7492 / 5	DNR 993	/ 10	18 July 1976	Black & white
D	146231	SK 7495 / 1	NMR 4980	/ 12	27 June 1990	Black & white
D	146231	SK 7595 / 1	NMR 4950	/ 14	04 June 1990	Colour slide
D	146231	SK 7595 / 10	NMR 4953	/ 02	04 June 1990	Black & white
D	146231	SK 7595 / 11	NMR 4953	/ 04	04 June 1990	Black & white
D	146231	SK 7595 / 12	NMR 4953	/ 05	04 June 1990	Black & white

Route Section	Cover search	Index no.	Original film	Frame	Date	Film Type
D	146231	SK 7595 / 13	NMR 4953	/ 07	04 June 1990	Black & white
D	146231	SK 7595 / 18	NMR 4945	/ 30	04 June 1990	Black & white
D	146231	SK 7595 / 19	NMR 4945	/ 32	04 June 1990	Black & white
D	146231	SK 7595 / 20	NMR 4945	/ 35	04 June 1990	Black & white
D	146231	SK 7595 / 22	NMR 4945	/ 37	04 June 1990	Black & white
D	146231	SK 7595 / 23	NMR 12114	/ 49	22 July 1991	Black & white
D	146231	SK 7595 / 24	NMR 12114	/ 50	22 July 1991	Black & white
D	146231	SK 7595 / 25	NMR 12086	/ 18	22 July 1991	Colour slide
D	146231	SK 7595 / 4	NMR 4980	/ 11	27 June 1990	Black & white
D	146231	SK 7596 / 3	NMR 17717	/ 00	15 July 2002	Colour neg
E	146231	SK 7884 / 1	INV 19414	/ 10	24 May 1997	Colour neg
E	146231	SK 7884 / 2	INV 19414	/ 11	24 May 1997	Colour neg
E	146231	SK 7884 / 3	INV 19414	/ 12	24 May 1997	Colour neg

Annex E Gazetteer of Archaeological Features

Annex E Gazetteer of Archaeological Features

In this table, entries are listed by Route Section and then Parcel no. order. Parcels without features are not included.

Route Section	Parcel no.	Description
A	2778	The CL&HV project recorded medieval ridge and furrow (HERR1566956) and a small circular mound of uncertain date (HERR79156). Both features have been levelled.
A	2805	The CL&HV project recorded medieval ridge and furrow (HERR1566956). These remains have been levelled.
A	2811	The CL&HV project recorded medieval ridge and furrow (HERR1566956) and a Second World War bomb crater (1566033). These remains have been levelled. A post medieval field boundary and an undated trackway running southeast to northwest across are visible as cropmarks on recent air photos.
A	2822	The CL&HV project recorded medieval ridge and furrow (HERR1566276). These remains have been levelled.
A	2827	The CL&HV project recorded medieval ridge and furrow (HERR1566956). These remains have been levelled.
A	2853	The CL&HV project recorded three groups of features in this parcel: a medieval/post medieval trackway (HERR1566005), post medieval narrow ridge and furrow (HERR1566959) and a Second World War searchlight battery complex (HERR1565875). These remains have been levelled. Several small shallow depressions are visible on the LIDAR imagery, these are likely to be geological features, but an archaeological origin cannot be discounted.
A	2858	The CL&HV project recorded four groups of features in this parcel: two Bronze Age round barrows (HERR1565982), an Iron Age/Roman complex (HERR1565984, HHER3530), a post medieval gravel pit (HERR1566174) and an undated ditch (HERR1565984). The Iron Age/Roman complex comprises rectilinear enclosures, a trackway and field system. Most of these features were visible as cropmarks but the gravel pit survives as a shallow earthwork.
A	2861	The CL&HV project recorded earthwork medieval ridge and furrow (HERR1566281).
A	2865	The CL&HV project recorded three types of features in this parcel. Fragmentary cropmarks of an Iron Age/Roman enclosure and field boundary in the northeast corner (HERR1566062). Medieval/post medieval ridge and furrow (HERR1566276) at two locations. A Second World War searchlight battery on the western

Route Section	Parcel no.	Description
		edge of this parcel (HERR1566002). All these remains have now been demolished or levelled.
A	2873	The CL&HV project recorded an Iron Age/Roman field system and trackway (HERR1565996) overlain by medieval ridge and furrow (HERR1566281). These remains survive as earthworks.
A	3186	The CL&HV project recorded medieval ridge and furrow as cropmarks in this parcel (HERR1566276). A short ditch running southeast to northwest is visible as cropmarks on recent air photos, it may be a continuation of the undated trackway observed in 2811.
A	2645	A possible Iron Age/Roman trackway, medieval/post medieval ridge and furrow and undated ditches are visible as cropmarks on air photos (HHER 6650). The trackway comprises two ditches, is slightly sinuous, runs southwest to northeast and continues into adjacent parcels (2641 & 2648). The origin of the other linear cropmarks observed in this parcel is less certain, although at least one of these is likely to be a plough furrow.
A	2648	A short section of a possible Iron Age/Roman trackway, medieval/post medieval ridge and furrow and a ditch are visible as cropmarks on air photos (HHER 6650). The trackway comprises two curved ditches and continues into the adjacent parcel (2645). The medieval/post medieval ridge and furrow continues from 2645 and the single linear cropmark that appears on recent air photos is likely to be a relict furrow.
A	2652	This parcel is traversed by several linear features of various dates, most are visible as cropmarks on recent air photos. The earliest feature is a sinuous palaeochannel. To the north and near parallel to the palaeochannel is a likely Iron Age/Roman trackway. This trackway comprises two narrow outer ditches and a central wear-hollow, it continues in 2647, where it is flanked by several rectilinear enclosures. To the southeast is a short section of a second trackway, also of possible Iron Age/Roman date. In this parcel it comprises two broad ditches, and it continues into 2671 and 2647. The very low remains of two converging banks are visible on the LiDAR imagery. These appear to continue as a single feature in 2647. They have the appearance of truncated plough headlands but the more northerly aligns with Burnhill Lane, the other with Thorpe Drive so they may also have been used as routes through the medieval/post medieval landscape. The LiDAR imagery also shows a third low bank, which is probably the remains of a post medieval field boundary that is depicted on the Ordnance Survey (OS) 25inch map of 1890.
A	2657	A short section of possible medieval or post medieval plough lynchet is visible as a low earthwork on LiDAR imagery. It continues in 2659.

Route Section	Parcel no.	Description
A	2658	A short section of possible Iron Age/Roman trackway and medieval/post medieval plough headland are visible as cropmark on air photos and as a low earthwork on LiDAR imagery, respectively. In this parcel the trackway comprises a pair of curving ditches and it continues into 2677 and 2665. The headland runs near north to south.
A	2659	Two possible medieval/post medieval plough lynchets are visible as low earthwork on LiDAR imagery. They run near north to south and continue into 2657 and 2675.
A	2665	A short section of possible Iron Age/Roman trackway is visible as a cropmark on air photos. In the parcel it comprises a single ditch and it continues into 2677 and 2658.
A	2671	A section of a possible Iron Age/Roman trackway is visible as a cropmark on air photos. In this parcel it comprises two ditches running southwest to northeast and it continues into 2652 and 2647.
A	2675	Plough lynchets and a small pond are visible as low earthworks on LiDAR imagery. Two of the plough lynchets are short and run near east to west, another is the southern end of lynchet that runs north to south through 2659.
A	2677	A short section of a possible Iron Age/Roman trackway is visible as cropmarks on air photos. It continues into 2665 and 2658.
A	2689	A post medieval trackway and three chalk pits are visible as shallow earthworks on LiDAR imagery. Part of the trackway was still extant in the late 1940s.
A	2700	This long parcel is traversed by several linear features which are visible as cropmarks and soilmarks on air photos and it also contains several post medieval small chalk pits. Two of the linears may be a later prehistoric or Roman boundary ditches. The longer ditch is slightly irregular, it runs along the northern edge of Brantingham Dale and continues into 2707. The shorter ditch runs northeast to southwest in the fields south of Fox Covert House. The three ditches running downslope into Brantingham Dale are probably post medieval field boundaries; all three are depicted on the OS 6inch map of 1855.The LiDAR imagery indicates that the central example survives as a shallow earthwork. A short section of a post medieval trackway is visible as a shallow earthwork on the western side of this field; it continues in 2689. The three small chalk pits sit on the upper slopes of Brantingham Dale. The more westerly chalk pit is flanked by two shorts ditches of uncertain origin.
A	2704	A short section of post medieval field boundary is visible as a shallow earthwork on LiDAR imagery. It continues in 2700, but in this parcel it is concealed by trees. It is depicted on the OS 6inch map of 1855.

Route Section	Parcel no.	Description
A	2707	This parcel is traversed by several linear features of various dates; these features are visible as cropmarks and soilmarks on air photos (HHER 7515). A possible later prehistoric or Roman boundary ditch runs southeast from Dale Road, it continues into 2700. On the south side of this boundary ditch is a possible Iron Age/Roman trackway. This trackway runs southeast to northwest and is slightly sinuous. It comprises two ditches and is abutted from the north and south by field boundaries. Further north in this parcel is a field boundary, which depicted on the OS 6inch map of 1855 and also coincides with the parish boundary between Brantingham and Ellerker. This ditch may be of medieval or post medieval origin. North of this is a pair of ditches of uncertain date. Two post medieval chalk pits are visible as shallow earthworks on LiDAR imagery. There is also a sub-circular cropmark between these two, but no corresponding earthwork is visible on the LIDAR imagery; the origin of this cropmark is not known.
A	2719	A fragment of medieval/post medieval ridge and furrow is visible as earthworks on LiDAR imagery.
A	2722	An Iron Age/Roman trackway or boundary is visible a soilmarks and cropmarks on air photos and three small post medieval chalk pits are visible as shallow earthworks on LiDAR imagery. The trackway or boundary runs near north to south along the western edge of this parcel. It comprises two ditches and parching of the cropmark between these two indicates the presence of a bank. At its southern end this feature appears to turn to the west and continue through 2707.
A	2773	The CL&HV project recorded an Iron Age/Roman rectilinear enclosure and boundary ditches as cropmarks (HERR1334546, HHER21701).
A	2734	Features of different periods are visible as cropmarks, soilmark and low earthworks on air photos and LiDAR imagery. A short section of possible Iron Age/Roman trackway is visible on the eastern boundary of this parcel. It runs near north to south. Medieval and post medieval ridge and furrow is present in the northwest corner of this parcel; it is visible as cropmarks but also survives as low earthworks. There is a small post medieval pond on the northern edge of this parcel. In the northeast corner cropmarks and earthworks show a rectilinear enclosure around a low mound. These features coincide with an 'Old Chalk Pit' and enclosure that are depicted on the OS 6inch map of 1855. The mound is probably in-fill material. To the south of the chalk pit there are two crossing linear cropmarks of uncertain origin. A modern service trench is visible as cropmark that runs northwest to southeast across this parcel.
A	2749	Three post medieval chalk pits are visible as shallow earthworks on LiDAR imagery and historical air photos.

Route Section	Parcel no.	Description
A	2760	Three features are visible as cropmarks on air photos (HHER 3531). A slightly sinuous ditch of possible later prehistoric or Roman date runs near north to south. It intersects with a short section of possible Iron Age/Roman trackway, which runs northeast to southwest. Towards the southwest corner of this parcel a perpendicular arrangement of ditches suggests one or more Iron Age/Roman rectilinear enclosures.
A	2762	An enclosure, pits and short ditches are visible as cropmarks on air photos. The pits are rectangular and well-define on some recent aerial imagery and also survive as shallow earthworks. These may be the remains of post medieval chalk pits. They lie at the corner of an unusual enclosure, two inside, one outside. The enclosure is near-triangular plan with well-rounded corners (HHER 6710). It is visible as a clear cropmark on imagery capture in 2017 but also as very low earthworks on the LiDAR imagery. The date of this enclosure and the two short ditches to the west is not known.
A	2775	A possible medieval/post medieval plough headland is visible as a soilmark on air photos. It runs northwest to southeast as is slightly sinuous.
A	20130	The CL&HV project recorded an Iron Age/Roman rectilinear enclosure and boundary ditches (HERR1334546, HHER2170) and medieval/post medieval ridge and furrow/narrow ridge and furrow (HERR1566957 and 1566959). These remains have been levelled.
A	20175	Three small sub circular features are visible as cropmarks on air photos. One is also visible as shallow earthwork on LiDAR imagery; it is probably a post medieval chalk pit. The other two features are not apparent on the LiDAR imagery or any other of the other aerial imagery consulted. These features may be the 'two round barrows' recorded in HHER 6593 but there is insufficient evidence to confirm or contradict this interpretation.
A	20180	A short section of a possible medieval or post medieval plough headland is visible as a low earthwork on LiDAR imagery and as a soilmark in historical air photos. It continues in 20205.
A	20190	Possible medieval/post medieval ridge and furrow is visible as cropmarks on recent air photos.
A	20195	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and on LiDAR imagery.
A	20200	A short section of a likely Iron Age/Roman trackway is visible as cropmarks on air photos. This trackway comprised two ditches running across the northwest corner of this parcel. It continues into 20205 and 20235.
A	20205	A section of a possible Iron Age/Roman trackway (HHER6594) and fragments of medieval/post medieval plough headland are

Route Section	Parcel no.	Description
		visible as cropmarks on air photos and low earthworks on LiDAR imagery, respectively. In this parcel, the trackway comprises a single ditch running southwest to northeast. It continues into 20200.
A	20230	Fragments of a possible Iron Age/Roman trackway are visible as cropmarks on air photos. It runs near north to south in this parcel.
A	20235	Possible Iron Age/Roman features including at least one rectilinear enclosure and a section of trackway are visible as cropmarks on air photos. The trackway continues into 20200 and 20230.
A	20480	A ditch of unknown date is visible as a cropmark on recent aerial imagery.
A	20485	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery and soilmarks on air photos. It continues into 20495.
A	20495	Medieval/post medieval ridge and furrow and a short section of plough headland are visible as earthworks on historical air photos and on LiDAR imagery. The headland continues in 20485.
A	2132	The Vale of York NMP Project recorded levelled medieval/post medieval ridge and furrow (HERR1258191).
A	2197	The Vale of York NMP Project recorded levelled medieval/post medieval ridge and furrow (HERR1258191). The IH Project recorded a possible Roman Road running southwest to northeast and towards the Order Limits and a perpendicular ditch (MCX1415 & MCX1416). However, this area has warp deposits, which would usually obscure earlier features. It is more likely that these linears and another, which is visible on the LiDAR imagery, are the remains of warping drains and banks.
A	2221	The Vale of York NMP Project recorded levelled medieval/post medieval ridge and furrow (HERR1258191).
A	2252	The Vale of York NMP Project recorded levelled medieval/post medieval ridge and furrow (HERR1258191).
A	2254	A small moat-like feature, a perpendicular arrangement of drainage ditches and a small pond are visible as earthworks on LiDAR imagery. These earthworks have been identified as the site of Staddlethorpe DMV (HHER2937). The Vale of York NMP project recorded medieval/post medieval ridge and furrow across this parcel (HERR1258191).
A	2262	The Vale of York NMP recorded an Iron Age/Roman settlement as cropmarks in this parcel (HERR1266775)

Route Section	Parcel no.	Description
A	2264	Two drainage ditches, continuing the arrangement observed in 2254, are visible as earthworks on LiDAR imagery. The Vale of York NMP project recorded medieval/post medieval ridge and furrow across this parcel (HERR1258191).
A	2291	The Vale of York NMP project recorded an Iron Age/Roman trackway as cropmarks (HERR1257891). It runs near north to south.
A	2304	A possible post medieval warping drain is visible as an earthwork on LiDAR imagery.
A	2317	The IH project recorded identified medieval or post medieval field boundaries (MCX1511). These were visible as low earthworks on LiDAR imagery. They are depicted on the OS 25inch map of 1855.
A	2356	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1257370)
A	2359	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1257370)
A	2370	The Vale of York NMP Project recorded medieval ridge and furrow (HERR1257370)
A	2373	The Vale of York NMP Project recorded medieval ridge and furrow (HERR1257370)
A	2382	The IH Project recorded medieval ridge and furrow (HERR HERR1257370, MCX1506) and post medieval banks (MCX1493). These features have been levelled.
A	2384	The Vale of York NMP Project recorded medieval ridge and furrow (HERR1257370).
A	2395	The IH Project recorded medieval ridge and furrow (HERR HERR1257370, MCX1506) and post medieval drainage ditches (MCX1493). These features have been levelled.
A	2403	The IH Project recorded levelled medieval ridge and furrow in this parcel (HERR1257370, MCX1506).
A	2408	The IH Project recorded levelled medieval ridge and furrow in this parcel (HERR1257370, MCX1506).
A	2411	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506) and a post medieval stack stand (HHER883490, MCX1492).
A	2415	see 2417
A	2417	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506).
A	2420	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506) and a post medieval stack stand (HERR883490, MCX1491).

Route Section	Parcel no.	Description
A	2421	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506).
A	2422	see 2417
A	2436	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506).
A	2440	The IH Project recorded levelled medieval ridge and furrow (HERR1257370, MCX1506).
A	2450	The Vale of York NMP Project recorded medieval ridge and furrow (HERR1257370).
A	2472	The Vale of York NMP Project recorded medieval ridge and furrow in this parcel (HERR1257396).
A	2479	The Vale of York NMP Project recorded fragmentary cropmarks in this parcel as Iron Age/Roman enclosures that continue across 4144 (HERR1257913, HHER21657).
A	2489	The Vale of York NMP Project recorded cropmarks in this parcel as part of an Iron Age/Roman complex (HERR1257913).
A	2494	Post medieval ridge and furrow is visible as earthworks on historical air photos. The LIDAR imagery indicates that these remains have now been levelled.
A	2504	Post medieval narrow ridge and furrow is visible as cropmarks on historical and recent air photos. A service trench, excavated in 1976, runs northwest to southeast across this parcel.
A	2510	Post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled. A service trench, excavated in 1976, runs northwest to southeast across this parcel.
A	2512	Various features are visible on air photos: a short relict section of Mill Beck, medieval/post medieval ridge and furrow, post medieval field boundaries and a trackway and other ditches of uncertain date. The post medieval field boundaries and trackway are visible as cropmarks on recent air photos but were still extant in the late 1940s. All these features have now been levelled.
A	2518	Medieval/post medieval ridge and furrow, a natural water channel and likely post medieval drainage ditches are visible as earthworks on historical air photos. These features survive as low earthworks. A service trench, excavated in 1976, runs northwest to southeast across this parcel.

Route Section	Parcel no.	Description
A	2526	A possible of Iron Age/Roman rectilinear enclosure and fragments of trackways and field boundaries, medieval/post medieval ridge and furrow and a possible post medieval drainage ditch are visible on various air photos. The Iron Age/Roman features appear as cropmarks on recent air photos but in an area that was under earthwork ridge and furrows in the late 1940s. The plough ridges were subsequently levelled.
A	2541	Earthworks including: two broad banks, medieval/post medieval ridge and furrow and a rectilinear feature are visible on the LiDAR imagery. Both banks are gently curving and oriented near north to south. The more easterly is flanked by ridge and furrow and is likely to be a plough headland. The more westerly is more clearly defined and may be a causeway built to traverse this low lying field. These features and the ridge and furrow are visible on historical air photos. The small rectilinear feature, which straddles a modern field boundary, is not and so may be of recent origin.
A	2561	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. The plough ridges have now been levelled.
A	2563	Medieval/post medieval ridge and furrow is visible as earthworks and soilmarks on historical air photos. The plough ridges have now been levelled.
A	2588	Post medieval gravel pits are visible as earthworks on historical air photos and LiDAR imagery. These earthworks are shallow and have been under cultivation since the late 1940s.
A	2628	Possible Iron Age/Roman trackways and fragments of rectilinear enclosure are visible as cropmarks on air photos. These cropmarks coincide with the site of the Cockle Pits Roman Villa, which is a Scheduled Monument (HHERMHU725, NHLE1014736). Several archaeological excavations were conducted on various parts of the villa complex in the 20th century.
A	2636	Post medieval gravel workings are visible as earthworks on historical air photos. These have now been filled in.
A	2641	A possible of Iron Age/Roman trackway, medieval/post medieval ridge and furrow, a post medieval field boundary and an undated ditch are visible as cropmarks on air photos. The trackway runs near east to west and continues in 2645.

Route Section	Parcel no.	Description
A	2647	This large parcel contains complex cropmarks and some low earthworks from several different periods. In the southwest corner of this parcel there is a group of monuments: a possible Neolithic long barrow or oval enclosure and the remains of at least 8 round barrows. A long Iron Age/Roman trackway runs along the southern boundary of this parcel from the direction of the Cockle Pits Roman Villa in 2628 and into 2671 and 2652. Further north, a second trackway traverses this parcel east to west with some turns. This trackway comprises two narrow out ditches, a broad wear-hollow and, in some places, suggestions of a metalled surface (HHER6651). This trackway is flanked by at least six rectilinear enclosures, which are likely the remains of an Iron Age or Roman settlement. A possible medieval/post medieval plough headland takes a similar but not identical route across this parcel. It is visible as a very low earthworks on the LiDAR imagery and continues in 2652, where it splits into two. It is possible that this headland was used as a route through the medieval/post medieval landscape (see 2652). There are cropmarked fragments of medieval/ridge and furrow at several locations and some former post medieval field boundaries survive as low earthworks. There are small pit-like cropmarks visible in this parcel, they are undated and could be associated with any of the features described above or of natural origin.
A	3194	The Vale of York NMP Project recorded levelled medieval ridge and furrow in this parcel (HERR1258191).
A	3198	The Vale of York NMP Project recorded levelled medieval ridge and furrow in this parcel (HERR1258191).
A	3199	The Vale of York NMP Project recorded medieval ridge and furrow in this parcel (HERR1258191).
A	3561	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. The plough ridges have now been levelled.
A	4478	Aerial imagery captures in 2024 shows features exposed by archaeological excavations. Details of this work are not known.
A	32040	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1257396).
A	32095	The Vale of York NMP Project recorded medieval ridge and furrow (HERR1257370).
B	2025	The Vale of York NMP Project record levelled medieval/post medieval ridge and furrow (HERR1301115)
B	2071	The Vale of York NMP Project record levelled medieval/post medieval ridge and furrow (HERR1258191)

Route Section	Parcel no.	Description
B	2077	The Vale of York NMP Project record a small medieval moat or fishpond (HERR61245) and ridge and furrow (HERR1301115). The ridge and furrow has been levelled but the moat is still visible as a shallow earthwork on LiDAR imagery.
B	2078	A possible medieval/post medieval plough headland or flood defence banks is visible as low earthworks on LiDAR imagery.
B	3209	The Vale of York NMP Project record levelled medieval/post medieval ridge and furrow (HERR1258191)
B	3210	The Vale of York NMP Project record levelled medieval/post medieval ridge and furrow (HERR1258191)
B	1963	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2070	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2091	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2099	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2110	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2134	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2161	Post medieval field boundaries and an arrangement of narrow ditches of uncertain date are visible as cropmarks on recent air photos. The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2134	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
B	2180	Medieval/post medieval ridge and furrow and a post medieval warping drain (NLHER11038) are visible as earthworks and soilmarks respectively on historical air photos. The plough ridges have now been levelled.
B	50120	The Vale of York NMP Project recorded levelled medieval ridge and furrow (HERR1301115)
C	1053	A short section of a post medieval field boundary is visible as a cropmark on air photos.
C	1102	Short ditches and two possible sub-circular enclosures are visible as faint cropmarks on recent air photos. The date of these features is not known.

Route Section	Parcel no.	Description
C	1194	An arrangement of cropmark that suggests a rectilinear enclosure is visible on recent air photos. It is not certain that these cropmarks are of archaeological origin (NLHER20935).
C	1410	A section of a post medieval warping drain is visible as cropmarks on recent air photos.
C	1413	Post medieval warping drains are visible as cropmarks on recent air photos (NLHER21020).
C	1510	Post medieval warping drains are visible as cropmarks and soilmarks on historical and recent air photos (NLHER21020).
C	1547	A section of a post medieval warping drain is visible as shallow earthworks on LiDAR imagery and a soilmark on recent air photos.
C	1549	Possible ditches of uncertain date are visible as soilmarks on historical air photos.
C	1609	A section of a post medieval warping drain is visible as cropmarks, soilmarks and low earthworks on air photos and LiDAR imagery (NLHER17470).
C	1618	A section of a post medieval warping drain is visible as cropmarks on air photos.
C	1622	A section of a post medieval warping drain is visible as cropmarks on air photos.
C	1662	A complex arrangement of warping drains is visible as cropmarks and soilmarks on air photos.
C	1674	A section of a post medieval warping drain is visible as cropmarks, soilmarks and low earthworks on air photos and LiDAR imagery (NLHER17470).
C	1683	Post medieval warping drains are visible as cropmarks and soilmarks recent air photos and shallow earthworks on LiDAR imagery (NLHER17470).
C	1692	Sections of post medieval warping drains are visible as soilmarks on air photos and shallow earthworks on LiDAR imagery.
C	1701	A section of a post medieval warping drain is visible as cropmarks on air photos and as a shallow earthwork on LiDAR imagery (NLHER17470).
C	1704	A section of a post medieval warping drain is visible as a soilmark on historical air photos (NLHER17470).
C	1718	A section of a post medieval warping drain is visible as a shallow earthwork on LiDAR imagery.
C	1722	A section of a post medieval warping drain is visible as a soilmark on historical air photos (NLHER17470).

Route Section	Parcel no.	Description
C	1724	Sections of post medieval warping drains are visible as cropmarks, soilmarks and low earthworks on air photos and LiDAR imagery (NLHER17470).
C	1762	A section of a post medieval warping drain is visible as a soilmark on historical air photos (NLHER17470).
C	1764	A section of a post medieval warping drain is visible as a soilmark on recent air photos (NLHER15424).
C	1768	A section of a post medieval warping drain is visible as a soilmark on historical air photos (NLHER17470).
C	1772	Sections of post medieval warping drains are visible as cropmarks and soilmarks on air photos.
C	1793	A section of a post medieval warping drain is visible as cropmarks on air photos and as a shallow earthwork on LiDAR imagery (NLHER17470).
C	1807	A section of a post medieval warping drain is visible as a soilmark on historical air photos.
C	1810	A section of a post medieval warping drain is visible as a soilmark on air photos (NLHER17470).
C	1811	A section of a post medieval warping drain is visible as a soilmark on air photos (NLHER17470).
C	1812	Sections of post medieval warping drains are visible as cropmarks and soilmarks on air photos and as a shallow earthwork on LiDAR imagery (NLHER17470).
C	1824	A section of a post medieval warping drain is visible as cropmarks on air photos and as a shallow earthwork on LiDAR imagery (NLHER17470).
C	1875	A section of post medieval warping drain is visible as a soilmarks on recent air photos.
C	1915	Sections of post medieval warping drains are visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery (NLHER17470).
C	1958	A section of a post medieval warping drain is visible as a shallow earthwork on LiDAR imagery (NLHER17470).
C	1978	An arrangement of post medieval parallel ditches is visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping process.
C	2007	An arrangement of post medieval parallel ditches is visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping

Route Section	Parcel no.	Description
		process. This arrangement continues across 2015, 2019 and 2031.
C	2015	An arrangement of post medieval parallel ditches is visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping process. This arrangement continues across 1978, 2019 and 2031.
C	2019	An arrangement of post medieval parallel ditches is visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping process. This arrangement continues across 1978, 2015 and 2031.
C	2023	Two post medieval parallel ditches are visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping process.
C	2031	An arrangement of post medieval parallel ditches is visible as cropmarks and soilmarks on air photos and as shallow earthworks on LiDAR imagery. They are in an area of artificial warp deposits sand likely to be associated with the warping process. This arrangement continues across 1978, 2015 and 2019.
C	2044	A section of a post medieval warping drain is visible as cropmarks and soilmarks on historical air photos.
C	2061	A section of a post medieval warping drain is visible as cropmarks on historical air photos.
C	2072	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos.
C	2073	Possible post medieval warping drains are visible as cropmarks on recent air photos.
C	2085	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos.
C	2196	A possible post medieval warping drain or natural feature is visible as cropmarks on air photos and as a shallow earthwork on LiDAR imagery.
C	2990	Possible post medieval field boundaries are visible as cropmark on recent air photos.
C	61530	Sections of post medieval warping drain are visible as soilmarks on air photos (NLHER15424).

Route Section	Parcel no.	Description
C	63160	Sections of post medieval warping drains are visible as cropmarks and soilmarks on air photos and as a shallow earthwork on LiDAR imagery (NLHER17470).
C	63400	A section of a post medieval warping drain is visible as cropmarks on air photos.
C	66385	An undated field system (NLHER18344), fragments of medieval/post medieval ridge and furrow, possible post medieval field boundaries (NLHER21006) and small ponds are visible as cropmarks on air photos. The field system has been attributed to the Roman period (see MLHER18344) but may be the remains of later drainage ditches. Although the adjacent villages of Crowle and Ealand occupy a slightly elevated position between Thorne Waste and the upper reaches of the Trent Valley, this parcel lies in a shallow basin.
D	1107	Medieval/post medieval ridge and furrow, a post medieval quarry and post medieval drainage ditches or warping drains are visible as cropmarks and earthworks on air photos. The ridge and furrow is located north of Owston Grange, as is the quarry, which survives as a shallow earthwork. The ditches are located west and southwest of Owston. Although the BGS records warp deposits on the south side of Ferry Drain it indicates that the deposits on this side are alluvium, so it is not clear if these ditches were cut solely for drainage or are perhaps the remains of a failed warping exercise.
D	1260	Medieval/post medieval ridge and furrow is visible as cropmarks on air photos.
D	1301	Several ditches of post medieval and uncertain date are visible as cropmarks on recent air photos (NLHER20222 & NLHER20885). The HER record suggests these are ‘land improvement drains’, a term usually associated with warping. However, this parcel lies on Sutton Sand Formation rather than warp deposits. At least one of the ditches coincides with a post medieval field boundary that is depicted on the OS 25inch map of 1885.
D	1318	See 1435
D	1329	See 1579
D	1345	See 1579
D	1346	See 1435
D	1352	Medieval/post medieval ridge and furrow is visible as cropmarks on air photos (NLHER21286).
D	1360	See 1579
D	1365	See 1579
D	1377	See 1435

Route Section	Parcel no.	Description
D	1379	See 1579
D	1385	See 1579
D	1391	A post medieval field boundary and a short ditch of uncertain date are visible as a cropmark on air photos. The field boundary lies on the eastern side of this parcel and is depicted on the OS 25inch map of 1885. The short ditch is in the northwest corner of this parcel, it continues in 1301 (NLHER20885).
D	1403	See 1579
D	1406	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and low earthworks on LiDAR imagery (NLHER21286).
D	1423	See 1579
D	1428	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and low earthworks on LiDAR imagery (NLHER21286). These ploughing remains are part of the open field system described in 1579.
D	1434	See 1579
D	1435	A medieval/post medieval open field system is visible on historical air photos. (Also extends across parcels 1318, 1346, 1377 and 1579)
D	1450	See 1579
D	1453	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and soilmarks on recent imagery. Also post medieval field boundaries that are visible as low earthworks on LIDAR imagery but were still extant on the historical air photo. This is some overlap between plough ridges running north to south and those running east to west.
D	1455	A section of a medieval/post medieval plough headland and/or trackway is visible as a low earthwork on LiDAR imagery. It runs through the open field systems in 1435 and 1579.
D	1460	See 1579
D	1514	A fragment of medieval/post medieval ridge and furrow and post medieval field boundaries are visible as cropmarks on historical air photos and low earthworks on LiDAR imagery respectively.
D	1560	Fragmentary cropmarks, which may indicate the presence of Iron Age/Roman rectilinear enclosures, are visible on recent air photos.
D	1579	A medieval/post medieval open field system and plough headland or trackway are visible on historical air photos (NLHER27152). (Also extends across parcels 1329, 1345, 1352, 1360, 1365, 1379, 1385, 1403, 1423, 1428, 1434, 1450, 1455, 1460.

Route Section	Parcel no.	Description
D	1580	A small circular mound is visible as a low earthwork on LiDAR imagery and as a soilmark on recent air photos. This feature may not be of archaeological origin.
D	1583	Medieval/post medieval ridge and furrow is visible as soilmarks on historical air photos.
D	1656	Medieval/post medieval ridge and furrow is visible as soilmarks on historical air photos.
D	1694	There are three points of interest in this large parcel. In the north there are fragmentary cropmarks, some of which suggest Iron Age/Roman rectilinear enclosures; similar features are visible in 1560 and 1709. Towards the centre of this parcel the NLHER locates 'Giants Graves', the site of possible long barrows (NLHER2480). No such remains were observed on the imagery consulted. The original source of this information places them in a wider area: the kilometre square SE798 023. It is more likely that these features are natural knolls and ridges in the Mercia Mudstone Bedrock geology. Towards the southern edge of this parcel the NLHER records a large Iron Age enclosure (NLHER20177). Air photos taken in 1991 and 2015 show this large oval feature as alternating circuits of dark and light crop, which resemble the cropmarks produced by levelled ditches and banks. The LiDAR imagery shows that these cropmarks coincide with a low hillock but there is no indication of the ditches and banks. It is more likely that these variations in crop ripening were caused by variations in the nature of the bedrock exposed in the slopes of the hillock than archaeological banks and ditches.
D	1709	Fragmentary cropmarks of possible rectilinear enclosures are visible on recent air photos. Some of these may be the remains of Iron Age or Roman features.
D	1721	A pair of ditches are visible as cropmarks on air photos. These may part of the entrance to an Iron Age/Roman rectilinear enclosure located in 1898 (NLHER2454).
D	1726	Medieval/post medieval ridge and furrow is visible as soilmarks on historical air photos.
D	1729	A post medieval field boundary is visible as a cropmark on recent air photos. It was still extant on the historical air photos.
D	1731	Most of the original ground surface in this parcel has now been lost to quarrying. Quarrying started in this parcel in 1969.
D	1736	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos (NLHER 10735). These remains have now been levelled.

Route Section	Parcel no.	Description
D	1754	Medieval/post medieval ridge and furrow and post medieval field boundaries are visible as soilmarks on historical air photos and low earthworks on LiDAR imagery respectively (NLHER10735). NLHER21302 records 'rectangular and sub-rectangular enclosures' on 2009 Google Earth imagery. No imagery is currently available on Google Earth from this year, and no such cropmarks have been observed on any of the air photos examined.
D	1755	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled. A modern pipeline runs southwest to northeast across this parcel.
D	1758	Field boundaries of likely medieval or post medieval date and an undated mound are visible as cropmarks and earthworks on historical air photos. The mound is visible as a soilmark on later air photos and the other earthworks have been levelled.
D	1784	Google Earth 2008 imagery shows soilmarks in this field, but it is not known if these are of archaeological or geological origin.
D	1785	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
D	1804	A ditch of uncertain date is visible as a cropmark on recent air photos. This L-shaped ditched may be associated with other ditches in 1898.
D	1874	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos.
D	1898	Four groups of features are visible in this field. In the northwest corner three sides of a rectilinear enclosure are visible as cropmarks (NLHER2454). This enclosure appears to have an entrance that extends into 1721. In the southwest corner there is a small square enclosure with internal mound or platform and a L-shaped arrangement of broad ditches; these may be the remains of a small medieval/post medieval moat and fishponds (NLHER2454). The moat and mound survive as shallow earthworks. To the east cropmarks on recent air photos suggest a large rectilinear enclosure, but these coincide with field boundaries that were still extant on historical air photos. To the north of this is an irregular arrangement of short linear cropmarks, these may be of geological rather than archaeological origin (NLHER20907).
D	1955	Fragmentary cropmarks that suggest a small polygonal enclosure of uncertain date are visible on recent air photos. However, these ditches may be of geological or recent rather than archaeological origin.

Route Section	Parcel no.	Description
D	70215	Medieval/post medieval ridge and furrow is visible as cropmark on historical air photos.
D	47	A broad shallow ditch, flanked by low banks is visible on LiDAR imagery. The date of this feature is not known.
D	57	Extensive cropmarks and soilmarks are visible on air photos (NHER M18172). The complex is dominated by a substantial enclosure comprising ditch and external bank. It is surrounded by a co-axial field system with double-ditch trackways. Most of these features are likely to be of Iron Age or Roman date but a few are known or possible post medieval field boundaries. North of this complex, on the northern edge of this parcel are two adjoining rectilinear enclosures of possible Iron Age/Roman date. Note that the semi-circular cropmark recorded by the Nottingham NMP Project in this parcel has been re-interpreted as a superficial cultivation mark and not of archaeological origin.
D	63	A swathe of possible Iron Age/Roman rectilinear enclosures and field boundaries are visible as cropmark and vestigial earthwork on air photos (NHER M5131 & M18172. The most easterly of these enclosures survives as a very shallow earthwork.
D	90	Medieval/post medieval ridge and furrow is visible as shallow earthworks on LiDAR imagery.
D	94	The eastern edge of a purported Roman temporary camp (NHER M18165) and other ditches of likely post medieval and unknown date are visible as cropmarks on air photos. Some of the features continue into 116.
D	116	An arrangement of ditches and sub-circular feature are visible as cropmarks on air photos (NHER M18165). Some of these features are likely to be post medieval drainage ditches, the date of the others in uncertain. The sub-circular features is very faint and may not be of archaeological origin. Some of the features continue into 94 and 124.
D	117	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 138 and 151.
D	124	An arrangement of ditches and a curvilinear feature are visible as cropmarks on air photos (NHER M18165). Some of these features are likely to be post medieval drainage ditches, the date of the others in uncertain. The curvilinear enclosure is very faint and may not be of archaeological origin. Some of the features continue into 116 and 132
D	132	Three short sections of ditch are visible as cropmarks on air photos (NHER M18165). These continue in 124.
D	138	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 117 and 151.

Route Section	Parcel no.	Description
D	151	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 137and 117.
D	179	A section of a post medieval warping drain is visible as cropmarks on recent air photos and as shallow earthworks on LiDAR imagery.
D	194	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 257 and 287.
D	257	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 194 and 287.
D	264	Short perpendicular ditches of unknown date are visible as cropmarks on recent air photos.
D	287	Part of a medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues into 194 and 257.
D	293	Ditches of post medieval and uncertain date and medieval/post medieval ridge and furrow are visible as cropmarks and soilmarks on air photos. Most of the ditches run parallel to the Mother Drain and some are clearly post medieval field boundaries. The others are likely to be drainage ditches of similar date, though this is less certain for a couple of examples. Although there are Iron Age/Roman fields and enclosures (NHER M18168) approximately 400m to the east of the scheme corridor, there is insufficient evidence to suggest that any of ditches in this parcel are associated with those remains.
D	321	A section of a post medieval warping drain is visible as cropmarks on recent air photos and as shallow earthworks on LiDAR imagery.
D	381	A section of a post medieval warping drain is visible as cropmarks on recent air photos and as shallow earthworks on LiDAR imagery.
D	474	A short section of a post medieval warping drain is visible as a cropmark on recent air photos.
D	503	Short sections of post medieval warping drains are visible as cropmarks on recent air photos.
D	539	Short sections of post medieval warping drains are visible as cropmarks on recent air photos.
D	578	A short section of a post medieval warping drain is visible as a cropmark on recent air photos.
D	588	Short sections of post medieval warping drains are visible as cropmarks on recent air photos.
D	680	A section of a post medieval warping drain and a drainage ditch are visible as cropmarks on air photos.

Route Section	Parcel no.	Description
D	762	A post medieval field boundary and warping drain are visible as cropmarks on recent air photos. The field boundary was extant on historical air photos.
D	837	Post medieval warping drains are visible as cropmarks and soilmarks on recent air photos.
D	886	A post medieval field boundary and warping drain are visible as soilmarks and cropmarks on recent air photos.
D	903	Post medieval field boundaries and warping drains are visible as soilmarks and cropmarks on recent air photos.
D	908	Post medieval field boundaries and warping drains are visible as soilmarks and cropmarks on recent air photos.
D	939	Post medieval field boundaries and warping drains are visible as soilmarks and cropmarks on recent air photos.
D	972	Post medieval field boundaries are visible as soilmarks on recent air photos.
D	975	Post medieval field boundaries are visible as soilmarks on recent air photos.
D	80760	Post medieval field boundaries and warping drains are visible as soilmarks and cropmarks on recent air photos.
D	82055	Medieval/post medieval ridge and furrow is visible as shallow earthworks on LiDAR imagery.
D	82355	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. LiDAR imagery. These remains have now been levelled.
E	68	Plough headlands are visible as low earthworks on LiDAR imagery.
E	82	A post medieval field boundary is visible as a low earthwork bank on LiDAR imagery. It is depicted on the OS 2 nch map of 1885.
E	121	Two ditches of unknown date and medieval/post medieval ridge and furrow are visible as cropmarks on air photos.
E	141	Medieval/post medieval ridge and furrow is visible as soilmarks and earthworks on historical air photos. The earthworks have now been levelled.
E	271	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. The earthworks have now been levelled.
E	284	A post medieval field boundary is visible as a low earthwork bank on LiDAR imagery. It is depicted on the OS 25inch map of 1885.
E	418	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos in the north of this parcel. A plough headland is visible as a low earthwork on LiDAR imagery in the southeast corner of this parcel.

Route Section	Parcel no.	Description
E	441	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These earthworks have now been levelled.
E	457	Medieval/post medieval ridge and furrow and a mound of uncertain date are visible as earthworks on historical air photos and on LiDAR imagery respectively. The mound is also visible as a soilmark on recent imagery. The LiDAR imagery indicates that the plough ridges have been levelled.
E	512	An Iron Age/Roman rectilinear enclosure with internal pit, medieval/post medieval ridge and furrow and post medieval field boundaries are visible as cropmarks on various air photos. The enclosure continues into 47115.
E	522	Part of a post medieval plough headland is visible as a low earthwork on LiDAR imagery.
E	654	Medieval/post medieval ridge and furrow and a ditch of unknown date are visible as cropmarks on air photos.
E	4715	The southern corner of an Iron Age/Roman rectilinear enclosure, medieval/post medieval ridge and furrow and a post medieval field boundary are visible as cropmarks on historical air photos and a low earthwork on LiDAR imagery respectively. The enclosure continues in 512.
E	91750	A medieval or post medieval field boundary is visible as a low earthwork bank on LiDAR imagery. It runs along the western edge of this parcel.
E	91780	Medieval/post medieval ridge and furrow is visible as low earthworks on LiDAR imagery.
E	318	A strip of medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	379	A strip of medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and low earthworks on LiDAR imagery.
E	397	Part of medieval/post medieval plough headland or field boundary is visible as a low earthwork on LiDAR imagery. It coincides with a field boundary depicted on the OS 25inch map of 1885.
E	410	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos.
E	412	Medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos and as low earthworks on LiDAR imagery.
E	426	A strip of medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.

Route Section	Parcel no.	Description
E	434	The western side of a small cluster of rectilinear enclosures is visible as cropmarks on recent air photos. These features may be of Iron Age or Roman date. These enclosures continue in 468.
E	437	Two undated ditches are visible as cropmarks on recent air photos and extensive medieval/post medieval ridge and furrow, plough headlands, field boundaries and a small stack stand are visible as cropmarks and earthworks on various sources. Most of the ridge and furrow has been levelled but some of the headlands and field boundaries survive as low earthworks.
E	462	Two parallel banks of possible medieval/post medieval origin are visible as low earthworks on LiDAR imagery. Two short ditches of uncertain date and a long linear cropmark of likely modern origin are visible on recent air photos.
E	468	The western side of a small cluster of rectilinear enclosures is visible as cropmarks on recent air photos. These features may be of Iron Age or Roman date. These enclosures continue in 434.
E	496	Various features of possible medieval or post medieval date are visible in this large parcel. A long ditch and bank are visible on the LiDAR imagery running near east to west across the northern edge of this parcel. Although these coincide with a field boundary that is depicted on the OS 25inch map of 1885, these are substantial features and may be the remains of a boundary or trackway. On the eastern side of this parcel and L-shaped arrangement of low banks enclose a parallel arrangement of narrow ditches, Although the former are likely plough headland or field boundaries it is not clear if the ditches are the remains of strip fields or more recent drainage features. There are several ditches in this parcel, which appear as cropmarks, one is a post medieval field boundary but the origin of the others is uncertain.
E	498	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. The plough ridges in the southern half of this parcel survive as earthworks, those in the north have been levelled.
E	505	Medieval/post medieval ridge and furrow and undated ditches are visible as earthworks on historical air photos and cropmarks on recent air photos, respectively. The ridge and furrow has now been levelled.
E	509	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	511	A cropmark of probable modern origin is visible on recent air photos.

Route Section	Parcel no.	Description
E	534	A perpendicular arrangement of medieval/post medieval plough headlands and/or field boundaries are visible as earthworks on LiDAR imagery. Some of these banks coincide with the field boundaries that are shown on the OS 25inch map of 1885.
E	549	Medieval/post medieval ridge and furrow is visible as earthwork on historical air photos these remains have now been levelled.
E	569	A cropmark of probable modern origin is visible on recent air photos.
E	573	Possible Iron Age/Roman rectilinear enclosures and a hut circle, medieval/post medieval ridge and furrow and short ditches of uncertain date are visible as cropmarks on air photos.
E	576	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and as soilmarks and cropmarks on more recent imagery.
E	603	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	618	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	629	Medieval/post medieval ridge and furrow is visible as soilmarks on historical air photos.
E	635	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	659	A fragment of medieval/post medieval ridge and furrow is visible as earthworks on LiDAR imagery. The plough furrows continue into 576.
E	661	Medieval/post medieval ridge and furrow is visible as cropmarks on recent air photos and as low earthworks on LiDAR imagery.
E	670	Post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	676	A medieval/post medieval plough headland is visible as low earthworks on LiDAR imagery and recent air photos.
E	696	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	701	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
	705	Medieval/post medieval ridge and furrow and a plough headland or field boundary are visible as earthworks on historical air photos and on LiDAR imagery, respectively. The ridge and furrow has now been levelled. Parallel ditches run north to south across the southern part of this parcel. It is not clear if these are the remains of post medieval strip fields or more recent drainage ditches. They are visible as shallow earthworks on LiDAR imagery.

Route Section	Parcel no.	Description
E	766	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	825	A medieval/post medieval plough headland and/or field boundary and a gently curving bank of unknown date are visible as low earthworks on LiDAR imagery. The former coincides with a field boundary that is depicted on the OS 25inch map of 1885.
E	849	Medieval or post medieval ridge and furrow is visible as earthworks on historical air photos and on LiDAR imagery (NHER L6213).
E	857	This is a large parcel encompassed nearly 2 km of the scheme corridor. There is extensive ridge and furrow along the western edge of this parcel, some survived as earthworks on historical air photos but most has now been levelled. There are also traces of possible plough headlands and former field boundaries between and in some cases beneath the ridge and furrow, some of these are visible as low earthworks on the LiDAR imagery. Towards the north corner of this parcel and close to the village of Sturton there are other features: a hollow way, smaller fields and a small pond (NHER L6917). There are also short linear cropmarks of uncertain origin in the field between High House Lane and the disused railway line.
E	860	Medieval/post medieval ridge and furrow and plough headlands or field boundaries are visible on various air photos. Most of the ridge and furrow has now been levelled but some of the banks survive as low earthworks.
E	869	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and on LiDAR imagery (NHER L6213).
E	901	Medieval/post medieval ridge and furrow and a possible plough headland are visible as soilmarks on air photos.
E	922	A perpendicular arrangement of banks is visible as soilmarks on recent air photos. These appear to be the remains of post medieval field boundaries.
E	931	Medieval/post medieval ridge and furrow is visible as low earthworks on LiDAR imagery.
E	934	Post medieval field boundaries are visible as low earthwork banks on the LiDAR imagery. These are shown on the OS 25inch map of 1885.
E	949	Medieval/post medieval ridge and furrow and a short section of plough headland or field boundary are visible as soilmarks on historical air photos and low earthwork on LiDAR imagery, respectively.
E	1021	A fragment of medieval/post medieval ridge and furrow is visible as low earthworks on LiDAR imagery.

Route Section	Parcel no.	Description
E	1027	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	1031	Medieval/post medieval ridge and furrow is visible as earthworks on historical air photos and LIDAR imagery.
E	3358	Part of a medieval/post medieval hollow way is visible as an earthwork on historical air photos. The LiDAR imagery suggests that some parts have been filled in and one section has been recut to form a rectangular pond.
E	3541	Medieval/post medieval ridge and furrow is visible as soilmarks on air photos (NHER L6917).
E	4155	Possible medieval/post medieval settlement remains, a section of hollow way field boundaries and other ditches are visible on air photos (NHER L6917). Some of these features survived as earthworks in the late 1940s but by the early 1970s they had been truncated by modern ploughing and were visible as soilmarks. The putative settlement remains comprise an area of diffuse and ill-defined soilmarks.
E	4156	Medieval/post medieval ridge and furrow, plough headlands and two pits of uncertain date are visible on various images. Some of the ridge and furrow survived as earthworks on historical air photos but was subsequently levelled and appears as cropmarks on later air photos. The plough headlands are visible as earthworks on LiDAR imagery. The two pits are visible as cropmarks and as dark soilmarks on air photos taken in 1972 and 2018 respectively.
E	100870	A small patch of medieval/post medieval ridge and furrow is visible as earthworks on LiDAR imagery.
E	101120	Post medieval ridge and furrow is visible as earthworks on historical air photos. These remains have now been levelled.
E	101140	A possible Iron Age/Roman trackway, two short ditches of uncertain date and a modern service trench are visible as cropmarks on recent air photos.
E	101760	Medieval/post medieval ridge and furrow is visible as low earthworks on historical air photos. These remains have now been levelled.
E	101990	Medieval/post medieval ridge and furrow and a plough headland is visible as earthworks on historical air photos. The plough headland survives as a low earthwork on LiDAR imagery but the ridge and furrow has been levelled.
E	102080	A strip of medieval/post medieval ridge and furrow is visible as cropmarks on historical air photos.

Route Section	Parcel no.	Description
E	102735	Medieval/post medieval ridge and furrow and plough headlands or field boundaries are visible as earthworks on historical air photos and low earthwork on LiDAR imagery, respectively. The ridge and furrow has now been levelled. The banks coincide with field boundaries that are shown on the OS 25inch map of 1885.
E	104345	An oval mound is visible as an earthwork on LiDAR imagery and as a pale cropmark on historical air photos. This feature may be of medieval or post medieval date but a natural origin cannot be discounted.
F	1167	Two small clusters of Iron Age/Roman enclosures, medieval/post medieval ridge and furrow and plough headlands/field boundaries are visible on various sources. The Iron Age/Roman features are visible as cropmarks on recent air photos. The ridge and furrow survived as earthworks on historical air photos but has now been levelled. And the banks are visible as low earthworks on LiDAR imagery.
F	1253	The features in this large parcel fall into two groups: cropmarks in the west low earthworks in the southeast quadrant. The cropmarks suggest two small clusters of Iron Age/Roman enclosures. In the southeast perpendicular arrangement of banks and fragments of ridge and furrow are visible as low earthworks on historical air photos and on LiDAR imagery. Some of the banks are shown as field boundaries on the OS 25inch map of 1885 but others may be plough headlands.
F	1515	A short section of medieval/post medieval plough headland is visible as a low earthwork on LiDAR imagery. It continues in 1253
F	1598	A section of medieval/post medieval plough headland is visible as low earthworks on LiDAR imagery.
F	1666	Medieval/post medieval plough headlands and a mound are visible as low earthworks on LiDAR imagery. The origin of the mound is not known and it may be of natural origin.
F	N/A	Two possible ditches of uncertain date are visible as cropmarks on historical air photos.

Annex F
Structure and Content of Digital Map Dataset

Annex F Structure and Content of Digital Map Dataset

F.1.1 The following Annex sets out information relating to the digital dataset created from this survey.

Data

The results of this survey are supplied in two data files:

- NHHM_HE_AIM; and
- NHHM_2025_APL_Survey.

NHHM_HE_AIM

This contains mapping from the digital mapping projects undertaken or funded by Historic England. This is derived from Historic England's Open Data Hub where the relevant metadata can also be found on the hub (Historic England, 2025). This mapping has been divided up into the NHHM land parcels, and a data field has been added for the land parcel numbers. All other data has been retained and is unchanged. Where this survey has reappraised attributions of period and type then this is noted in the corresponding gazetteer entry.

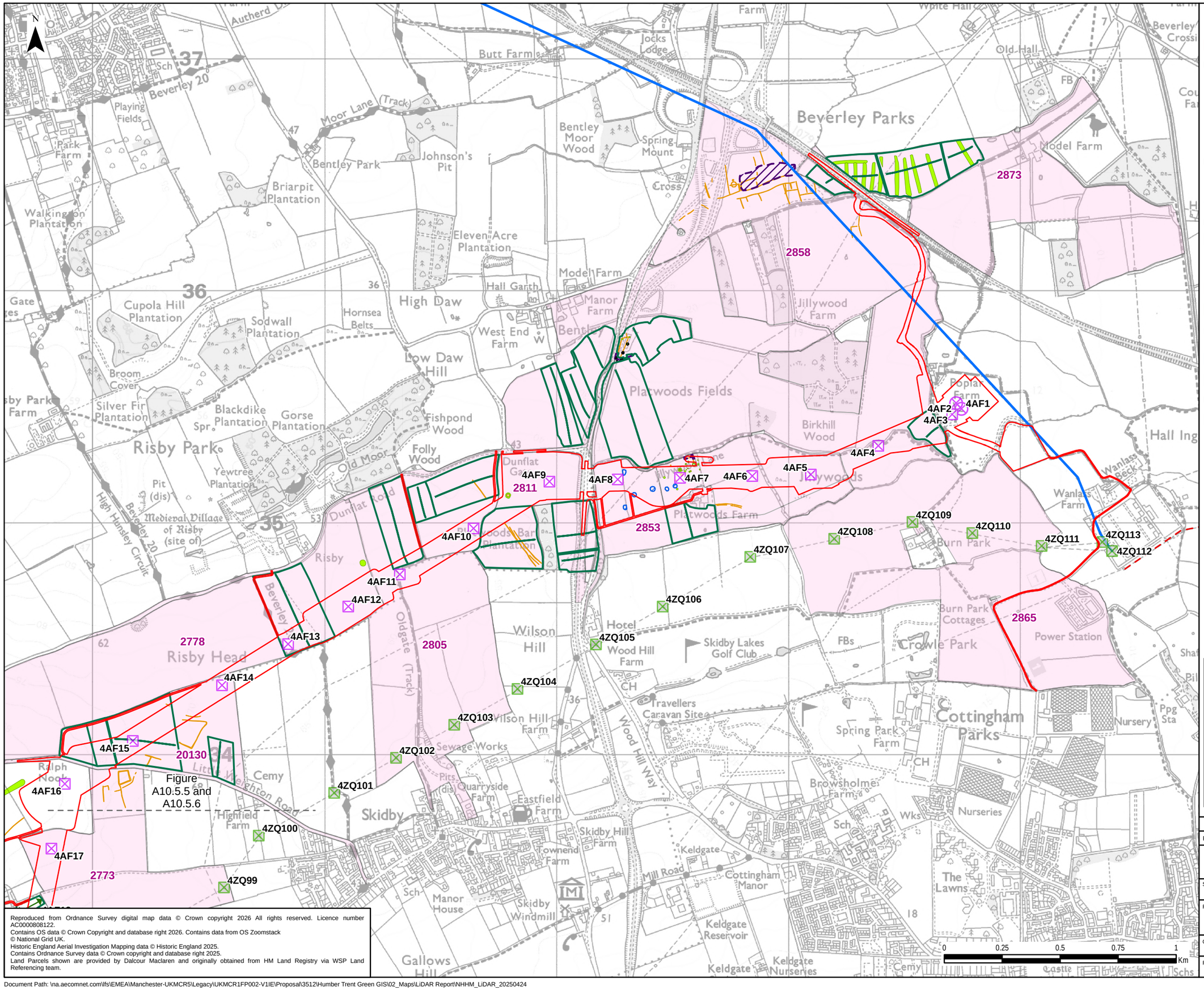
F.1.2 For the older, hand-drawn projects, all their mapping within the Order Limits has been superseded by mapping generated by this survey, and so does not form part of this dataset.

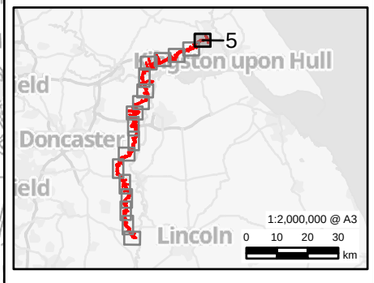
lNHHM_2025_APL_Survey

The data generated by this survey contains the following data fields:

- SECTION – NHHM Route Section number
- PARCEL – NHHM land parcel number
- LAYER – ditch, bank, rf (ridge and furrow), extent of feature, modern feature, natural feature
- TYPE – archaeological monument type (FISH thesaurus term)
- PERIOD – archaeological period
- SOURCE1– primary air photo or LiDAR source
- EVIDENCE1 – condition observed on primary air photo or LiDAR source
- SOURCE2– additional air photo or LiDAR source
- EVIDENCE2 – condition observed on additional air photo or LiDAR source
- SOURCE3– additional air photo or LiDAR source
- EVIDENCE3 – condition observed on additional air photo or LiDAR source
- HER – HER monument number (preferred reference), where relevant

Annex G
Figures





Legend

- Order Limits

Project Design Details

- Indicative New Gantry
- Indicative New Lattice Pylon
- Existing Lattice Pylon Not Affected

Existing Overhead Line

- 275 kV
- 400 kV

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features
- Natural Feature
- Historical Structure

Land Parcel

- Contains Historic England Data

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0	15/10/2026	AIR PHOTO & LIDAR REPORT	EB	JG	AC

nationalgrid

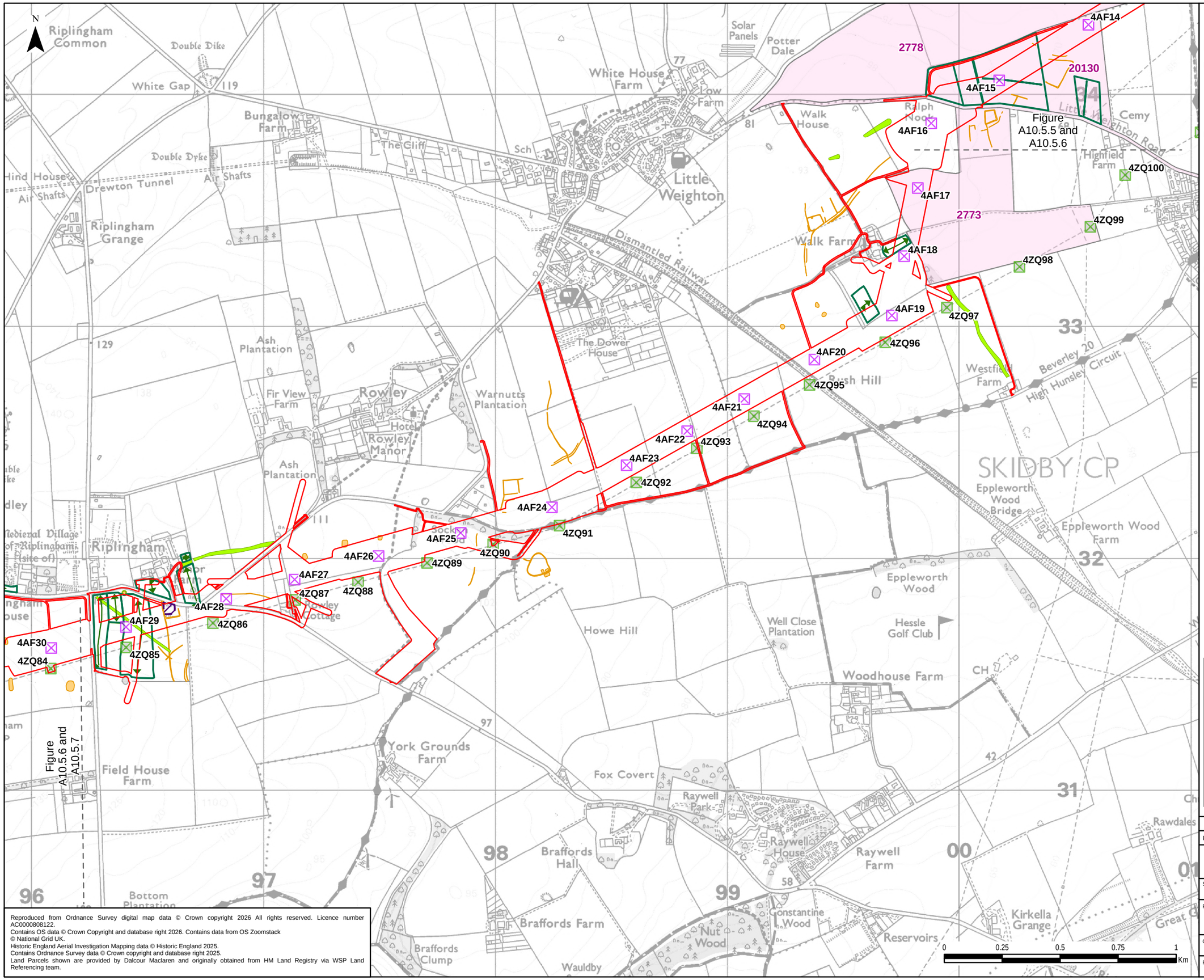
Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.5 - ROUTE SECTION A

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.5	1:15,000	A3	1 Of 1	0

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Legend

- Order Limits

Project Design Details

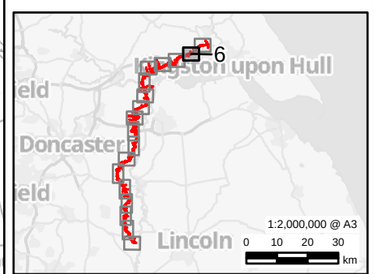
- Indicative New Lattice Pylon
- Existing Lattice Pylon Not Affected

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features

Land Parcel

- Contains Historic England Data



Rev	Date	Description	GIS	Chk	App
0	15/10/2026	AIR PHOTO & LIDAR REPORT	EB	JG	AC

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.6 - ROUTE SECTION A

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.6	1:15,000	A3	1 Of 1	0

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N

SOUTH CAVE CP

ELLERKER CP

BRANTINGHAM CP

4AF30
4AF31
4AF32
4AF33
4AF34
4AF35
4AF36
4AF37
4AF38
4AF39
4AF40
4AF41
4AF42
4AF43
4AF44
4AF45
4AF46
4AF47
4ZQ68
4ZQ69
4ZQ70
4ZQ71
4ZQ72
4ZQ73
4ZQ74
4ZQ75
4ZQ76
4ZQ77
4ZQ78
4ZQ79A
4ZQ79B
4ZQ80
4ZQ81
4ZQ82
4ZQ83
4ZQ84

Figure A10.5.6 and A10.5.7

Figure A10.5.7 and A10.5.8

0 0.25 0.5 0.75 1 Km

1:2,000,000 @ A3
0 10 20 30 km

Legend

- Order Limits

Project Design Details

- Indicative New Lattice Pylon
- Existing Lattice Pylon Not Affected
- Existing Lattice Pylon To Be Modified

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features
- Natural Feature
- Modern Feature

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.7 - ROUTE SECTION A

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.7	1:15,000	A3	1 Of 1	0

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N

Figure A10.5.7 and A10.5.8

Figure A10.5.8 and A10.5.9

4144

2479

4AF47T
4AF48
4AF49
4AF50
4AF51
4AF52
4AF53
4AF54
4AF55
4AF56
4AF57
4AF58
4AF59
4AF60
4AF61
4AF63
4ZQ54
4ZQ55
4ZQ56
4ZQ57
4ZQ58
4ZQ59
4ZQ60
4ZQ61
4ZQ62
4ZQ63
4ZQ64
4ZQ64T
4ZQ65
4ZQ65T
4ZQ66
4ZQ66T
4ZQ67
4ZQ67T
4ZQ68

0 0.25 0.5 0.75 1 Km

Legend

- Order Limits

Project Design Details

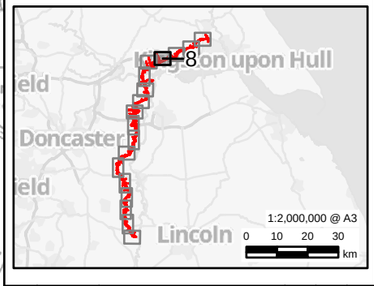
- Indicative New Lattice Pylon
- Existing Lattice Pylon Not Affected
- Existing Lattice Pylon To Be Modified
- Existing Lattice Pylon To Be Removed

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Natural Feature
- Modern Feature

Land Parcel

- Contains Historic England Data



Rev	Date	Description			
0	15/10/2026	AIR PHOTO & LIDAR REPORT	EB	JG	AC

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.8 - ROUTE SECTION A

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.8	1:15,000	A3	1 Of 1	0

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N

Legend

Order Limits

Project Design Details

Indicative New Lattice Pylon

Existing Lattice Pylon Not Affected

Heritage Data

Ridge and Furrow (Outline)

Ridge and Furrow (Direction of Ploughing)

Archaeological Ditch

Archaeological Bank

Extent of Large or Indistinct Archaeological Features

Land Parcel

Contains Historic England Data

Figure A10.5.8 and A10.5.9

Figure A10.5.9 and A10.5.10

4AF62
4ZQ53
4AF63
4ZQ52
4AF64
4ZQ51
4AF65
4ZQ50
4AF66
4ZQ49
4AF67
4ZQ48
4AF68
4ZQ47
4AF69
4ZQ46
4AF70

2197

BLACKTOFT CP

0 0.25 0.5 0.75 1 Km

1:2,000,000 @ A3
0 10 20 30 km

Rev	Date	Description	GIS	Chk	App
0	15/10/2026	AIR PHOTO & LIDAR REPORT	EB	JG	AC

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Scheme: NORTH HUMBER TO HIGH MARNHAM

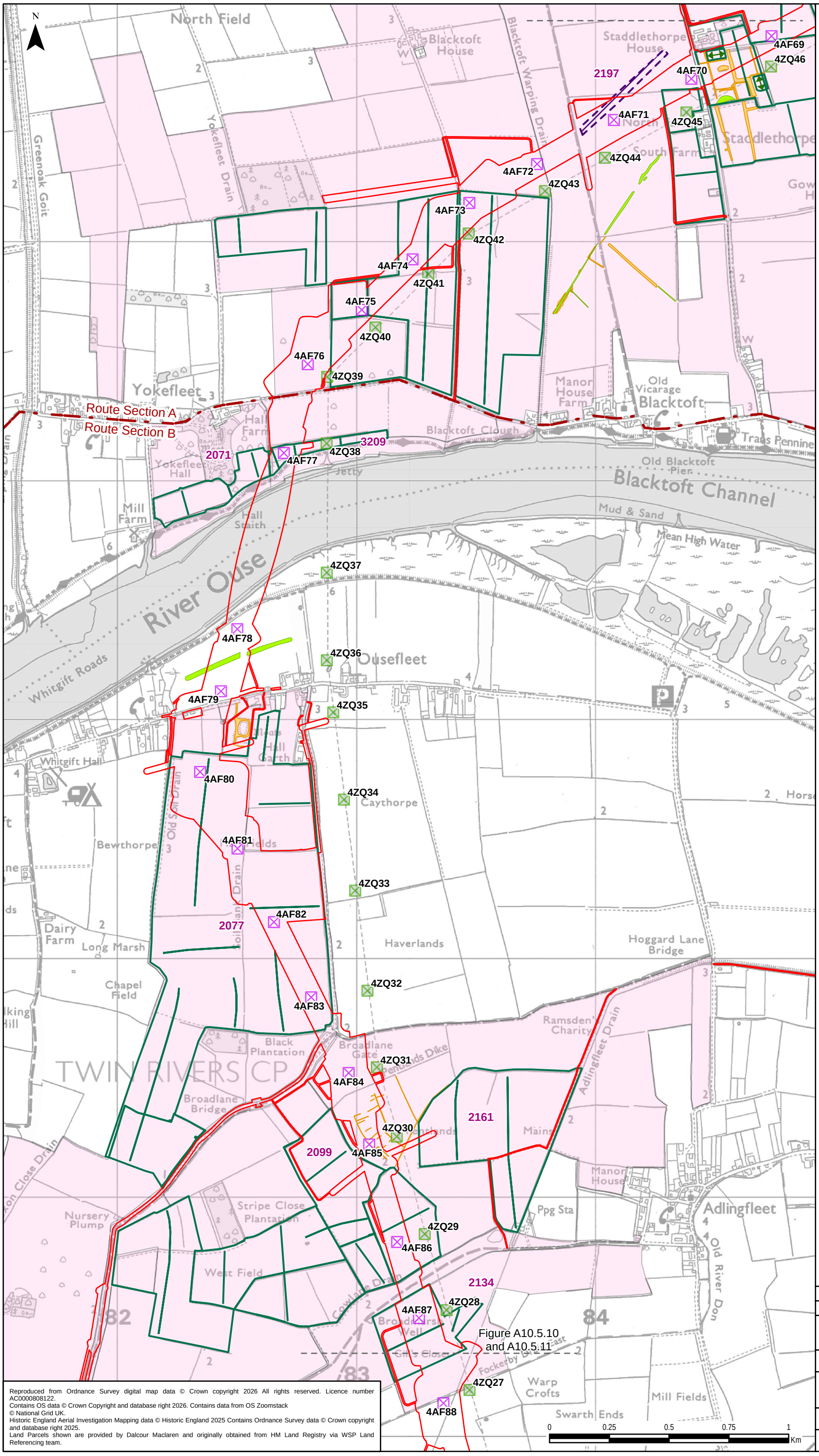
Figure Title: FIGURE A10.5.9 - ROUTE SECTION A

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.9	1:15,000	A3	1 Of 1	0

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Legend

- Order Limits
- Route Section

Project Design Details

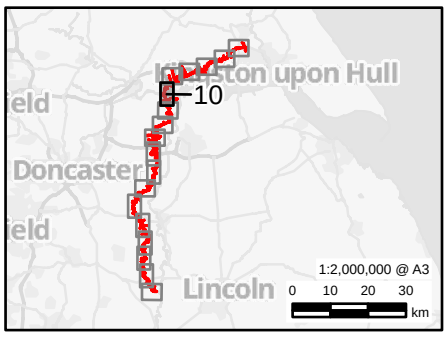
- Existing Lattice Pylon Not Affected
- Indicative New Lattice Pylon

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features

Land Parcel

- Contains Historic England Data



Rev	Date	Description	GIS	Chk	App
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Scheme: NORTH HUMBER TO HIGH MARNHAM

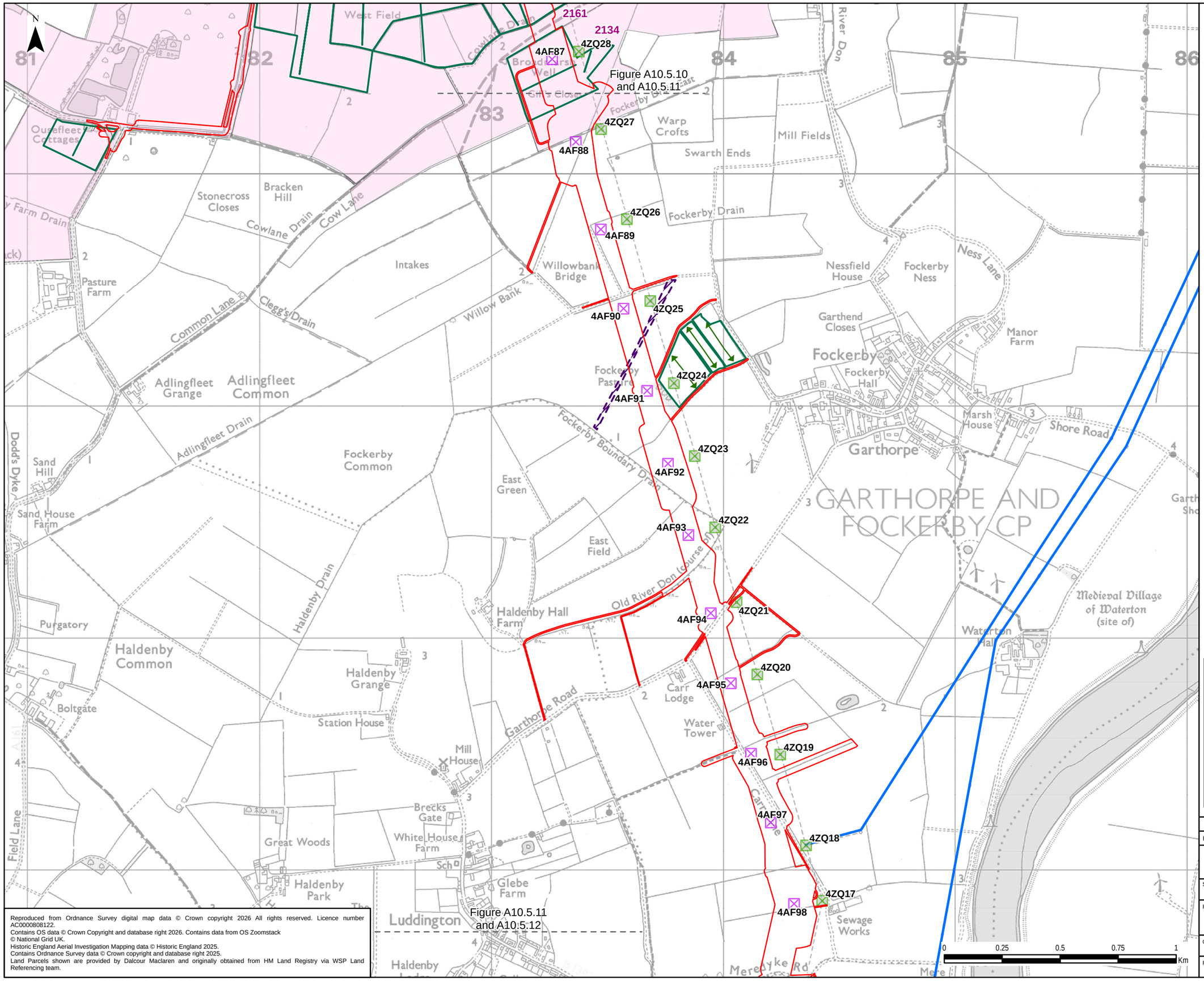
Figure Title: FIGURE A10.5.10 - ROUTE SECTION A AND B

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.10	1:15,000	A3	1 Of 1	0

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Legend

- Order Limits
- Project Design Details
  - Indicative New Lattice Pylon
  - Existing Lattice Pylon Not Affected
- Existing Overhead Line
  - 400 kV
- Heritage Data
  - Ridge and Furrow (Outline)
  - Ridge and Furrow (Direction of Ploughing)
  - Extent of Large or Indistinct Archaeological Features
- Land Parcel
  - Contains Historic England Data

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Rev	Date	Description			
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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.11 - ROUTE SECTION B

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.11	1:15,000	A3	1 Of 1	0

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Figure A10.5.11
and A10.5.12

Figure A10.5.12
and A10.5.13

Route Section B
Route Section C

4AF98
4ZQ17
4AF99
4ZQ16
4AF100
4ZQ15
4AF101
4ZQ14
4AF102
4AF103
4ZQ13
4AF104
4AF105
4ZQ12
4AF106
4AF107
4AF108
4ZQ11
4AF109
4AF110
4ZQ10
4AF111
4AF112
4ZQ9
4AF113
4AF114
4ZQ8
4AF115
4ZQ7
4AF116
4ZQ6
4ZQ5

Luddington
Haldenby Drain
Bully Field
Old River Don (course of)
The Flats
Haldenby Lodge
College Farm
Sewage Works
Meredyke Rd
House Farm
Haldenby Ness
High Bridge
Ox Pasture House
Luddington Main Drain
Amcotts-Luddington Boundary Dyke
Cotleyhall Dyke
Eastoft
Eastoft Moor
Elm Tree Farm
Boltgate Dyke
Eastoft MS
War Mem
Eastoft Hall
Eastholme
Cherrytree Farm
Crowcroft Drain
Milking Lane Drain
Eastoft Main Parish Drain
Bridge House
Brighy Drain
Slate House Farm
Tom Dyke
Washingall Lane
Lister Dyke
Luddington Carr Ings Drain
The Ruddings
Pasture Dyke
LUDDINGTON AND HALDENBY CP
AMCOTTS CP
Carr House
Rose Cottage Farm
Pademoor
Leam Farm
Foot Bridge
Paupers' Drain
Pasture Farm
Warpland Farm
Pasture Lane
Poplar Farm
Luddington Moors Drain
Eastoft Moors Road Drain
Eastoft Boundary Dyke
Old Sewer
Amcotts Grange
Pasture Road Dyke
Boskerdyke Drain
Middle Road
Boskeydyke Farm
Sewer Drain
North Moor Farm
Grove P

Legend
Order Limits
Route Section
Project Design Details
Indicative New Lattice Pylon
Existing Lattice Pylon Not Affected
Existing Overhead Line
400 kV
Heritage Data
Ridge and Furrow (Outline)
Ridge and Furrow (Direction of Ploughing)
Archaeological Ditch
Extent of Large or Indistinct Archaeological Features

1:2,000,000 @ A3
0 10 20 30 km

0 0.25 0.5 0.75 1 Km

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.12 - ROUTE SECTION B AND C

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	15/10/2026	JG	15/10/2026	AC	15/10/2026

Figure Ref:	Scale:	Format:	Sheets:	Rev:
A10.5.12	1:15,000	A3	1 Of 1	0

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Figure A10.5.12
and A10.5.13

Route Section B
Route Section C

4AF115
4AF116
4AF117
4AF118
4AF119
4AF120
4AF121
4AF122
4AF123
4AF124
4AF125
4AF126
4AF127

ZDA113
ZDA114
ZDA115
ZDA116
ZDA117
ZDA118
ZDA119
ZDA119A
ZDA119B
ZDA119C
ZDA120
ZDA120A
ZDA120B
ZDA120C
ZDA121
ZDA122
ZDA123
ZDA124
ZDA125
ZDA126
ZDA127
ZDA127A

4ZQ1
4ZQ1A
4ZQ2
4ZQ3

Keadby Substation (Left)
Keadby Substation
Keadby Substation (Right)

Crowle
Crowle Hill
Violet Hill
Meadow Mill Farm
Grange Cottages
Crowle Grange
Crowle Park
Beaucarrs Farm
Ealand
Holiday Park
Crowle Wharf
Crowle Station
Crowle Bridge
Curlews Farm
Double Rivers
Hirst Priory Park Golf Club
Little Hirst
Isle of Axholme
Ealand Poultry Farm
Ealand Grange
Ealand Warpings
North Pilfrey Farm
Pilfrey Farm
Keadby Grange
Keadby Wind Farm
North Moor Farm
Middleton Plantation
North Moor

Bewcarrs Drain
Dismantled Railway
Brownsdale Drain
Eastoft Moors Drain
Sewer Drain
Warping Drain
Keadby Boundary Drain
North and South Moors Road Drain
South Moors Drain
North Soak Drain
South Soak Drain
Hatfield Waste Drain
Folly Drain
Peatlands Way
Sheffield and South Yorkshire Navigation
Stainforth and Keadby Canal
Three Rivers

78
79
80
81
82
11
12
13

Legend

Order Limits
Route Section

Project Design Details

Indicative New Lattice Pylon
Existing Lattice Pylon Not Affected
Existing Lattice Pylon To Be Modified
Existing Gantry Not Affected
Existing Lattice Pylon To Be Removed

Existing Overhead Line

400 kV

Heritage Data

Ridge and Furrow (Outline)
Ridge and Furrow (Direction of Ploughing)
Archaeological Ditch
Archaeological Bank
Extent of Large or Indistinct Archaeological Features

Kingston upon Hull
Doncaster
Lincoln
13
1:2,000,000 @ A3
0 10 20 30 km

0 0.25 0.5 0.75 1 Km

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.13 - ROUTE SECTION C

Creator:	Date:	Checker:	Date:	Approver:	Date:
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Figure Ref:	Scale:	Format:	Sheets:	Rev:
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Isle of Axholme
BELTON CP
4AF126
4AF127
4AF128
4AF129
4AF130
4AF131
4AF132
4AF133
4AF134
4AF135
4AF136
4AF137
4AF138
4AF139
4AF140
4AF141
4AF142
Route Section C
Route Section D
Pilfrey Farm
Peatlands Way
North Moor Farm
Middleton Plantation
Mosswood Farm
Mosswood Manor
North Moor
Power Station
Temple Drain
Axholme Game Farm
Three Cocked Hat Wood
Old Farm
North Moor Drain
Dog Horse Plantation
Skiptons Drain
Woodhouse Farm
Woodlands Farm
Woodhouse
Wilderness Plantation
Dixon Wood
Little Swithens
Buskey Wood
Grey Green Farm
Temple Gardens
Obelisk
Mill Hill Wood
Mill Hill
Grey Green
Bracon
Belton
Poplars Farm
Belwood Villas
Holly Well Farm
Beltoft
Highcroft Farm
Faircroft
Gurry Lane (Track)
Walnut Farm
South Moor Covert
Fishpond Plantation
Church Town
Woods Farm
Sealings Wood
Belton Brickworks
Belgraves Wood
Lawns Farm
Wr Twr
Mill House Farm
Epworth Grange
Kelfield Catchwater
Parochial Drain
Hallgarth Farm
Figure A10.5.14 and A10.5.15
0 0.25 0.5 0.75 1 Km
1:2,000,000 @ A3
0 10 20 30 km
Kingston upon Hull
Doncaster
Lincoln
14

Legend
- Order Limits
- Route Section
- Project Design Details
- Indicative New Lattice Pylon
- Existing Overhead Line
- 400 kV
- Heritage Data
- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features

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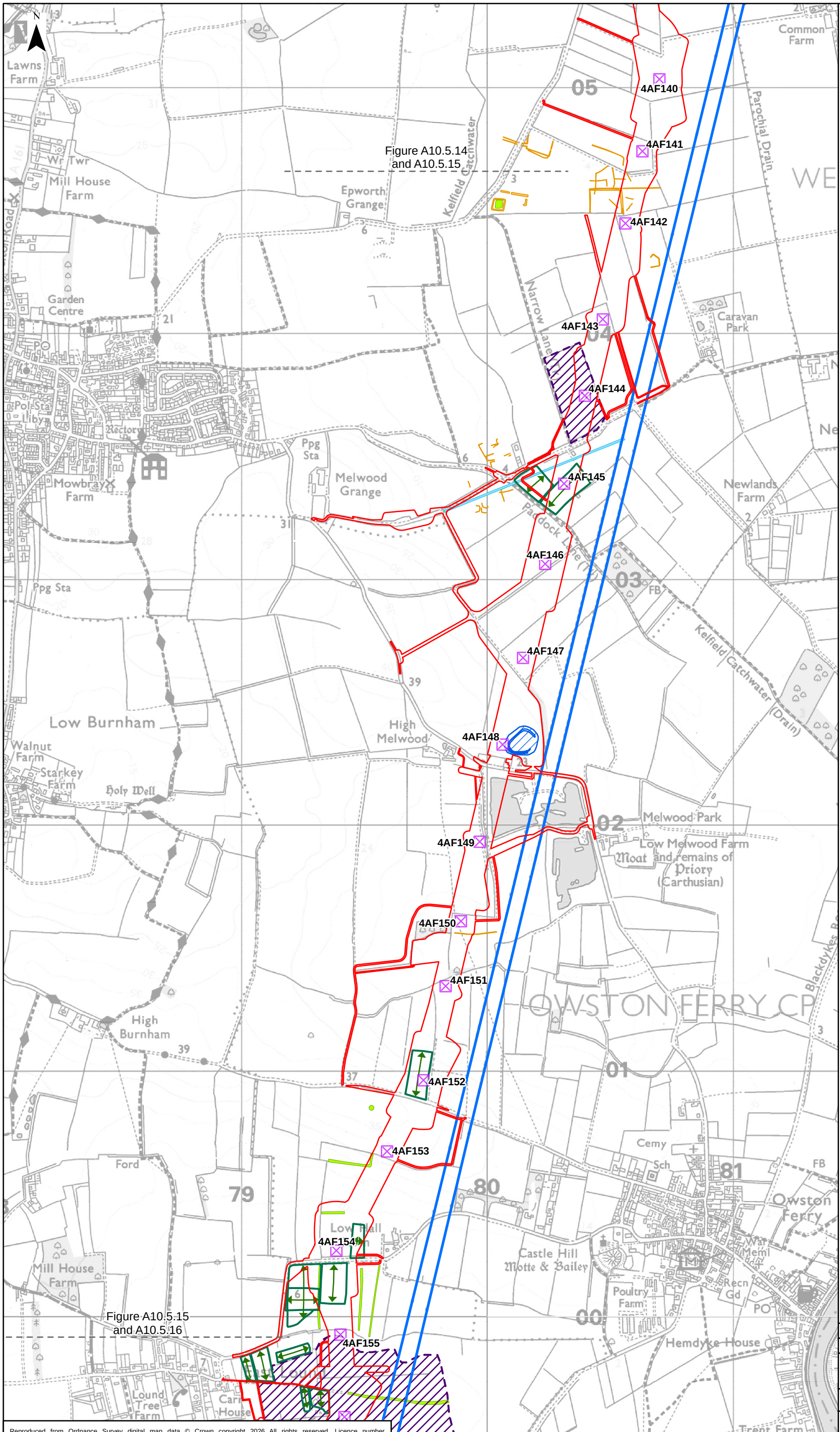
Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.14 - ROUTE SECTION D

Creator:	Date:	Checker:	Date:	Approver:	Date:
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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.15 - ROUTE SECTION D

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Figure A10.5.15
and A10.5.16

Figure A10.5.16
and A10.5.17

4AF155
4AF156
4AF157
4AF158
4AF159
4AF160
4AF161
4AF162
4AF163
4AF164
4AF165
4AF166
4AF167
4AF168
4AF169
4AF170
4AF171
4AF172

Route Section D
Route Section E

Legend

- Order Limits
- Route Section
- Project Design Details
- Indicative New Lattice Pylon
- Existing Overhead Line
- 400 kV
- Heritage Data
- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features

1:2,000,000 @ A3
0 10 20 30 km

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.16 - ROUTE SECTION D

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0 0.25 0.5 0.75 1 Km

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N

Misterton Carr Farm
Misterton Carr
Misterton Middle Drain
Cornley Road
Cornley Farm
Cornley Carr Farm
Cornley
Debdhill Road (Track)
Debdhill Farm
Debd Hill
Red House
Cattle Road
Cattle Farm
Sandholes Lane (Track)
Cooper's Bridge
Gringley Road
Hodson's Bridge
Gringley Road Farm
Fountain Hill Farm
Fountain Hill
Tupcroft
Manor Cottage
Manor Farm
Carrfield Farm
Moor End Farm
Fountain Hill Road
Smith's Bridge
Shepherd Yard
Cave's Lane
West Moor Farm
West Moor
Leys Farm
Ings Road
Dukes Drain
Highfield Farm Cottage
Highfield Farm
Shaw Bridge
Carrholme Farm
Shaw Lock
Dunstan Farm
Middle Bridge
Middle Bridge Farm
Middlebridge Road
Sewage Works
Shaw Road
Wooden Beck
Wooden Beck Hill
Gringley Road
Valley Farm
Wood Lane
Playing Field
Hall's Road
Valkeringham Road
Oaks Lane
Gringley Gorse
Beacon Hill
Grange Farm Cottages
Pit (dis)
Lowfield Farm
Road (Track)

4AF172
4AF173
4AF174
4AF175
4AF176
4AF177
4AF178
4AF179
4AF180
4AF181
4AF182
4AF183
4AF184
4AF185
4AF186
4AF187
4AF188
4AF189
4AF190
4AF191

Route Section E

MISTERTON CP
GLEY ON THE HILL CP
WALKERINGHAM

Figure A10.5.17 and A10.5.18

0 0.25 0.5 0.75 1 Km

Legend

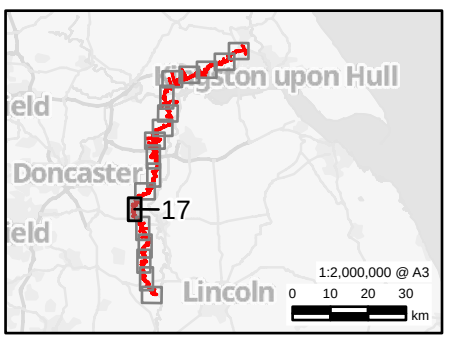
- Order Limits
- Route Section

Project Design Details

- Indicative New Lattice Pylon

Heritage Data

- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Extent of Large or Indistinct Archaeological Features
- Modern Feature



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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.17 - ROUTE SECTION E

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Figure A10.5.17
and A10.5.18

Figure A10.5.18
and A10.5.19

4AF189
4AF190
4AF191
4AF192
4AF193
4AF194
4AF195
4AF196
4AF197
4AF198
4AF199
4AF200
4AF201
4AF202
4AF203
4AF204
4AF205
4AF206
4AF207

Legend

Order Limits

Project Design Details

Indicative New Lattice Pylon

Heritage Data

Ridge and Furrow (Outline)

Ridge and Furrow (Direction of Ploughing)

Archaeological Ditch

Archaeological Bank

1:2,000,000 @ A3
0 10 20 30 km

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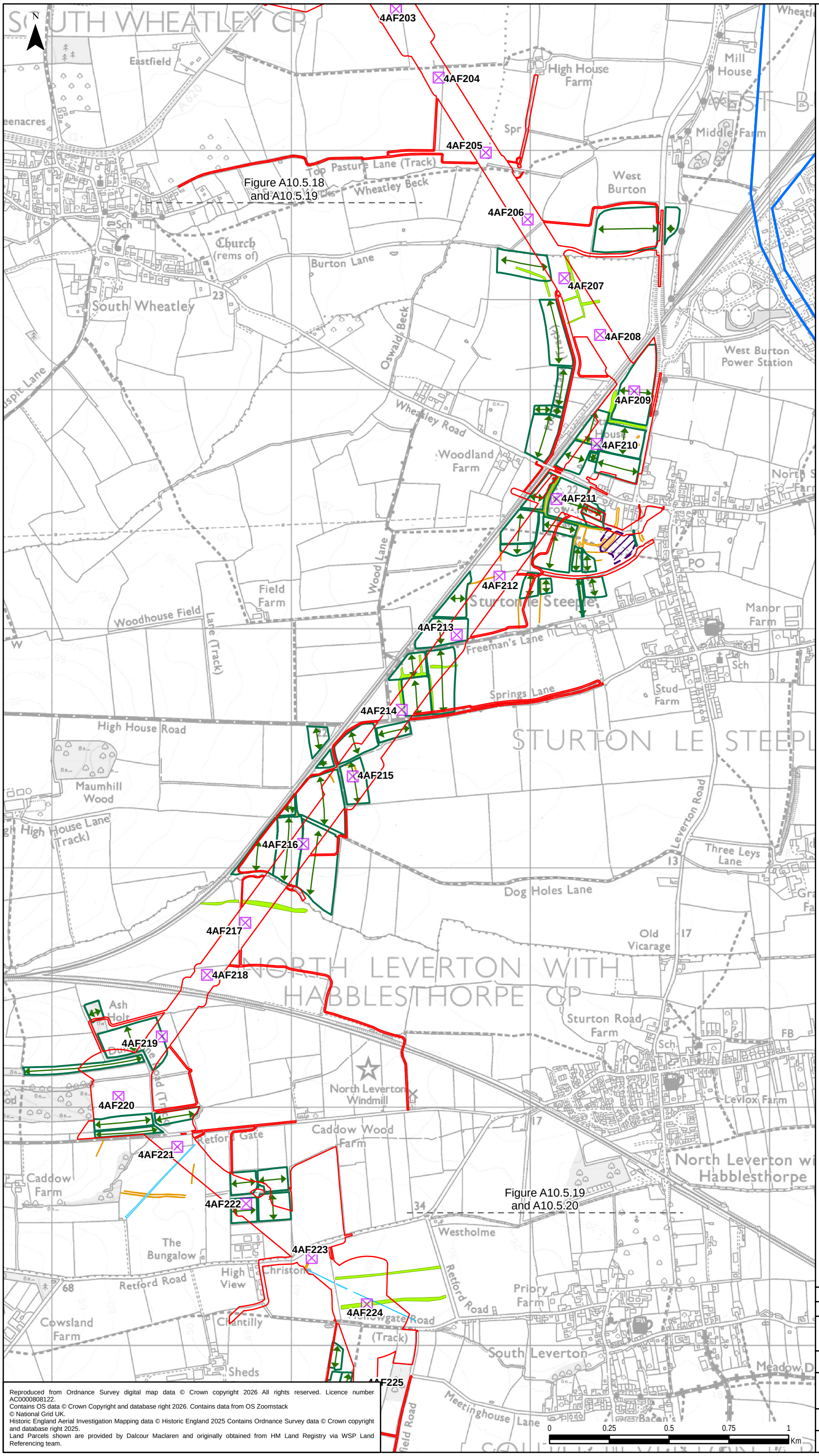
Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.18 - ROUTE SECTION E

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A10.5.18	1:15,000	A3	1 Of 1	0

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Legend

- Order Limits
- Project Design Details
  - Indicative New Lattice Pylon
- Existing Overhead Line
  - 400 kV
- Heritage Data
  - Ridge and Furrow (Outline)
  - Ridge and Furrow (Direction of Ploughing)
  - Archaeological Ditch
  - Archaeological Bank
  - Extent of Large or Indistinct Archaeological Features
  - Modern Feature

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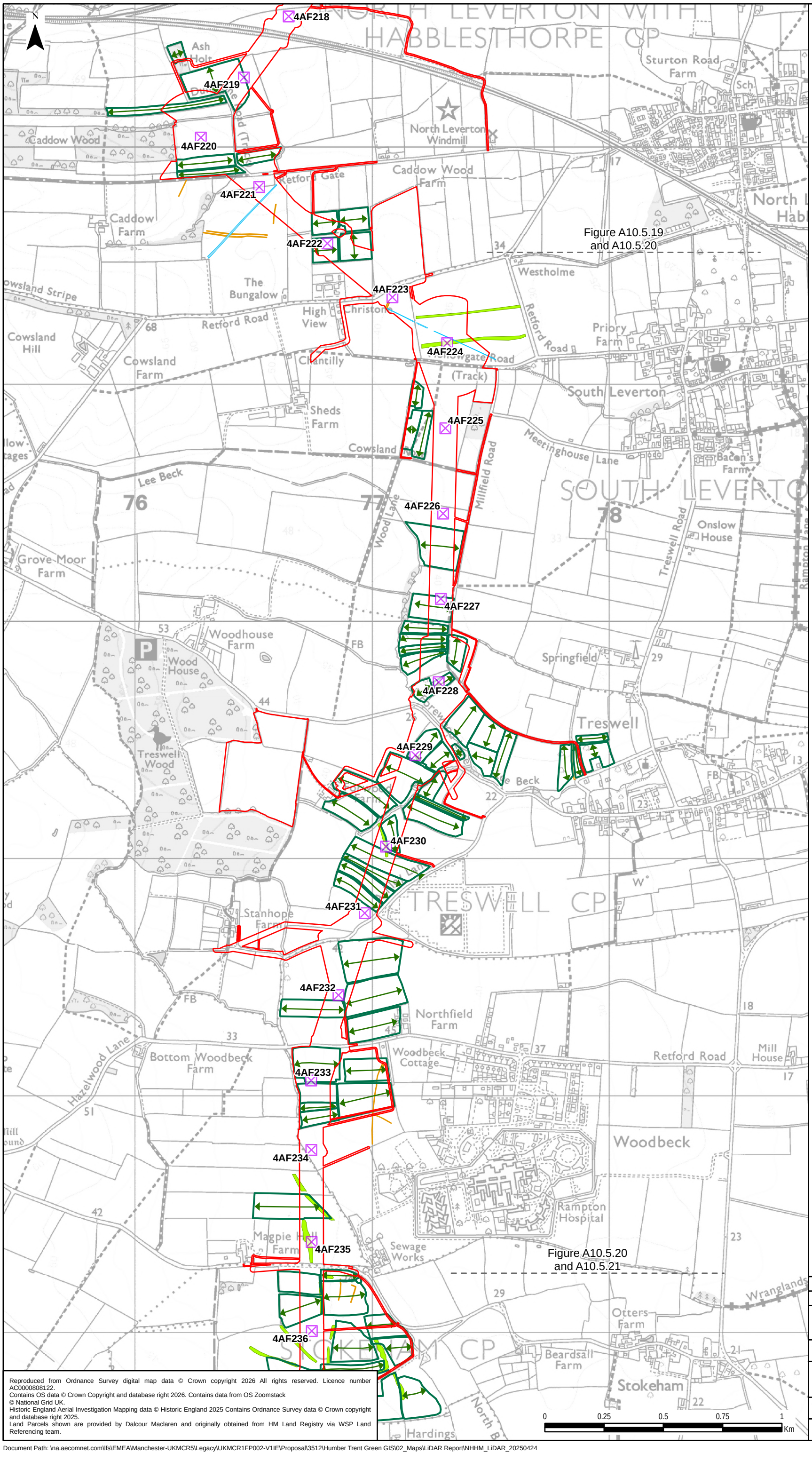
Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.19 - ROUTE SECTION E

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Legend

- Order Limits
- Project Design Details
  - Indicative New Lattice Pylon
- Heritage Data
  - Ridge and Furrow (Outline)
  - Ridge and Furrow (Direction of Ploughing)
  - Archaeological Ditch
  - Archaeological Bank
  - Modern Feature

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.20 - ROUTE SECTION E

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N

4AF234
4AF235
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4AF242
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4AF245
4AF246
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4AF250
4AF251
4AF252

Figure A10.5.20 and A10.5.21

Figure A10.5.21 and A10.5.22

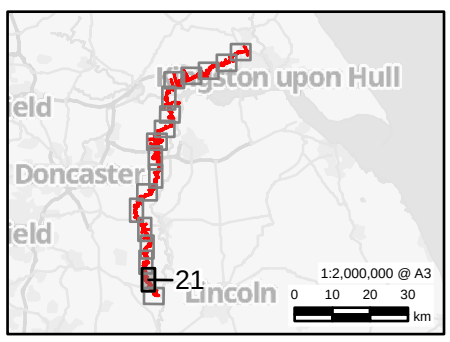
Route Section E

Route Section F

Woodbeck
Rampton Hospital
Sewage Works
Magpie Hall Farm
Wranglands Lane
Otters Farm
Beardsall Farm
Stokeham
STOKEHAM CP
Hardings Farm
North Beck
Fox Covert
Laneham Farm
Laneham Fields Farm
EAST DRAYTON CP
Dolegate Road
Field Farm
East Drayton
North Green Bridge
Mill House
Retford Road
Beast Wood
The Limes
Manor House Farm
Kirke's Ash Holt
FB
Mill Farm
Darlton Road
Greenacres
Whimpton Moor
Whimpton House
Low Brecks Farm
Kingshaugh Farm
Earthworks
Darlton
Low Farm
Grange Farm
RAGNA
Farhill Farm
Farhill La
DARLTON CP
Woodcoates Road
America Farm
Vicarage Farm
Field Farm
Airstrip
Darlton Field
Highfields Farm
Fledborough Beck
Majors Farm
Green Lane
Medieval of Whim (site

Legend

- Order Limits
- Route Section
- Project Design Details
- Indicative New Lattice Pylon
- Heritage Data
- Ridge and Furrow (Outline)
- Ridge and Furrow (Direction of Ploughing)
- Archaeological Ditch
- Archaeological Bank
- Modern Feature



0 0.25 0.5 0.75 1 Km

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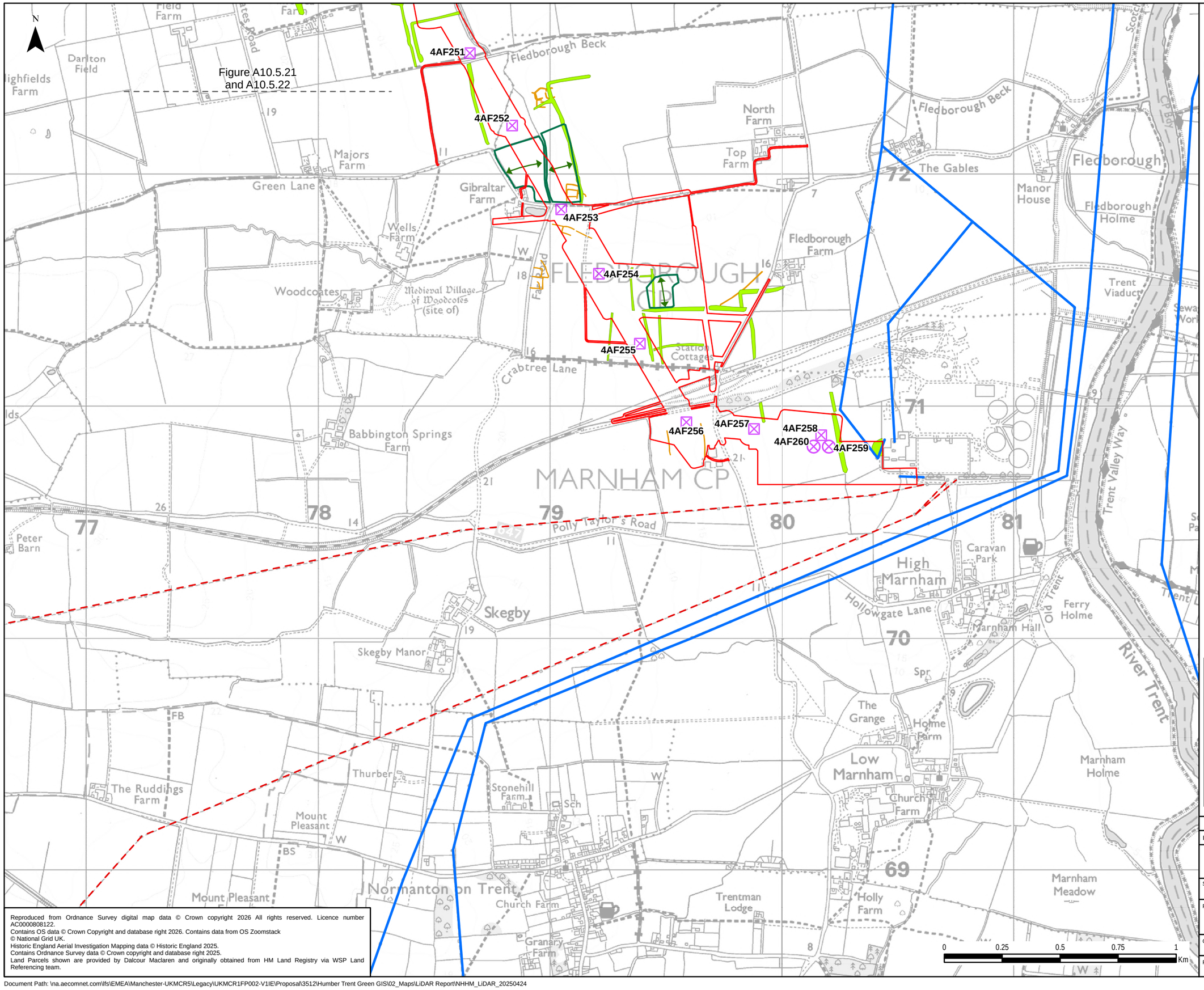
Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.21 - ROUTE SECTION E AND F

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Scheme: NORTH HUMBER TO HIGH MARNHAM

Figure Title: FIGURE A10.5.22 - ROUTE SECTION F

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