The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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1. Introduction

1.1.1 This appendix provides background baseline information and assessment of the community areas within the study area and should be read in conjunction with:

- **Application Document 6.7 Chapter 7 Visual**;
- **Application Document 6.7.A2 Appendix 7.2 Visual Methodology**;
- **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**;
- **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment**;
- **Application Document 6.7.F1 Figure 7.1 Visual Receptors and Viewpoints**;
- **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility (ZTV)**; and
- **Application Document 7.16 Photomontages**.

1.1.2 As explained in **Application Document 6.7 Chapter 7 Visual**, for the purposes of this assessment the study area was divided into 140 community areas using the parish boundaries. This way community areas encompass a wider area than just the main settlements and villages in order to fully describe the baseline. The assessment considers all visual receptors within the parish boundary including scattered properties, footpaths and people moving around the community.

1.1.3 Background information provided for each community area includes a location map, map showing analysis of the community area including viewpoint locations, baseline description and typical view. The information also includes the underlying judgements relating to value of views from each community area. This appendix also provides similar information on the Yorkshire Wolds Way National Trail in order to assess the effects on sequential views along the footpath.

1.1.4 A number of viewpoints have been identified to represent views from community areas and the Yorkshire Wolds Way National Trail. These viewpoints are referenced in the baseline descriptions. Photos and wirelines for each viewpoint location can be found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.

1.1.5 This assessment of community areas has focussed primarily on effects on the community areas as a whole, but with reference to individual receptors within the community areas where relevant e.g. schools, caravan parks etc. There may be areas within these community areas that have a higher level of effect than the community area as a whole. This is particularly relevant for those community areas within which the Project is located and this has been acknowledged in the assessment.

1.1.6 Where individual properties have been considered as part of the Residential Visual Amenity Assessment, these are identified and further information can be found in **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment**.

1.1.7 Where relevant, references are included to mitigation planting and further information is provided in **Application Document 7.8 Outline Landscape and Ecology Management Plan (OLEMP)**. The mitigation reference numbers are taken from Table 8.2 of the OLEMP and are included for each area e.g. Ref 1.

1.1.8 Reference numbers have also been included for elements of the proposed design including proposed pylons e.g. 4AF100, proposed bellmouths e.g. BM-100, proposed compounds e.g. S-1 and Primary Access Routes (PAR) e.g. PAR 100.

Scope of Assessment

1.1.9 The results of an initial screening exercise are set out in Table 1.1. The table identifies the community areas which would potentially experience significant visual effects and which are then taken forward for assessment. It also identifies those community areas which are very unlikely to experience significant effects and the reason why they have therefore not been taken forward for assessment. The screening was informed by a desk based assessment of Google Earth Pro, **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility**, **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and field survey.

1.1.10 Community areas may be shown in **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility** as being potentially intervisible with the proposed overhead line. However, the screening exercise considered where it was highly unlikely that people within a community area would experience significant effects. This may be because of intervening vegetation (only the large woodlands are picked up in the ZTV) or due to distance from the Project, but the way the proposed overhead line would be seen with the existing overhead lines within the landscape was also considered.

1.1.11 To ensure that significant effects are not overlooked, the visual assessment is based on a 5 km study area, but the emphasis of the assessment is on community areas and the section of the Yorkshire Wolds Way National Trail within 3 km, which is where significant effects are more likely to occur. This is because at 3 km distance, a 50 m tall pylon would appear to be approximately 10.2 mm high in the landscape. This reduces to 7.6 mm at 4 km and 6.1 mm at 5 km distance. The presence of pylons in the view beyond 3 km is therefore less likely to give rise to a significant effect, particularly in those areas with existing overhead lines.



View from Brantingham towards the existing 400 kV 4ZQ overhead line with Drax Power Station visible on the skyline

Table 1.1 Community Areas Included/Excluded in the Assessment

Community Area	Justification
Alkborough	Although the ZTV indicates visibility, people within Alkborough itself would not have views due to the dense woodland along the escarpment. Where there are views from the elevated areas, as illustrated by VP A-30 and corresponding photomontage, these are wide panoramas that contain multiple overhead lines and wind turbines. Since the proposed overhead line would be parallel with and beyond the existing 4ZQ 400 kV overhead line it would be no more prominent than the existing. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Amcotts	Within the Order Limits. **Included in the assessment.**
Anlaby with Anlaby Common	As shown by the ZTV, there would be limited potential for intervisibility due to the built up nature of the community area and adjacent Kirk Ella community area to the northwest. People within this community area would not experience significant effects from the proposed overhead line due to this screening and distance at over 5 km. Not included in the assessment.
Ashby Parkland	The majority of the community area falls outside the 5 km study area. Although the ZTV indicates visibility with the proposed overhead line, it would be seen in views beyond the existing 4TM and ZDA 400 kV overhead lines which would remain more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Askham	Although not within the Order Limits, there is potential for views from the village and public rights of way within this community area due to its elevated location. **Included in the assessment**.
Beckingham	Within the Order Limits. **Included in the assessment.**
Belton	Within the Order Limits. **Included in the assessment.**
Beverley	As shown by the ZTV, there would be limited potential for intervisibility due to the built-up nature of the community and Woodmansey to the south which screens views. The proposed overhead line would be beyond the existing 4ZR 400 kV overhead line. People within this community would not experience significant effects from the proposed overhead line at over 3 km. Not included in the assessment.
Bishop Burton	The majority of the community area falls outside the 5 km study area. Although the ZTV indicates some visibility, including Bishop Burton itself, there are limited visual receptors within the parts of the community area within the study area. The existing 4ZR 400 kV overhead line to the south of the community area is prominent in views. The proposed overhead line would be 3-4 km beyond this existing overhead line. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Blacktoft	Within the Order Limits. **Included in the assessment.**
Blyton	The majority of the community area falls outside the 5 km study area including the village of Blyton itself. Although the ZTV indicates visibility, large woodland blocks such as Owlet Plantation screen views west. As the proposed overhead line is beyond the existing 4TM and ZDA 400 kV overhead lines, which are themselves not a dominant feature of views from this community area, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Bole	Within the Order Limits. **Included in the assessment.**
Brantingham	Within the Order Limits. **Included in the assessment.**
Broomfleet	Within the Order Limits. **Included in the assessment.**
Burringham	Although the ZTV shows there would be some potential for intervisibility, the proposed overhead line would be seen in views beyond the existing 4TM and ZDA 400 kV overhead lines which would remain more prominent. Existing views are also influenced by an existing 132 kV overhead line through the centre of the community area as well as Keadby Wind Farm and Keadby Power Station to the west across the River Trent. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Burton upon Stather	Although the ZTV shows there would be some potential for intervisibility, the proposed overhead line would be seen in views beyond numerous existing 400 kV overhead lines including the 2KN and 4KG which would remain more prominent, as illustrated by VP B-09. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Clarborough and Welham	As shown by the ZTV, there would be limited potential for intervisibility due to the landform within the community area, the villages of Clarborough and Welham both located on lower ground. The areas to the east of the community area which are shown to have more intervisibility contain few visual receptors, limited to scattered farmsteads and public rights of way. Views from these receptors are filtered by mature trees on field boundaries and views towards the closest section of proposed overhead line are filtered by larger woodland blocks at Caddow Wood and along the railway line. People would not experience significant effects from the proposed overhead line. Not included in the assessment.
Clayworth	As shown by the ZTV, there would be limited potential for intervisibility due to the landform within the community area, Clayworth itself located on lower ground. The areas showing more intervisibility to the east contain few visual receptors limited to a single farmstead where three public rights of way converge. As shown by VP E-10, views from this location would be heavily filtered by vegetation. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Cottam	Although the ZTV indicates visibility, visual receptors within this community area are concentrated to the southeast and adjacent to the former Cottam Power Station site where more vegetation filters views. The proposed overhead line would be over 3 km beyond the existing ZDA and 4VE 400 kV overhead lines, which are a dominant feature of views to the west. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.

Community Area	Justification
Cottingham	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community area due to its built-up nature where buildings screen views. Combined with the vegetation cover associated with Cottingham Golf Course, the more industrial areas and the presence of an existing 132 kV overhead line and existing YYW 275 kV overhead line to the north, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Crowle and Ealand	Within the Order Limits. **Included in the assessment.**
Darlton	Within the Order Limits. **Included in the assessment.**
Dunham-on-Trent	Although as illustrated by VP E-37, the proposed overhead line would be visible from the western parts of the community area, residential receptors along Laneham Road would have filtered views due to vegetation within property curtilages. The more open views would be limited to road users, where views are influenced by the existing ZDA 400 kV overhead line in close proximity. The main settlement is located between the two existing ZDA and 4VE 400 kV overhead lines and pylons are a common element of views in and around this community area. Additional pylons to the west would not have a significant effect. Not included in the assessment.
East Butterwick	Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors in the areas shown to have the greatest visibility. Views from the eastern areas around the village of East Butterwick are focussed on the River Trent and across the river to West Butterwick. The proposed overhead line would be beyond the existing 4TM and ZDA 400 kV overhead lines, which are not a dominant feature of views from this community area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
East Drayton	Within the Order Limits. **Included in the assessment.**
East Ferry	The majority of the community falls outside the 5 km study area and contains a high level of vegetation cover which filters views. Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors in the areas shown to have the greatest visibility. Views from the eastern areas around the village of East Ferry are focussed on the River Trent and across the river to West Butterwick. The proposed overhead line would be beyond the existing 4TM and ZDA 400 kV overhead lines, which are not a dominant feature of views from this community area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
East Markham	Although not within the Order Limits, there is potential for views from the eastern parts of the community area. **Included in the assessment.**
East Stockwith	Although the ZTV indicates intervisibility with the proposed overhead line, visual receptors are concentrated along the River Trent where views are less extensive and focussed on the river towards West Stockwith. The proposed overhead line would be beyond the existing 4TM and ZDA 400 kV overhead lines, which are not a dominant feature of views from this community area due to the vegetation along the river. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Eastoft	Within the Order Limits. **Included in the assessment.**
Eastrington	The majority of the community area is outside the 5 km study area. Although the ZTV shows there would be potential for intervisibility, views from the village itself would be limited, vegetation along the M62 filtering views to the south. The existing 4ZQ 400 kV overhead line in views south is not a prominent feature due to distance. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if visible on the skyline. The wind turbines at Sixpenny Wood Wind Farm are more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Eaton	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community area due to landform and woodland blocks which screen views for example at Eaton Wood. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Egmanton	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community including the village of Egmanton which is located on lower lying ground. Combined with the vegetation cover to the east along the A41, presence of the existing XE 275 kV overhead line within the north of the community area and 4ZV 275 kV overhead line within the Weston community area, effects on views would be very limited. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Ellerker	Within the Order Limits. **Included in the assessment.**
Elloughton-cum-Brough	Although the ZTV shows there would be some potential for intervisibility, this would be limited to those areas of the community within 3 km on the escarpment where views are more focussed south towards the Humber. Views towards the closer parts of the proposed overhead line would be screened by larger woodland blocks along the escarpment. There would be limited potential for intervisibility for the majority of the community due to the built-up nature of the area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Epworth	Within the Order Limits. **Included in the assessment.**
Everton	The majority of the community area falls outside the 5 km study area including Everton itself. Although the ZTV indicates some intervisibility, there are limited visual receptors within those parts of the community within the study area. People within this community area would not experience significant effects from the proposed

Community Area	Justification
	overhead line. Not included in the assessment.
Fledborough	Within the Order Limits. **Included in the assessment.**
Flixborough	Although the ZTV shows there would be some potential for intervisibility, the proposed overhead line would be seen in views beyond existing 4KG and 4ZQ 400 kV overhead lines. There are few sensitive visual receptors within the community area and views are influenced by large industrial areas and numerous existing 132 kV overhead lines in the south of the community area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Gainsborough	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community area due to its built-up nature. As illustrated by VP E-09, the existing 4TM and ZDA 400 kV overhead lines are not prominent in views, the proposed overhead line would be over 3 km further away. With the vegetation cover combined with the more industrial areas along the river which filter views, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Gamston	The majority of the community area falls outside the 5 km study area including the village of Gamston itself. As shown by the ZTV, there would be very limited potential for intervisibility due to landform and woodland blocks including Gamston Wood which screen views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Garthorpe and Fockerby	Within the Order Limits. **Included in the assessment.**
Gate Burton	The majority of the community area falls outside the 5 km study area including Gate Burton itself. Although the ZTV indicates visibility, the area to the east of the River Trent contains very few visual receptors, with no properties or public rights of way. The proposed overhead line is 3 km beyond three existing 400 kV overhead lines (4ZM, 4VE and ZDA) and an existing 132 kV overhead line which would remain more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Gilberdyke	Within the Order Limits. **Included in the assessment.**
Girton	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community area. The village of Girton itself is over 5 km from the proposed overhead line. The existing 4VK 400 kV overhead line passes through the centre of the community area which is a dominant feature of views. The proposed overhead line would be 3 km beyond the existing 4VK 400 kV overhead line, and beyond the ZDA and ZDF 400 kV overhead lines which are not noticeable. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Grassthorpe	Although the ZTV indicates intervisibility with the proposed overhead line, views north from this community area contain multiple existing 275 kV and 400 kV overhead lines converging on High Marnham. The proposed overhead line would be beyond these overhead lines, and it can be assumed that new pylons would not be prominent in views in this context. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Gringley on the Hill	Within the Order Limits. **Included in the assessment.**
Grove	Although not within the Order Limits, there is potential for views from the village due to its location on elevated ground. **Included in the assessment**.
Gunness	Although the ZTV shows there would be some potential for intervisibility, the proposed overhead line would be seen in views beyond existing 4KG, 4ZQ, 4TM and ZDA 400 kV overhead lines which would remain more prominent. Views are influenced by large industrial areas and numerous 132 kV overhead lines in the north of the community area and Keadby Wind Farm and Keadby Power Station to the west across the River Trent. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Haxey	Within the Order Limits. **Included in the assessment.**
Hayton	As shown by the ZTV, there would be limited potential for intervisibility due to the landform within the community area, the village of Hayton located on lower ground. The areas to the east of the community area which are shown to have more intervisibility contain few visual receptors, limited to scattered farmsteads and public rights of way. Views from these receptors are filtered by mature trees on field boundaries and woodland blocks. People would not experience significant effects from the proposed overhead line. Not included in the assessment.
Headon cum Upton	Within the Order Limits. **Included in the assessment.**
Hotham	The majority of the community areas falls outside the 5 km study area, including Hotham itself. Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors within the parts of the community area within those areas and large woodland blocks filter views. As the proposed overhead line is parallel with the existing 4ZQ 400 kV overhead line, which is not a dominant feature of views it can be assumed the proposed overhead line would appear similar in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Keadby with Althorpe	Within the Order Limits. **Included in the assessment.**
Kettlethorpe	The majority of the community area falls outside the 5 km study area including Kettlethorpe itself. Although the ZTV indicates visibility, the area to the east of the River Trent within the study area contains very few visual receptors, with no properties and one public right of way (PRoW) along the river. The existing 4VK 400 kV overhead line passes through the west of the community area with the existing 4VE and ZDA 400 kV overhead lines beyond. The proposed overhead line would be 3.5 km beyond these overhead lines. People within this community area would not experience significant effects

Community Area	Justification
	from the proposed overhead line. Not included in the assessment.
Kilpin	The majority of the community falls outside the 5 km study area including Kilpin itself. Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors within the parts of the community area within the study area, this area also containing Sixpenny Wood Wind Farm. As the proposed overhead line is parallel with the existing 4ZQ 400 kV overhead line, which is not a dominant feature of views from this community area, it can be assumed the proposed overhead line would appear similar in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Kirk Ella	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community due to the built up nature of the area. Combined with the vegetation cover associated with Hessle Golf Club and along the A164, and the presence of an existing 132 kV overhead line and the 4ZQ 400 kV overhead line to the northeast, the proposed overhead line is unlikely to be perceptible. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Knaith	The majority of the community area falls outside the 5 km study area, Knaith being located near the study area boundary. The proposed overhead line is 1-2 km beyond three existing 400 kV overhead lines (4ZM, 4VE and ZDA) and a 132 kV overhead line which would remain more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Laneham	Although as illustrated by VP E-32, the proposed overhead line would be visible from parts of the community area with views west, views from much of this community area are already influenced by three existing 400 kV overhead lines (4VK, 4VE and ZDA) which pass close to the east of the village, the hamlet of Church Laneham being located between overhead lines. Receptors within Laneham itself would have views filtered by vegetation along Laneham Road. Additional pylons to the west would not have a significant effect on views from the community area, the areas closest to the proposed overhead line lacking in visual receptors except for one property at Laneham Field Farm where views to the west are filtered by vegetation. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Laughton	The majority of the community area falls outside the 5 km study area including Laughton itself. Laughton Woods screen views west for much of the area. From the areas to the west of Laughton Woods, the proposed overhead line would be seen beyond the existing 4TM and ZDA 400 kV overhead line, which are not a dominant feature of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Laxton	Although the ZTV indicates visibility, this is due to the very flat nature of the landscape. Views from Laxton are limited by vegetation and views from Saltmarshe focus on the river to the south. The existing 4ZQ 400 kV overhead line in views east is not a prominent feature of views due to distance. Properties to the east of the community area tend to be surrounded by vegetation that filters views. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if visible on the skyline. The river crossing pylons would be visible but seen in the context of the existing and would not fundamentally change the character or quality of views for people within this community area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Lea	The majority of the community falls outside the 5 km study area, Lea being located near the study area boundary. The proposed overhead line is 2 km beyond two existing 400 kV overhead lines (4TM and ZDA) which would remain more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Luddington and Haldenby	Within the Order Limits. **Included in the assessment.**
Marnham	Within the Order Limits. **Included in the assessment.**
Marton	The majority of the community area falls outside the 5 km study area including Marton itself. Although the ZTV indicates visibility, the area to the east of the River Trent contains very few visual receptors, limited to one PRoW which is oversailed by an existing 132 kV overhead line. The proposed overhead line is 3 km beyond three existing 400 kV overhead lines (4ZM, 4VE and ZDA) and an existing 132 kV overhead line which would remain more prominent in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Mattersey	The majority of the community area falls outside the 5 km study area including Mattersey itself. Although the ZTV indicates some intervisibility with the proposed overhead line, there are limited visual receptors within the parts of the community area within the study area. Due to distance, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Messingham	The majority of the community falls outside the 5 km study area. Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors within the eastern parts of the community area within the study area. Views from the eastern areas around Messingham Ings are focussed on the River Trent and the proposed overhead line would be beyond the existing 4TM and ZDA 400 kV overhead lines, which are not a dominant feature of views. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if visible on the skyline. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.

Community Area	Justification
Misson	The majority of the community falls outside the 5 km study area including Misson itself and the hamlet of Misson Springs. Although the ZTV indicates visibility, there are limited visual receptors within the parts of the community within the study area. Vegetation to the east filters views. Due to distance, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Misterton	Within the Order Limits. **Included in the assessment.**
Morton	Although the ZTV indicates visibility, visual receptors are concentrated along the River Trent where views are less extensive, views focussed on the river. The proposed overhead line would be over 3 km beyond the existing 4TM and ZDA 400 kV overhead lines. Due to distance, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Newbald	As shown by the ZTV, there would be limited potential for intervisibility for the areas of the community within the 5 km study area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Newport	Within the Order Limits. **Included in the assessment.**
Newton on Trent	As shown by the ZTV, there would be potential for intervisibility with the proposed overhead line. However, views from within the community area are influenced by the existing 4VK 400 kV overhead line which passes through the west of the community area as well as existing ZDA and 4VE overhead lines further west. The proposed overhead line would be beyond these overhead lines. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Normanton on Trent	Although the ZTV indicates visibility from parts of this community area, views north contain multiple existing 275 kV and 400 kV overhead lines converging on High Marnham. The proposed overhead line would be beyond these overhead lines and it can be assumed that new pylons would not be prominent in views in this context. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
North and South Wheatley	Within the Order Limits. **Included in the assessment.**
North Cave	Although the ZTV shows there would be potential for intervisibility with the proposed overhead line, views from the village itself would be limited by the woodland blocks and mature trees to the south. Where there are more open views south, the existing 4ZQ 400 kV overhead line is not a prominent feature due to distance. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if visible on the skyline. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
North Clifton	As shown by the ZTV, there would be some intervisibility for the majority of the community area. Views from within the community area are influenced by the existing 4VK 400 kV overhead line which passes through the west of the community area as well as existing ZDA and 4VE overhead lines further west. As illustrated by VP F-05, the proposed overhead line would be beyond these overhead lines and would not be a prominent feature. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
North Leverton with Habblesthorpe	Within the Order Limits. **Included in the assessment.**
Owston Ferry	Within the Order Limits. **Included in the assessment.**
Ragnall	Within the Order Limits. **Included in the assessment.**
Rampton and Woodbeck	Within the Order Limits. **Included in the assessment.**
Reedness	Although the ZTV indicates visibility, this is due to the very flat nature of the landscape. Views from Reedness focus on the river to the north and there are very few visual receptors within the rest of the community area. The existing 4ZQ 400 kV overhead line to the east is not a prominent feature of views due to distance. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if visible on the skyline. The river crossing pylons would be visible but seen in the context of the existing. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Retford	As shown by the ZTV, there would be very limited potential for intervisibility with the proposed overhead line for the parts of the community area within the 5 km study area. There is potential for views to the far east of the community area along Leverton Road where it passes over more elevated landform, however receptors are limited to road users and views influenced by a telecommunication mast. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Rowley	Within the Order Limits. **Included in the assessment.**
Saundby	Within the Order Limits. **Included in the assessment.**
Scotter	The majority of the community falls outside the 5 km study area. Parts of Laughton Woods screen views west, the ZTV indicating the greatest intervisibility to the west of the woodland. Views from the eastern areas around Susworth are focussed on the River Trent where the 4TM and ZDA 400 kV overhead lines are visible on the distant skyline but are not a dominant feature. As the proposed overhead line would be beyond the existing overhead lines it would not have an effect on the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Scunthorpe	The ZTV shows limited potential for intervisibility and due to the built up nature and industrial

Community Area	Justification
	uses along the western peripheries, the community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Skidby	Within the Order Limits. **Included in the assessment.**
South Cave	Within the Order Limits. **Included in the assessment.**
South Clifton	As shown by the ZTV, there would be some intervisibility for the majority of the community area. Views from within the community area are influenced by the existing 4VK 400 kV overhead line which passes through the west of the community area as well as existing ZDA, ZDF and 4VE overhead lines further west. The proposed overhead line would be beyond these overhead lines and would not be a prominent feature. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
South Leverton	Within the Order Limits. **Included in the assessment.**
Spalford	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community area. Views from within the community area are influenced by the existing 4VK 400 kV overhead line which passes to the west of the community area as well as existing ZDA, ZDF and 4VE overhead lines further west. The proposed overhead line would be beyond these overhead lines. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Stokeham	Within the Order Limits. **Included in the assessment.**
Sturton le Steeple	Within the Order Limits. **Included in the assessment.**
Sutton-on-Trent	Although the ZTV indicates intervisibility with the proposed overhead line in the north of this community area, views north contain multiple existing overhead lines converging on High Marnham. The proposed overhead line would be beyond these overhead lines and it can be assumed that new pylons would not be prominent in views in this context. People within
	this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Swanland	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community due to the built-up nature of the area. Combined with the presence of an existing 132 kV overhead line to the east and the 4ZQ 400 kV overhead line to the north, the proposed overhead line would not affect the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Swinefleet	Although the ZTV indicates visibility, this is due to the very flat nature of the landscape. Swinefleet itself is outside the 5 km study area and views focus on the river to the north. The existing 4ZQ 400 kV overhead line is not a prominent feature of views due to distance. As the proposed overhead line is parallel to the existing, it can be assumed that new pylons would also not be prominent in views even if distantly visible on the skyline. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Thorne	The ZTV shows limited potential for intervisibility. Views are dominated by the wind turbines at Tween Bridge Moor Wind Farm. Although closer than existing overhead lines, due to distance people within this community area would not experience significant effects from a proposed overhead line. Not included in the assessment.
Thorney	As shown by the ZTV, there would be limited potential for intervisibility for the areas of the community within the 5 km study area due to the large woodland blocks. The proposed overhead line would be beyond multiple existing overhead lines converging on High Marnham and it can be assumed that new pylons would not be prominent in views in this context. Not included in the assessment.
Tickton	Although the ZTV indicates some visibility, the majority of the community falls outside the 5 km study area and views south towards the proposed overhead line contain a number of existing 132 kV and 400 kV overhead lines in closer proximity. Combined with the vegetation along the River Hull which would filter views, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Treswell	Within the Order Limits. **Included in the assessment.**
Tuxford	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community including Tuxford which is located on lower lying landform. Combined with the vegetation cover along the railway line and lack of visual receptors in the more elevated areas to the east of the community area, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Twin Rivers	Within the Order Limits. **Included in the assessment.**
Walkeringham	Within the Order Limits. **Included in the assessment.**
Walkerith	Although the ZTV indicates intervisibility with the proposed overhead line, visual receptors are concentrated along the River Trent where views are less extensive. The proposed overhead line would be over 3 km beyond the existing 4TM and ZDA 400 kV overhead lines, which are prominent features of views from this community area but filtered by vegetation along the river. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.

Community Area	Justification
Walkington	Although the ZTV shows there would be some potential for intervisibility within the proposed overhead line, views from the village itself would be limited by the woodland blocks and mature trees to the south and there are few other visual receptors. The existing 4ZR 400 kV overhead line passes through the north and east of the community area and would remain the prominent feature of views for much of the community area. The 4ZQ 400 kV overhead line is visible on the skyline to the south, however views from properties and for road users tend to be filtered by woodland blocks and roadside hedgerows Although the proposed overhead line would be closer than the 4ZQ 400 kV overhead line, new pylons would be seen in the context of the existing. A section of the proposed overhead line between 4AF9 and 4AF17 would be more prominent in views as it is at a higher elevation than the existing 4ZQ overhead line, but would mainly be seen by road users less sensitive to change. Views south from public rights of way would be heavily filtered by vegetation. As the vast majority of people within this community area would not experience significant effects from the proposed overhead line it is therefore not included in the assessment.
Wawne	Although the ZTV indicates some visibility, the majority of the community falls outside the 5 km study area and views south towards the proposed overhead line contain a number of existing 132 kV and 400 kV overhead lines in closer proximity. Combined with the vegetation along the River Hull which would filter views, people within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Welton	Although the ZTV shows there would be some potential for intervisibility with the proposed overhead line, this would be limited to those parts of the community area within 3 km where there are limited visual receptors and views are filtered by large woodland blocks. The existing 4ZQ 400 kV overhead line is visible on the skyline to the north of the community area as shown by VP A-11. The proposed overhead line would be visible beyond, but of a similar scale and would not change the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
West Burton	Within the Order Limits. **Included in the assessment.**
West Butterwick	Although the ZTV indicates intervisibility with the proposed overhead line, views from around the village of West Butterwick are focussed on the River Trent and across the river to East Butterwick. There are few visual receptors to the west of the community area in closer proximity to the proposed overhead line. From these areas, the existing 4TM and ZDA 400 kV overhead lines are dominant features of views as they pass along the western periphery of this community area. As illustrated by VP D-04, the proposed overhead line would be visible beyond, but of a similar scale and would not change the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
West Halton	The majority of the community falls outside the 5 km study area including West Halton itself. Although the ZTV indicates some intervisibility, the large woodland blocks and undulating landform limits views towards the proposed overhead line. Two existing 400 kV overhead lines (2KN and 4KG) pass through the centre of this community area and are very prominent in views. The 4ZQ 400 kV overhead line is distantly visible to the west. The proposed overhead line would be visible beyond, but would not change the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
West Stockwith	Although within 3 km of the proposed overhead line, visual receptors within this community area are concentrated along the River Trent to the west and to the east of the two existing 4TM and ZDA 400 kV overhead lines which pass through the centre of the community area. The proposed overhead line would be beyond and would not be as prominent as the existing pylons. There are properties along North Carr Road to the west of the existing overhead lines, views west filtered by vegetation along field boundaries and along the railway line which forms the western edge of the community area. Although new pylons would be visible to the north and west this would mainly be for road users travelling on Owston Road north where views are more open, but the existing overhead lines would remain the dominant feature in views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.

Community Area	Justification
Weston	Although the ZTV indicates intervisibility with the proposed overhead line from parts of this community area, views north contain multiple existing overhead lines converging on High Marnham. The proposed overhead line would be beyond these overhead lines and it can be assumed that new pylons would not be prominent in views in this context. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Whitton	Although the ZTV indicates intervisibility, the proposed overhead line is beyond the existing 4ZQ 400 kV overhead line, which is not a dominant feature of views from this community area. Since the proposed overhead line would be parallel and seen with the existing it would not change the character of views from this community area, which are much more focussed on the River Humber. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Wigsley	As shown by the ZTV, there would be limited potential for intervisibility for the areas of the community within the 5 km study area due to the large woodland blocks. The proposed overhead line would be beyond multiple existing overhead lines converging on High Marnham and it can be assumed that new pylons would not be prominent in views in this context. Not included in the assessment.
Wildsworth	Although the ZTV indicates intervisibility with the proposed overhead line, there are limited visual receptors within this community area. Views from the village are focussed on the River Trent and across the river towards Gunthorpe. The proposed overhead line would be beyond the existing 4TM and ZDA 400 kV overhead lines, which are not a dominant feature of views from this community area. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Willerby	As shown by the ZTV, there would be limited potential for intervisibility for the majority of the community due to the built up nature of the area. Views to the northeast contain an existing 132 kV overhead line and the 4ZQ 400 kV overhead line. The proposed overhead line would be beyond and would not affect the character of views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Winteringham	Although the ZTV indicates intervisibility, the proposed overhead line is beyond the existing 4ZQ 400 kV overhead line, which is not a dominant feature of views from this community area. Since the proposed overhead line would be parallel and seen with the existing it would not change the character of views from this community area, which are much more focussed on the River Humber. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.
Wiseton	As shown by the ZTV, there would be limited potential for intervisibility due to the landform and large woodland blocks and due to distance, people would not experience significant effects from the proposed overhead line. Not included in the assessment.
Woodmansey	Within the Order Limits. **Included in the assessment.**
Wroot	The majority of the community area falls outside the 5 km study area including Wroot itself. Although the ZTV indicates intervisibility, there are limited visual receptors within the parts of the community within the study area and vegetation to the east filters views. People within this community area would not experience significant effects from the proposed overhead line. Not included in the assessment.

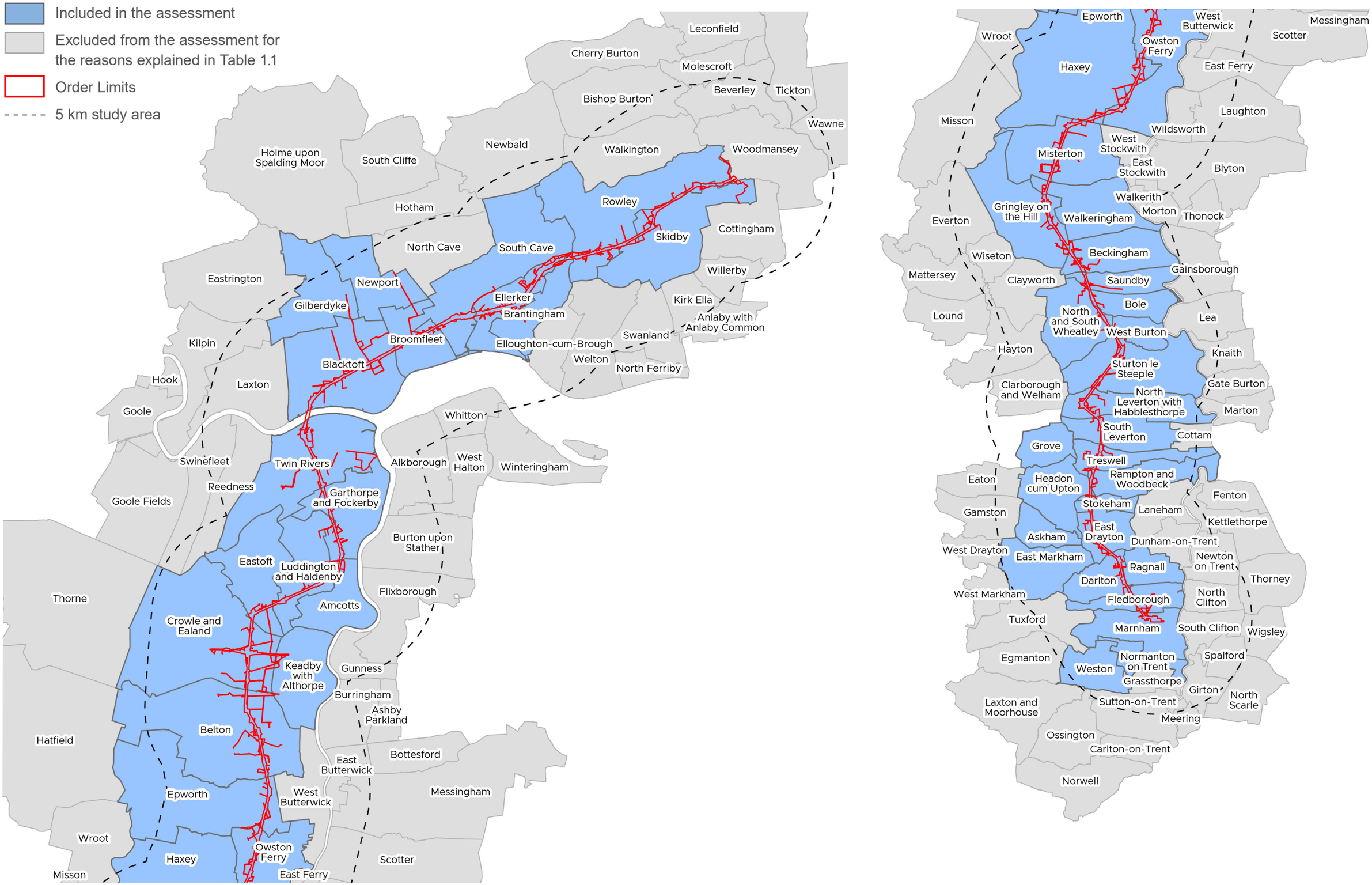
2. Community Area Location Map

Included in the assessment

Excluded from the assessment for the reasons explained in Table 1.1

Order Limits

5 km study area



3. Community Area Assessment Sheets

3.1 Amcotts

Description of Community Area

3.1.1 Amcotts is a small community area situated in Route Section B of the Project. It contains the village of Amcotts, which lies on the west bank of the River Trent, the river forming the eastern boundary of the community area. The rest of the community area is comprised of a few isolated farmsteads. The B1392 passes through the village and the community area is also connected by a series of minor roads. There is very little public access with few PRoW, with one linking Pasture Lane to the north of the community area. A section of Keadby Wind Farm is contained within the western boundary of the community area.

3.1.2 The land to the west of the village is predominantly level arable farmland. The large scale field pattern is evenly sized and generally rectilinear. Outside of a few small pockets of woodland there is little tree coverage across the farmland, although the B1392 is lined with trees to the north and south of Amcotts. There are limited hedgerows, with field boundaries frequently marked by a network of drains and ditches, contributing to an open landscape which allows for extensive views across the farmland.

3.1.3 Views eastward from the village are contained by mature trees and dense hedgerow. Two existing 400 kV overhead lines run through the community area and due to the open landscape these are clearly visible from the village and, along with the nearby wind farm, form a dominant landscape feature.

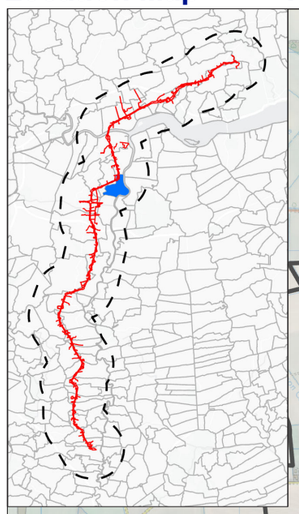
3.1.4 Views tend to have a low value due to the presence of overhead lines and turbines in close proximity for much of the community area. It is recognised that there are higher value views associated with the River Trent, although these are also affected by the presence of the industrial areas and wind turbines on the eastern side of the river.

3.1.5 The following viewpoints (see **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**) are located within this community area:

- VP B-14 – View from Middle Lane (Amcotts)

3.1.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, the susceptibility to the Project is **high**, and the value of views is considered **low**.

Location Map



Analysis Map



Views south towards the River Trent from Amcotts are filtered by vegetation along the B1392, with industrial buildings on the east side of the river visible above the tree line

Map Target Notes

1. B1392
2. Keadby Wind Farm
3. 4ZQ 400 kV Overhead Line
4. 4KG 400 kV Overhead Line
5. River Trent

Assessment of Effects

3.1.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 1 km of the proposed overhead line (pylons 4AF99 to 4AF101) which would also require the undergrounding of an 11 kV overhead line between 4AF100 and 4AF101. A construction access track will be located to the north of the community area, coming south from the bellmouth (BM-051) off Meredyke Road.

Table 3.1 Summary of Viewpoint Assessment for Amcotts

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-14	Very small	Small	Small

Construction Year

3.1.8 Views towards construction activities for the majority of this community area would be limited due to the distance from the works, the main settlement being over 2 km from the Order Limits. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. There may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Due to the distance to the construction sites, ground level construction activities would be barely perceptible. Movement of vehicles and plant along construction access tracks south of Meredyke Road would introduce some visual disturbance into the farmland but visibility would be restricted to glimpsed long-range views.

3.1.9 Construction traffic along the B1392 (PAR 134) will introduce some localised disturbance, though traffic is limited to light vehicles.

3.1.10 The only visual receptors in close proximity to the construction activities would be users of the PRoW which crosses the construction access track near the working area for pylon 4AF100. Access here would be managed and there would be close range views of construction activities. The size/scale of change would be large, but this would diminish rapidly with distance and would be seen in the context of the existing 4ZQ 400 kV overhead line. The size/scale of change would be small, and would affect a small geographical area.

3.1.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although noting that there would be a **large** magnitude of change for users of the PRoW within 200 m of the construction activities.

3.1.12 Taking account of the high susceptibility and low value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant)** with a **moderate adverse (significant)** effect within 200 m.

Operation - Year 1

3.1.13 The proposed overhead line in the northwest of this community area would be parallel with the existing 4ZQ 400 kV overhead line. It would be visible in northerly and westerly long-range views from the more exposed parts of the community area in the north and west of the village, although there would be localised screening from vegetation including small blocks of woodland within the open farmland and shelter belt tree planting on the northern boundary of the settlement. The existing electrical infrastructure in views, including two 400 kV overhead lines and Keadby Wind Farm and Keadby Power Station means the new pylons would not be an uncharacteristic element within views. New pylons would not be prominent from the main areas of settlement due to the distance as evidenced by VP B-14, and seen beyond the existing 4TM and ZDA 400 kV overhead lines.

3.1.14 There are few visual receptors in close proximity to the proposed overhead line, the closest being users of the PRoW which passes close to 4AF100 and road users on the B1392 over 800 m to the east. Views from both these receptors, and the few scattered properties in the north of the community area, are already heavily influenced by pylons and therefore new pylons would not change the character of views.

3.1.15 The size/scale of change would be small, and the geographical area affected would be small.

3.1.16 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the low value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.1.17 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.1.18 Pylons on the proposed overhead line would continue to be present in long-range views from Amcotts, where they would be seen beyond the existing 4TM and ZDA 400 kV overhead lines, and from the PRoW in close proximity but parallel to the existing 4ZQ overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.1.19 Taking account of the high susceptibility and the low value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.1.20 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



The existing 4TM and ZDA overhead lines and wind turbines at Keadby Wind Farm are prominent in views to the west of the village of Amcotts

3.2 Askham

Description of Community Area

3.2.1 Askham is a small community area located in Route Section E of the Project. It contains the village of Askham and a few isolated farmsteads. Askham itself is a linear settlement lying along Town Street which runs north to south. It connects the village with further settlements such as Upton to the north and East Markham to the south.

3.2.2 The community area is also well served by a dense network of PRoW originating from the village and offering wider access to the surrounding countryside and farmsteads.

3.2.3 The village includes a number of historic buildings including the Grade II* Listed Church of St Nicholas. The village maintains a strong rural character due to its surrounding open farmland, tree cover, and open green spaces. One of these green spaces, Askham Pastures, is a designated Nottinghamshire Local Wildlife Site.

3.2.4 The landform of the community area outside of the settlement is characterised by rolling arable farmland. A field pattern of small to medium size rectilinear fields is often defined by hedgerow and hedgerow trees. Tree lines and shelter belts are also present, providing visual variety in otherwise open views with limited vertical infrastructure. Views are contained in places by the rolling topography.

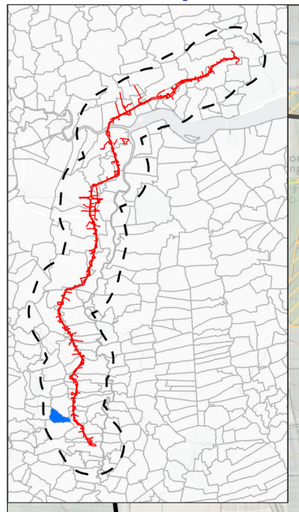
3.2.5 To the north of the community area around Hawksley Farm, views are more open and elevated, with views towards the Trent Valley, however public access in this area is limited.

3.2.6 The following viewpoints (see **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**) are located within this community area:

- VP E-36 – View from Askham

3.2.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is also considered **high**.

Location Map



Analysis Map



Views east from the village are heavily filtered by mature trees and hedgerows on field boundaries, the pastures in this area recognised for its species diversity

Map Target Notes

1. Grade II* Listed Church of St Nicholas.
2. Askham Pastures
3. Newark to Retford Railway
4. Beast Wood
5. Kirke's Plantation

Assessment of Effects

3.2.8 This community area would be indirectly affected by the Project during construction and operation. The closest component is the proposed overhead line (4AF240 - 4AF242) which would cross 650 m to the east.

Table 3.2 Summary of Viewpoint Assessment for Askham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-36	Very small	Small	Small

Construction Year

3.2.9 Views towards construction activities outside this community area would be limited due to the intervening distance, landform and vegetation. There may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Due to the rolling topography and the distance to the construction areas, ground level construction activities would be barely perceptible. Movement of vehicles and plant along construction access tracks to the north and south of Retford Road would introduce some visual disturbance into the farmland but visibility would be restricted to glimpsed long-range views.

3.2.10 The visual receptors in closer proximity to the construction activities would be users of the PRoW to the far east of the community area near Prospect Farm. Views would be filtered by vegetation and the woodland blocks at Beast Wood and Kirke's Plantation although taller equipment would be noticeable. The works would result in a small size/scale of change in views and affect a small geographical area.

3.2.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. There would be no close proximity views of construction and the majority of work filtered by vegetation. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant).**

Operation - Year 1

3.2.12 The proposed overhead line to the east of this community area would be visible in easterly long-range views from the more elevated areas, although there would be localised screening by vegetation including mature hedgerow vegetation and trees and small blocks of woodland in the more open farmland to the north and east. The existing electrical infrastructure present in views from the northern and eastern edges of the community area means the new pylons would not be an uncharacteristic element, but would be more prominent as in closer proximity. There would be no visibility of the proposed overhead line from the centre of Askham village including St Nicholas' Church.

3.2.13 To the east of the community area, scattered properties including Hawksley Farm and Prospect Farm, and users of the PRoW would see the proposed overhead line on the skyline, but would remain filtered by vegetation including Beast Wood and Kirke's Plantation. Views north, south and west would remain as existing.

3.2.14 Due to the distance, intervening landform and vegetation the size/scale of change would be small, and the geographical area affected would be small.

3.2.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.



The tops of existing pylons in the Trent Valley are barely perceptible above the trees from the village

Proposed Mitigation

3.2.16 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.2.17 Pylons on the proposed overhead line would continue to be present in long-range views from Askham, which would increase the amount of high voltage electricity infrastructure in views out from the community area, but would be heavily filtered by vegetation from most locations. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.2.18 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.2.19 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.3 Beckingham

Description of Community Area

3.3.1 Beckingham community area is located within Route Section E of the Project. It contains the village of Beckingham and a few isolated farmsteads. The community area is well connected by a series of local lanes, while the A161, A631, and A620 connect the village with wider areas beyond the community area boundary. The community area is also well served by a network of PRoW, particularly dense west of the village, offering wider access to the countryside. The eastern border of the community area is defined by the west bank of the River Trent where there are views towards Gainsborough to the east.

3.3.2 The village of Beckingham displays a strong rural character in part due to historic buildings and surrounding open farmland. Of note is the Grade II* Listed Church of All Saints.

3.3.3 The landscape of the community area is characterised by gently rolling arable farmland, with elevations rising in the west and gradually descending toward the riverbanks in the east. The field pattern consists of medium-sized, rectilinear fields. The higher ground in the west is well-covered with hedgerows, often interspersed with hedgerow trees, and is dotted with several pockets of deciduous woodland, which provide a sense of visual enclosure.

3.3.4 The lower lying farmland in the east of the community area is similarly comprised of farmland, with fields also generally rectilinear and defined by hedgerow, though drainage ditches are more common nearer the river. Public access is more limited in this region of the community area, with few PRoW and only one road, Old Trent Road. Beckingham Marshes, a wet grassland, is situated here and is a designated Nottinghamshire Local Wildlife Site and an RSPB Reserve.

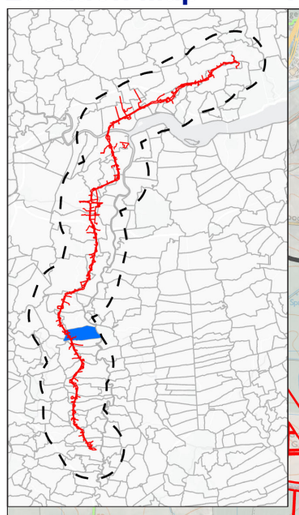
3.3.5 Two existing 400 kV overhead lines (4TM and ZDA) run north to south through the community area and are clearly visible from the village to the east.

3.3.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-08a - View northwest from Wood Lane (Beckingham)
- VP E-08b - View southwest from Wood Lane (Beckingham)
- VP E-10 - View from Clayworth Woodhouse (included as on the edge of the boundary with Beckingham looking into the community area)

3.3.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Location Map



Analysis Map

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Map Target Notes

1. A631
2. A620
3. A1610
4. All Saints' Church
5. ZDA 400 kV Overhead Line
6. 4TM 400 kV Overhead Line

Assessment of Effects

3.3.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 1.4 km of the proposed overhead line (pylons 4AF192 to 4AF195). A main construction compound (M-3) would be located in the northwest of the community area, by the A631, with an accompanying construction access track to the south of the A631. Three sections of undergrounding of 11 kV overhead lines are required, two sections close to the A631 between 4AF191 and 4AF192 and a section between 4AF193 and 4AF194.

Table 3.3 Summary of Viewpoint Assessment for Beckingham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-08a	Very small	Small	Small
E-08b	Very small	Small	Small
E-10	Very small	Very small	Very small

Construction Year

3.3.9 Views towards construction activities from Beckingham itself would be limited due to the distance and intervening vegetation along the A631. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. There may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Due to the distance to the construction, ground level activities would be barely perceptible. Movement of vehicles and plant along construction access tracks to the south of the A631 would introduce some visual disturbance into the farmland but this would be in the context of current traffic movements along the A613.

3.3.10 For receptors to the east of the A631 including a number of scattered properties and farmsteads, views are more open across the rolling farmland, and construction activities would be more noticeable. This includes PRoW to the east of the community area which would be in closer proximity to the works and where localised vegetation loss may be more noticeable. Users of PRoW Beckingham FP4 would cross the construction access track. Access here would be managed and there would be close range views of construction activities. The size/scale of change would be large, but this would diminish rapidly with distance.

3.3.11 An area of vegetation to the east of Wood Farm would be affected, although trees retained to the northwest of Wood Farm would screen views of the working area at 4AF193.

3.3.12 The main construction compound would be located to the north of the A631. There would be views for road users as there is little vegetation to filter views, but the effect would be localised. There would also be views from the PRoW along West Road although filtered by the vegetation located along the eastern side of the footpath. Lighting may be required at construction compounds during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.3.13 The works would result in a medium size/scale of change in views and affect a small geographical area.

3.3.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change for the majority of visual receptors within the community area would be **small**. The viewpoint assessment shows that the views from the main parts of Beckingham are well filtered. However, the presence of the main construction compound (M-3) on slightly elevated ground would affect the northwestern parts of the community area alongside the construction access tracks and working areas. This would result in a localised **medium** magnitude of change within approximately 200 m.

3.3.15 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant)**, however there would be a localised **moderate adverse (significant)** effect when receptors such as PRoW users are within approximately 200 m.

Operation - Year 1

3.3.16 The proposed overhead line in the west of this community area would be visible in views from Beckingham, although there would be screening from vegetation along the A631 and mature hedgerow, trees and small blocks of woodland in the more open farmland to the west. Although not present in views towards the Project, existing pylons feature prominently on the horizon to the east of the community area which means the new pylons would not be an uncharacteristic element within the community area. The proposed overhead line would be further from Beckingham than the existing overhead lines. There would be no visibility of the Project from the listed buildings within Beckingham centre including All Saints' Church.

3.3.17 For the visual receptors to the west of the community, the proposed overhead line would be more prominent in views, particularly for the PRoW which would pass beneath. Vegetation lost during construction would still be evident.

3.3.18 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Although from the majority of visual receptors in Beckingham itself views would be filtered by vegetation, as illustrated by viewpoints E-08a and E-08b, the Project would spread infrastructure across a wider area within the community area and on elevated landform which would increase visibility. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **moderate adverse (significant)**.

Proposed Mitigation

3.3.19 There are four areas of landscape mitigation planting proposed within this community area (Refs 36, 37, 38 and 39) and comprise woodland and woodland edge planting along the beck between 4AF193 and 4AF195. These are to mitigate loss of vegetation within the community area during construction and where planting cannot be reinstated under the proposed overhead line.

Operation - Year 15

3.3.20 By Year 15, the mitigation planting would be maturing. The woodland planting along the beck would help to filter views from the east, however pylons on the proposed overhead line would continue to be present in views in the west of the community area. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.3.21 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.3.22 Two residential properties have been identified within 150 m of the proposed overhead line within this community area at Wood Farm (R_5782 and R_5783). These are considered further in the Residential Visual Amenity Assessment.

3.3.23 There are two other properties within 400 m of the proposed overhead line located on Wood Lane. These are bungalows and views are filtered by vegetation including trees and hedgerow. This, combined with the distance from the proposed overhead line means these are not considered further in the Residential Visual Amenity Assessment.

3.4 Belton

Description of Community Area

3.4.1 Belton is located across the boundary of Route Sections C and D. It contains the villages of Belton and Beltoft, a number of hamlets, as well as various dispersed dwellings and farmsteads. Belton itself lies along the A161 and is in close proximity to the hamlets of Grey Green, Church Town, Westgate, and Carrhouse, connected by the A161, Westgate Road, and a number of PRoW.

3.4.2 The wider community area is well connected by the M180, A161, and various minor roads, as well as a dense network of PRoW surrounding Belton which provides access to the countryside. The Peatlands Way, as well as Trent Valley Way pass through the village. The community area is completely contained within the Isle of Axholme Area of Special Historic Landscape Interest. There are a number of listed buildings within the village and hamlets, including the Grade I Listed Church of All Saints in Belton. The River Torne, which contains the Hatfield Chase Ditches Site of Special Scientific Interest (SSSI), crosses the northwest of the community area. Another smaller SSSI, Belshaw, lies along a disused railway line to the west of the village.

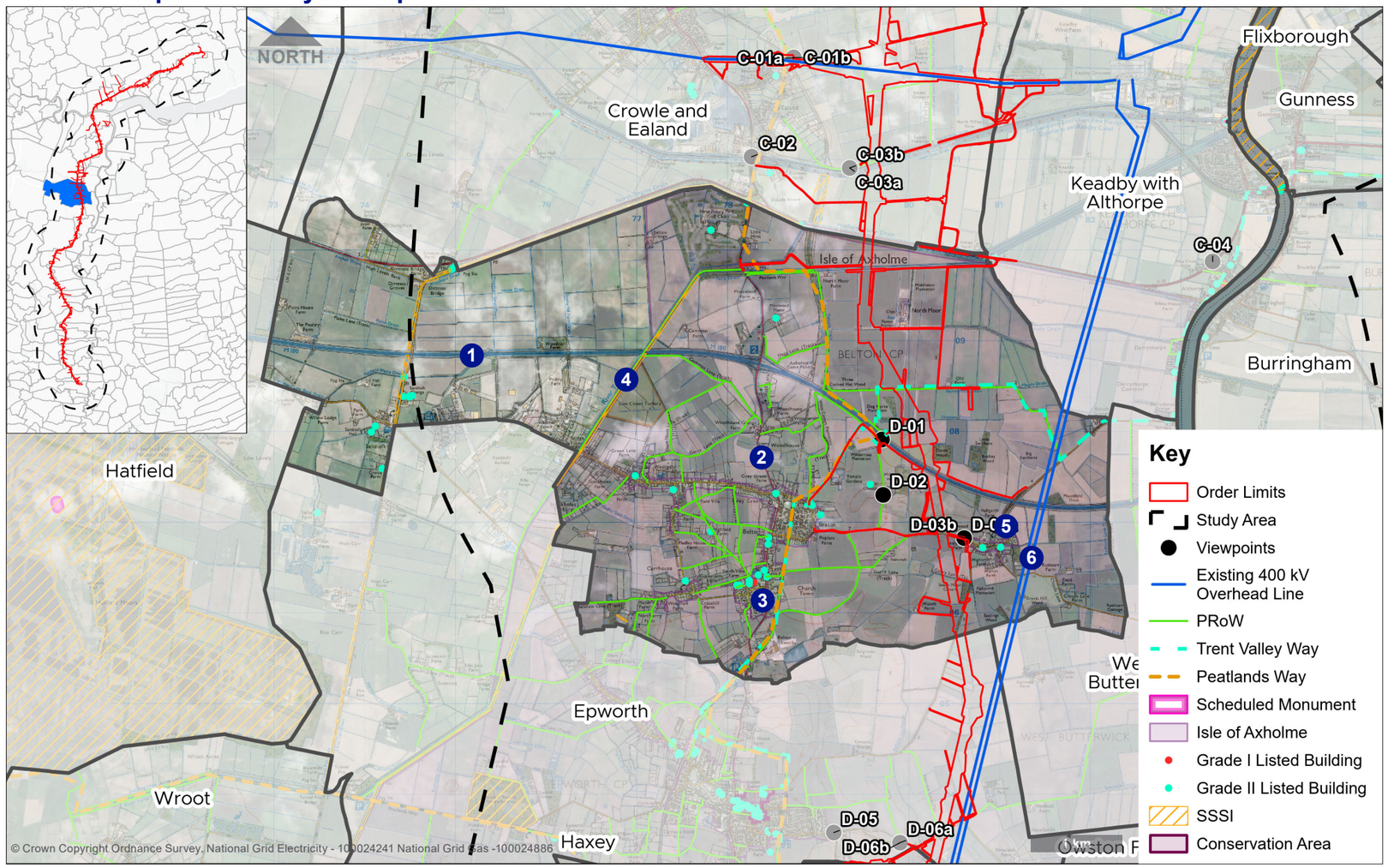
3.4.3 The landform is characterised by flat or gently rolling arable farmland. Field pattern is inconsistent; the farmland to the north of the M180 displays a strict rectilinear pattern of small to medium sized fields, with evidence of medieval open strip farming on display, but this pattern becomes increasingly less uniform in the land nearer to the village. There is strong tree coverage across the community area. Field boundaries are frequently marked with tree lines and there are multiple small to medium sized pockets of woodland dispersed among the farmland and settlements.

3.4.4 The M180 bisects the community area reducing tranquillity and two existing 400 kV overhead lines (ZDA and 4TM) cross to the east of Beltoft. To the north, wind turbines associated with Keadby Wind Farm are visible. Views of the overhead line and wind turbines are limited from Belton due to the surrounding vegetation, but the smaller villages and hamlets in the east of the community area have more open views.

3.4.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

Location Map

Analysis Map



- VP D-01 - View from the Peatlands Way (M180 crossing)
- VP D-02 - View from Peatlands Way (near Belton)
- VP D-03a - View southwest from Belton Road (Beltoft)
- VP D-03b - View northwest from Belton Road (Beltoft)

3.4.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Map Target Notes

1. M180
2. A161
3. All Saints Church
4. River Torne
5. Beltoft
6. ZDA and 4TM 400 kV Overhead Lines

Assessment of Effects

3.4.7 This community area would be directly affected by the Project during construction and operation. Components of the Project in this community area include 4.5 km of the proposed overhead line (pylons 4AF126 to 4AF138). Construction traffic will use the A161 (PAR 54 and PAR 61) and M180 (PAR 143 and PAR 144), alongside local roads. A 1.4 km section of Belton Road, between Bracon and the proposed overhead line route, would undergo highway works to facilitate construction. Three sections of undergrounding of 11 kV overhead lines are required, between 4AF126 and 4AF127, 4AF130 and 4AF131 and 4AF137 and 4AF138.

Table 3.4 Summary of Viewpoint Assessment for Belton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-01	Small	Medium	Medium
D-02	Small	Medium	Medium
D-03a	Large	Large	Medium
D-03b	Large	Large	Medium

Construction Year

3.4.8 Construction of the proposed overhead line would directly affect the landscape within the eastern parts of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of construction traffic and plant along the A161 (PAR 54 and PAR 61), King Edward Street (PAR 55), Bracon (PAR 56), Belton Lane and along construction access tracks would introduce further localised disturbance.

3.4.9 As evidenced by viewpoints D-03a and D-03b when seen at close range the size/scale of change would be large, particularly on the western side of Beltoft, but this would diminish rapidly with distance due to the screening afforded by the landform and vegetation. As a result, the geographical area affected would be small.

3.4.10 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area, including from Belton, but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.4.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although from receptors within 200 m of the construction activities the magnitude would be **medium**.

3.4.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to locations within 200 m, including the fields within which the works are located, a short section of Belton Road and properties on the western edge of Beltoft. At these locations there would be a **moderate adverse (significant)** effect.

Operation - Year 1

3.4.13 In the eastern part of the community area, the proposed overhead line would not be aligned with the existing ZDA and 4TM 400 kV overhead lines as to the north it has to route around Keadby Wind Farm. Therefore the overhead line passes to the west of Beltoft. Its presence would increase the influence of high voltage electricity infrastructure in views from Beltoft, encircling the village with the existing and proposed overhead lines.

3.4.14 The proposed overhead line would be visible in medium and long-range views from the western extents of the community area, although there would be some localised screening from vegetation.

3.4.15 It is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**, although limited to the eastern parts of the community area within 1 km of the proposed overhead line.

3.4.16 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **major adverse (significant)**. It is acknowledged there would be locations with lesser effects due to distance from the Project but the effects on Beltoft are the overriding factor for this community area.

Proposed Mitigation

3.4.17 In addition to the embedded measures, landscape mitigation is proposed adjacent the M180 (Ref 13) and on Hollingsworth Lane (Ref 17 and 18) and visual mitigation planting is proposed to the west of Beltoft (Refs 14, 15 and 16). The planting adjacent the M180 is primarily woodland planting to mitigate for the loss of trees along the motorway. Individual tree planting on Hollingsworth Lane is to provide space to reinstate trees lost under the proposed overhead line to retain character.

3.4.18 The planting to the east of Beltoft comprises areas of woodland (Ref 15) with hedgerows and tree planting (Refs 14 and 16) along Belton Road. This has been included to mitigate the effects of encircling Beltoft with pylons, screening the proposed overhead line in views west. It is acknowledged that this would also change the character of views from open to enclosed, the mitigation having an effect itself, but considered preferable to views of pylons.

Operation - Year 15

3.4.19 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views around the community area, but for Beltoft, the woodland and hedgerow planting would reduce the effects. The planting would also filter views of the existing 400 kV overhead lines for people approaching Beltoft from the west. Therefore, the large magnitude of change described for Year 1 would reduce to **medium**, noting that the mitigation would block the open views across the landscape towards Belton.

3.4.20 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.4.21 No residential properties have been identified within 150 m of the proposed overhead line within this community area.

3.4.22 There are a number of other properties within 400 m of the proposed overhead line within this community area, namely within the western edges of Beltoft on Belton Road and Woods Farm to the south of the community area. Within Beltoft, views from properties are filtered by surrounding buildings and vegetation within curtilages, but would also be filtered by the proposed mitigation planting. From Woods Farm, pylons would be prominent but seen in the context of existing overhead lines. Therefore, these properties are not considered further in the Residential Visual Amenity Assessment.

3.5 Blacktoft

Description of Community Area

3.5.1 Blacktoft is situated across the boundary of Route Sections A and B. It contains the village of Blacktoft as well as the hamlets of Bellasize, Faxfleet and Yokefleet. These settlements are located to the south of the community area which borders the River Ouse. The community area stretches north to the southern boundary of Gilberdyke. PRoW access is limited for the size of the community area and includes one PRoW running north from Blacktoft to Gilberdyke, and the Trans Pennine Trail which runs parallel to the river. The River Ouse, River Trent and Humber are designated SAC, SPA, SSSI and Ramsar site.

3.5.2 The settlements themselves are linear with Yokefleet, Blacktoft, and Faxfleet arranged along Blacktoft Lane. A remote rural character is evident, enhanced by substantial tree cover around the dwellings, surrounding open farmland, and a collection of historic buildings at Yokefleet. This includes a number of listed buildings and a scheduled monument just north of Faxfleet at Faxfleet Hall. Outside these hamlets there are scattered farmsteads which tend to have associated trees.

3.5.3 The landform is primarily low-lying, consisting of flat arable farmland. Woodland is minimal, and hedgerow coverage is similarly sparse. Instead, a dense network of linear ditches and drains defines field boundaries, contributing to an open landscape with expansive views that are only occasionally interrupted by solitary field trees or small woodland blocks.

3.5.4 The southwest of the community area includes part of Whitton Island, a small island formed of gravel and sand. Whitton Island is a RSPB Nature Reserve.

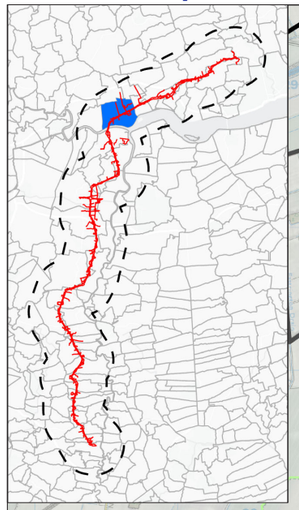
3.5.5 An existing 400 kV overhead line passes through the community area to the River Ouse, where the pylons associated with the river crossing are dominant features at 110 m tall. Other detractors include wind farms at Grange, Keadby, Twin Rivers and Goole. These are visible in most directions from the settlements and along Blacktoft Lane, due to the flat topography and lack of vegetation. Old docks and piers are present along the northern bank of the River Ouse adding to the character along the river. To the northeast of the community area, the Wienerburger Brick Works and its distinctive ponds are screened in views by surrounding vegetation and hedgerows.

3.5.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-26 - View from Trans Pennine Trail at Weighton Lock
- VP A-27 - View from Trans Pennine Trail (Faxfleet)
- VP A-28 - View from Faxfleet Lane
- VP A-29 - View from Trans Pennine Trail at Faxfleet
- VP B-01 - View from Trans Pennine Trail west of Blacktoft
- VP B-02 - View from Trans Pennine Trail at Blacktoft
- VP B-03a - View southeast from Trans Pennine Trail at Yokefleet
- VP B-03b - View east from Trans Pennine Trail at Yokefleet

3.5.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Location Map



Analysis Map

Map Target Notes

1. Wienerburger Brick Works
2. River Ouse
3. River Trent
4. Humber Estuary
5. Whitton Island
6. Trans Pennine Trail
7. 4ZQ 400 kV Overhead Line

Assessment of Effects

3.5.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 5.5 km of the proposed overhead line (pylons 4AF63 to 4AF77). Staddlethorpe Broad Lane and Tongue Lane would both undergo highway works. A satellite construction compound (S-2) would be located along Tongue Lane, and a construction access track would run east from Tongue Lane toward Market Weighton Canal. One section of undergrounding of 11 kV overhead lines is required between 4AF71 and 4AF72.

Table 3.5 Summary of Viewpoint Assessment for Blacktoft

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

Construction Year

3.5.9 Construction of the proposed overhead line would directly affect the landscape within the southern and central parts of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, larger working areas would be necessary for the taller pylons needed for the River Ouse crossing. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes.

3.5.10 Movement of vehicles along Tongue Lane, Staddlethorpe Lane, and along construction access tracks would introduce further localised disturbance. The satellite compound (S-2) is located off Tongue Lane and would be visible for road users, but it is not close to other visual receptors.

3.5.11 Lighting may be required at the construction compound during winter months and the construction of the crossing of the Market Weighton Canal which may require night time working, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.5.12 As evidenced by viewpoint B-03 when seen at close range the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the landform and vegetation, as evidenced by viewpoints A-27, A-28 and A-29. As a result, the geographical area affected would be small.

3.5.13 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area, including from the settlements of Yokefleet and Blacktoft, as well as from the Trans Pennine Trail which follows the river, but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.5.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the fields within which the works are located and a short section of the Trans Pennine Trail close to the construction areas associated with the river crossing. At these locations, the magnitude of change would be **medium**.

3.5.15 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effects within 200 m of construction activities.

Operation - Year 1

3.5.16 In the central part of the community area, the proposed overhead line would be aligned parallel and located close to the existing 4ZQ 400 kV overhead line. Its presence would increase the influence of high voltage electricity infrastructure in views across the central and southern part of the community area, with the new taller pylons at the River Ouse featuring prominently, but would be seen in the context of the existing overhead line and river crossing pylons so would not be uncharacteristic. The proposed overhead line would be visible in medium and long-range views from the southern and central extents of the community area, although there would be some localised screening by hedgerow vegetation and roadside trees. Due to the distance and intervening vegetation, the geographical area affected would be small.

3.5.17 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.5.18 In addition to the embedded measures, landscape mitigation is proposed adjacent Blacktoft House Drive (Ref 08). The planting is primarily to mitigate for the loss of trees in a strip of woodland to the east of Blacktoft House Drive.



Views along the Trans Pennine Trail and River Ouse where the river crossing is a prominent feature, but due to the large scale views does not appear overbearing

Operation - Year 15

3.5.19 In Year 15, reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.5.20 Five residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_2037 Staddlethorpe House
- R_2041 North Farm Bungalow
- R_2042 Wayside Cottage
- R_2043 Toe Inn
- R_2073 East Lodge

3.5.21 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties within 400 m of the proposed overhead line within this community area, namely on Staddlethorpe Broad Lane and within Yokefleet. Since these properties already have views of the existing 400 kV overhead line or have views heavily screened by vegetation, effects are not considered to be significant and therefore not considered further in the Residential Visual Amenity Assessment.

3.6 Bole

Description of Community Area

3.6.1 Bole is a community area located in Route Section E. It contains the small village of Bole and a few isolated farmsteads. The community area is connected through a small series of lanes which lead to the A620, offering wider access to neighbouring settlements. A small network of PRoW around the village gives some access to the wider countryside. Bole is bordered by the River Trent to the east. The village maintains a strong rural character due to its good tree cover, small orchard pockets, historic buildings including the Grade II Listed Church of St Martin, and surrounding open farmland.

3.6.2 The landform is predominantly flat to gently undulating farmland, the elevation gently increases toward the west of the community area. A pattern of small to medium size, generally rectilinear fields, makes up the majority of the landscape. Hedgerow with trees are frequent in the western parts of the community area.

3.6.3 To the south of the community area, West Burton Power Station and the Bole Ings Ash Disposal Site are prominent elements. The cooling towers contrast with the otherwise rural character of the community area, introducing a more industrial character to the area. Two existing 400 kV overhead lines (ZDA and 4TM) pass to either side and encircle the village. The presence of detractors such as the power station to the south, wind turbines and the existing 400 kV overhead lines, results in a lower value for visual amenity.

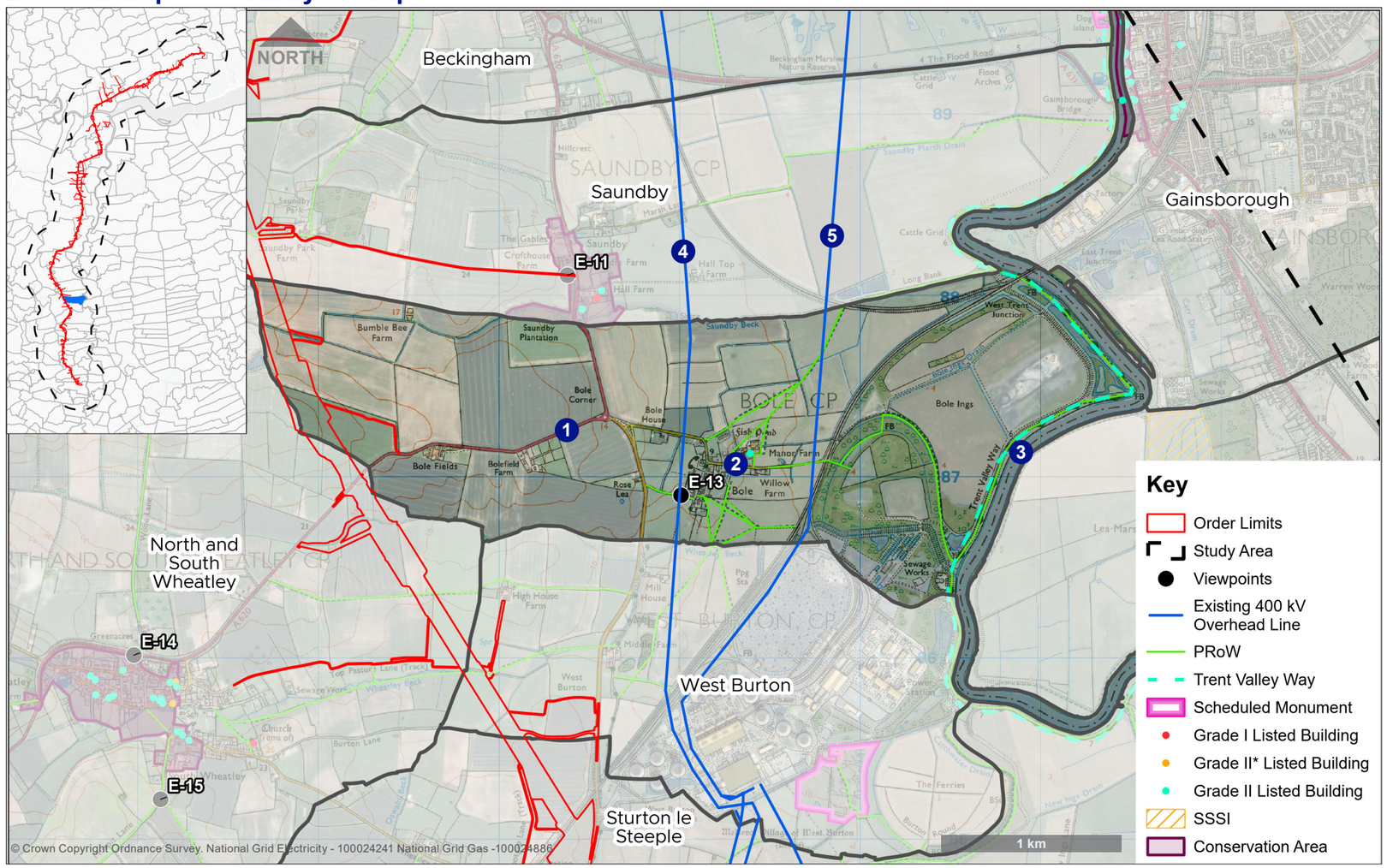
3.6.4 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-13 - View from Bole

3.6.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **low**.

Location Map

Analysis Map





West Burton Power Station, due for redevelopment, and converging overhead lines dominate views from Bole

Map Target Notes

1. A620
2. Church of St Martin
3. River Trent
4. ZDA 400 kV Overhead Line
5. 4TM 400 kV Overhead Line

Assessment of Effects

3.6.6 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the western part of the community area. Components of the Project in this community area include 1 km of the proposed overhead line (pylons 4AF198 to 4AF201).

Table 3.6 Summary of Viewpoint Assessment for Bole

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-13	Very small	Small	Small

Construction Year

3.6.7 Construction of the proposed overhead line would directly affect the west of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes.

3.6.8 Views toward construction activities from the village would be limited by intervening vegetation. The taller equipment used for constructing the proposed overhead line would be noticeable, but this would only be present at each pylon location for a short period of time and seen in the context of other overhead lines.

3.6.9 When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the landform and vegetation, as evidenced by viewpoint E-13. There are very few visual receptors in the west of this community area that would be affected. No PRoW are located within the vicinity of the construction activities. As a result, the geographical area affected would be small.

3.6.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.6.11 The proposed overhead line would be located to the west of the existing overhead line on the western edge of the community area. The proposed overhead line would introduce new pylons to the west of the community area which is currently unaffected by existing pylons, however, there are few visual receptors in this part of the community area.

3.6.12 Existing 400 kV overhead lines and the former West Burton Power Station feature prominently to the east of the community area. Therefore, pylons would not be an uncharacteristic element. Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**.

3.6.13 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.6.14 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.6.15 Pylons on the proposed overhead line would continue to be in views to the west of the community area, which would increase the amount of high voltage electricity infrastructure in views, but would not be prominent in views from Bole and few visual receptors would be in close proximity. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.6.16 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.6.17 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.7 Brantingham

Description of Community Area

3.7.1 Brantingham community area is located in Route Section A of the Project. It contains the small village of Brantingham as well as a few dispersed farmsteads and dwellings. The village lies next to the A63 and is connected to the rest of the community area through a small network of minor roads. There is a limited PRoW network within the community area. Although the Yorkshire Wolds Way National Trail and the High Hunsley Circuit pass through the area, they are on the same route. National Cycle Network Route 65 also passes through the community area near the village. Around half of the community area is contained within the Yorkshire Wolds Important Landscape Area. The village of Brantingham is covered by a conservation area. The busy A63 crosses the community area northwest to southeast, though is lined with dense vegetation, largely obscuring it from views and limiting its detraction from the otherwise rural character of the community area.

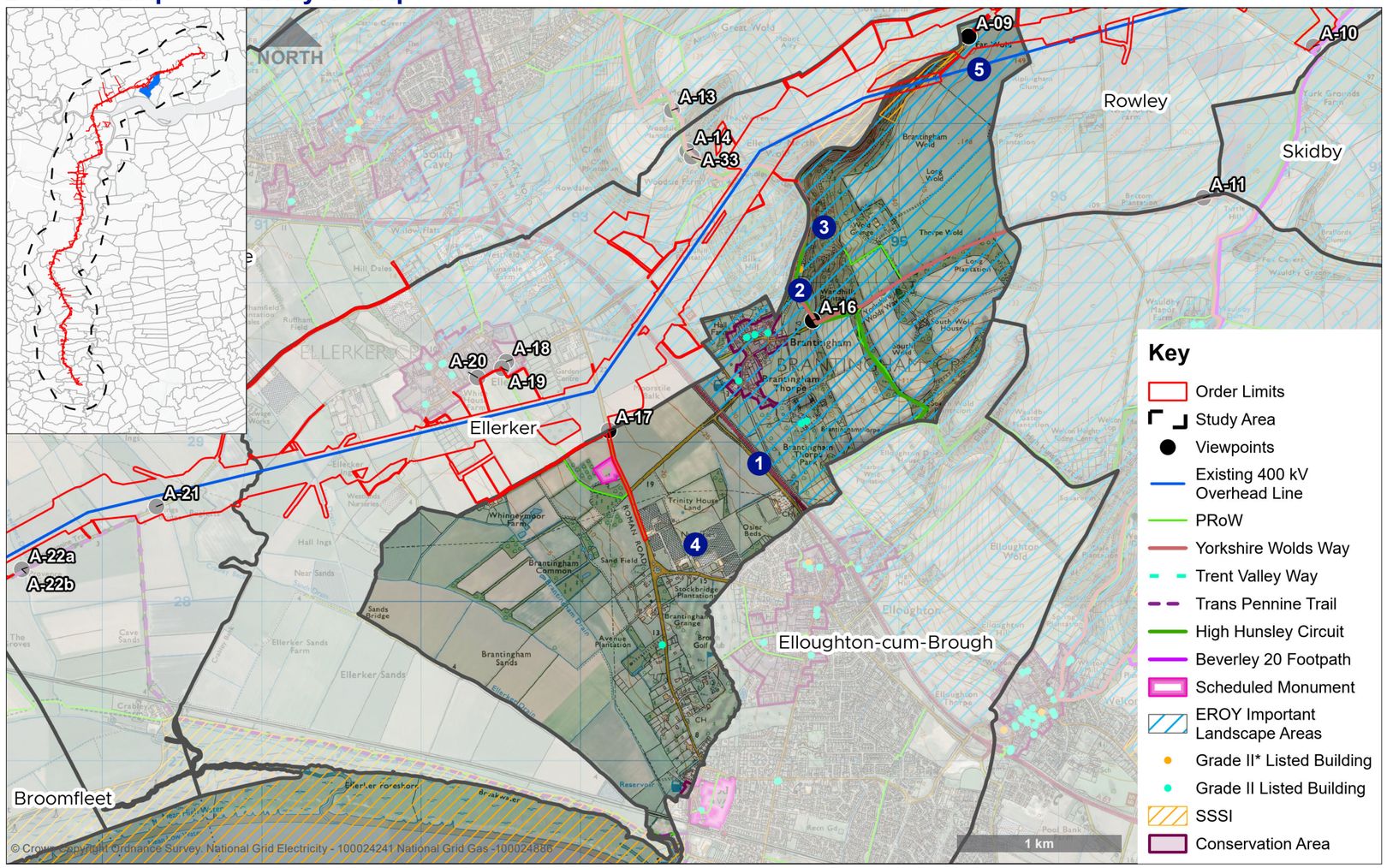
3.7.2 The landscape is characterised by the dip slopes of the Yorkshire Wolds. The slope is often steep, particularly in the Wandhills Plantation area just northwest of the village. This higher lying region is sparsely populated, with a few isolated farmsteads set among large, irregularly shaped fields. Hedgerow cover is limited, but the area is well wooded, with significant woodland cover that, combined with the higher elevation, limits views to the north and creates a sense of enclosure. One of these wooded areas, Brantingham Dale, is a SSSI. In contrast, views to the southeast open up to the more distant and expansive low-lying farmland towards the Humber Estuary where the landform flattens and gently undulates. Land use is still primarily agricultural, and fields become progressively larger toward the southeast. The landscape to the southeast is more open, punctuated by the occasional small pocket of woodland or tree line.

3.7.3 The existing 4ZQ 400 kV overhead line passes across the northern extent of the community area, running parallel with the western boundary through the neighbouring community area of Ellerker. This overhead line is mainly visible from the elevated areas above the village and in the lower lying ground to the south of the A63, views from the village itself more contained by landform and vegetation. To the south, large glasshouses are a noticeable feature in views.

3.7.4 Despite the presence of detractors such as the 4ZQ 400 kV overhead line, the elevated and expansive views and its association with the Yorkshire Wolds Important Landscape Area add to the value.

Location Map

Analysis Map



3.7.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-09 - View from Dale Road (Riplingham)
- VP A-16 - View from Spouts Hill (Brantingham)
- VP A-17 - View from Cave Road (Ellerker) included as on the boundary with Brantingham

3.7.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their

Map Target Notes

1. A63
2. All Saints Church
3. Brantingham Dale
4. Glasshouses
5. 4ZQ 400 kV Overhead Line

susceptibility to the Project is **high**, and the value of views is considered **high**, although noted there are some higher value views from the Yorkshire Wolds Way National Trail where it follows the elevated ground along the escarpment, for example at VP A-16.

Assessment of Effects

3.7.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 375 m of the proposed overhead line (pylon 4AF32) to the far north. To the south along Cave Road, an 11 kV connection would be constructed to connect to the main compound (M-1) within the adjacent community area of Ellerker.

Table 3.7 Summary of Viewpoint Assessment for Brantingham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-09	Large	Large	Large
A-16	Medium	Small	Small
A-17	Large	Large	Large

Construction Year

3.7.8 There would be views towards construction activities from Dale Road in the north of the community area where bellmouths and associated vegetation removal would open up views toward the work including two temporary pylons at the top of the escarpment. From Cave Road to the south of the A63, views along the proposed overhead line towards the escarpment would include the loss of vegetation which would open up views to more elevated areas of construction. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks.

3.7.9 As evidenced by viewpoint A-16, from the elevated parts of the community with views towards the Humber Estuary, construction would be seen as a series of sites, with much of the ground level works filtered by vegetation and becoming more distant in views. The taller equipment used for constructing the proposed overhead line would be noticeable, but this would only be present at each pylon location for a short period of time. Due to the level of vegetation cover, only taller equipment would be perceptible from the village.

3.7.10 The main construction compound (M-1) off Whin Moor Lane would be visible, but filtered by the adjacent woodland and vegetation along the lane. This would not have an influence on views from this community area. Scaffold for Dale Road, the A63 and Cave Road would be a noticeable feature within view but only temporary during stringing activities.

3.7.11 Movement of vehicles along construction access tracks would introduce some visual disturbance but would be heavily filtered by vegetation and seen as part of the wider panoramas which also contain traffic on the A63.

3.7.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small** as the majority of visual receptors and the village itself would not be affected by construction due to the high level of filtering vegetation. It is acknowledged there would be locations where the magnitude of change would be greater due to proximity to the construction activities, as illustrated by the viewpoint assessment. This would be limited to the fields within which the works are located, a short stretch of Dale Road and a short stretch of Cave Road within approximately 300 m of the construction activities.

3.7.13 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **major adverse (significant)** effect when within 300 m which is limited to views from Dale Road and Cave Road.

Operation - Year 1

3.7.14 The proposed overhead line would be located to the south of the existing 400 kV overhead line, closer to the community area. From Dale Road, the new pylons would be prominent on the skyline due to the topography and would increase the presence and influence of high voltage electricity infrastructure on the northern and eastern limits of the community area. The size/scale of change would be large, however this would only be experienced across a small geographical area.

3.7.15 From the village, due to the amount of filtering vegetation, there would be little effect from the proposed overhead line, and when visible would be seen in the context of the existing. From the more elevated slopes above the village, there would be longer distance views along the Project, which would be slightly more prominent in views as closer and pylons slightly taller than the existing so seen more against the sky.

3.7.16 From Cave Road, there would be views along the overhead line on the escarpment. The clearance of vegetation under the conductors would remain visible. However, the proposed overhead line would be seen in the context of the existing 4ZQ overhead line and therefore pylons would not be an uncharacteristic feature.

3.7.17 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small** for the village itself, although would increase to **medium** at those locations with more extensive views within 300 m of the proposed overhead line on Dale Road and Cave Road and from the more elevated PRoW on the escarpment.

3.7.18 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **moderate adverse (significant)**. It is acknowledged there would be locations with lesser effects due to vegetation



View from the elevated slopes above Brantingham showing the high level of vegetation cover which would screen views of the Project from the village

cover, and in particular the village of Brantingham itself but the more open locations along the escarpment and road network are the overriding factor for this community.

Proposed Mitigation

3.7.19 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.7.20 Pylons on the proposed overhead line would continue to be present in views from Dale Road, the elevated areas above Brantingham and Cave Road, but would be seen in the context of the existing overhead line. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors for these areas.

3.7.21 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.7.22 One residential property at Burrills Farm in Brantingham is located within 400 m of the proposed overhead line but views are screened by dense woodland and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.8 Broomfleet

Description of Community Area

3.8.1 Broomfleet is a small community area located in Route Section A, bordering the Humber Estuary. It contains the small village of Broomfleet and a few dispersed dwellings and farmsteads linked by a series of lanes. A substantial network of PRoW connects the village to the wider countryside. The Goole to Hull railway line runs through the community area and the village has a railway station. The Trans Pennine Trail passes through the village, as does National Cycle Network Route 65. The Humber is designated as SAC, SPA, Ramsar, and SSSI.

3.8.2 The village itself is a linear settlement situated mostly along Main Street. It has a few listed buildings, including the Grade II Listed Church of St Mary.

3.8.3 The landform of the community area is characterised by flat arable farmland. Fields are generally rectilinear and range from small to medium in size. A dense network of drains and ditches frequently acts as field boundaries, as is characteristic for farmland bordering the Humber Estuary. Hedgerow is relatively sparse, and while woodland is similarly uncommon, tree lines and shelterbelts are relatively more frequent, adding some visual variety and screening to otherwise open views.

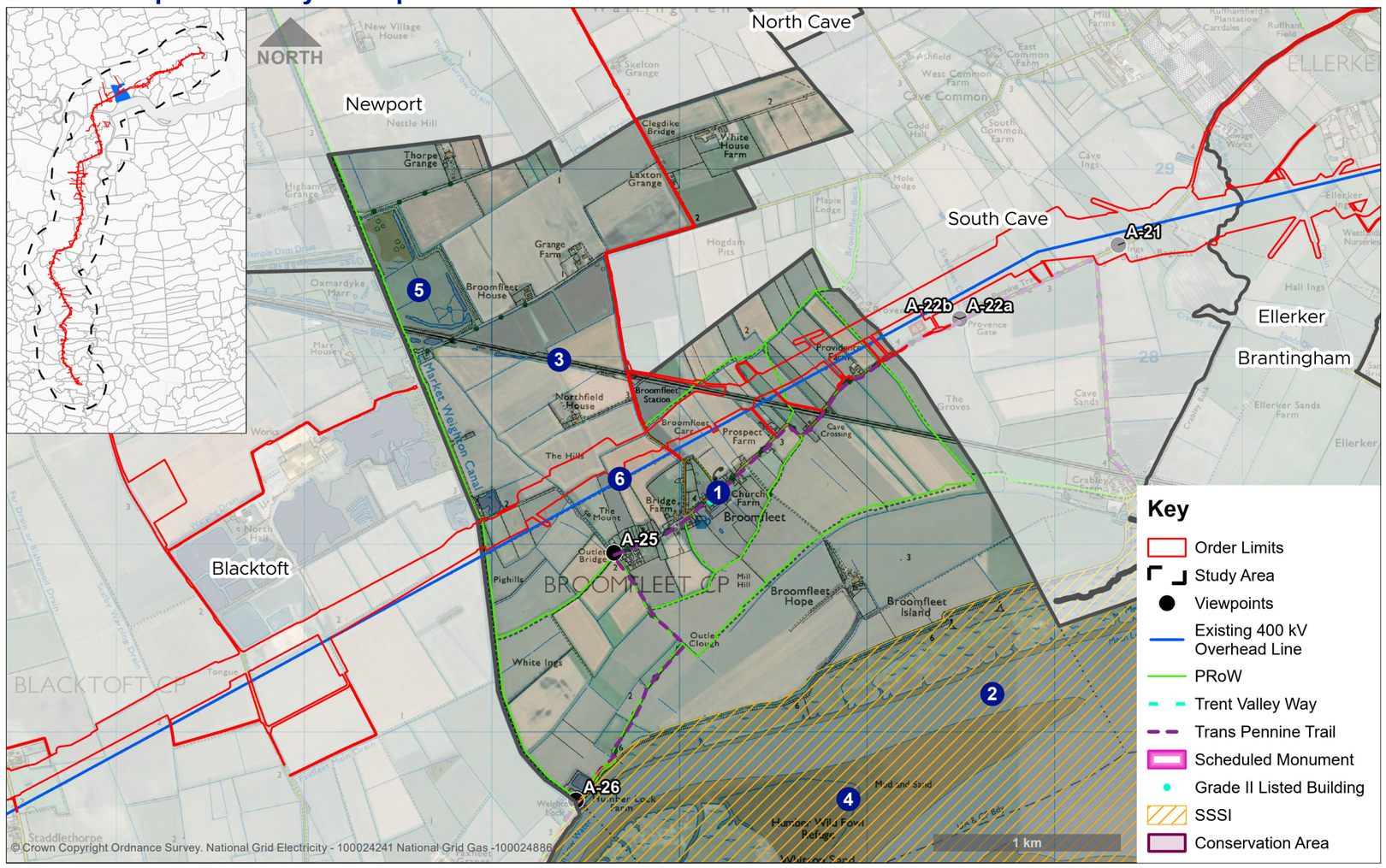
3.8.4 The railway bisecting the community area is intermittently lined with hedgerow and trees, dense in some places though gappy and fragmented in others, providing an inconsistent linear line of vegetation through the centre of the community area.

3.8.5 The northwest of the community area contains the Broomfleet Washlands, a Local Wildlife Site. The southern region contains the Whitton Sands, the largest sand bank in the River Humber. Whitton Island is a RSPB Nature Reserve.

3.8.6 The existing 4ZQ 400 kV overhead line passes to the north of the village, around 300 m north of Main Street. Despite the size and proximity of the overhead line, views are filtered by vegetation on property boundaries. Outside of the village, the overhead line forms a dominant landscape feature due to the lack of other vertical infrastructure. The flat, open character of the landscape means the line is visible from the northern border of the community area, around 2.2 km north of the line.

Location Map

Analysis Map



3.8.7 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-25 - View from Sleights Lane (Broomfleet)
- VP A-26 - View from Trans Pennine Trail at Weighton Lock

3.8.8 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Map Target Notes

1. St Marys Church
2. Humber Estuary
3. Goole to Hull Railway
4. Whitton Sands
5. Broomfleet Washlands
6. 4ZQ 400 kV Overhead Line

Assessment of Effects

3.8.9 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 2.3 km of the proposed overhead line (pylons 4AF55 to 4AF62). Sections of highway widening and passing places are proposed along Carr Lane, Common Road and Wallingfen Lane. A small section of Ings Lane at the eastern boundary of the community area would also be widened. Two sections of undergrounding of 11 kV overhead lines is required between 4AF55 and 4AF56 and 4AF61 and 4AF62.

Table 3.8 Summary of Viewpoint Assessment for Broomfleet

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-25	Small	Small	Small
A-26	Small	Small	Small

Construction Year

3.8.10 Construction of the proposed overhead line would directly affect the landscape within the central part of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, including both panel and stone tracks. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of construction vehicles on the access track between Carr Lane and the Market Weighton Canal would introduce further localised disturbance.

3.8.11 Temporary bridges would be required for the construction access track to cross the Market Weighton Canal and the Broomfleet Beck which would form an additional structure in views. Lighting may be required during construction of the crossing of the Market Weighton Canal which may require night time working, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill. When seen at close range the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the landform and vegetation, as evidenced by viewpoint A-25. As a result, the geographical area affected would be small.

3.8.12 The upper parts of the taller equipment constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.8.13 There would be close range views of the construction activities from the local PRoW network including the Trans Pennine Trail which runs parallel to the construction activities along Main Street. From the northern and southern sections of the community area visibility of the construction activities would be reduced by the intervening distance and vegetation.

3.8.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the fields within which the works are located and short sections of Carr Lane and Landing Lane close to the construction areas. At these locations, the magnitude of change would be **medium**.

3.8.15 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effects within 200 m of construction activities.

Operation - Year 1

3.8.16 The proposed overhead line would be aligned parallel and close to the existing 400 kV overhead line. The presence of new pylons would not fundamentally alter the composition or character of the views currently experienced, which are already affected by the existing overhead lines and the size/scale of effect would generally be small.

3.8.17 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.8.18 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.8.19 Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.8.20 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.8.21 Six residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_1900 Providence Farm
- R_1919 Wisteria Lodge
- R_1941, R_1949 and R_1952 Properties near Market Weighton Canal
- R_1958 The Mount

3.8.22 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties within 400 m of the proposed overhead line, namely in Broomfleet, but as these properties already have views of the existing 4ZQ 400 kV overhead line in closer proximity, effects are not considered to be significant and therefore are not considered further in the Residential Visual Amenity Assessment.



Views within Broomfleet are filtered by vegetation within property curtilages, the existing 400 kV overhead line prominent to the north of the village when visible

3.9 Crowle and Ealand

Description of Community Area

3.9.1 Crowle and Ealand is located across Route Sections B and C of the Project. It contains the town of Crowle, the village of Ealand, hamlet of Tetley and various dispersed farmsteads. It is connected by the A161 and a series of minor roads. Crowle railway station, located in Ealand, links the community area to wider areas. There are a number of PRoW which originate in Crowle and Ealand and offer access to the wider countryside. The Peatlands Way also passes through the community area. A section of the Thorne Moors, a National Nature Reserve, Special Area of Conservation (SAC), Special Protection Area (SPA) and SSSI, covers the northwestern part of the community area. Eastoft Meadow, a SSSI, is located northeast of Crowle. Just west of Ealand is Seven Lakes Leisure Park, a caravan park focussed on a small lake.

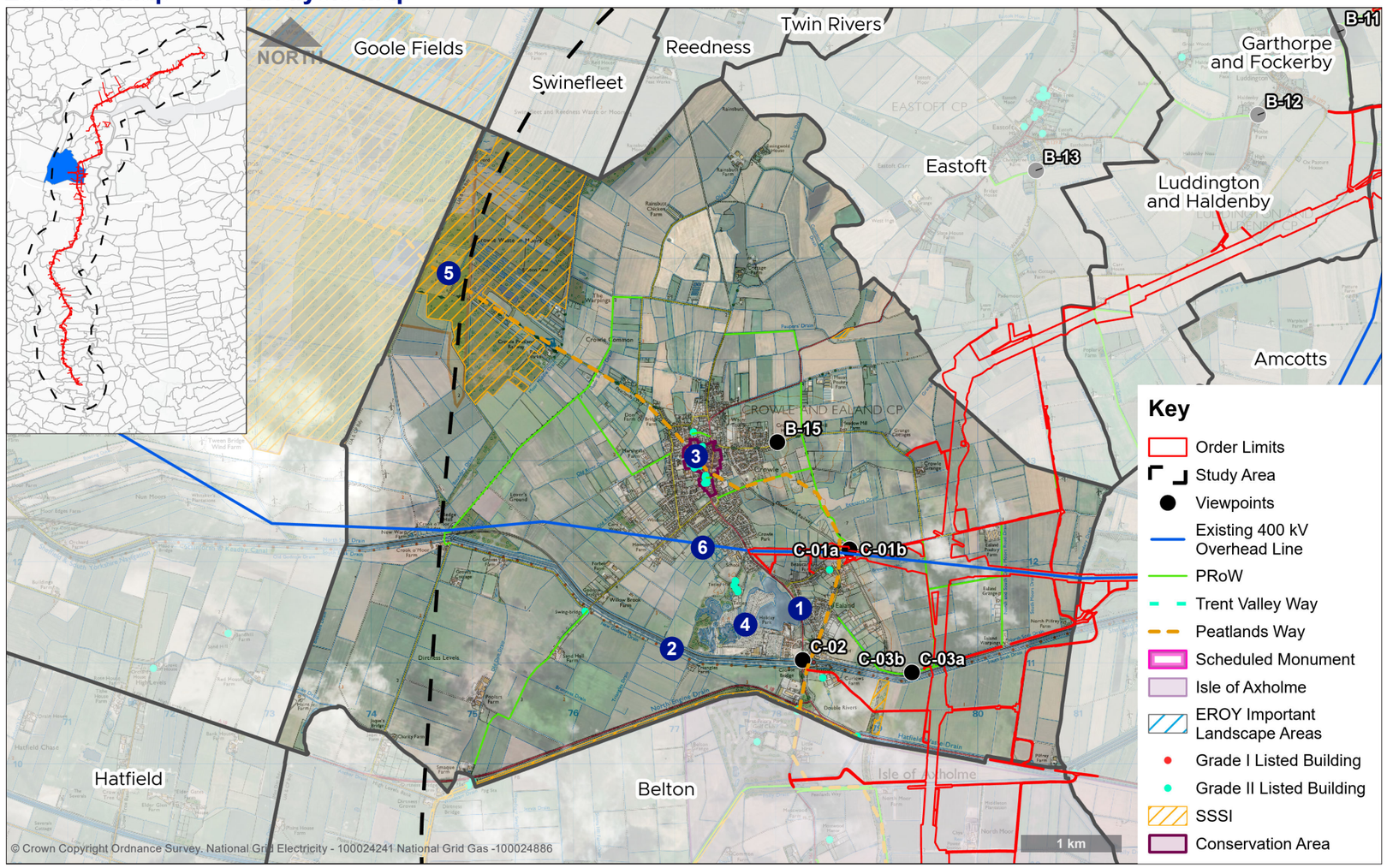
3.9.2 Crowle contains a conservation area, reflecting the historic character of the town. The town is dense with listed buildings, including the Grade I Listed Church of St Oswald, and the White Hart Inn. Crowle is sat on slightly elevated ground, though the surrounding landscape in the community area is flat. Land use in the community area is predominantly agricultural. Little tree cover combined with a flat landscape means there are wide views from the edges of the settlements. Field boundaries are marked by a dense network of drains and ditches.

3.9.3 Field pattern to the east and west of Crowle and Ealand is consistently rectilinear and ranges in size from small to medium. This uniformity weakens toward the north of the community area, where the watercourses which act as field boundaries become increasingly curved.

3.9.4 The existing ZDA 400 kV overhead line bisects the community area, passing between Crowle and Ealand. Due to its size and close proximity, the line is often plainly visible from properties, except in places where buildings or vegetation provides screening. Keadby Wind Farm, of which three turbines lie within the eastern extent of the community area, is seen alongside Keadby Power Station and numerous 132 kV and 400 kV overhead lines which converge on Keadby Substation. Although much of the community area is rural, the presence of detractors such as the existing 400 kV overhead lines and wind turbines reduces the value of views.

Location Map

Analysis Map



3.9.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP B-15 - View from Mill Road (Crowle)
- VP C-01a - View east from edge of Ealand
- VP C-01b - View southeast from edge of Ealand
- VP C-02 - View from the Peatlands Way (A161 at Crowle)
- VP C-03a - View north from Stainforth and Keadby Canal
- VP C-03b - View east from Stainforth and Keadby Canal

3.9.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their

Map Target Notes

1. A161
2. Stainforth and Keadby Canal
3. St Oswalds Church
4. Seven Lakes Leisure Park
5. Crowle Moors Nature Reserve
6. ZDA 400 kV Overhead Line

susceptibility to the Project is **high**, and the value of views is considered **medium**, although noted that some views in the east of the community area have a lower value due to the existing 400 kV overhead lines and wind turbines in views.

Assessment of Effects

3.9.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern part of the community area. Components of the Project in this community area include 3.5 km of the proposed overhead line (pylons 4AF115 to 4AF125) and modification of the existing ZDA 400 kV overhead line. This would include the construction of temporary pylons ZDA119T and ZDA120T, along with the dismantling of pylons ZDA120 and ZDA119, in order to replace them with the 'diamond duck under' which would comprise four gantries (ZDA119B, ZDA119C, ZDA120A and ZDA120B).

3.9.8 Outgate and Bonnyhale Road would undergo highway works to facilitate construction and provide access to a temporary main construction (M-2) compound located to the south of Outgate to the east of the junction with Mill Lane. A construction access track would run along the route of the proposed overhead line and to the east to provide access over the existing bridge over the Stainforth and Keadby Canal, North Soak Drain and South Soak Drain. One section of undergrounding of an 11 kV overhead line is required between 4AF118 and 4AF119.

Table 3.9 Summary of Viewpoint Assessment for Crowle and Ealand

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-15	Very small	Very small	Very small
C-01a	Medium	Medium	Medium
C-01b	Medium	Medium	Medium
C-02	Very small	Small	Small
C-03a	Medium	Large	Large
C-03b	Medium	Large	Large

Construction Year

3.9.9 Construction activities would take place in the landscape to the east of Crowle and Ealand and would be visible from the properties along the eastern edge of the settlements. These works would involve dismantling a small section of the existing 400 kV overhead line located just east of Ealand, together with the installation of two temporary pylons and construction of gantries. Works to the existing ZDA 400 kV overhead line would extend to the edge of the settlement, although would comprise reconductoring only, pylons would remain as existing.

3.9.10 Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, including both panel and stone tracks. Very little vegetation removal is required. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. The movement of construction vehicles along these routes would introduce additional disturbance in views east.

3.9.11 The construction compound (M-2) would be visible in mid range views for people living on the eastern side of Ealand and from the Peatlands Way. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.9.12 Due to the flat and open nature of the surrounding landscape, construction activities would be clearly visible although the majority would be at some distance. This would be particularly noticeable at the edges of the settlements and from the PRoW between Ealand and Keadby. This includes for PRoW users along the Stainforth and Keadby Canal and recreational users of the canal itself.

3.9.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**, although limited to those areas to the east of the settlements. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the sections of PRoW and the canal close to the construction areas.

3.9.14 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **moderate adverse (significant)**.

Operation - Year 1

3.9.15 The proposed overhead line would be located to the east of Crowle and Ealand. As the alignment is in a north to south orientation, this would spread the influence of overhead lines across the wide panoramic views across the flat landscape, however views already contain the existing 400 kV overhead line and wind turbines. The 'diamond duck under' would introduce additional clutter with the four gantries. There are few receptors in the landscape to the east of the settlements, limited to a few farmsteads and PRoW. The proposed overhead line would pass over the Stainforth and Keadby Canal where it would be seen in close proximity for recreational users.

3.9.16 From the settlements, views of the proposed overhead line would be quickly screened by surrounding buildings. There would be limited effects from the wider landscape to the west due to the slightly elevated landform on which Crowle and Ealand are located.

3.9.17 As pylons would not be an uncharacteristic element in views, and the geographic spread of effects would be limited to those areas to the east of Crowle and Ealand, overall it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**.

3.9.18 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the proposed 400 kV overhead and the 'diamond duck under', as illustrated by the viewpoint assessment but that this would be limited to the eastern edge of Ealand and the sections of PRoW and Stainforth and Keadby Canal which pass under the overhead line. In these locations, although the value of views is lower, the magnitude would be **medium** and effects would be **moderate adverse (significant)**.

Proposed Mitigation

3.9.19 In addition to the embedded measures, landscape mitigation is proposed adjacent 4AF116 (Ref 12). The planting is primarily to mitigate for the loss of trees in the adjacent field boundary and would not change the visual effects for the community.

Operation - Year 15

3.9.20 Pylons on the proposed overhead line and the 'diamond duck under' would continue to be present in views, but would be seen in the context of the existing overhead line and wind turbines. The **small** to **medium** magnitude of changes described for Year 1 would continue to be experienced by receptors.

3.9.21 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)** with **moderate adverse (significant)** effects for those visual receptors in the east of the community area as described at Year 1.

Individual Properties

3.9.22 There are no properties within 150 m of the proposed overhead line. There are three properties within 400 m, Crowle Grange, Bonny Hale, and Ealand Farm. These properties have views filtered by vegetation on the property boundaries and are also in a landscape containing the existing 400 kV overhead line and wind turbines. New pylons would not have a significant effect and therefore are not considered further in the Residential Visual Amenity Assessment.

3.10 Darlton

Description of Community Area

3.10.1 Darlton is a small community area located in Route Section E of the Project. Sparsely populated, it contains the small village of Darlton along with a few isolated farmsteads. The community area is connected internally by the A6075 and A57, as well as a few minor roads and lanes. PRoW access is limited except for a few short routes in the southeast of the area which lead to East Drayton and Fledborough Beck beyond the community area boundary.

3.10.2 The village itself is linear, comprised of properties along the A57, as well as a number of farmsteads and agricultural premises along the narrower Woodcoates Road, which heads south from the A57. These properties along Woodcoates Road are often sat well back from the road and obscured by dense vegetation. Properties along the A57 front onto the road, and the village benefits from surrounding tree belts and hedgerow, limiting outward views from the centre of the village. A small cluster of listed buildings is found at the eastern end of the village, including the Grade II Listed Church of St Giles. Properties on this side of the village have views east across the landscape which falls towards the Trent Valley allowing for wide open and panoramic views.

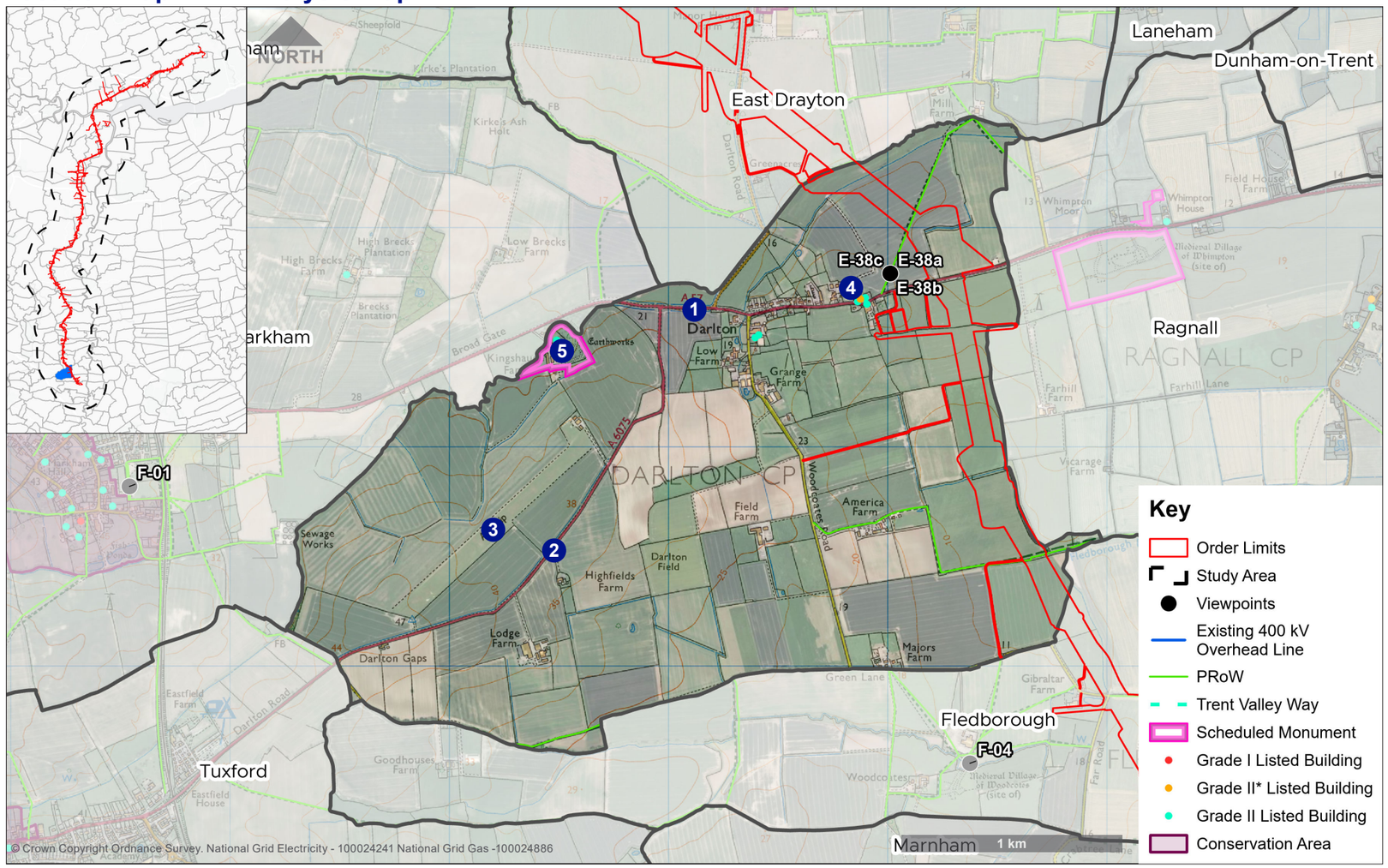
3.10.3 Outside of the settlement, the community area is primarily comprised of arable farmland, with the exception of a stretch of land associated with the Darlton Gliding Club in the west. A scheduled monument is found in the northwest of the community area at Kingshaugh Farm, the site of one of only 200 recorded ringworks nationally, surrounding Kingshaugh House, itself a Grade II Listed building. The site is also a Local Wildlife Site.

3.10.4 The topography rises in elevation from east to west, ranging from around 15 m AOD in the east to 48 m in the west. Fields are mostly rectilinear, defined by low gappy hedgerow in some places and grass verges or ditches in others. There is little woodland or other vertical infrastructure, resulting in expansive, open views, in which the occasional field trees become a prominent visual feature as illustrated by VP E-38b.

3.10.5 There are few visual detractors in close proximity, a number of existing 400 kV overhead lines visible in the Trent Valley. The former Cottam Power Station is also visible although the cooling towers and chimney were demolished in 2025 reducing its influence in views.

Location Map

Analysis Map



3.10.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-38a – View northwest from Darlton
- VP E-38b – View north from Darlton
- VP E-38c - View east from Darlton

3.10.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium** as not free of detractors.

Map Target Notes

1. A57
2. A6075
3. Darlton Gliding Club
4. Church of St Giles
5. Kingshaugh Farm

Assessment of Effects

3.10.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing along the eastern boundary of the community area. Components of the Project in this community area include 2.3 km of the proposed overhead line (pylons 4AF246 to 4AF252). One section of undergrounding of an 11 kV overhead line is required between 4AF248 and 4AF249.

Table 3.10 Summary of Viewpoint Assessment for Darlton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-38a	Medium	Large	Large
E-38b	Large	Large	Large
E-38c	Large	Large	Large

Construction Year

3.10.9 Views along the eastern edge of this community area would be affected by construction activities associated with the proposed overhead line. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, including both panel and stone tracks. Vegetation removal along the A57 for bellmouth locations (BM-052 and BM-053) would introduce glimpsed, ground-level views of construction activity from the road.

3.10.10 As illustrated by viewpoints E-38b and E-38c, the scale of change would be large in close proximity to construction activities, including for receptors within the village located approximately 400 m to the west. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Scaffold on either side of the A57 would be a noticeable feature within views but only temporary during stringing activities.

3.10.11 Given that the topography rises westward away from the construction corridor, the geographic area affected is likely to be large, with construction activity potentially visible across much of the area. In more distant locations, views would typically be limited to the upper parts of taller equipment, though this would only be in use at each pylon location for a short time.

3.10.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium.** Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **moderate adverse (significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the properties on the eastern side of Darlton and the PRoW which cross the construction areas.

Operation - Year 1

3.10.13 The proposed overhead line would be located to the eastern edge of the community area close to the settlement. The proposed overhead line would introduce new pylons into the views from the eastern edge of the community area, which features long distance views to existing pylons in the Trent Valley. This means that new pylons would be seen on the skyline and although they would not necessarily be an uncharacteristic element, they would be much more prominent in views.

3.10.14 Within the settlement of Darlton, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation, but as the proposed overhead line wraps around the community to the north of Darlton, there would be filtered longer distance views towards East Drayton. The change would be seen across a large geographical area within this community area.

3.10.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **major adverse (significant)**.



Views towards the Trent Valley from the eastern side of Darlton where one remaining chimney indicates the location of the former Cottam Power Station, existing overhead lines visible in the distance are not prominent.

Proposed Mitigation

3.10.16 No mitigation over and above the embedded measures is proposed in this community area. Screening the proposed overhead line would have required screening the long distance views towards the Trent Valley which are a characteristic of this community area and therefore it was considered that mitigation planting was not appropriate.

Operation - Year 15

3.10.17 Pylons on the proposed overhead line would continue to be present in views from Darlton and in longer distance views from the more elevated areas to the west. The **large** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.10.18 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **major adverse (significant**).

Individual Properties

3.10.19 There are a number of properties within 400 m of the proposed overhead line within this community area, namely on the A57, east of Darlton. As described at Year 1, there would be moderate adverse effects for properties with open views east on the edge of Darlton. However, the proposed overhead line would not be overbearing being at a slightly lower elevation and therefore not considered further in the Residential Visual Amenity Assessment.

3.11 East Drayton

Description of Community Area

3.11.1 East Drayton is a community area located within Route Section E, comprising the village of East Drayton and several isolated farmsteads. The community area is well connected to surrounding areas via two roads. One road aligns north to south, linking the village to the A57 to the south, while the other runs east to west, providing access to Upton and Laneham. These two roads intersect in the centre of the village. A comprehensive network of PRoW offers good access to the surrounding countryside.

3.11.2 The village, located centrally within the community area, maintains a strong rural character due to its historic buildings, tree cover, and surrounding open farmland. The majority of the village is within a conservation area. The Grade I Listed Church of Saint Peter is situated at the centre of the village, alongside several other listed buildings.

3.11.3 The landform is gently rolling arable farmland with the overall elevation gradually rising to the west. Hedgerows are common throughout the farmland, particularly in the northwest of the community area, often accompanied by mature tree lines. There are a number of watercourses with associated vegetation, with North Beck and a network of small drains marking field boundaries to the east and northeast of the village.

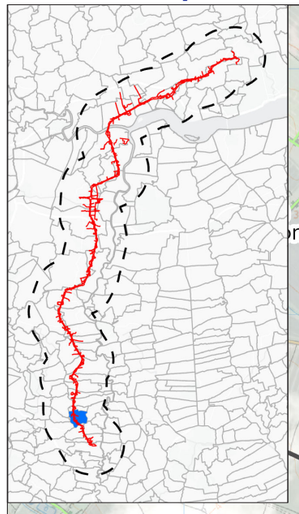
3.11.4 Due to the vegetation cover and compact form, views from East Drayton to the wider landscape are filtered and the village has a relatively enclosed character. An avenue of trees along Darlton Road filters views for road users.

3.11.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-33 - View from North Green at East Drayton
- VP E-34 - View from Darlton Road (East Drayton)

3.11.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **high** due to lack of detractors and attractive rural character.

Location Map



Analysis Map



Vegetation lining roads screens views across the wider landscape, Darlton Road lined with an avenue of trees between East Drayton and Darlton

Map Target Notes

1. Church of Saint Peter
2. North Beck
3. Darlton Road

Assessment of Effects

3.11.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line located in the west of the community area. Components of the Project in this community area include 2.6 km of the proposed overhead line (pylons 4AF238 to 4AF245). Three sections of undergrounding of 11 kV overhead lines is required, one close to pylon 4AF239 and two section close to 4AF243.

Table 3.11 Summary of Viewpoint Assessment for East Drayton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-33	Medium	Large	Large
E-34	Medium	Medium	Medium

Construction Year

3.11.8 Views from the western parts of this community area would be affected by construction activities associated with the proposed overhead line. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Vegetation removal along Retford Road and Darlton Road for bellmouth locations would introduce glimpsed, ground-level views of construction activity from the roads.

3.11.9 From the centre of East Drayton, no ground level works, such as working areas, temporary accesses, scaffolding or construction traffic are likely to be visible from most locations due to the vegetation cover. In some places where topography and vegetation allows, the upper parts of taller equipment may be glimpsed, but this equipment would only be at each pylon location for a short time. To the west of the village, receptors including properties on Church Lane and Retford Road, would have slightly more open views and construction traffic on the construction access track may be noticeable. Scaffold on either side of Retford Road and Darlton Road would be a noticeable feature within views but only temporary during stringing activities.

3.11.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **moderate adverse (significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the properties on the western side of East Drayton on Retford Road and the PRoW which cross the construction areas.

Operation - Year 1

3.11.11 The proposed overhead line would be located to the west of the village. The proposed overhead line would introduce new pylons into the views from the western edge of the community area, which is currently unaffected by existing pylons. This means that new pylons would be seen on the skyline and they would be prominent in views. Within the settlement of East Drayton, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation, as illustrated by VP E-33 and VP E-34, but as the proposed overhead line wrap around the community to the south and west of the village, there would be filtered views for a number of visual receptors. The change would be seen across a large geographical area within this community area.

3.11.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **major adverse (significant).**

Proposed Mitigation

3.11.13 In addition to the embedded measures, landscape mitigation is proposed adjacent 4AF238 (Ref 58) and along Darlton Road (Ref 59). The planting is primarily to mitigate for the loss of trees along boundaries, reinstating the avenue of trees along Darlton Road which are a strong landscape feature.

Operation - Year 15

3.11.14 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views around the community area. The **large** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.11.15 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **major adverse (significant)**.

Individual Properties

3.11.16 One residential property, R_6677 Mill House, has been identified within 150 m of the proposed overhead line within this community area. This is considered further in the Residential Visual Amenity Assessment.

3.11.17 There are a number of other properties within 400 m of the proposed overhead line within this community area, namely within the western edges of East Drayton on Retford Road and Field Farm to the west of Mill House. Views from properties are filtered by mature trees along Retford Road and within curtilages and farm buildings which help to limit the effects on these properties. Pylons would be prominent but would not be overbearing and therefore are not considered further in the Residential Visual Amenity Assessment.



A high level of vegetation cover within the village limits views and gives a sense of enclosure



Church of St Peter

3.12 East Markham

Description of Community Area

3.12.1 East Markham is a community area located across Route Sections E and F of the Project. It contains the village of East Markham and several dispersed and isolated farmsteads. The road network within the community area includes the A57 and A1, both of which pass close to the village, as well as the B1164, which crosses the southern boundary of the community area. The community area is also well served by a network of PRoW, which offer access to the wider countryside and nearby settlements such as Tuxford. The village is a designated conservation area.

3.12.2 The village itself which lies centrally in the community area boundary, is situated on the eastern slope of the high ground between the valleys of the River Trent to the east and the rivers Meden and Maun (which join to become the River Idle at West Drayton) to the west.

3.12.3 Although the village has a suburban feel compounded by the A1 and railway, the area outside the village exhibits a strong rural character in part due to its strong tree cover including multiple orchard pockets and open farmland. The village contains a number of listed buildings, including the Grade I Church of St John the Baptist.

3.12.4 The land surrounding the village is predominantly gently rolling arable farmland. Field pattern is generally rectilinear, and sizes range from small to medium. The farmland is open, with little hedgerow or tree coverage, though a few small pockets of woodland punctuate the landscape.

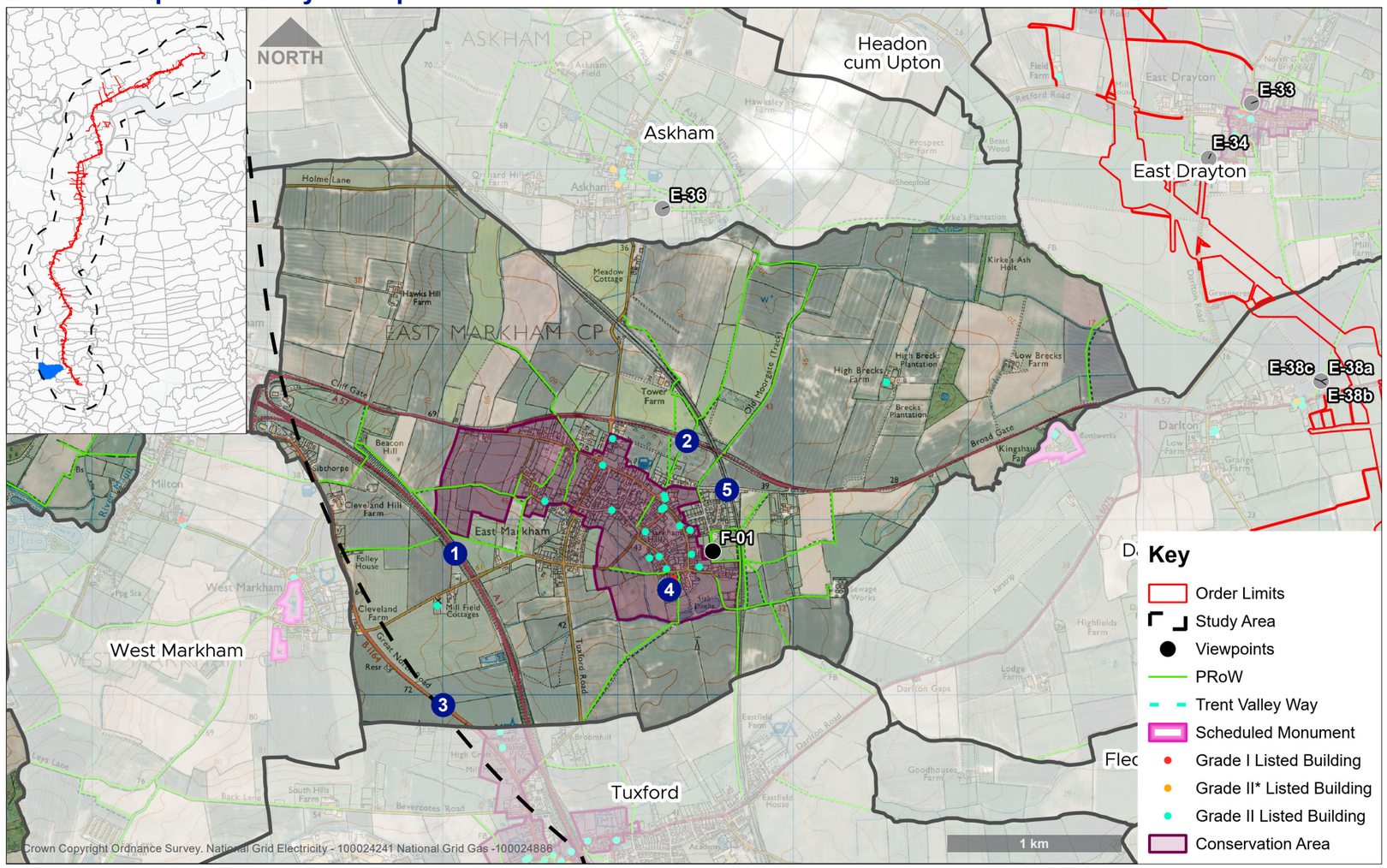
3.12.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP F-01 - View from Rayner's Field (East Markham)

3.12.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Location Map

Analysis Map





The railway forms a distinct feature with embankment and vegetation screening views beyond, the existing 400 kV overhead lines just visible on the horizon

Map Target Notes

1. A1
2. A57
3. B1164
4. Church of St John Baptist
5. Newark to Retford Railway

Assessment of Effects

3.12.7 This community area would be directly affected by the Project during construction and indirectly during operation, with the A57 (PAR 117) facilitating construction traffic.

Table 3.12 Summary of Viewpoint Assessment for East Markham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
F-01	Very small	Very small	Very small

Construction Year

3.12.8 Views towards construction activities outside this community area would be limited due to the distance and intervening landform and vegetation. From the areas of the community area to the west of the railway, there may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Due to the vegetation along the railway and the built-up nature of the settlement there would be no other work visible.

3.12.9 From the eastern parts of the community and to the east of the railway, and as the landform drops away towards East Drayton and Darlton, views would be slightly less filtered, but due to the rolling topography, woodland blocks and the distance to the construction areas, ground level construction activities would remain barely perceptible. There may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line. The works would result in a small size/scale of change in views and affect a small geographical area.

3.12.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole would be **negligible adverse (not significant)**.

Operation - Year 1

3.12.11 The proposed overhead line to the east of this community area would be visible in easterly long-range views, although there would be screening and filtering from vegetation along the railway and mature hedgerow, trees and small blocks of woodland in the more open farmland to the east of the main settlement of East Markham. The existing 400 kV overhead lines are visible in the distance which means the new pylons would not be an uncharacteristic element, but would be more prominent as in closer proximity. Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**.

3.12.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.12.13 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.12.14 Pylons on the proposed overhead line would continue to be present in long-range views from East Markham, which would increase the amount of high voltage electricity infrastructure in views out from the community area, but would not be prominent in views and few visual receptors would be affected. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.12.15 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.



View from Broad Gate

Individual Properties

3.12.16 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.13 Eastoft

Description of Community Area

3.13.1 Eastoft is located in Route Section B of the Project. It contains the village of Eastoft as well as a few isolated farmsteads. The community area is connected by the A161 and B1392, both of which run through the village. PRoW access is very limited.

3.13.2 Eastoft is a small linear village, lying primarily on Crowle Road. It contains multiple listed buildings, including the Grade II Church of Saint Bartholomew and the Eastoft Hall. The village enjoys good tree coverage which, combined with the surrounding open farmland, contributes to a strong rural character.

3.13.3 The land use of the community area outside the village is predominantly agricultural. The landscape is at a low elevation and consistently flat throughout. A dense network of drains serves as field boundaries. Some larger sections of farmland, particularly in the northern region of the community area, display strict uniformity in field pattern. A few small woodland pockets and occasional tree lines break up the otherwise open landscape.

3.13.4 Though not located within the community area boundary, the openness of the landscape means two existing 400 kV lines (ZDA and 4TM) are visible from the village to the east. Keadby Wind Farm similarly detracts from the views to the south with two wind turbines located within the south of the community area, while the Twin Rivers Wind Farm sits just to the north. Although much of the community area is rural, the presence of detractors such as the wind farm and the existing 400 kV overhead lines reduces the value of views.

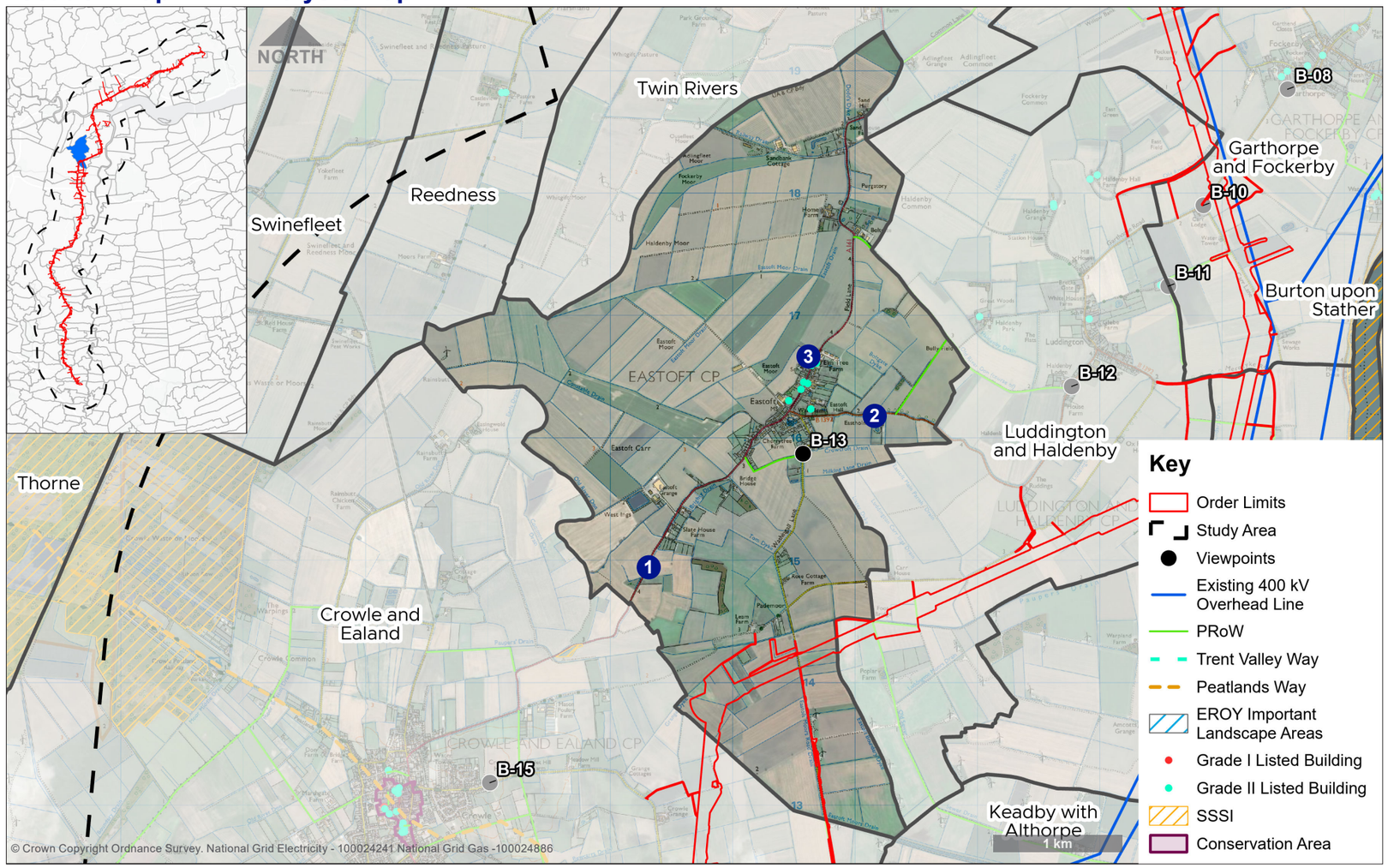
3.13.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment,** are located within this community area:

- VP B-13 - View from Washinghall Lane (Eastoft)

3.13.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **low** due to the numerous detractors.

Location Map

Analysis Map





Large flat arable fields are lined with ditches, while small pockets of vegetation usually associated with properties and farmsteads punctuate views

Map Target Notes

1. A161
2. B1392
3. Church of Saint Bartholomew

Assessment of Effects

3.13.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line located in the south of the community area. Components of the Project in this community area include 1.4 km of the proposed overhead line (pylons 4AF112 to 4AF114). A 600 m section of Washinghall Lane to the south of the community area will undergo highway works to facilitate construction.

Table 3.13 Summary of Viewpoint Assessment for Eastoft

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-13	Very small	Small	Small

Construction Year

3.13.8 The construction of a proposed overhead line would directly affect the landscape within the southern part of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, which would include the use of mobile cranes.

3.13.9 Movement of construction vehicles and plant along the A161 (PAR 37 and PAR 44), Luddington Road (PAR 43), Washinghall Lane and along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly, as evidenced by viewpoint B-13. As a result, the geographical area affected would be small.

3.13.10 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines and wind turbines.

3.13.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.13.12 The proposed overhead line would be visible to the south of the community area and close to the wind turbines at Keadby Wind Farm which would help to moderate their effect. The proposed 400 kV pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced, which are already affected by the existing overhead lines, and Keadby Wind Farm and Keadby Power Station. The size/scale of effect would generally be small.

3.13.13 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the open expansive landscape with some partial screening of views provided by small blocks of woodland and vegetation alongside roads and drainage ditches. Visibility of the Project would be reduced within the settlement of Eastoft by the surrounding buildings. As a result, the geographical area affected would be medium.

3.13.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.13.15 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.13.16 Pylons on the proposed overhead line would continue to be present in views from Eastoft, which would increase the amount of high voltage electricity infrastructure in views out from the community area, but would not be prominent in views and few visual receptors would be affected. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.13.17 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.13.18 No residential properties have been identified within 150 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment. There are properties within 400 m of the proposed overhead line within this community area, located on Carr Lane. Since these properties already have views of the existing 400 kV overhead lines and wind turbines, effects are not considered to be significant and therefore are not considered further in the Residential Visual Amenity Assessment.



Views south from Eastoft are heavily influenced by the existing 400 kV overhead lines and wind turbines at Keadby Wind Farm, with Keadby Power Station visible on the horizon

3.14 Ellerker

Description of Community Area

3.14.1 Ellerker is a community area contained in Route Section A of the Project. The community area contains the village of Ellerker as well as various dispersed dwellings and farmsteads. The community area is bisected by the A63 and has a railway line running across its southern boundary. The northwest of the community area is part of the Yorkshire Wolds Important Landscape Area, the community area stretching south as far as the Humber Estuary. The PRoW leading from the village gives access to the wider countryside. The Yorkshire Wolds Way National Trail, High Hunsley Circuit and Beverley 20 footpath all follow the same alignment on the escarpment.

3.14.2 The village is recognised as a conservation area and features a small number of listed buildings, including the Grade II Church of St Anne. Encircled by farmland and having considerable tree coverage, the village has a rural character, despite nearby detractors such as the A63.

3.14.3 The southern parts of the community area are predominantly agricultural. Along the Humber Estuary, field patterns are consistently rectilinear, becoming more irregular closer to the village in the north. Field boundaries are commonly defined by drainage ditches, and the landscape here is largely open, with few roads and limited hedgerow or tree cover.

3.14.4 North of the A63, the land gradually rises toward the Wolds, with increased woodland cover. This includes small pockets of woodland such as Woo Dale, Cliffs Plantation and Bilkshill Plantation. A section of Brantingham Dale Plantation, a SSSI, also falls within the community area boundary. Land use is still predominantly arable though the higher rolling land, strong woodland cover and increased hedgerow presence contain views to the north and contribute to a feeling of enclosure.

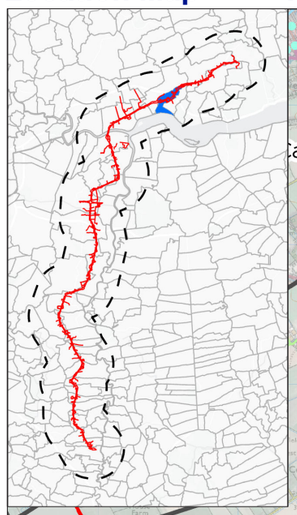
3.14.5 An existing 400 kV overhead line passes through the centre of the community area from northeast to southwest, passing to the south of the main village and is prominent when visible.

3.14.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-14 - View south from the Yorkshire Wolds Way at Woo Dale
- VP A-17 - View from Cave Road (Ellerker)
- VP A-18 - View north from Ellerker
- VP A-19- View south from Ellerker
- VP A-20 - View from Howden Croft Hill (Ellerker)
- VP A-33 - View northeast from Yorkshire Wolds Way at Woo Dale

3.14.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium**, primarily as the existing 400 kV overhead line is prominent in views.

Location Map



Analysis Map

Map Target Notes

1. A63
2. Goole to Hull Railway
3. Humber Estuary
4. Church of St Anne
5. Woo Dale / Cliffs Plantations
6. Bilks Hill
7. 4ZQ 400 kV Overhead Line

Assessment of Effects

3.14.8 This community area would be directly affected by the Project during construction and operation, with the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 5.7 km of the proposed overhead line (pylons 4AF33 to 4AF36 and 4ZQ67 to 4ZQ79A) and reconductoring of the existing 400 kV overhead line. This would include the construction of temporary pylons 4ZQ079T and 4ZQ080T, as well as the dismantling of pylon 4ZQ067T. A temporary main construction compound (M-1) would be located between Winn Moor Lane and Howden Croft Hill which would require a new 11 kV connection. Three sections of undergrounding of 11 kV overhead lines is required between 4AF47 and 4AF48.

Table 3.14 Summary of Viewpoint Assessment for Ellerker

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-14	Medium	Medium	Medium
A-17	Large	Large	Large
A-18	Medium	Medium	Medium
A-19	Medium	Medium	Medium
A-20	Very small	Small	Small
A-33	Medium	Medium	Medium

Construction Year

3.14.9 The northern and central parts of this community area would be directly affected by construction activity. Initial vegetation clearance would be followed by the establishment of a construction compound (M-1) between Winn Moor Lane and Howden Croft Hill, as well as the introduction of working areas and construction access tracks.

3.14.10 Due to the proximity of works, receptors around the settlement of Ellerker would have close to mid range views of construction activities and in particular from Ellerker Road, Cave Road and from the PRoW to the east of the village. The largest effect would be from the vegetation removal and construction access tracks on the escarpment near Woo Dale Farm where parts of Bilkshill Plantation require removal for working areas around pylons 4ZQ78 and 4ZQ77. Vegetation between the pylon locations would be removed to allow for stringing of the conductors.

3.14.11 Two temporary pylons would be erected to the northeast of the community area, however, the degree of change would be moderated by their proximity to existing 400 kV overhead lines, such that the additional structures would not appear uncharacteristic within the existing views.

3.14.12 From the village, hedgerow along the southern boundary of the settlement means most ground level work would be screened, although would be visible from upper floors of properties. Taller equipment would be plainly visible, and construction vehicles would cause further disturbance. Scaffolding would be present in multiple sites across the community area in order to complete stringing work. Although noticeable, this would only be in place for a short period of time.

3.14.13 There would be filtered views towards the temporary main construction compound (M-1) from Sands Lane. Residents of properties along Howden Croft Hill and Ring Beck Lane would have upper level views towards the compound. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.14.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **major adverse (significant)**.

Operation - Year 1

3.14.15 The proposed overhead line would be aligned parallel and close to the existing 400 kV overhead line throughout the community area. Views of the Project would be prominent on the higher ground of the northern section of the community area near Woo Dale and Bilks Hill, receptors would experience prominent views of the proposed and existing overhead lines. The effects of vegetation removal at Bilkshill during construction would remain.

3.14.16 From the settlement of Ellerker views would be partially filtered by vegetation and built form, but due to the close proximity, the Project would still be prominent in views from the village. However, due to the existing 4ZQ 400 kV overhead line, the proposed overhead line would not be an uncharacteristic element and from the village the Project would be further than the existing overhead line.

3.14.17 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project but that as pylons are a feature of views within the community area, that those effects would be limited to a short section of the PRoW to the east of Ellerker and a section of Cave Road where they pass beneath the proposed overhead line.

Proposed Mitigation

3.14.18 In addition to the embedded measures, areas of landscape mitigation planting are proposed near Woo Dale (Ref 03), Cliffs Plantation (Ref 04, 05 and 06) and near Winn Moor Lane (Ref 07). This is primarily woodland planting to mitigate for the loss of trees on the escarpment and near Ellerker and would not reduce the prominence of the proposed overhead line.

Operation - Year 15

3.14.19 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views from Ellerker, which would increase the amount of high voltage electricity infrastructure in views out from the community area but seen in the context of the existing overhead line. The effect of vegetation removal beneath the conductors at Bilkshill would continue allowing for views along the Project from Cave Road. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.14.20 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.14.21 There are no properties within 150 m of the proposed overhead line. There are a number of properties within 400 m along the edge of the village and within Woo Dale, however as the proposed overhead line is beyond the existing, no residential properties have been identified as having significant effects individually and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.15 Epworth

Description of Community Area

3.15.1 Epworth is located in Route Section D of the Project. This community area contains the market town of Epworth as well as dispersed dwellings and farmsteads. These settlements are connected through some minor roads alongside a dense network of PRoW which links to the wider countryside towards Belton and Haxey. Epworth lies within the Isle of Axholme which is designated as an Area of Special Historic Landscape Interest. The town contains the Epworth Conservation Area with a number of listed buildings.

3.15.2 The landform of the community area varies noticeably. The town of Epworth is situated centrally in the community area on slightly elevated ground, which rises to low rounded ridges to the north along Belton Road and southeast at Melwood. The western parts are comparatively lower lying and flatter, interspersed with pockets of woodland with a smaller field pattern. To the east, the flatter landform results in a larger field size. With little hedgerow or tree coverage, the elevated areas of the community area allow for wide open views. This community area features Epworth Turbary, a designated SSSI, to the west of the town. A distinctive feature of the community area is the dense network of drains and dikes, established during the 17th century. These waterways punctuate the farmland, delineating the field boundaries and include the River Torne and South Engine Drain to the west of the community area.

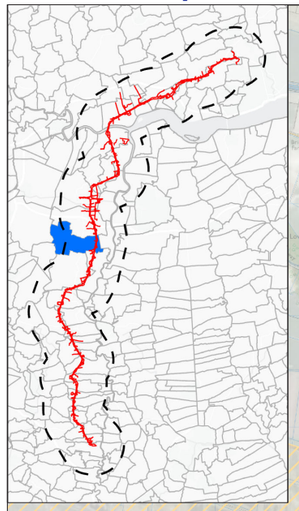
3.15.3 Two existing 400 kV overhead lines (ZDA and 4TM) run through the eastern extent of the community area. They pass over the higher ground at Melwood which increases their visibility in the eastern parts of the community area. Due to its elevation, and the openness of the farmland to the east, they are visible from the town.

3.15.4 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP D-05 - View from Newlands Lane (Epworth)
- VP D-06a - View northeast from Newlands Lane (Melwood Grange)
- VP D-06b - View east from Newlands Lane (Melwood Grange)

3.15.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium** due to the presence of the existing 400 kV overhead lines.

Location Map



Analysis Map

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Map Target Notes

1. Epworth Turbary
2. River Torne
3. South Engine Drain
4. ZDA and 4TM 400 kV Overhead Lines

Assessment of Effects

3.15.6 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern part of the community area. Components of the Project in this community area include 2.5 km of the proposed overhead line (pylons 4AF139 to 4AF145). Around 300 m of Newlands Lane in the southeast of the community area would undergo highway works to facilitate construction.

Table 3.15 Summary of Viewpoint Assessment for Epworth

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-05	Very small	Small	Small
D-06a	Small	Medium	Medium
D-06b	Small	Medium	Medium

Construction Year

3.15.7 The construction of a proposed overhead line would directly affect the landscape within the eastern part of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of construction vehicles and plant along Hollingsworth Lane (PAR 58), the A161 (PAR 61), Melwood Hill (PAR 63), Newlands Lane (PAR 64), and along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the landform and vegetation, as evidenced by viewpoint D-05. As a result, the geographical area affected would be small.

3.15.8 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing ZDA and 4TM 400 kV overhead lines. Scaffold on either side of Newland Road would be a noticeable feature within views but only temporary during stringing activities.

3.15.9 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, effects limited to the areas to the east of Belton Road and north of Newlands Lane where there are fewer visual receptors. Where users of PRoW would be in closer proximity, the magnitude would be **medium**.

3.15.10 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the sections of PRoW which passes beneath the proposed overhead line. Within 200 m the effect would be **moderate adverse (significant)**.

Operation - Year 1

3.15.11 The proposed overhead line would be aligned parallel with and close to the existing 400 kV overhead lines. The proposed 400 kV pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced, which are already affected by the existing overhead lines and the size/scale of effect would generally be small.

3.15.12 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the open expansive landscape, with some partial screening provided by small blocks of woodland and vegetation alongside roads and drainage ditches. Closer range views would be available from properties and the PRoW network in the east of the community area. Visibility of the Project would be reduced within the settlement of Epworth by the enclosure of the existing buildings, although some long range views would be possible from the southern and eastern edges of the settlement. As a result, the geographic area affected would be medium.

3.15.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small.** Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. Although the Project would create a section of triple overhead line, it ensures the spread of effects within the community area is limited and only affects those visual receptors already affected by existing 400 kV overhead lines.

Proposed Mitigation

3.15.14 In addition to the embedded measures, an area of landscape mitigation planting is proposed between Hollingsworth Lane and Epworth Fields Campsite (Ref 19). This is primarily hedgerow and tree planting to mitigate for the loss of trees near 4AF143 and would not reduce the visual effects of the proposed overhead line.

Operation - Year 15

3.15.15 At Year 15, reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.15.16 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.15.17 One individual residential property, R_4721 Broad Lane Farm, has been identified within 150 m of the proposed overhead line within this community area. This is considered further in the Residential Visual Amenity Assessment. There are a number of other properties close to the proposed overhead line within this community area. Since these properties already have views of the existing 400 kV overhead lines, effects are not considered to be significant and therefore not considered further in the Residential Visual Amenity Assessment.

3.16 Fledborough

Description of Community Area

3.16.1 Fledborough is a community area located in Route Section F of the Project, encompassing the hamlet of Fledborough along with a scattering of isolated farmsteads. The community area stretches from the west bank of the River Trent towards the A6075 and Tuxford.

3.16.2 The hamlet itself is comprised of only a few dwellings, centred around the Grade I Listed Church of St Gregory. The church contains materials from the 12th and 14th centuries. The dwellings in the hamlet feature good tree cover, which, combined with surrounding open farmland and historic buildings, contribute to a strong rural character. The Fledborough Viaduct is located to the east spanning the River Trent. Previously a railway bridge, the distinctive 59 arch structure now forms part of the PRoW network and is the route of National Cycle Network Route 647.

3.16.3 The landscape is defined by gently rolling arable farmland, which gently rises from the River Trent to the east and reaches an elevation around 40 m AOD to the west. A notable feature of the area is Fledborough Beck, a winding watercourse that traverses the length of the community area before joining the River Trent. Its natural path has carved an irregular patchwork of fields, with boundaries that follow its meandering contours. Distant views are often restricted around the beck due to the thick vegetation lining its banks. The farmland surrounding it is comparatively more open however, with sporadic tree and hedgerow coverage, meaning there are longer distance views, particularly from points of elevation.

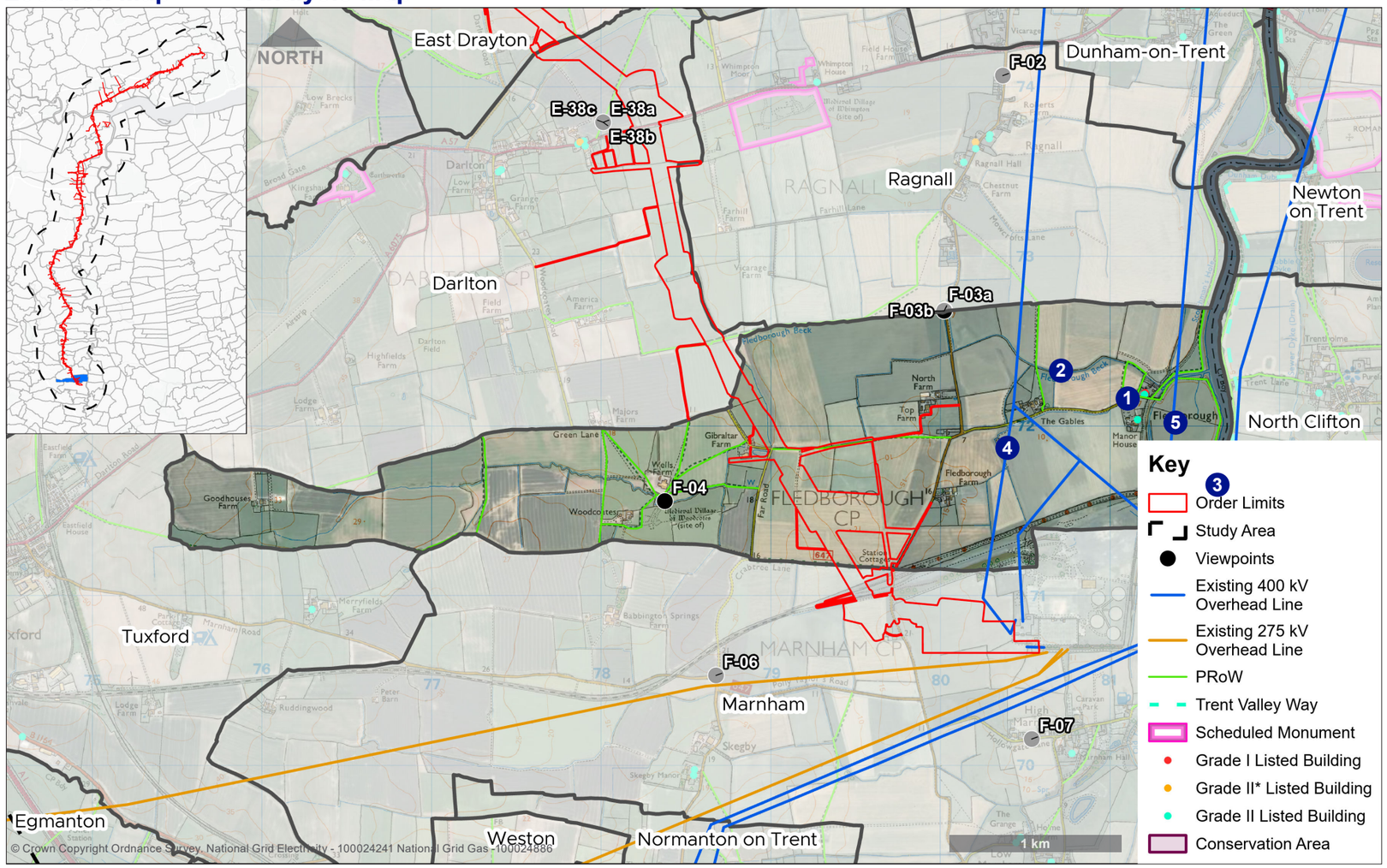
3.16.4 To the east of the community area, a number of 400 kV overhead lines converge on the substation at High Marnham to the south. The majority of properties within the community are located between overhead lines, including St Gregory's Church, and pylons are prominent in views.

3.16.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP F-03a - View southeast from Fledborough Beck
- VP F-03b - View west from Fledborough Beck
- VP F-04 - View from footpath near Wells Farm (Fledborough)

Location Map

Analysis Map



3.16.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium** despite the presence of pylons.

Map Target Notes

1. St Gregory's Church
2. Fledborough Beck
3. Fledborough Viaduct
4. ZDA 400 kV Overhead Line
5. 4VE 400 kV Overhead Line

Assessment of Effects

3.16.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the centre of the community area. Components of the Project in this community area include 1.2 km of the proposed overhead line (pylons 4AF252 to 4AF255). A temporary satellite construction compound (S-6) would be located between Far Road and Fledborough House which would require an 11 kV connection. One section of undergrounding of an 11 kV overhead line is required close to 4AF253.

Table 3.16 Summary of Viewpoint Assessment for Fledborough

VP Ref	Magnitude		
	Construction	Year 1	Year 15
F-03a	Very small	Very small	Very small
F-03b	Small	Large	Large
F-04	Small	Large	Large

Construction Year

3.16.8 The centre of this community area would be directly affected by construction activity. Initial vegetation removal on field boundaries would be followed by the presence of a temporary satellite construction compound (S-6), working areas, and construction access tracks. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.16.9 Distance between receptors at the hamlet and construction activity, as well as intervening vegetation, would result in ground level activity being imperceptible from much of the community area. The upper parts of the taller equipment used for constructing the proposed overhead line would be visible on the skyline but would only be present at each pylon location for a short period of time. Views toward construction would also be seen in the context of the existing 400 kV overhead lines, meaning that even if cranes are visible, they would not be uncharacteristic of the existing landscape.

3.16.10 Public right of way users would likely experience more prominent views of construction, particularly those using the footpaths near Gibraltar Farm. When seen at close range from PRoW, the size/scale of change of the construction activities would be large, but this would diminish rapidly with distance due to the screening afforded by the intervening vegetation. As a result, the geographical area affected would be small.

3.16.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the fields within which the works are located and a short section of PRoW which crosses the Project.

3.16.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** within 200 m of the construction activities.

Operation - Year 1

3.16.13 In the central part of the community area, the proposed overhead line would not be aligned with the existing 400 kV overhead line so would increase the influence of high voltage electricity infrastructure in views. However, the majority of properties are already encircled by existing 400 kV overhead lines, or are in close proximity to pylons so would not be uncharacteristic of the area.

3.16.14 The proposed overhead line would be visible in medium and long-range views from the western extents of the community area, although there would be some localised screening from vegetation.

3.16.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**, although noted the number of receptors in this community area is low. It is acknowledged there would be locations with lesser effects due to distance from the Project but the effects of spreading the infrastructure over a wider area is the overriding factor for this community area.

Proposed Mitigation

3.16.16 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.16.17 Pylons on the proposed overhead line would continue to be present in views, seen in the context of the existing overhead lines but spreading the amount of infrastructure within the community area. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors, although noted the number of receptors in this community area is low.

3.16.18 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant),** effects for those visual receptors in the east of the community area as described at Year 1.

Individual Properties

3.16.19 No residential properties have been identified within 150 m of the proposed overhead line within this community area. There are three other properties within 400 m of the proposed overhead line within this community area, namely at Station Cottages. Since these properties already have views of the existing 400 kV overhead lines and views filtered by vegetation, effects are not considered to be significant and therefore not considered further in the Residential Visual Amenity Assessment.



Fledborough Viaduct

3.17 Garthorpe and Fockerby

Description of Community Area

3.17.1 Garthorpe and Fockerby is located in Route Section B of the Project, and contains the villages of Garthorpe and Fockerby, which are situated adjacent to one another, alongside a small number of isolated farmsteads. The community area is connected by a series of minor roads radiating from the villages. PRoW access is limited. Historically, the villages of Garthorpe and Fockerby were separated by the River Don. However, following the drainage of the Isle of Axholme in the 17th century, the river was redirected, and the intervening land was filled in, thus linking the two settlements.

3.17.2 The landscape is predominantly low-lying and flat arable farmland. Hedgerow coverage is minimal, with fields typically bordered by a linear network of ditches and drains. The field pattern is irregular, with a mix of both rectilinear and curved boundaries, and field sizes that vary considerably. Tree cover is sparse, contributing to the open nature of the landscape and offering expansive views across the farmland.

3.17.3 There are existing 400 kV overhead lines on both the east and west side of the villages, converging just below Garthorpe. Due to the open, flat nature of the landform of the community area the existing lines are prominent features. Garthorpe Water Tower and individual wind turbines are also noticeable vertical features in the open views.

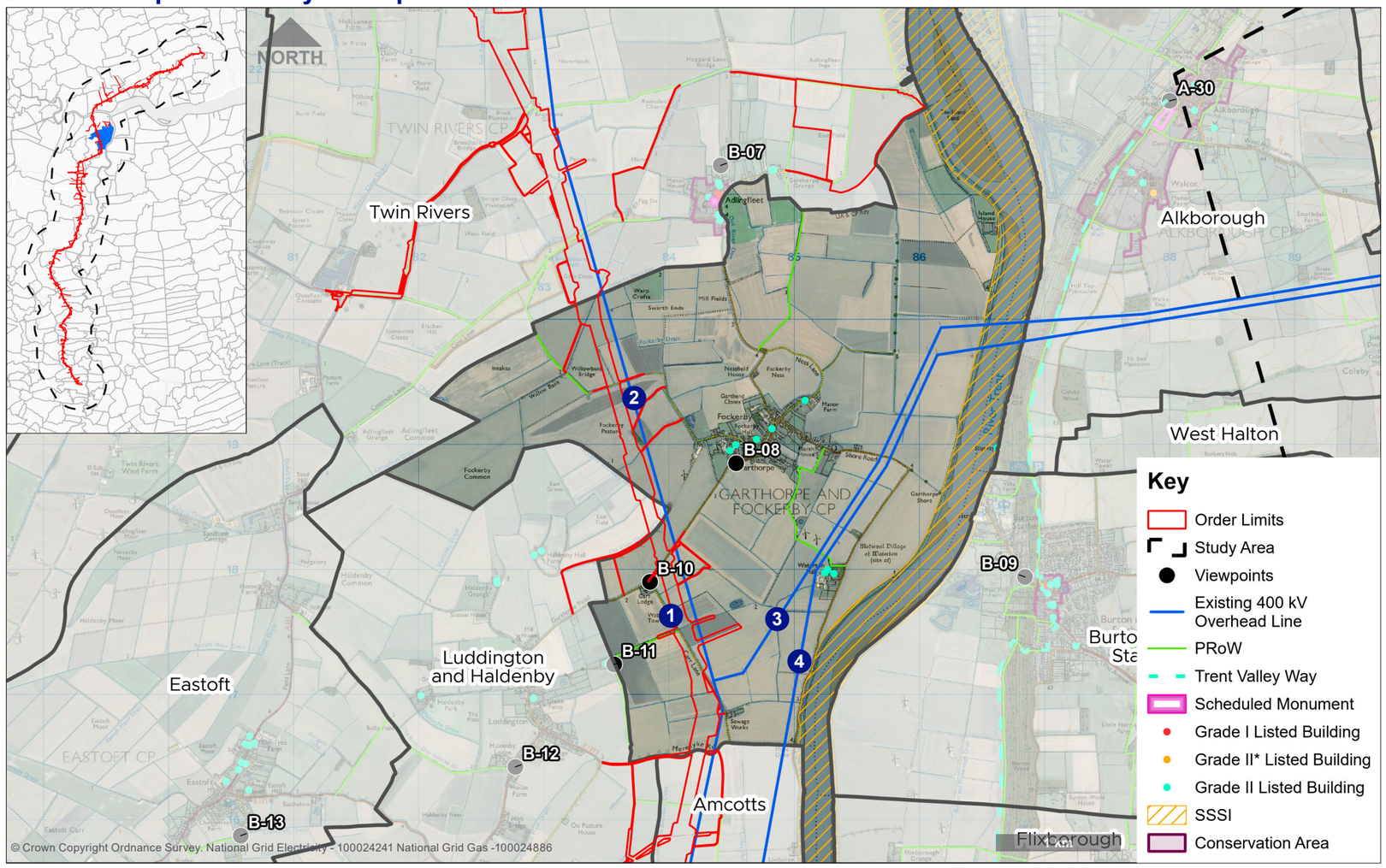
3.17.4 The following viewpoints found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment,** are located within this community area:

- VP B-08 - View from Luddington Road (Garthorpe)
- VP B-10 - View from Carr Lane (Luddington)
- VP B-11 - View from St Oswald Church (Luddington)

3.17.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **medium** despite the presence of the existing 400 kV overhead lines due to the views towards the escarpment to the east and the expansive views to the north which are unaffected by pylons.

Location Map

Analysis Map





Multiple existing 400 kV overhead lines converge to the south of Fockerby

Map Target Notes

1. Garthorpe Water Tower
2. 4ZQ 400 kV Overhead Line
3. 2KN 400 kV Overhead Line
4. 4KG 400 kV Overhead Line

Assessment of Effects

3.17.6 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the western part of the community area. Components of the Project in this community area include 3.3 km of the proposed overhead line (pylons 4AF88 to 4AF92 and 4AF94 to 4AF98). One section of undergrounding of an 11 kV overhead line is required close to 4AF96.

Table 3.17 Summary of Viewpoint Assessment for Garthorpe and Fockerby

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-08	Very small	Small	Small
B-10	Medium	Medium	Medium
B-11	Small	Small	Small

Construction Year

3.17.7 The construction of a proposed overhead line would directly affect the landscape within the western part of this community area but the effects would be short term and require relatively little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of vehicles along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance as would be seen in the context of the existing 400 kV overhead line. As a result, the geographical area affected would be small.

3.17.8 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing 400 kV overhead lines. Scaffold on either side of Pasture Lane, Luddington Road, Carr Lane and Meredyke Road would be a noticeable feature within views but only temporary during stringing activities.

3.17.9 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, effects limited to the areas to the east of the community area where there are fewer visual receptors. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the sections of two PRoW which pass beneath the proposed overhead line.

3.17.10 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** within 200 m of the construction activities.

Operation - Year 1

3.17.11 The proposed overhead line would be aligned parallel and close to the existing 400 kV overhead line and would therefore influence a similar geographical area. When viewed from Garthope and Fockerby, the proposed overhead line would been seen beyond the existing. Its presence would not fundamentally alter the composition or character of the views currently experienced, which means that the scale of change would be small.

3.17.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.17.13 In addition to the embedded measures, an area of landscape mitigation planting is proposed to the north of Luddington Road (Ref 11). This is primarily tree planting to mitigate for the loss of trees on the field boundary between 4AF93 and 4AF94. This would help to filter views along the Project for visual receptors at Carr Lodge, but would not reduce the overall visual effects of the proposed overhead line.

Operation - Year 15

3.17.14 By Year 15, reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.17.15 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.17.16 No residential properties have been identified within 150 m of the proposed overhead line within this community area. There are a number of other properties within 400 m, namely on the western extents of Garthorpe and on Garthorpe Road. Since these properties already have views of the existing 400 kV overhead lines, effects are not considered to be significant and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



The tee-point where the 4ZQ and 2KN 400 kV overhead lines join is a distinctive pylon in a landscape of multiple overhead lines and wind turbines

3.18 Gilberdyke

Description of Community Area

3.18.1 Gilberdyke is located in Route Section A of the Project. It contains the village of Gilberdyke, the hamlets of Bennetland, Hive, Sandholme, and Scalby, as well as isolated farmsteads and dwellings. The community area is bisected by both the M62 and B1230, with the latter passing through the village. Two railway lines, the Hull to Selby and Sheffield to Hull, both pass through the community area. The community area has a suburban character.

3.18.2 PRoW access is limited within the community area, PRoW tending to follow the long linear drains which run south from Gilberdyke towards Belton, on the north bank of the River Ouse.

3.18.3 The landform is predominantly low lying, flat arable cultivation. Field pattern is mostly rectilinear, with boundaries shaped by a dense network of linear ditches and drains. The farmland contains little hedgerow but is interspersed with multiple small pockets of woodland or tree lines, breaking up the otherwise open landscape. The open flat terrain affords expansive views of the landscape, particularly from the M62, which is sat on slight elevation.

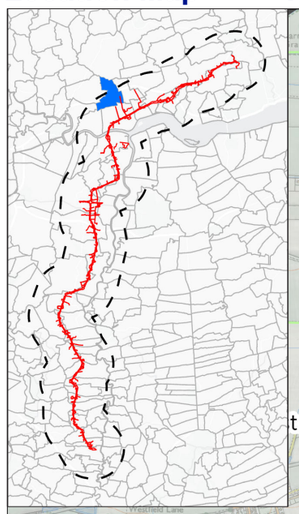
3.18.4 The existing 400 kV overhead line does not pass through the community area boundary but is visible on the distant skyline to the southeast in neighbouring community area Blacktoft, due to the open nature of the landscape.

3.18.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-24 - View from Scalby Lane (Gilberdyke)

3.18.6 As views contribute to the landscape setting enjoyed by people living in and moving around this community, their susceptibility to the Project is **high**, and the value of views is considered **medium**.

Location Map



Analysis Map



Views south from Gilberdyke are filtered by vegetation, the existing 400 kV overhead line visible on the horizon

Map Target Notes

1. M62
2. B1230
3. Hull to Selby Railway
4. Sheffield to Hull Railway

Assessment of Effects

3.18.7 This community area would be directly affected by the Project during construction and indirectly during operation, with the proposed overhead line located 2.5 km to the south. A section of highway works would take place along Tongue Lane to the south of Main Road during construction.

Table 3.18 Summary of Viewpoint Assessment for Gilberdyke

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-24	Very small	Very small	Very small

Construction Year

3.18.8 Construction activity within this community area would be limited to highway widening and associated vegetation loss along Tongue Lane (PAR 28), and the intermittent movement of vehicles and plant along this access track and another in the adjoining Blacktoft community area.

3.18.9 Long range views of the upper parts of taller equipment used to construct the proposed overhead line may be visible in some places, though this would only be present at each pylon location for a short period of time. No ground level construction would be visible, due to the distance and intervening vegetation.

3.18.10 The geographical area affected by construction activities would be very small, limited to the southern region of the community area. Within the settlement of Gilberdyke views of construction would largely be screened by buildings and vegetation.

3.18.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small.** Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole would be **negligible adverse (not significant)**.

Operation - Year 1

3.18.12 The proposed overhead line to the south would be visible in long distance views, in places where intervening buildings and vegetation allows. The proposed overhead line would be aligned parallel and located close to the existing 400 kV overhead line. Additional pylons would be visible from Gilberdyke but would be seen in the context of the existing overhead line so would not be uncharacteristic as illustrated from viewpoint A-24.

3.18.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small.** Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **negligible adverse (not significant)**.

Proposed Mitigation

3.18.14 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.18.15 Pylons on the proposed overhead line would continue to be present in views from Gilberdyke, but seen in the context of the existing overhead line. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.18.16 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **negligible adverse (not significant)**.

Individual Properties

3.18.17 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.19 Gringley on the Hill

Description of Community Area

3.19.1 Gringley on the Hill is a community area located in Route Section E of the Project. It encompasses the village of Gringley on the Hill, along with several scattered dwellings and farmsteads. The community area is well-connected by PRoW and has a comprehensive road network, including the A631 and B1403.

3.19.2 The village itself is designated as a conservation area. Notably, the village is home to a significant concentration of listed buildings, particularly around the junction of High Street and Cross Hill, including the Grade II* Listed St Peter & St Paul's Church. The Chesterfield Canal, a SSSI and also the route of the Cuckoo Way, also passes through the community area.

3.19.3 The landform is defined by its elevated position. The village sits on a prominent ridge, offering expansive views of the surrounding area. The scheduled monument at Beacon Hill has wide panoramic views. This elevated setting provides clear views towards the Trent Valley to the east, as well as to Lincoln Cathedral on clear days. The land gradually slopes down to the north and south, creating a gently undulating landscape. The area is predominantly rural, with rolling farmland, hedgerows, small woodlands, and wetland areas in the lower-lying regions to the north and south. The lower lying areas are characterised by a dense drainage system, with field boundaries often marked by drains.

3.19.4 While an existing 400 kV overhead line does not run directly through the community area, the village's elevated position means that two are visible in the distance from various locations within the community area to the east, and in particular from Beacon Hill. On clear days, wind turbines and Drax Power Station are visible, Drax being over 35 km to the north.

3.19.5 The value of the visual amenity for this community area is considered high, despite the presence of detractors such as the 400 kV overhead lines and wind turbines, due to the uniquely expansive and elevated views the area affords.

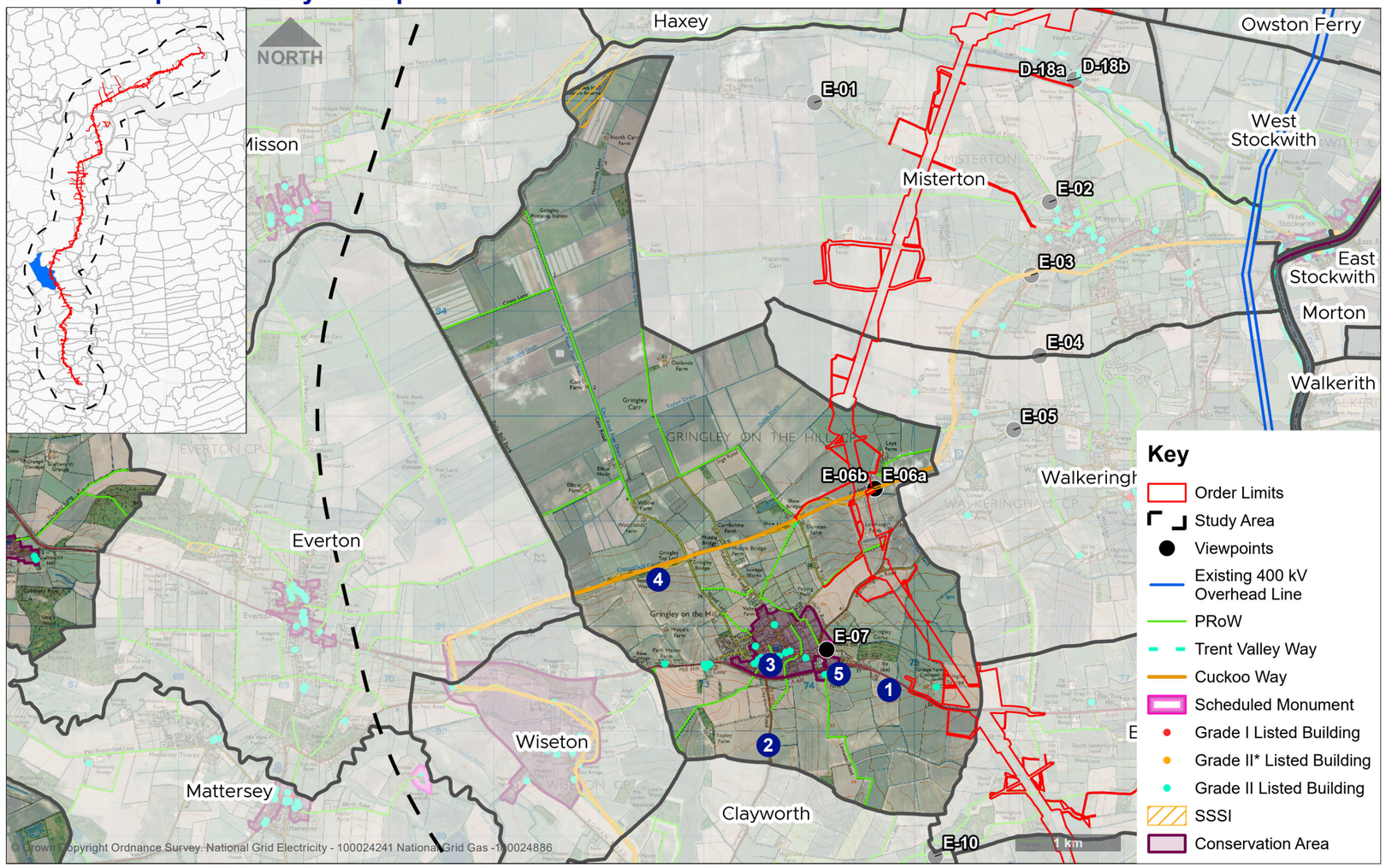
3.19.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-06a - View south from the Chesterfield Canal
- VP E-06b - View southwest from the Chesterfield Canal
- VP E-07 - View from Beacon Hill (Gringley on the Hill)

3.19.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **high**.

Location Map

Analysis Map



Map Target Notes

1. A631
2. B1403
3. St Peter & St Paul's Church
4. Chesterfield Canal
5. Beacon Hill

Assessment of Effects

3.19.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern parts of the community area. Components of the Project in this community area include 3.2 km of the proposed overhead line (pylons 4AF182 to 4AF191). Three sections of undergrounding of 11 kV overhead line are required.

Table 3.19 Summary of Viewpoint Assessment for Gringley on the Hill

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-06a	Large	Large	Medium
E-06b	Large	Large	Medium
E-07	Medium	Medium	Medium

Construction Year

3.19.9 The eastern part of this community area would be directly affected by construction activity. Vegetation clearance would take place along Walkeringham Road and the A631 to facilitate the formation of bellmouth accesses. Scaffolding associated with stringing works along Walkeringham Road, the A631 and the Chesterfield Canal would form visually prominent, albeit temporary, features, particularly for users of the Chesterfield Canal and the Cuckoo Way. Users of these recreational routes would experience extensive close-range views of construction activity, including ground-level works such as construction access tracks, pylon working areas, and the movement of construction vehicles and plant.

3.19.10 Views from within the settlement would generally be limited by distance, as well as by intervening vegetation and built form. An exception to this is Beacon Hill, which, as illustrated in viewpoint E-07, would experience direct and open views of construction activity due to its elevated position. Users of the A631 are also likely to experience more prominent views of construction activity, including views towards the temporary main construction compound (M-3) located within the neighbouring community area of Beckingham.

3.19.11 The crossing of the Chesterfield Canal would require a temporary bridge. This would be visible for people using the canal, although users of the towpath which is also the Cuckoo Way would be diverted to the north. Lighting may be required at the construction compound during construction of the bridge over the canal, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.19.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Although views from the main parts of Gringley on the Hill are well filtered, the presence of the main construction compound (M-3) close to the eastern boundary of the community area and the long distance view along the Project from elevated locations would affect a wide part of the community. It is acknowledged there would be locations with a **large** magnitude of change due to proximity to the construction activities, but that this would be limited to the section of PRoW and Chesterfield Canal which passes beneath the proposed overhead line.

3.19.13 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole would be **moderate adverse (significant)** with a **major adverse (significant)** within 200 m of the construction activities on the canal.

Operation - Year 1

3.19.14 The proposed overhead line would pass through the eastern parts of the community area, to the east of Gringley on the Hill. Although existing 400 kV overhead lines feature in views to the east of the community area, particularly from the elevated landscape at Beacon Hill, these are distant and backclothed and do not greatly influence the character of the views. The proposed overhead line would become a prominent element as would be much closer to visual receptors although the majority would become backclothed in the panoramic views to the north. Views out of the village of Gringley on the Hill would be partially filtered by vegetation.

3.19.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. It is acknowledged there would be locations with greater effects due to proximity to the proposed overhead line, but that this would be limited to the section of PRoW and Chesterfield Canal which pass beneath the proposed overhead line.

3.19.16 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)** with a **major adverse (significant)** within 200 m of the proposed overhead line.

Proposed Mitigation

3.19.17 In addition to the embedded measures, areas of landscape mitigation planting are proposed to mitigate for loss of vegetation on field boundaries. This includes planting between 4AF183 and 4AF194 (Ref 29, 30 and 31), tree planting on a field boundary near 4AF187 (Ref 34) and 4AF188 (Ref 35).

3.19.18 Two areas of planting are proposed either side of the Chesterfield Canal (Ref 32 and 33). These have been included to reduce visual effects for people on the canal and using the towpath, which is also the Cuckoo Way, by introducing hedgerow and tree planting close to where the proposed 400 kV overhead line would oversail and focus views along the canal.

Operation - Year 15

3.19.19 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views from a large part of the community area. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.19.20 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.19.21 One property, R_5569 Grange Bungalow, has been identified within 150 m of the proposed overhead line within this community area. This is considered further in the Residential Visual Amenity Assessment. There are a number of other properties within 400 m of the proposed overhead line within this community area. This includes Leys Farm, Lowfield Farm (R_5424), Grange Farm House and Grange Farm Cottages (R_5570, R_5565, R_5567, R_5568). Leys Farm benefits from a large amount of screening, but since the other properties do not already have views of an existing 400 kV overhead line and have open views towards the Project, these are considered further in the Residential Visual Amenity Assessment.

3.20 Grove

Description of Community Area

3.20.1 Grove is located in Route Section E of the Project. It contains the small village of Grove and a few isolated farmsteads. Grove is located centrally within the community area. Main Street, a minor road which passes southwest to northeast through the village, connects it to further settlements such as North and South Leverton and Headon. The community area is also well served by PRoW, with multiple routes originating from the village offering wider access to the countryside.

3.20.2 Grove itself is a fairly linear settlement comprised of dwellings and farmsteads along Main Street and two large farms to the west. It contains a few listed buildings, including the Grade II Listed Church of St Helen. The village displays a strong rural character due to its small scale, tree cover, and surrounding open farmland.

3.20.3 The landform of the community area is predominately gently rolling arable fields, with the village itself sitting on a position of slight elevation. Field boundaries are often bordered with tree lines, and a few pockets of woodland punctuate the landscape. This includes Castle Hill Wood, a large, wooded area lying to the north of the village, which is a designated Nottinghamshire Local Wildlife Site and SSSI.

3.20.4 The village's position of relative elevation affords it extensive views over the surrounding farmland, although these views are occasionally screened by large woodland belts and blocks, including Grovefield Strip, Crow Holt, and Treswell Woods to the east.

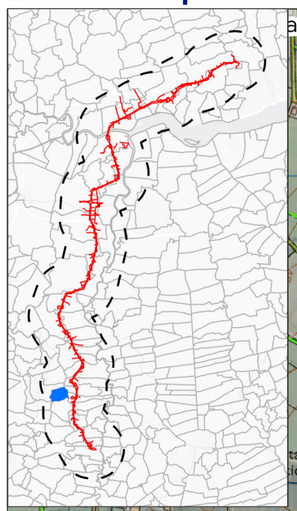
3.20.5 While an existing 400 kV overhead line does not pass through the community area, two are visible on the distant horizon to the east from the settlement. Individual wind turbines at Headon are visible but not prominent features in views.

3.20.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-24 - View from Main Street (Grove)
- VP E-25 - View from Grove

3.20.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, and the value of views is considered **high** due to the scenic views and lack of prominent detractors.

Location Map



Analysis Map



Infrastructure in the Trent Valley is visible between woodland blocks which screen longer distance views from much of the community area

Map Target Notes

1. Church of St Helen
2. Castle Hill Wood
3. Treswell Wood

Assessment of Effects

3.20.8 This community area would be indirectly affected by the Project during construction and operation. The closest component is the proposed overhead line which would cross the farmland 1 km to the east.

Table 3.20 Summary of Viewpoint Assessment for Grove

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-24	Very small	Small	Small
E-25	Very small	Very small	Very small

Construction Year

3.20.9 Views towards construction activities outside this community area would be limited due to the intervening distance, landform and vegetation. There may be glimpsed views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Due to the rolling topography, numerous woodland blocks and the distance to the construction areas, ground level construction activities would be barely perceptible. The works would result in a very small size/scale of change in views and affect a small geographical area.

3.20.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant)**.

Operation - Year 1

3.20.11 The proposed overhead line to the east of this community area would be visible in easterly long-range views from the more elevated parts of the community area, although there would be localised screening by vegetation including mature hedgerow vegetation and trees and woodland. The existing electrical infrastructure present in views to the east of the community area means the new pylons would not be an uncharacteristic element, but would be more prominent as in closer proximity. There would be no visibility of the Project from the centre of Grove. Due to the distance, intervening landform and vegetation the size/scale of change would be very small, and the geographical area affected would be small.

3.20.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.20.13 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.20.14 Pylons on the proposed overhead line would continue to be present in long-range views from Grove, which would increase the amount of high voltage electricity infrastructure in views out from the community area but views would be heavily filtered by vegetation from most locations. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.20.15 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant).**

Individual Properties

3.20.16 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



View from Main Street

3.21 Haxey

Description of Community Area

3.21.1 Haxey is located in Route Section D of the Project. It contains the small town of Haxey, the village of Westwoodside, the hamlets of Haxey Carr, High Burnham, Low Burnham, East Lound, Graizelound, as well as various dispersed dwellings and farmsteads. These settlements are well linked by a series of roads including the A161 and B1396. A dense network of PRoW also connects the settlements and provides access to the wider countryside. The Peatlands Way and Trent Valley Way cross the community area. Haxey lies on the southern border of the Isle of Axholme, and as such is part of the Isle of Axholme Area of Special Historic Landscape Interest. The community area also lies in the Humberhead Levels National Character Area. There are a number of listed buildings across the community area, including the Grade I Church of St Nicholas in Haxey which is prominent on an elevated location.

3.21.2 The landform in the west of this community area is characterised by open, gently undulating farmland over a series of low-lying hills. The settlements tend to lie on the higher ground allowing for longer distance views across the landscape. The field pattern of the farmland on the hills is inconsistent, though there is some evidence of the medieval strip farming system that was once prevalent. One small area of this, known as Rush Furlong, is a SSSI and Lincolnshire Wildlife Trust Reserve.

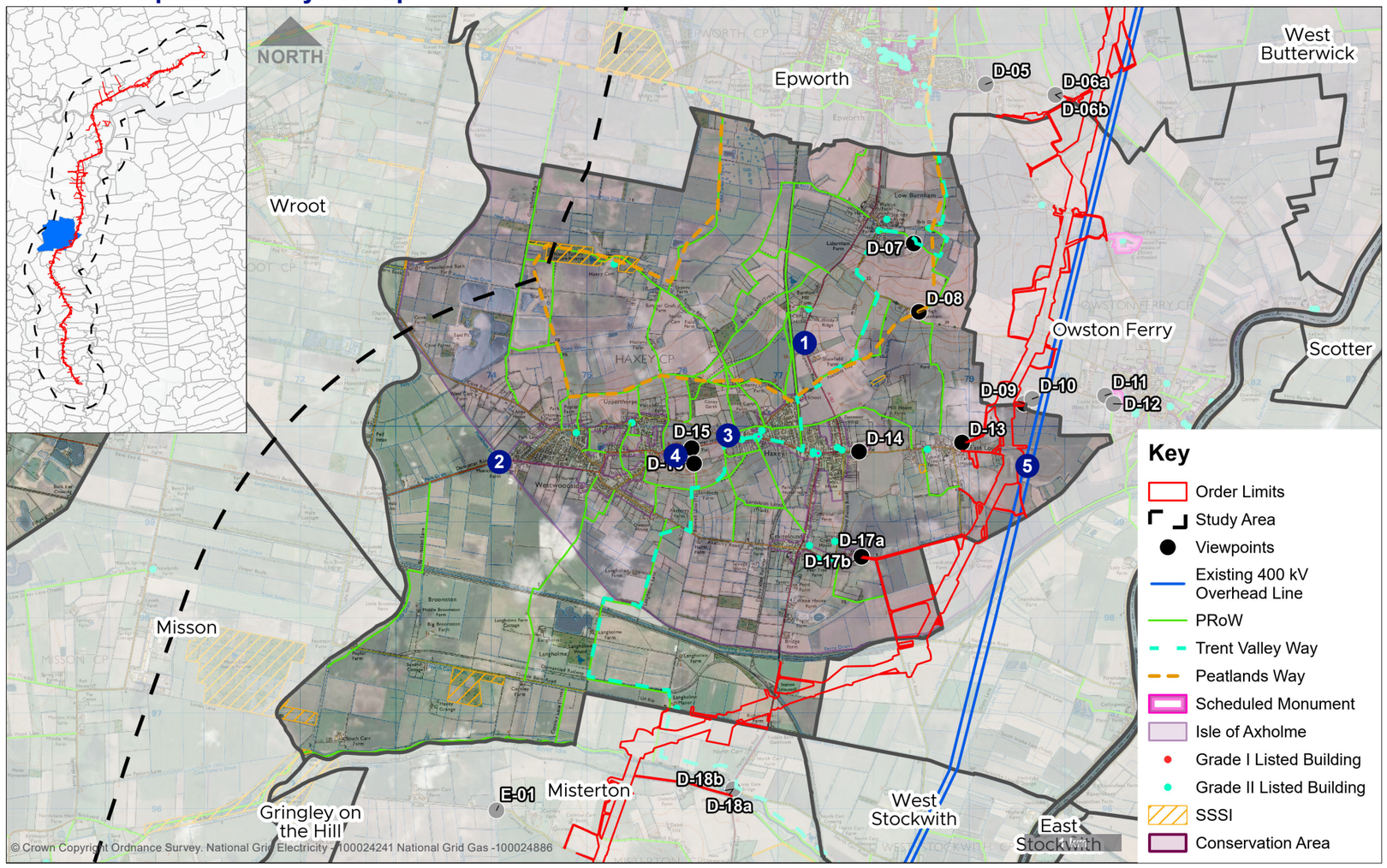
3.21.3 To the east, the landform is flatter, with open farmland across the rest of the community area. This surrounding farmland features little hedgerow and an inconsistent field pattern. Boundaries are frequently marked by drains. This community area contains the Haxey Turbary SSSI. Small pockets of woodland punctuate the otherwise open landscape.

3.21.4 To the far east of the community area, two existing 400 kV overhead lines pass to the east of East Lound and are visible from the settlements.

3.21.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP D-07 - View from Low Burnham
- VP D-08 - View from Peatlands Way (High Burnham)

Location Map **Analysis Map**



- VP D-13 - View from East Lound Road (East Lound)
- VP D-14 - View from East Lound Road (Haxey)
- VP D-15 - View from Haxey Water Tower
- VP D-16 - View from footpath south of Haxey Water Tower
- VP D-17a - View northeast from Ferry Road (Graizelound)
- VP D-17b - View southeast from Ferry Road (Graizelound)

3.21.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while overall the value of views is **medium**. It is noted there are some pockets of higher value views, particularly on the elevated ground to the west

Map Target Notes

1. A161
2. B1396
3. Church of St Nicholas
4. Haxey Water Tower
5. ZDA and 4TM 400 kV Overhead Lines

of Haxey where the existing 400 kV overhead lines are less prominent in views.

Assessment of Effects

3.21.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern part of the community area. Components of the Project in this community area include 2.9 km of the proposed overhead line (pylons 4AF155 to 4AF158, 4AF161 and 4AF165 to 4AF168). Sections of Brackenhill Road, Ferry Road, Stockwith Road, and Tindale Bank Road would undergo highway works to facilitate construction. One section of undergrounding of an 11 kV overhead line is required between 4AF155 and 4AF156.

Table 3.21 Summary of Viewpoint Assessment for Haxey

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-07	Very small	Very small	Very small
D-08	Very small	Small	Small
D-13	Small	Medium	Medium
D-14	Very small	Small	Small
D-15	Very small	Small	Small
D-16	Very small	Small	Small
D-17a	Small	Medium	Medium
D-17b	Small	Medium	Medium

Construction Year

3.21.8 The construction of a proposed overhead line would directly affect the landscape within the eastern part of this community area but the effects would be short term. There would be an area of large vegetation removal at 4AF156, although this would not be evident from the rest of the community area as it lies between other vegetation and the existing 400 kV overhead line. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.21.9 Movement of construction vehicles and plant along Epworth Road (PAR 65), East Lound Road (PAR 69), Tower Hill (PAR 70), Ferry Road (PAR 72), Stockwith Road (PAR 73), Station Road (PAR 74) and along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by filtering vegetation, as evidenced by viewpoint D-13 and D-17. As a result, the geographical area affected would be small.

3.21.10 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing 400 kV overhead lines. Scaffold on either side of East Lound Road and Ferry Road would be a noticeable feature within views but only temporary during stringing activities.

3.21.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with a **medium** magnitude of change due to proximity to the construction activities, but that this would be limited to the area to the east of East Lound close to the proposed overhead line.

3.21.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** and **moderate adverse (significant)** within 200 m of construction activities.

Operation - Year 1

3.21.13 The proposed overhead line would be aligned parallel with and close to the existing 400 kV overhead line in the east of the community area before routeing away from the existing overhead lines in the south of the community area where they would be a new vertical presence in the landscape. The proposed pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced, which are already affected by the existing overhead lines. The size/scale of effect would generally be small.

3.21.14 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the open expansive landscape with some partial screening of views provided by small blocks of woodland and vegetation alongside roads and drainage ditches. Closer range views would be available from properties and the PRoW network in the east of the community area. Visibility of the Project would be reduced within the settlement of Haxey by the enclosure of the existing buildings, although some long range views would be possible from the southern and eastern edges of the settlement. As a result, the area affected would be medium.

3.21.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. There are no PRoW which pass under the proposed overhead line and views from East Lound already contain the two existing overhead lines.

Proposed Mitigation

3.21.16 In addition to the embedded measures, six areas of landscape mitigation planting are proposed within the community area. This is primarily planting to mitigate for the loss of trees along the proposed overhead line. A larger area of woodland planting is proposed to the east of East Lound at



Haxey has an elevated position with long distance views across the Trent Valley where existing pylons break the distant skyline

pylon 4AF156 (Ref 21) but would not reduce the visual effects of the Project. An area of woodland planting is also proposed off Haxey Gate Road (Ref 26) adjacent to the railway line to mitigate for loss of vegetation along the railway. This would have visual benefits by filtering views of 4AF166 from the A161 and properties on Station Road.

3.21.17 Native Scrub planting is proposed either side of Warping Drain (Ref 23, 24 and 25) to mitigate for loss along the watercourse. This would potentially filter views of 4AF162 from Stockwith Road but would not reduce the visual effects of the Project overall.

Operation - Year 15

3.21.18 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.21.19 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.21.20 Four residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_4994 - Kerensa
- R_4995 - Viking Lodge
- R_4998 - Alandale
- R_4999 - Richmond Farm

3.21.21 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties close to the proposed overhead line within this community area. Since these properties already have views of the existing 400 kV overhead line, effects are not considered to be significant and therefore not considered further in the Residential Visual Amenity Assessment.

3.22 Headon cum Upton

Description of Community Area

3.22.1 Headon cum Upton is located in Route Section E of the Project. It contains the villages of Headon, Upton, the hamlet of Nether Headon, and a few isolated dwellings and farmsteads. Headon lies around 4 km southeast of Retford.

3.22.2 Nether Headon is a small linear settlement, comprised of a scattering of dwellings and farmsteads along Greenspotts Lane. Further south along this lane lies Headon. Headon is formed along Thorpe Street. Many of the dwellings are sat back from the road, with large front gardens and dense roadside vegetation obscuring them. This contributes to a strong rural character and feeling of enclosure. Headon also contains the Grade I Listed Church of St Peter. Further south is Upton, again a small linear settlement, formed along Main Street. The village displays a consistent architectural character in its residential buildings of red brick and pantile roofing, alongside a few grade II listed buildings such as Small Holme Farmhouse at the northern extent.

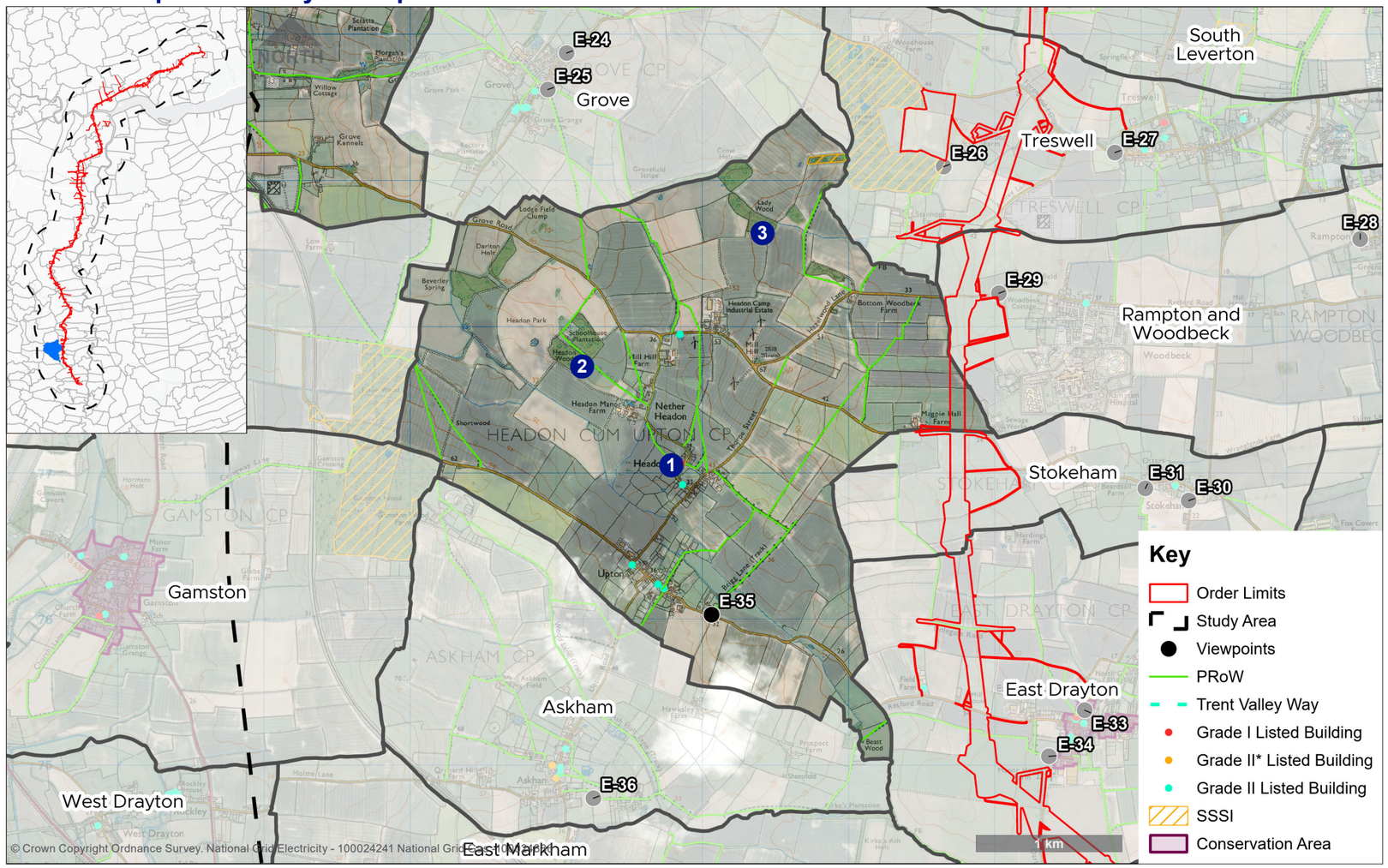
3.22.3 The landform surrounding the settlements is predominantly gently rolling arable farmland. Fields feature intermittent low hedgerow and the occasional field tree. A few small pockets of woodland, including the Local Wildlife Sites at Headon Wood and Lady Wood, punctuate the open and otherwise featureless landscape.

3.22.4 Four wind turbines are located near a small industrial estate on Lady Well Road. The scale of the turbines and the surrounding vegetation which filters views means although visible, they do not dominate views within the community area. From Hazelwood Lane to the northeast of the community area, there are longer distance views towards the Trent Valley from slightly elevated ground. There are few visual detractors in close proximity, a number of existing 400 kV overhead lines distantly visible but backclothed in the Trent Valley. The former Cottam Power Station is also visible although the cooling towers and chimney were demolished in 2025 reducing its influence in views.

3.22.5 The following viewpoints, found in **Application Document**

Location Map

Analysis Map



6.7.A3 Appendix 7.3 Viewpoint Assessment, are located within this community area:

- VP E-35 - View from Lambwell Road

3.22.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is also considered high despite the presence of wind turbines.

Map Target Notes

1. Church of St Peter
2. Headon Wood
3. Lady Wood

Assessment of Effects

3.22.7 This community area would be directly affected by the Project during construction and operation, the overhead line passing through a small part of the eastern extent of the community area. Components of the Project in this community area include 450 m of the new 400 kV overhead line (pylon 4AF235).

Table 3.22 Summary of Viewpoint Assessment for Headon cum Upton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-35	Very small	Small	Small

Construction Year

3.22.8 The construction of an overhead line would directly affect the landscape within the eastern part of this community area but the effects would be short term. A small amount of vegetation removal would be required, with a small section of roadside hedgerow on Main Street removed to facilitate the introduction of bellmouth access. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. A small section of construction access track is proposed from bellmouth BM-004 to proposed pylon 4AF235.

3.22.9 The upper parts of the taller equipment used for constructing the overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines and wind turbines.

3.22.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant).**

Operation Year 1

3.22.11 The overhead line to the east of this community area would be visible in easterly long-range views from the more elevated parts of the community area, but the majority of the community area would have very limited views due to screening from vegetation including mature hedgerow vegetation and trees. There would be no visibility of the Project from the centre of Headon or Nether Headon, as shown by the ZTV. There would be views from PRoW to the east of the community and from Hazelwood road as it heads towards Woodbeck. The size/scale of change would be small, and the geographical area affected would be small.

3.22.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to overhead but that this would be limited to the eastern edge of the community area to the east of Hazelwood Road where views are more open. In these locations, the magnitude would be **medium** and effects would be **moderate adverse (significant)**.

Proposed Mitigation

3.22.13 No mitigation over and above the embedded measures is proposed in this community area.

Operation Year 15

3.22.14 Pylons on the proposed overhead line would continue to be present in views, but heavily filtered by vegetation from the settlements. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.22.15 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant).** It is acknowledged there would be locations with greater effects due to proximity to overhead but that this would be limited to the eastern edge of the community area to the east of Hazelwood Road where views are more open. In these locations, the magnitude would be **medium** and effects would be **moderate adverse (significant)**.

Individual Properties

3.22.16 No properties have been identified within 150 m of the proposed overhead line within this community area. There are two properties within 400 m of the proposed overhead line, Magpie Hall Farm (R_6672) and Hall Farm Cottage (R_6673). Since these properties have do not already have views of an existing 400 kV overhead line and potentially have open views towards the proposed overhead line, these are considered further in the Residential Visual Amenity Assessment.



View from Hazelwood Lane towards the Trent Valley

3.23 Keadby with Althorpe

Description of Community Area

3.23.1 Keadby with Althorpe is located across Route Sections B, C and D of the Project. It contains the villages of Keadby and Althorpe, as well as the hamlet of Derrythorpe, all located along the west bank of the River Trent. The community area is connected by the A18, B1397 and a small series of lanes. PRoW access is scarce, though the Trent Valley Way runs through the villages. The community area contains the Keadby Wind Farm.

3.23.2 The landscape is predominantly agricultural, characterised by a rectilinear pattern of small to medium-sized fields. A dense network of linear drainage channels defines field boundaries. The farmland is bisected by the New River Idle and the Keadby Canal as they approach the River Trent. There is minimal hedgerow or tree coverage across the community area, contributing to its open, expansive character.

3.23.3 The landscape is dominated by industrial development, with the prominent Keadby Power Station and Keadby Wind Farm prominent elements. Tree planting associated with the industrial developments does not reduce their prominence. The flat and open nature of the landscape means that both the power station and other visual detractors, such as the wind farms, are clearly visible from a considerable distance. Numerous 132 kV and 400 kV overhead lines converge on Keadby Substation, surrounding the settlements with pylons.

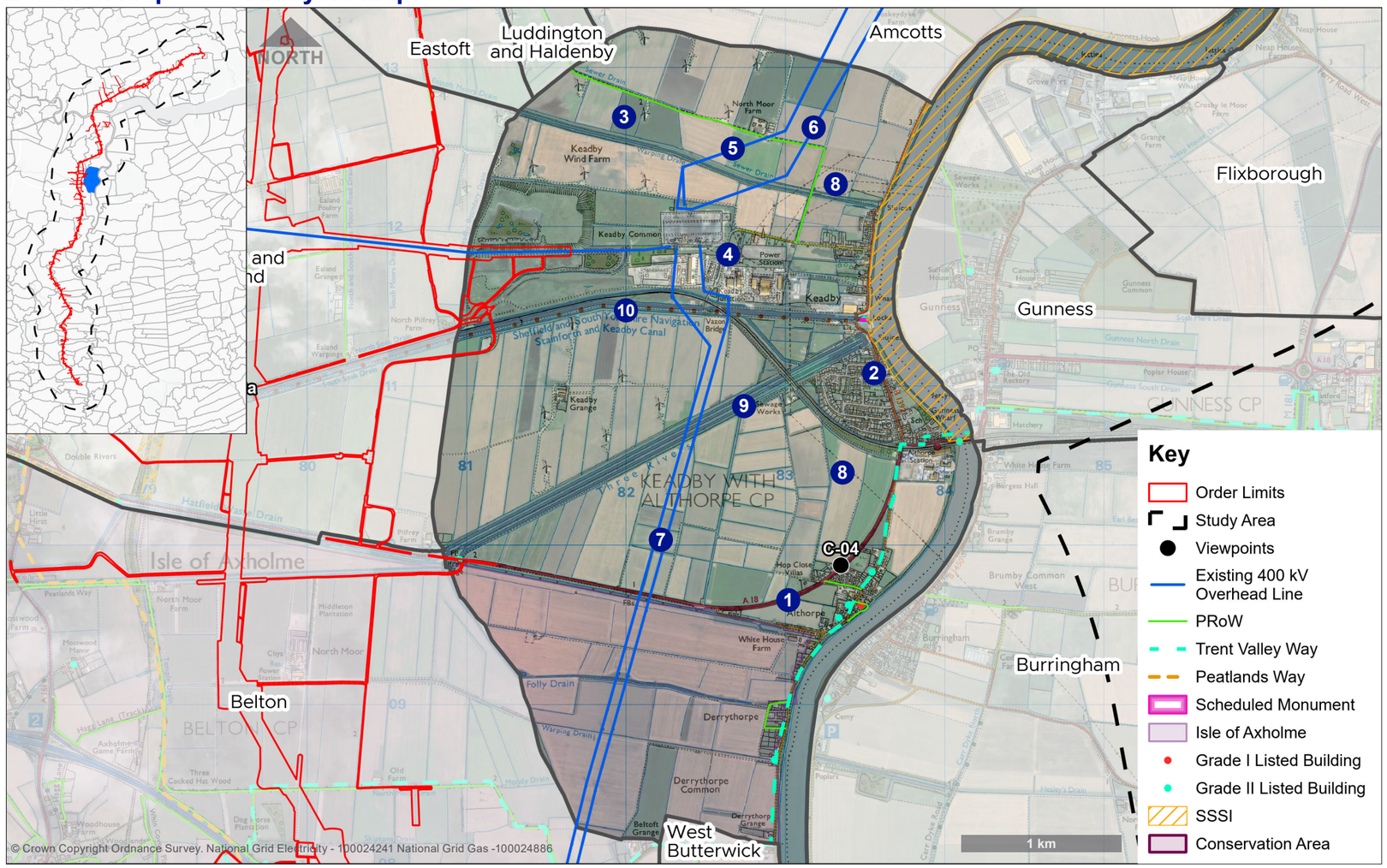
3.23.4 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP C-04 - View from A18 (Althorpe)

3.23.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **low** due to the presence of detractors such as the power station, wind turbines and multiple overhead lines.

Location Map

Analysis Map



Map Target Notes

1. A18
2. B1397
3. Keadby Wind Farm
4. Keadby Power Station
5. 4ZQ 400 kV Overhead Line
6. 4KG 400 kV Overhead Line
7. ZDA and 4TM 400 kV Overhead Line
8. 132 kV Overhead Lines
9. Three Rivers
10. Stainforth and Keadby Canal

Assessment of Effects

3.23.6 This community area would be directly affected by the Project during construction and indirectly during operation. Components of the Project in this community area include the modification of the existing ZDA 400 kV overhead line at pylon ZDA123. A construction access route would be found to the west of the community area above Bonnyhale Road.

Table 3.23 Summary of Viewpoint Assessment for Keadby with Althorpe

VP Ref	Magnitude		
	Construction	Year 1	Year 15
C-04	Very small	Very small	Very small

Construction Year

3.23.7 Construction activity within this community area is limited to the modification of the existing 400 kV line which runs westward from Keadby Substation toward adjoining community area Crowle and Ealand. Construction access tracks within the community area are limited to the crossing over the Stainforth and Keadby Canal across an existing bridge and access tracks to the existing pylons on the ZDA. These tracks would be imperceptible due to the lack of visual receptors in close proximity, canal users being at a lower level and views screened by the banks. As it is located on private land, the modification work on the existing ZDA 400 kV overhead line would also be only visible in more distant views.

3.23.8 There would be very limited views towards the construction of the proposed overhead line in adjoining community area of Crowle and Ealand to the west from Keadby, views screened by Keadby Power Station, substation and surrounding buildings. The upper parts of the taller equipment used for constructing the proposed overhead line may be perceptible in some places where vegetation and topography allows and more so from Althorpe where views west are more common, but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.23.9 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **negligible adverse (not significant)**.

Operation - Year 1

3.23.10 Upon completion of the Project a proposed overhead line would be perceptible in some places where longer distance views are attainable within the community area, such as from Althorpe where there are some views west. The proposed overhead line however would not be an uncharacteristic feature of the landscape considering the much closer proximity of two existing 400 kV overhead lines alongside other infrastructure such as Keadby Substation and Keadby Wind Farm.

3.23.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **negligible adverse (not significant)**.

Proposed Mitigation

3.23.12 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.23.13 Pylons on the proposed overhead line would continue to be present in long-range views from the settlements, which would increase the amount of high voltage electricity infrastructure in views out from the community area but heavily filtered by vegetation from most locations. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.23.14 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **negligible adverse (not significant)**.

Individual Properties

3.23.15 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



Keadby Wind Farm and Keadby Power Station dominate this community

3.24 Luddington and Haldenby

Description of Community Area

3.24.1 Luddington and Haldenby is located within Route Section B of the Project. It contains the village of Luddington as well as various dispersed dwellings and farmsteads. The community area is connected by a series of lanes, as well as the B1392 which runs through the village. There are few PRoW providing some connection to Eastoft and Amcotts. There are a few listed buildings throughout the settlement, and of note is the grade II Church of Saint Oswald to the east of Luddington.

3.24.2 The village is small, formed mainly along Meredyke Road and High Street. There is good tree coverage in the village which, combined with the surrounding open farmland contribute to a strong rural character.

3.24.3 Land use surrounding the village is predominantly agricultural. The farmland is at low elevation and remains flat throughout. Field pattern is generally rectilinear and ranges in size from small to medium. There is little hedgerow coverage, field boundaries are frequently marked with ditches or drains. There is also little tree coverage across the farmland which results in wide and open landscapes.

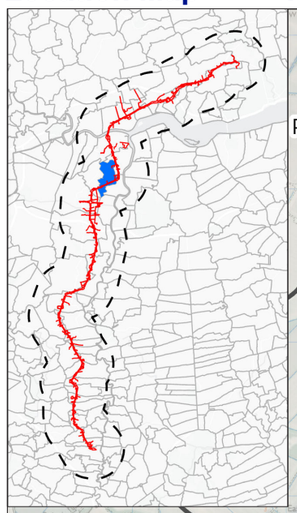
3.24.4 Part of the Keadby Wind Farm is visible to the south, with seven wind turbines within the community area. Three 400 kV overhead lines are located to the east of the community area.

3.24.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP B-11 - View from St Oswald Church (Luddington)
- VP B-12 - View from Eastoft Road (Luddington)

3.24.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**. Although views to the south and east are affected by overhead lines and wind turbines, views to the west and north provide views where there are fewer detractors.

Location Map



Analysis Map



The Church of St Oswald is a prominent feature in the landscape with its distinctive spire

Map Target Notes

1. B1392
2. Church of Saint Oswald
3. Keadby Wind Farm

Assessment of Effects

3.24.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern and southern parts of the community area. Components of the Project in this community area include 3.3 km of the proposed overhead line (pylons 4AF102 to 4AF111). Sections of Meredyke Road, just east of Luddington, and Carr Lane below Eastoft Road would undergo highway works to facilitate construction. A section of undergrounding of an 11 kV overhead line is required between 4AF101 and 4AF102.

Table 3.24 Summary of Viewpoint Assessment for Luddington and Haldenby

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-11	Small	Small	Small
B-12	Very small	Small	Small

Construction Year

3.24.8 Construction of the proposed overhead line would directly affect views to the east and south of this community area. Works would include two sections of highway widening, which would require the removal of existing vegetation. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of construction vehicles along Carr Lane (PAR 42), Meredyke Road (PAR 135), Eastoft Road (PAR 136), and along construction access tracks would introduce further disturbance.

3.24.9 From the settlement, views towards construction activities to the south, where the proposed overhead line would cross the community area, would often be partially contained by intervening vegetation and distance. In many cases, only the upper sections of equipment used during pylon construction may be visible. However, travelling further south along Eastoft Road, construction equipment would become increasingly apparent in views.

3.24.10 Road users in this southern area of the community area, as well as footpath users of the PRoW near Poplar Farm, would have prominent views of construction activities. This however would not be uncharacteristic alongside the existing landscape which features the large Keadby Wind Farm and other 400 kV overhead lines.

3.24.11 Taking account of the high susceptibility and medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.24.12 To the east, the proposed overhead line would be aligned close to and broadly parallel with an existing 400 kV overhead line within the adjoining community areas of Amcotts and Garthorpe and Fockerby. As a result, the introduction of the proposed overhead line would not fundamentally alter the composition or character of views in this direction.

3.24.13 From within the villages, views of the proposed overhead line would be partially contained by intervening vegetation and building. In other locations, however, such as along the B1392 in the southern part of the community area, the close proximity of the new pylons combined with the limited presence of roadside hedgerows or other intervening vertical features, would result in a high degree of visual prominence. Although this section of the proposed 400 kV overhead line would not run parallel with the existing 400 kV overhead lines, the wind turbines at Keadby Wind Farm are already prominent features within the landscape, meaning the new line would not appear uncharacteristic in this context, despite its relative proximity.

3.24.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.24.15 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.24.16 Pylons on the proposed overhead line would continue to be present in views from Luddington and Haldenby, which would increase the amount of high voltage electricity infrastructure in views out from the community area, extending the influence of pylons in views, but would be seen in the context of the existing 400 kV overhead line and the wind turbines. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.24.17 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.24.18 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



Views to the east of the village look towards the River Trent where the industrial areas at Flixborough are visible beyond the overhead lines and wind turbines

3.25 Marnham

Description of Community Area

3.25.1 Marnham is situated in Route Section F of the Project and encompasses the village of Low Marnham, the hamlets of High Marnham and Skegby, as well as several isolated farmsteads. The community area is situated along the west bank of the River Trent. A network of minor roads connects the settlements, with Marnham Road running east–west through the community area to link Low Marnham with Tuxford and the A6075.

3.25.2 Historically, a noteworthy landscape feature was the High Marnham Power Station, located just north of the hamlet. This facility, with its five cooling towers, dominated local views until its decommissioning in 2003 and demolition in 2012. Although the cooling towers are gone, the adjacent High Marnham Substation and several 275 kV and 400 kV overhead lines remain, continuing to influence the visual character of the area.

3.25.3 Low Marnham is a small settlement centred around the Grade I Listed Church of St Wilfrid. Its main lanes are lined with mature trees and hedgerows, which not only enhance the sense of enclosure and rural character but also help screen nearby view detractors such as the overhead power lines and the J G Pears Biomass Plant. High Marnham maintains a similarly rural atmosphere with a scattering of farmsteads and contains the Grade II Listed Marnham Hall.

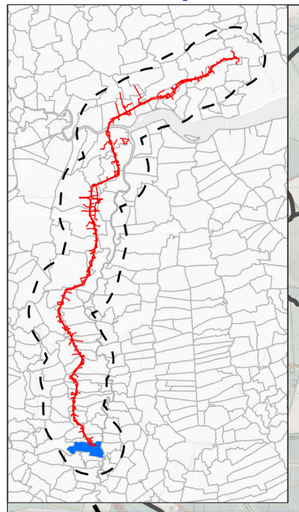
3.25.4 Landform is characterised by low-lying, flat to gently rolling arable farmland. Field patterns are predominantly rectilinear, although some fields follow the gentle contours of watercourses that wind east–west through the area. Sparse woodland and limited hedgerow coverage contribute to an open landscape, offering expansive views that are punctuated by overhead lines and the occasional field tree.

3.25.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP F-06 - View from Crabtree Lane (Skegby)
- VP F-07 - View from High Marnham

3.25.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **low**, due to the prevalence of

Location Map



Analysis Map

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The former High Marnham Power Station was demolished in 2012

Map Target Notes

1. Church of St Wilfrid
2. Marnham Hall
3. River Trent
4. Disused Railway Line
5. Former High Marnham Power Station
6. ZDA and ZDF 400 kV Overhead Lines
7. XE 275 kV Overhead Line
8. 4ZV 275 kV Overhead Line

infrastructure.

Assessment of Effects

3.25.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 900 m of the proposed overhead line (pylons 4AF256 to 4AF260).

Table 3.25 Summary of Viewpoint Assessment for Marnham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
F-06	Small	Medium	Medium
F-07	Very Small	Small	Small

Construction Year

3.25.8 The construction of a proposed overhead line would directly affect the landscape within the northern parts of the Marnham community area but the effects would be short term. There would be some vegetation removal on the disused railway and across Fledborough Road. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.25.9 Movement of construction vehicles along Fledborough Road (PAR 139) and along construction access tracks would introduce further localised disturbance but seen in the context of the proposed High Marnham Substation. Scaffolding would be present over Fledborough Road and across the disused railway for stringing works, this would be a noticeable but temporary feature. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoint F-06. As a result, the geographical area affected would be small.

3.25.10 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.25.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small.** Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant).**

Operation - Year 1

3.25.12 The proposed overhead line would be aligned close to multiple existing 275 kV and 400 kV overhead lines which converge on the existing and proposed High Marnham Substations in the northeast of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline, but their presence would not fundamentally alter the composition or character of the views currently experienced, which are already affected by the existing overhead lines and the size/scale of effect would generally be very small.

3.25.13 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the topography, although field boundary vegetation and woodland in proximity to the substation and railway line would provide some partial screening of views. There would be limited visibility of the Project from the PRoW network and from the small settlement of High Marnham and the partial views available would be in the context of the prominent existing electrical infrastructure. As a result, the geographical area affected would be very small.

3.25.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **negligible adverse (not significant)**.



Numerous overhead lines converge on the substations at High Marnham

Proposed Mitigation

3.25.15 In addition to the embedded measures, an area of landscape mitigation planting is proposed near Station Cottage. This is primarily woodland planting to mitigate for the loss of trees on the disused railway and would not reduce the prominence of the proposed overhead line, but may filter views from Station Cottages.

Operation - Year 15

3.25.16 By Year 15, reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead lines. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.25.17 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **negligible adverse (not significant)**.

Individual Properties

3.25.18 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.26 Misterton

Description of Community Area

3.26.1 Misterton is located across the boundary of Route Sections D and E. It contains the village of Misterton and a few isolated farmsteads. The road network includes the A161 and B1403, along with several single-carriageway roads. PRoW provide some access to the wider countryside. The community area is bordered by the River Trent to the east and the River Idle to the north. The Chesterfield Canal, which connects to the River Trent, also passes through the village and is designated as both a SSSI and a Local Wildlife Site, as well as being the route of the Cuckoo Way.

3.26.2 The village has a distinct historic linear core along the A161, with a blend of medieval, post-medieval, and Victorian buildings. Of note is the Grade I Listed All Saints' Church. The combination of these historic structures, open spaces, abundant tree cover, and surrounding farmland gives the village a strong rural character.

3.26.3 The village is located on slightly higher ground and its immediate surroundings are gently undulating, with flatter land to the west. The majority of the land to the west of the village is arable farmland, where field patterns consist of small to medium-sized rectilinear fields, which become smaller as they approach the village. Field boundaries are often marked by drains and ditches. This, along with the flat landscape, creates an open setting, offering wide, uninterrupted views, occasionally broken by small pockets of woodland.

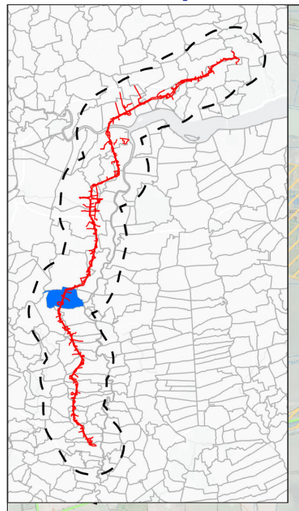
3.26.4 Views are contained within the village, although properties along Gringley Road and Fountain Hill have longer distance views to the west. Along the River Idle is a disused golf course which contains a series of woodland blocks. A large holiday park is located at Haxey Gate to the south of the River Idle and to the north is Misterton Holiday Park with distinctive tree planting. There are few detractors in views to the west. Two existing 400 kV overhead lines pass through the eastern edge of the community area near the River Trent. The Doncaster to Gainsborough Railway also passes through the eastern side of the community area.

3.26.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP D-18a - View west from Haxey Gate Road
- VP D-18b - View north from Haxey Gate Road
- VP E-01 - View from Cornley Road west of Misterton
- VP E-02 - View from Misterton
- VP E-03 - View from Gringley Road (Misterton)
- VP E-04 - View from Fountains Hill

3.26.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is also considered **high**. Although existing 400 kV overhead lines are located to the east of the community area, views east are limited.

Location Map



Analysis Map

Map Target Notes

1. All Saints' Church
2. A161
3. B1403
4. Chesterfield Canal
5. 4TM and 4VE 400 kV Overhead Lines

Assessment of Effects

3.26.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the centre of the community area. Components of the Project in this community area include 4 km of the proposed overhead line (pylons 4AF169 to 4AF179). A 1.2 km section of Cornley Road between the proposed overhead line and Misterton would undergo highway works to facilitate construction. A temporary satellite construction compound (S-4) would be located to the north of the community area, just below Tindale Bank Road, west of Haxey Gate Road. A section of undergrounding of an 11 kV overhead line is required between 4AF178 and 4AF179.

Table 3.26 Summary of Viewpoint Assessment for Misterton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-18a	Very small	Small	Small
D-18b	Very small	Medium	Medium
E-01	Small	Large	Large
E-02	Very small	Medium	Medium
E-03	Small	Medium	Medium
E-04	Very small	Medium	Medium

Construction Year

3.26.8 Views along the eastern edge of this community area would be affected by construction activities associated with the proposed overhead line. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, including both panel and stone tracks. Vegetation removal includes areas along the River Idle, within the disused Misterton Golf Course and at bellmouth locations.

3.26.9 The scale of change would be large in close proximity to construction activities, including for receptors within the landscape to the west of the village. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Scaffold on either side of Tindale Bank Road, River Idle, Cornley Road and Cattle Road would be a noticeable feature within views but only temporary during stringing activities.

3.26.10 The satellite compound (S-4) would be located to the north of Misterton Holiday Park, views of which would be heavily filtered by the mature trees which surround the park. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.26.11 Given that the topography rises eastward away from the construction corridor, the geographic area affected is likely to be large, with construction activity potentially visible across much of the area. In more distant locations, views would typically be limited to the upper parts of taller equipment, though this would only be in use at each pylon location for a short time.

3.26.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **moderate adverse (significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the properties on the western side of Misterton and the PRoW which cross the construction areas.

Operation - Year 1

3.26.13 The proposed overhead line would be located to the west of the village. The proposed overhead line would introduce new pylons into the views from the western edge of the community area, which is currently unaffected by existing pylons. This means that new pylons would be seen on the skyline and they would be prominent in views. Within the settlement of Misterton, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation, as illustrated by viewpoints E-02 and E-03, but as the proposed overhead line wrap around the community to the north and west of the village, there would be filtered views for a number of visual receptors including the holiday parks to the north of the community area and users of the Chesterfield Canal. The change would be seen across a large geographical area within this community area.

3.26.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large** due to the large area affected. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **major adverse (significant)**.

Proposed Mitigation

3.26.15 In addition to the embedded measures, landscape mitigation is proposed adjacent 4AF172 (Ref 27) and 4AF174 (Ref 28). The planting is primarily to mitigate for the loss of trees along boundaries and would not reduce the visual effects.

Operation - Year 15

3.26.16 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views around the community area. The **large** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.26.17 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **major adverse (significant)**.

Individual Properties

3.26.18 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.



The towpath of Chesterfield Canal is the route of the Cuckoo Way with attractive views along the corridor

3.27 Newport

Description of Community Area

3.27.1 Newport is located in Route Section A of the Project. It contains the village of Newport, alongside a large number of farmsteads and other dwellings dispersed across its area. The community area is bisected east to west by both the M62 and B1230 Main Road, with the latter passing through the village. The B1230 connects the community area with neighbouring settlements Gilberdyke to the west and North Cave to the northeast.

3.27.2 PRoW access is limited within the community area, PRoW tending to follow the long linear drain which runs south from Newport towards Broomfleet, on the north bank of the River Ouse. The Market Weighton Canal bisects the community area and village, running north to south towards the River Ouse around 5 km to the south of the village centre. The village also contains several fishing ponds and other waterbodies, formed on the now flooded sites of mineral extraction.

3.27.3 The village itself is dispersed, with clusters of properties on either side of the Market Weighton Canal. These clusters are comprised of largely residential properties along numerous small cul-de-sacs. It has a suburban character. Two linear rows of properties are also found alongside each side of the canal.

3.27.4 The community area is largely flat and low lying and is primarily agricultural outside of the settlement. The landscape is interspersed with a network of drainage ditches, low embankments, and the canal, which define a linear pattern of medium to large scale arable fields. Hedgerow and tree cover is limited, allowing for open views when looking across the farmland, with big skies.

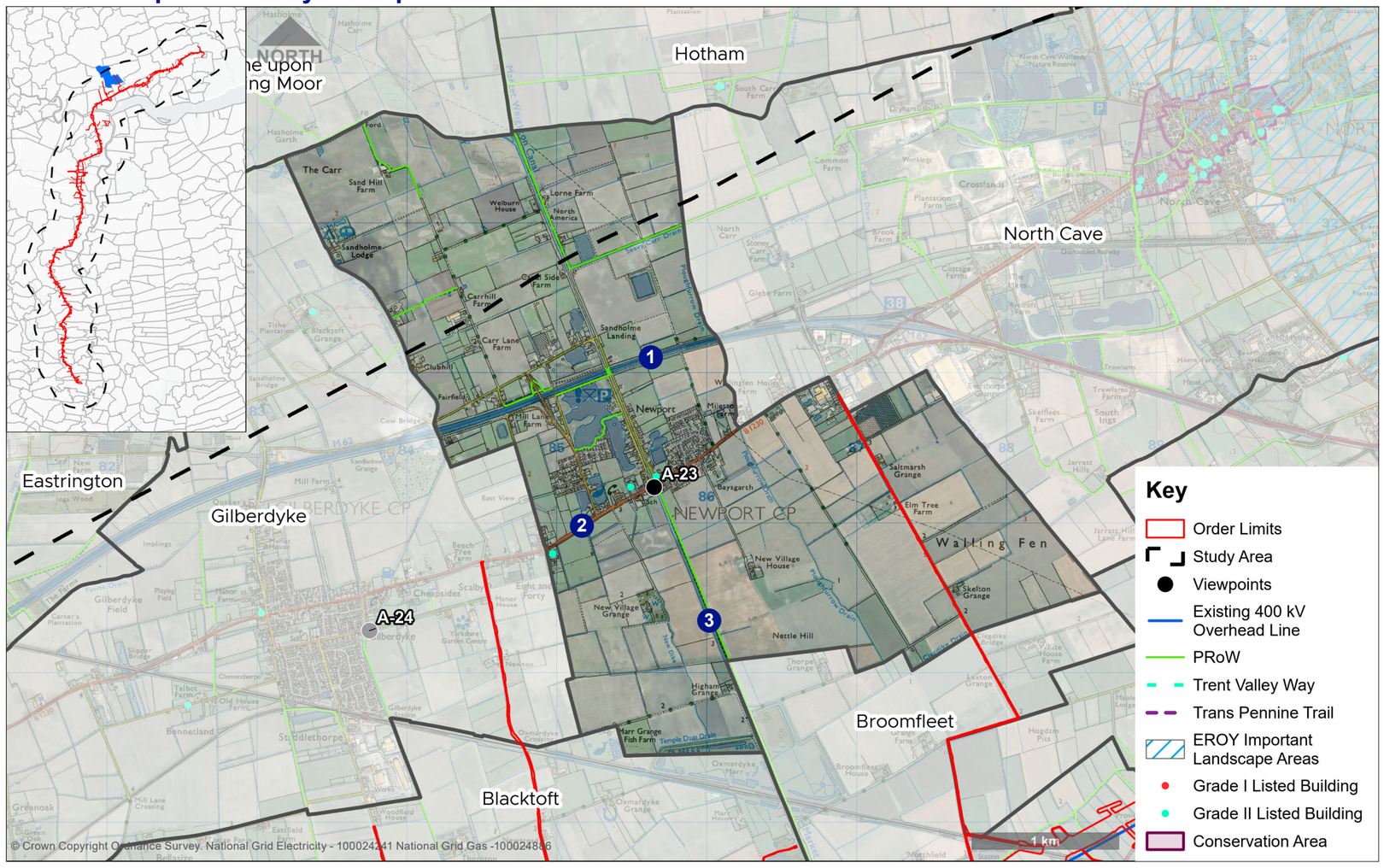
3.27.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-23 - View from B1230 (Newport)

3.27.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**.

Location Map

Analysis Map





The Market Weighton Canal allows for longer distance views to the southeast where the existing 400 kV overhead line is visible on the horizon

Map Target Notes

1. M62
2. B1230
3. Market Weighton Canal

Assessment of Effects

3.27.7 This community area would be directly affected by the Project during construction and indirectly during operation. Components of the Project within this community area are limited to construction activity. A section of Wallingfen Lane, starting at the B1230 heading south toward Clegdike Drain would undergo highway works in order to facilitate construction.

Table 3.27 Summary of Viewpoint Assessment for Newport

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

Construction Year

3.27.8 Construction activity within the community area is limited to highway widening along Wallingfen Lane, which may result in some vegetation loss. Movement of construction vehicles along this lane would introduce some further disturbance, though this would only be experienced by those living in close proximity which is predominantly a small number of isolated farmsteads.

3.27.9 Long range views of the upper parts of taller equipment used to construct the proposed overhead line may be visible in some places, though this would only be present at each pylon location for short period. No ground level construction would be visible, due to the distance and intervening vegetation.

3.27.10 The geographical area affected by construction activities would be very small, limited to the southern region of the community area. Within the settlement of Newport, views of construction would largely be screened by buildings and vegetation.

3.27.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole would be **negligible adverse (not significant)**.

Operation - Year 1

3.27.12 The proposed overhead line to the south would be visible in long distance views, in places where intervening buildings and vegetation allows. The proposed overhead line would be aligned parallel and located close to the existing 400 kV overhead line. Additional pylons would be visible from Newport but would be seen in the context of the existing overhead line so would not be uncharacteristic as illustrated from viewpoint A-23.

3.27.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **negligible adverse (not significant)**.

Proposed Mitigation

3.27.14 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.27.15 Pylons on the proposed overhead line would continue to be present in views from Newport, but seen in the context of the existing overhead line. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.27.16 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **negligible adverse (not significant)**.

Individual Properties

3.27.17 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.28 North and South Wheatley

Description of Community Area

3.28.1 North and South Wheatley is a community area located in Route Section E of the Project. It contains the conjoined villages of North and South Wheatley, and multiple dispersed farmsteads. The community area is connected by a road network which includes the A620, and there is an extensive PRoW network, with multiple paths leading from the villages offering wider access to the countryside.

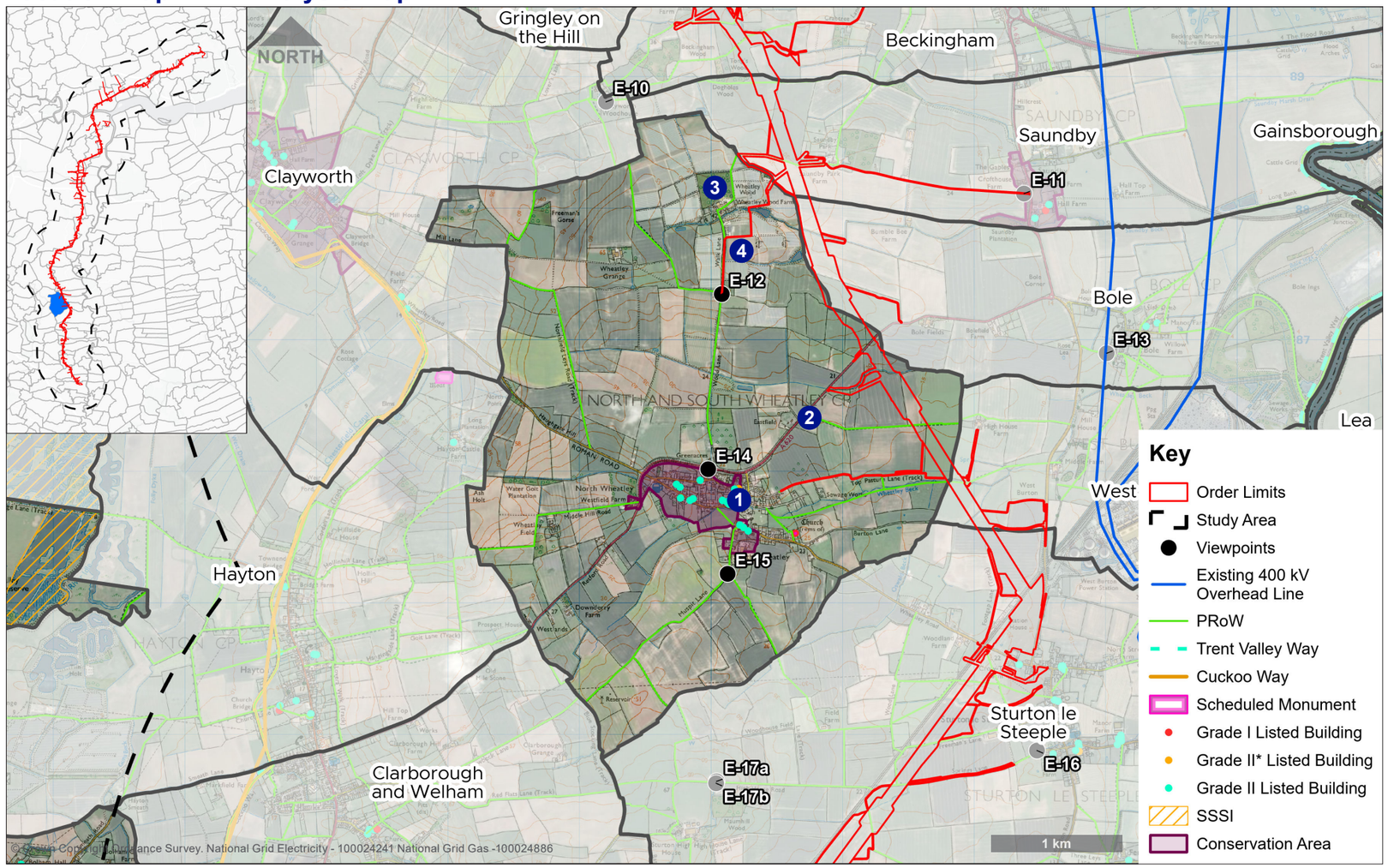
3.28.2 Designated as conservation areas, the villages are notable for their number of historic listed buildings. North Wheatley has a particularly dense concentration of listed buildings around Church Street, including the Grade II* Listed Church of St Peter & Paul, and the Old Hall. Along Wheatley Road, just outside of the village settlement, lies the Grade I Listed remains of the Church of St Helen. Multiple small orchard pockets are found on the land in and immediately surrounding the village. Hedgerows, often with tree lines, frame the village and contribute to a strong rural character and feeling of enclosure. This vegetation, combined with the rolling landscape, help to minimise the impact of nearby detractors such as the West Burton Power Station and A620 although when visible, West Burton is a prominent feature on the horizon in views to the east.

3.28.3 The landform is predominantly gently rolling arable farmland. Elevation gradually increases from east to west, moving away from the River Trent in the east. In some areas, the change in elevation is more pronounced, with the villages themselves situated on a particularly steep incline. The field pattern in the area is generally rectilinear, with small to medium sized fields becoming noticeably smaller as they approach the villages. Belts of trees are commonly found, and hedgerow coverage is prominent to the east of the villages. Small pockets of woodland are scattered throughout the landscape, with Wheatley Wood standing out as ancient woodland and designated as a Local Wildlife Site. This mix of arable land, natural features, and historical woodlands contributes to the rural character and ecological value of the area.

3.28.4 As well as the former West Burton Power Station to the east, there are views towards the existing 400 kV overhead lines in the Trent Valley to the east, pylons visible on the horizon but not prominent in views. To the north of the community area are two single wind turbines and a large solar farm which surrounds Wheatley Wood.

Location Map

Analysis Map



3.28.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-12 - View from Wood Lane (North Wheatley)
- VP E-14 - View from North Wheatley
- VP E-15 - View from Muspitt Lane (South Wheatley)

3.28.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium** due to the prominence of West Burton to the east.

Map Target Notes

1. Church of St Peter & Paul
2. A620
3. Wheatley Wood
4. Solar Farm

Assessment of Effects

3.28.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the eastern parts of the community area. Components of the Project in this community area include 1.4 km of the proposed overhead line (pylons 4AF201 to 4AF205). A section of undergrounding of an 11 kV overhead line is required between 4AF202 and 4AF203.

Table 3.28 Summary of Viewpoint Assessment for North and South Wheatley

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-12	Very small	Very small	Very small
E-14	Very small	Small	Small
E-15	Very small	Very small	Very small

Construction Year

3.28.8 Views along the eastern edge of this community area would be affected by construction activities associated with the proposed overhead line. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks, including both panel and stone tracks. Vegetation removal along Gainsborough Road for bellmouth locations would introduce glimpsed, ground-level views of construction activity from the road.

3.28.9 The scale of change would be large in close proximity to construction activities, however there are few visual receptors in the east with the exception of two PRoW which would cross the construction areas. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Scaffold on either side of Gainsborough would be a noticeable feature within views but only temporary during stringing activities.

3.28.10 In more distant locations, due to landform and intervening vegetation, including from the villages, views would typically be limited to the upper parts of taller equipment, though this would only be in use at each pylon location for a short time. The geographical area affected by construction activities would be very small, limited to the eastern parts of the community area.

3.28.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with a **medium** magnitude of change due to proximity to the construction activities, but that this would be limited to the PRoW which cross the construction areas.

3.28.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** and a **moderate adverse (significant)** effects within 200 m.

Operation - Year 1

3.28.13 The proposed overhead line would be located to the eastern edge of the community and would introduce new pylons into the views. New pylons would be seen on the skyline closer than the existing 400 kV overhead lines in the Trent Valley and although would not necessarily be an uncharacteristic element, they would be much more prominent in views. Within the villages, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation. The change would be seen across a small geographical area within this community area.

3.28.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **minor adverse (not significant)**.

Proposed Mitigation

3.28.15 In addition to the embedded measures, landscape mitigation is proposed adjacent 4AF202 (Ref 40). The planting is primarily to mitigate for the loss of trees along boundaries and would not reduce the visual effects.



The former West Burton Power Station is prominent in views east from the village

Operation - Year 15

3.28.16 Pylons on the proposed overhead line would continue to be present in views to the east of the community area. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.28.17 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.28.18 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.29 North Leverton with Habblesthorpe

Description of Community Area

3.29.1 North Leverton with Habblesthorpe is a community area located in Route Section E of the Project. It contains the village of North Leverton with Habblesthorpe, the hamlet of Coates, and several isolated farmsteads. A network of small lanes connects these settlements, while an extensive system of PRoW, including the Trent Valley Way, provides access to the surrounding countryside.

3.29.2 The community area lies on the western bank of the River Trent. The village itself sits just south of Sturton le Steeple and near the former West Burton Power Station, a dominant visual feature to the north.

3.29.3 The village displays a strong rural character in part due to its historic buildings and surrounding farmland. A concentration of listed buildings can be found, including the Grade I Listed Church of St Martin within the village and the Grade II* Listed North Leverton Windmill to its west.

3.29.4 The landform of the community area is predominantly flat to gently rolling arable farmland, with elevation rising gradually toward the west beyond the village. The low-lying topography of the village and its surrounding treelines and woodland pockets contribute to its rural character and give it a sense of enclosure, helping to alleviate nearby detractors such as the power station to the north.

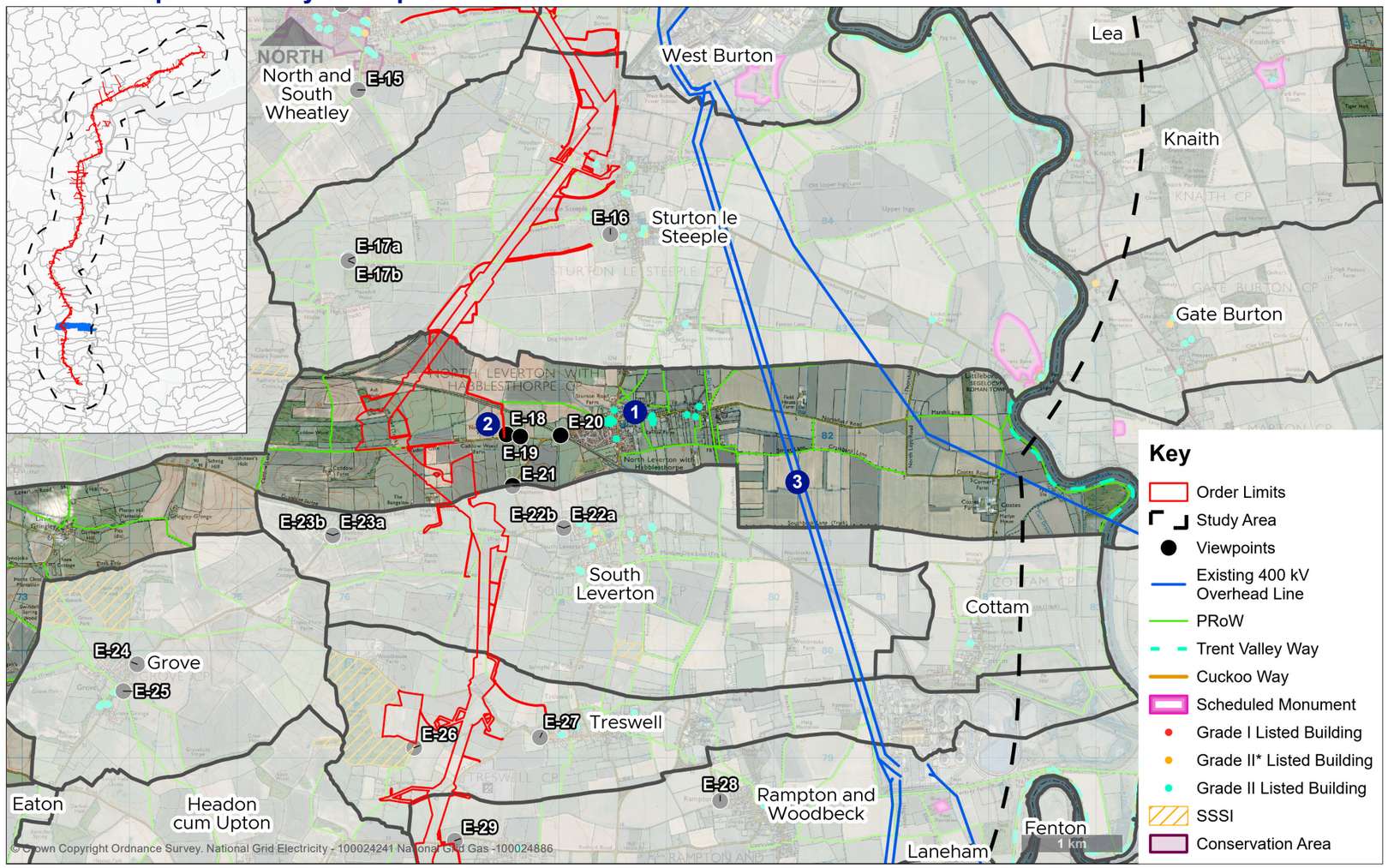
3.29.5 The surrounding farmland of the wider community area displays a consistent pattern of small to medium size rectilinear fields, with some areas of strict uniformity. Field boundaries often feature managed hedgerow, particularly in the farmland west of the village. Small pockets of deciduous woodland break up the flat landscape, of note is Caddow Wood, a Local Wildlife Site.

3.29.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-18 - View from North Leverton Windmill
- VP E-19 - View from Mill Lane (North Leverton)
- VP E-20 - View from Retford Road (North Leverton)
- VP E-21 - View from Retford Road near Westholme

Location Map

Analysis Map



3.29.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **high.** Although value is lower in the east of the community area due to the existing 400 kV overhead lines, the areas to the west are rural where the windmill is a feature.

Map Target Notes

1. Church of St Martin
2. North Leverton Windmill
3. ZDA and 4VE 400 kV Overhead Lines

Assessment of Effects

3.29.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the western parts of the community area. Components of the Project in this community area include 2.1 km of the proposed overhead line (pylons 4AF217 to 4AF222). A temporary satellite construction compound (S-5) would be located to the north of Retford Road which would require an 11 kV connection.

Table 3.29 Summary of Viewpoint Assessment for North Leverton with Habblesthorpe

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-18	Very small	Small	Small
E-19	Small	Medium	Medium
E-20	Very small	Medium	Medium
E-21	Medium	Large	Large

Construction Year

3.29.9 The construction of a proposed overhead line would directly affect the landscape within the western part of the community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.29.10 The satellite construction compound (S-5) to the north of Retford Road would form a noticeable yet temporary feature within the landscape. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.29.11 Movement of construction vehicles and plant along Leverton Road (PAR 153), Retford Road (PAR 154 and PAR 155) and along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoint E-18. As a result, the geographical area affected would be small.

3.29.12 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing electrical infrastructure.

3.29.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.29.14 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline, the size/scale of effect would generally be medium.

3.29.15 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and blocks of woodland would provide some partial screening of views. There would be direct views of the new pylons from the PRoW network in the west of the community area. Visibility would be restricted from the settlement of North Leverton by the enclosure of the buildings and the topography and vegetation to the west of the village, with some partial long range views available from the western fringes. As a result, the area affected would be small.

3.29.16 Views of the windmill in the western areas of the community area would be affected by the proposed overhead line. New pylons would be vertical elements which would affect the prominence of the windmill by introducing multiple vertical elements of a similar scale in views as illustrated by viewpoint E-19.

3.29.17 As the Project spreads the influence of overhead lines over a wider area and affects views of the windmill, overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **major adverse (significant)**.

Proposed Mitigation

3.29.18 Two areas of mitigation planting are proposed near 4AF220 (Ref 49 and 50). This planting has been introduced to filter views of 4AF220 from the wider landscape to the east and from the North Leverton Windmill. 4AF220 is a D90 tension pylon which have a heavier appearance than other pylon types and planting would help to reduce its impact.

Operation - Year 15

3.29.19 By Year 15, the reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area and would spread the influence of infrastructure across a wider area within the community area. The **large** magnitude of change described for Year 1 would continue to be experienced by receptors. The proposed mitigation planting would create some localised screening of the new pylons but would not reduce the overall effect of the Project on the visual amenity of the community area.

3.29.20 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **major adverse (significant)**.

Individual Properties

3.29.21 There is one property (R_6375) within 400 m of the proposed overhead line within this community area, north of Retford Road. As views are open to the north and east, this property is considered further in the Residential Visual Amenity Assessment.

3.30 Owston Ferry

Description of Community Area

3.30.1 Owston Ferry is located in Route Section D of the Project. It contains the village of Owston Ferry as well as a few isolated farmsteads. The village lies on the west bank of the River Trent. The community area is connected by a series of single carriageway roads, and a small network of PRoW branching from the village offers access to the wider countryside. The northern part of the community area is contained within the Isle of Axholme Area of Special Historic Landscape Interest. The village contains a number of listed buildings, including the Grade I Listed Church of Saint Martin.

3.30.2 The landform to the south of the village is predominantly flat arable farmland with a pattern of small, frequently rectilinear fields. There is little hedgerow, with boundaries instead marked with a dense network of drains. The occasional field tree serves as the only tree coverage in this region. The landform to the north of the region is similarly open farmland, but begins to become more rolling, particularly to the northwest where there is a considerable rise in elevation. This results in wide views of the lower, flatter farmland to the south. This area also features small pockets of woodland and there is higher hedgerow coverage in the landscape to the west of the village, though this is frequently species poor.

3.30.3 Two existing 400 kV overhead lines runs north to south through the community area to the west of the village. The openness of the surrounding farmland and the proximity of the overhead lines mean that they are prominent in views.

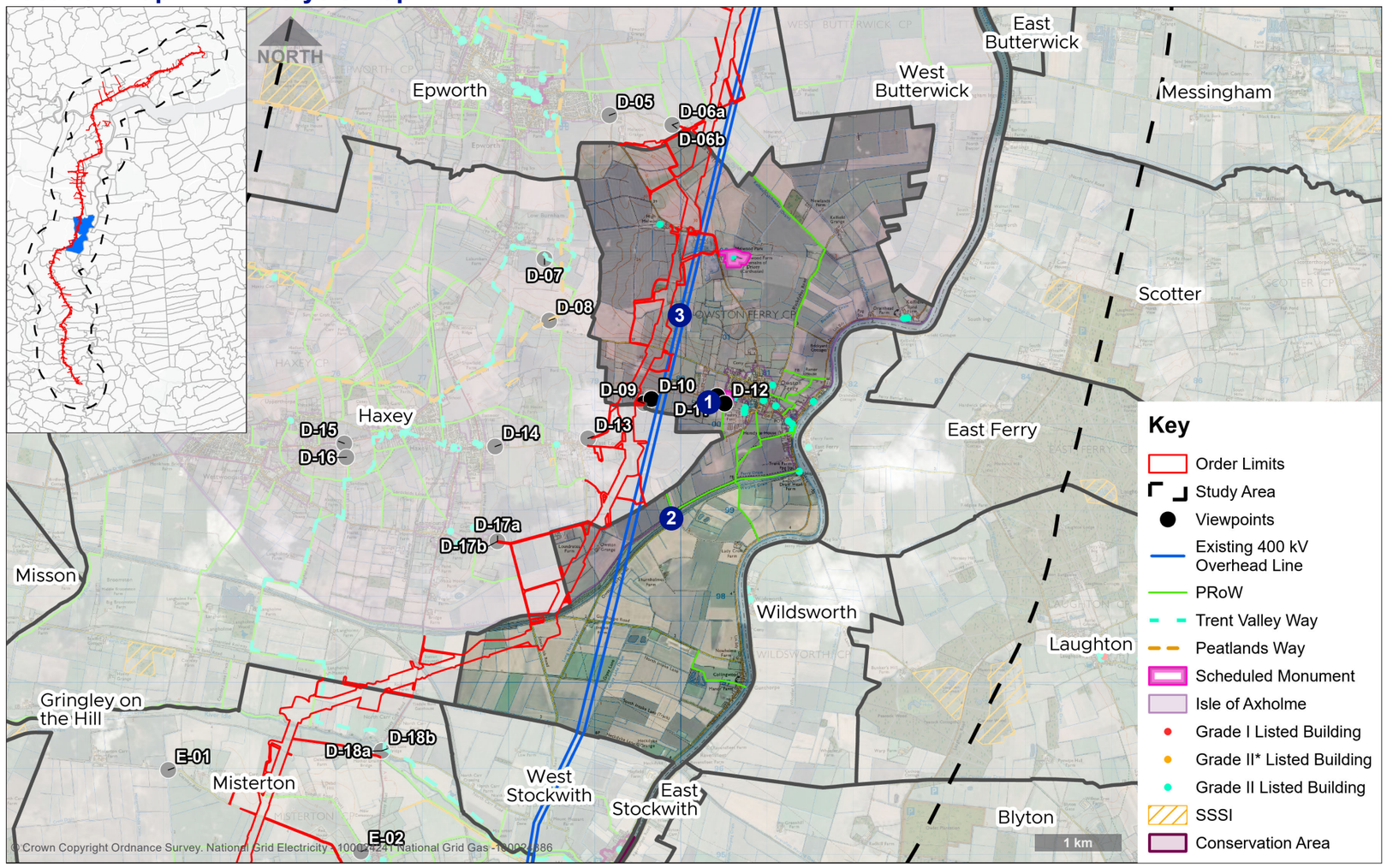
3.30.4 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP D-09 - View from East Lound Road (Owston Ferry)
- VP D-10 - View from Low Hall Farm (Owston Ferry)
- VP D-11 - View from Church Street (Owston Ferry)
- VP D-12 - View from Castle Hill (Owston Ferry)

3.30.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**. The value of views is considered **medium**, as while the community area is elevated due to its association with the Isle of Axholme ASHLI, its aesthetic qualities are reduced to the presence of 400 kV overhead lines.

Location Map

Analysis Map



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Map Target Notes

1. Church of Saint Martin
2. Warping Drain
3. ZDA and 4TM 400 kV Overhead Lines

Assessment of Effects

3.30.6 This community area would be directly affected by the Project during construction and operation. Components of the Project in this community area include 3 km of the proposed overhead line (pylons 4AF146 to 4AF154, 4AF159 to 4AF160, and 4AF162 to 4AF164). A section of Epworth Road, between High Melwood House and Low Melwood Farm would undergo highway works to facilitate construction. A section of undergrounding of an 11 kV overhead line is required at High Melwood and another between 4AF160 and 4AF161.

Table 3.30 Summary of Viewpoint Assessment for Owston Ferry

VP Ref	Magnitude		
	Construction	Year 1	Year 15
D-09	Large	Large	Large
D-10	Medium	Large	Large
D-11	Very small	Small	Small
D-12	Very small	Small	Small

Construction Year

3.30.7 Ground level activities undertaken to construct the proposed overhead line are likely to be visible in some places, for instance along East Lound Road, as shown in viewpoint D-09. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. Although the effect on views would be large when seen at close range, the effect would diminish rapidly with distance. For the length of overhead line being constructed, there would be relatively little vegetation loss, the majority to create bellmouths.

3.30.8 Views of construction from the settlement are likely to be more contained due to intervening vegetation and built structure. The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing 400 kV overhead lines. Scaffold on either side of Melwood Hill, Burnham Road and East Lound Road would be a noticeable feature within views but only temporary during stringing activities.

3.30.9 Overall, it is anticipated that the effect on visual amenity would be adverse and due to the length of access track and construction activity in the community area, the magnitude of change would be **medium**.

3.30.10 Taking account of the high susceptibility and medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **moderate adverse (significant)**.

Operation - Year 1

3.30.11 The presence of the proposed overhead line would increase the presence of high voltage electricity infrastructure in views but would not fundamentally alter the composition or character of these views as pylons are already a prominent element. In views for the majority of the community and the main settlement areas, the proposed overhead line would sit beyond the two parallel existing ZDA and 4TM 400 kV overhead lines in views to the west. The prominence of intervening vegetation and topography throughout the community area also reduces the visibility of the proposed overhead line.

3.30.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. Although the Project would create a section of triple overhead line, it ensures the spread of effects within the community area is limited and only affects those visual receptors already affected by existing 400 kV overhead lines.

Proposed Mitigation

3.30.13 In addition to the embedded measures, areas of landscape mitigation planting are proposed near 4AF150 (Ref 20) and near 4AF158 (Ref 22). This is primarily woodland planting to mitigate for the loss of trees and would not reduce the prominence of the proposed overhead line for visual receptors.

3.30.14 Native Scrub planting is proposed either side of Warping Drain (Ref 23, 24 and 25) to mitigate for loss along the watercourse. This would potentially filter views of 4AF162 from Stockwith Road and Gunthorpe Road but would not reduce the visual effects of the Project overall.

Operation - Year 15

3.30.15 Pylons on the proposed overhead line would continue to be present in views, but would be seen in the context of the existing overhead lines. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.30.16 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**.

Individual Properties

3.30.17 Eleven residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_4728, R_4730, R_4731 - Group of 3 properties at High Melwood Barns
- R_4732 - High Melwood Cottages
- R_4733 - The Cottage
- R_4734 - High Melwood House
- R_4784, R_4785 - Redmere and Annexe
- R_4897 and R_4898 - 1 & 2 Grange Cottage
- R_4966 - Owston Grange

3.30.18 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties close to the proposed overhead line within this community area. Since these properties already have views of the existing 400 kV overhead line, effects are not considered to be significant.

3.31 Ragnall

Description of Community Area

3.31.1 Ragnall is located across the boundary of Route Sections E and F of the Project. It encompasses the small village of Ragnall, a linear settlement developed along the north–south-oriented Main Street. Isolated dwellings and farmsteads are also located along the A57. The community area lies on the western bank of the River Trent.

3.31.2 Two PRoW provide access from the village into the surrounding farmland. Within the village, there are several listed buildings, notably the Grade II* Church of St Leonard. The scheduled monument at Whimpton contains only earthworks and is not a prominent feature.

3.31.3 The surrounding landscape is predominantly flat to gently undulating arable farmland. Fields are generally rectilinear and vary in size. In the eastern parts of the community area, fields are often bordered by a network of drains and ditches, while in the west, they are more commonly enclosed by tree lines or low hedgerows. The landscape affords wide, uninterrupted views across the farmland, occasionally punctuated by intermittent field trees and boundary vegetation.

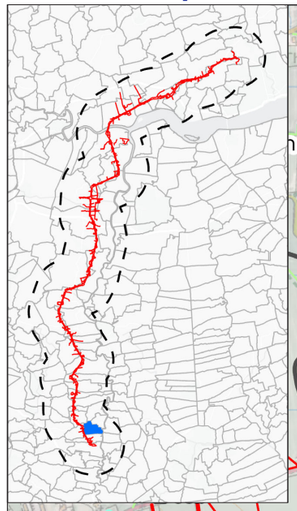
3.31.4 Two existing 400 kV overhead lines pass the east of the settlement and are very prominent in views to the east.

3.31.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP F-02 - View from Main Street (Ragnall)

3.31.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while value of views is considered **medium**.

Location Map



Analysis Map



Church of St Leonard which is grade II* listed, surrounded by mature trees

Map Target Notes

1. Church of St Leonard
2. A57
3. Whimpton Scheduled Monument
4. ZDA 400 kV Overhead Line
5. 4VE 400 kV Overhead Line

Assessment of Effects

3.31.7 This community area would be directly affected by the Project during construction and indirectly during operation, the proposed overhead line is immediately to the west of the community area boundary. Construction traffic routes would be located along the A57 (PAR 119 and PAR 120) and Main Street (PAR 122).

Table 3.31 Summary of Viewpoint Assessment for Ragnall

VP Ref	Magnitude		
	Construction	Year 1	Year 15
F-02	Small	Large	Large

Construction Year

3.31.8 There would be medium and long distance views towards construction activities located outside this community area due to the open and expansive nature of the intervening arable farmland. There would be long distance views of the upper parts of the taller equipment used for constructing the proposed overhead line, but this would only be present at each pylon location for a short period of time. Ground level construction activities would be visible but not prominent.

3.31.9 Movement of vehicles and plant along construction access tracks east of Darlton and along the A57 in the neighbouring community area would introduce some visual disturbance into the farmland but this would be in the context of current traffic movements along the A57. Scaffolding would be present over the A57 for stringing works, this would be a noticeable but temporary feature. The works would result in a small size/scale of change in views and affect a small geographical area.

3.31.10 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and medium value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant)**.

Operation - Year 1

3.31.11 The Project would introduce a 400 kV overhead line to the west of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline.

3.31.12 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the open nature of the landscape, although field boundary vegetation and blocks of woodland would provide some partial screening of views. There would be views of the new pylons from the PRoW to the west of the village. As the majority of the receptors are located in Ragnall itself, the geographical area affected would be medium.

3.31.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area during Year 1 of operation would be **moderate adverse (significant).** It is acknowledged there would be locations with greater effects due to proximity to the Project but that as pylons are a feature of views within the community area, that those effects would be limited to locations with open views as illustrated by F-02. Many of the properties in Ragnall have views filtered by vegetation.

Proposed Mitigation

3.31.14 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.31.15 The introduction of proposed 400 kV pylons into the landscape to the west means that high voltage electricity infrastructure would continue to affect views out from the community area.

3.31.16 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.31.17 No residential properties have been identified within 150 m of the proposed overhead line within this community area. There is one other property within 400 m of the proposed overhead line within this community area at Farhill Farm (R_6828). Since this property has open views, this property is considered further in the Residential Visual Amenity Assessment.



View east from Main Street

3.32 Rampton and Woodbeck

Description of Community Area

3.32.1 Rampton and Woodbeck is a community area located in Route Section E of the Project. It contains the villages of Rampton and Woodbeck, as well as a few isolated farmsteads. The community area lies on the western bank of the River Trent, with the Trent Valley Way passing through the community area. The community area is connected by a series of lanes, and some PRoW in the east of the community area offer wider access to the countryside.

3.32.2 The villages both exhibit a rural character typical of settlements in the region. Rampton contains historic buildings such as the grade I Church of All Saints, and both settlements display good tree cover, contributing to a feeling of enclosure. Retford Road Wood, located just east of Woodbeck, is a Local Wildlife Site.

3.32.3 The landform of the community area is predominantly flat to gently rolling arable farmland. The relatively flat, low-lying ground near the riverbanks begins to gradually rise in elevation westward, past Rampton. Hedgerow cover in the farmland is sparse, as is the case with tree cover outside of a couple small pockets of woodland and the occasional field tree. This affords an open, wide landscape, the otherwise rural nature of which is interrupted by the large Rampton Secure Hospital.

3.32.4 Three existing 400 kV overhead lines pass through the community area adjacent to the former Cottam Power Station site. These are visible from much of the community area due to the rising landform to the west which allows for wider views.

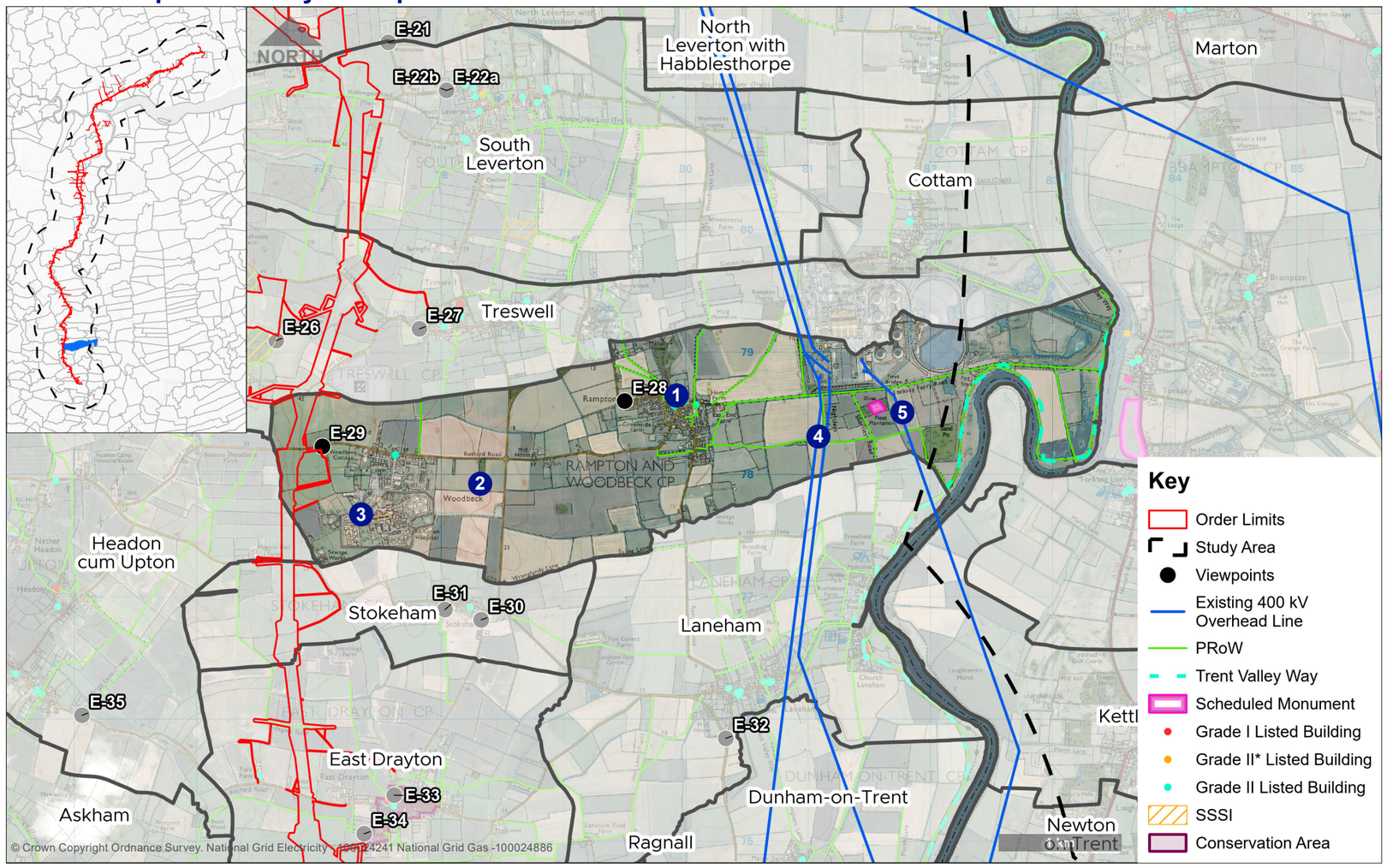
3.32.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-28 - View from Treswell Road (Rampton)
- VP E-29 - View from Retford Road (Woodbeck)

3.32.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while value of views is considered **medium**.

Location Map

Analysis Map





The buildings of Rampton Secure Hospital are noticeable within views from the surrounding area

Map Target Notes

1. Church of All Saints
2. Retford Road Wood
3. Rampton Secure Hospital
4. ZDA and 4VE 400 kV Overhead Line
5. 4VK 400 kV Overhead Line

Assessment of Effects

3.32.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 1 km of the proposed overhead line (pylons 4AF232 to 4AF234).

Table 3.32 Summary of Viewpoint Assessment for Rampton and Woodbeck

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-28	Very small	Medium	Medium
E-29	Medium	Large	Large

Construction Year

3.32.8 The construction of a proposed overhead line would directly affect the landscape within the far western part of the Rampton and Woodbeck community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.32.9 Movement of construction vehicles and plant as well as temporary scaffolding for stringing works along Retford Road (PAR 115), Laneham Road (PAR 116), and along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoint E-28. As a result, the geographical area affected would be small.

3.32.10 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time.

3.32.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although noted a **medium** magnitude of change within 200 m of the construction activities.

3.32.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effects within 200 m.

Operation - Year 1

3.32.13 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline, the size/scale of effect would generally be medium.

3.32.14 From western parts of the community area there would be some medium range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and small blocks of woodland would provide some partial screening of views. There would be views of the new pylons from the properties and facilities associated with Rampton Secure Hospital in the west of the community area. Visibility would be restricted from the settlement of Rampton by the enclosure of the buildings and the topography and vegetation to the west of the village, with some partial long range views available from the western fringes. As a result, the area affected would be small.

3.32.15 As the Project spreads the influence of overhead lines over a wider area, overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**. It is acknowledged there would be locations with lesser effects due to distance from the Project but the effects on the western area of Woodbeck are the overriding factor for this community area.

Proposed Mitigation

3.32.16 In addition to the embedded measures, landscape mitigation is proposed adjacent to 4AF233 and 4AF234 (Ref 55, 56 and 57). The planting is primarily to mitigate for the loss of trees along boundaries and would not reduce the visual effects.

Operation - Year 15

3.32.17 By Year 15, reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area and would spread the influence of infrastructure.

3.32.18 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.32.19 There are no properties within 150 m of the proposed overhead line. There are two properties within 400 m of the proposed overhead line within this community area on Retford Road, Woodbeck House (R_6559) and Northfield Farm (R_6550). As views are open, these properties are considered further in the Residential Visual Amenity Assessment.

3.33 Rowley

Description of Community Area

3.33.1 Rowley is located in Route Section A of the Project. It is made up of the village of Little Weighton, the hamlets of Bentley, Riplingham and High Hunsley, as well as various dispersed dwellings and farmsteads. The community area is well connected by a series of minor roads and lanes, and there is a small network of PRoW providing access to the wider countryside, including part of the Beverley 20 footpath and High Hunsley Circuit. The Yorkshire Wolds Way National Trail runs along the southern boundary of the community area. The B1230 passes through High Hunsley, and the A1079 and A164 pass through the east of the community area. The community area lies on the southeastern edge of the Yorkshire Wolds, and most of the community area is within the Yorkshire Wolds Important Landscape Area.

3.33.2 The landscape is predominantly highly rolling arable farmland. Elevation increases considerably from east to west towards the Wolds. The north of the community area features very little tree or hedgerow coverage. This, combined with the rolling landform, results in a very open landscape with wide views. The southern and eastern areas of the community area, particularly between Little Weighton and Riplingham and around Bentley, feature more extensive vegetation coverage with larger woodland blocks which screen longer distance views. Field pattern is generally rectilinear across the community area, but size varies considerably.

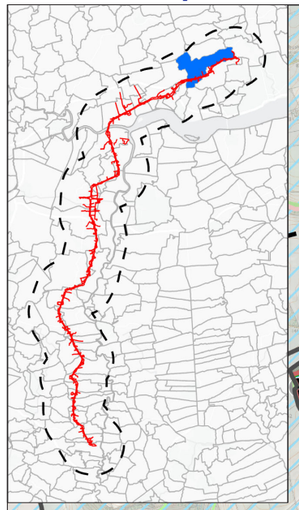
3.33.3 The farmland is interspersed with occasional small pockets of woodland. Risby Park and Fishpond Wood, both designated Local Wildlife Sites, lie northeast of Little Weighton. Risby Park is also a Registered Park and Garden.

3.33.4 The existing 4ZQ 400 kV overhead line passes through the south of the community area and is prominent in views from Riplingham.

3.33.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-01 - View from Bentley Road (Bentley)
- VP A-02 - View from Dunflat Road (Bentley)

Location Map



Analysis Map

- VP A-04 - View from Rowley Road (Little Weighton)
- VP A-05 - View from crossroads near Little Weighton
- VP A-06 - View from Yorkshire Wolds Way (High Hunsley)
- VP A-07 - View from High Hunsley Circuit at Socken Wood
- VP A-08a - View southeast from Riplingham Road (Riplingham)
- VP A-08b- View southwest from Riplingham Road (Riplingham)
- VP A-10 - View from High Hunsley Circuit (Riplingham Road)
- VP A-11 - View from bridleway near Turtle Hill

Map Target Notes

1. B1230
2. A1079
3. A164
4. Risby Park
5. Fishpond Wood
6. Socken Wood

- VP A-31 - View from Beverley 20 footpath near A1079

3.33.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**, as although the area is associated with the Yorkshire Wolds Important Landscape Area, a number of 400 kV overhead lines frequently dominate views.

Assessment of Effects

3.33.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the southern part of the community area. Components of the Project in this community area include 5.7 km of the proposed overhead line (pylons 4AF4 to 4AF5, 4AF9 to 4AF10, 4AF12 to 4AF13, and 4AF22 to 4AF31). A section of Rowley Road between Riplingham Road and Rowley Cottages would undergo highway works, as would a short section of Lambwell Hill below Beverley Road. Bellmouths would be created on Rowley Road (BM-007 and BM-008) and Lambwell Hill (BM-009 and BM-010). There would be a number of sections of undergrounding of 11 kV overhead lines between 4AF27 and 4AF30.

Table 3.33 Summary of Viewpoint Assessment for Rowley

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-01	Very small	Small	Small
A-02	Medium	Large	Large
A-04	Small	Small	Small
A-05	Very small	Very small	Very small
A-06	Very small	Very small	Very small
A-07	Large	Large	Large
A-08a	Medium	Medium	Medium
A-08b	Large	Medium	Medium
A-10	Small	Small	Large (Beneficial)
A-11	Very small	Very small	Very small
A-31	Small	Very small	Very small

Construction Year

3.33.8 The construction of a proposed overhead line would directly affect the landscape within the southern part of the community area. The effects would be short term but would require removal of a section of Socken Wood which would be noticeable in views from PRoW in close proximity. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.33.9 The movement of construction vehicles along the A1079 (PAR 1 and PAR 2), A164 (PAR 4 and PAR 6), Dunflat Road (PAR 5), Rowley Road and Lambwell Hill as well as along the construction access track would introduce further localised disturbance. Scaffold for stringing works across the A164, Little Weighton Road, Rowley Road and Lambwell Hill would form a noticeable but temporary feature in the landscape, only present during stringing activities.

3.33.10 Users of the Beverley 20 footpath and High Hunsley Circuit pass close to the working area at 4AF24 and would have close proximity views. Users of PRoW to the east of the community area, for example PRoW ROWLB05, would have views of working areas and construction access tracks where in the same field as the Project. Access would be managed during construction where required. PRoW ROWLF03 would be temporarily closed.

3.33.11 The size/scale of change of the construction activities when users of PRoW are in close proximity would be large, as evidenced by viewpoint A-07. This would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation. As a result, the geographical area affected would be medium.

3.33.12 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing electrical infrastructure.

3.33.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although acknowledging there are some locations where people would have close range views within approximately 200 m where the magnitude of change would be **large**.

3.33.14 Taking account of the high susceptibility and the medium value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities and a **major adverse (significant)** effect, but that this would be limited to the fields within which the works are located (within approximately 200 m).

Operation - Year 1

3.33.15 In the southern part of the community area, the proposed overhead line would be aligned parallel and close to the existing 4ZQ 400 kV overhead line. However, to the east near Risby, the Project is approx. 600 m away from the existing 4ZQ 400 kV overhead line. Its presence would increase the influence of high voltage electricity infrastructure in views across the community area and particularly for visual receptors along Dunflat Road where the existing 4ZQ 400 kV overhead line is not prominent in views. There would be close proximity views of the new pylons from the PRoW network in the south of the community area. As a result, the geographical area affected would be medium.

3.33.16 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although noted that to the east where the proposed



The existing 4ZQ overhead line is a prominent features of views from Riplingham, the city of Hull seen on the distant skyline

overhead line is away from the existing 4ZQ overhead line the magnitude would be **medium** for receptors on Dunflat Road and users of the Beverley 20 footpath and High Hunsley Circuit within 400 m of the proposed overhead line.

3.33.17 Taking account of the high susceptibility and the medium value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project but that those effects would be limited to within 400 m of the proposed overhead line to the east along Dunflat Road, including the Beverley 20 footpath and High Hunsley Circuit. In this location there would be a **moderate adverse (significant)** effect.

Proposed Mitigation

3.33.18 In addition to the embedded measures, an area of landscape mitigation planting is proposed relating to Socken Wood (Ref 02). This is primarily woodland planting to mitigate for the loss of trees within Socken Wood and loss of a veteran tree, but this planting would provide screening and filtering for users of the Beverley 20 footpath, High Hunsley Circuit and for road users on Riplingham Road.

Operation - Year 15

3.33.19 By Year 15, the reinstatement and mitigation planting would be maturing and the landscape would be returning to its existing character. Pylons on the proposed overhead line would continue to be present in views and would remain prominent in views from Risby to the north east of the community area. The **medium** magnitude of change described for Year 1 would continue to be experienced by receptors to the east of the community area within 400 m of the proposed overhead line, people within the rest of the community area having a **small** magnitude of change.

3.33.20 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**, with a **moderate adverse (significant)** effect for those areas to the east along Dunflat Road where the proposed overhead line is not parallel with the existing.

Individual Properties

3.33.21 Seven residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_690, R_695, R_698 and R_699 Properties at Manor Farm and Cross Road Cottages
- R_697 Hill View
- R_700 and R_701 Rowley Cottage and Annexe

3.33.22 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties within 400 m of the proposed overhead line within this community area, namely in Riplingham and along Rowley Road. Since these properties already have views of the existing 4ZQ 400 kV overhead line, effects are not considered to be significant.

3.34 Saundby

Description of Community Area

3.34.1 Saundby community area is located within Route Section E of the Project. It encompasses the hamlet of Saundby, along with several scattered and isolated farmsteads. The community area is on the west bank of the River Trent. The community area has limited road connectivity, though the A620 runs through the hamlet, providing access to neighbouring settlements such as Beckingham and North Wheatley. Additionally, a PRoW links the hamlet to the river to the east.

3.34.2 The hamlet displays a strong rural, agricultural character and is a designated conservation area. Saundby contains a ‘historic core’ around the Grade I Listed Church of St Martin. The farmland within and immediately surrounding the hamlet features multiple orchard and deciduous woodland pockets, as well as well-maintained hedges, verges, and trees, contributing further to the area's rural character.

3.34.3 The landform across the community area is characterised by gently rolling arable farmland, with higher lying land in the west gradually decreasing in elevation toward the river in the east. Field boundaries are frequently marked with managed hedgerow and tree lines, while toward the lower elevation area in the east, ditches and drains are more frequent. The community area contains the Saundby Park Wood, a Local Wildlife Site, and part of Natural England’s Priority Habitat Inventory.

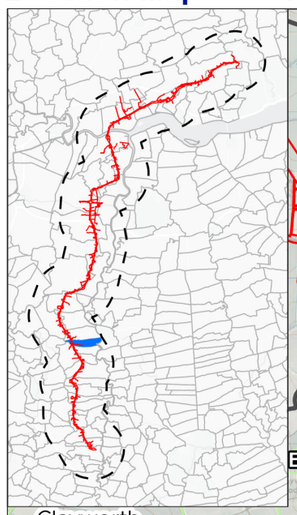
3.34.4 The existing ZDA and 4TM 400 kV overhead lines pass through the community area to the east of the hamlet. These are visible from much of the community area due to the rising landform to the west which allows for wider views although filtered by vegetation in many locations.

3.34.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-11 - View from Crofthouse Farm (Saundby)

3.34.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while value of views is considered **medium**.

Location Map



Analysis Map



View from farm track off Gainsborough Road showing the rural, agricultural character of Saundby.

Map Target Notes

1. A620
2. Church of St Martin
3. Saundby Park Wood
4. ZDA 400 kV Overhead Line
5. 4TM 400 kV Overhead Line

Assessment of Effects

3.34.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 1 km of the proposed overhead line (pylons 4AF196 to 4AF197). There would be sections of undergrounding of an 11 kV overhead line between 4AF197 and 4AF198.

Table 3.34 Summary of Viewpoint Assessment for Saundby

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-11	Small	Medium	Medium

Construction Year

3.34.8 The construction of a proposed overhead line would directly affect the landscape within the western part of the Saundby community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.34.9 Movement of construction vehicles and plant along construction access tracks would introduce further localised disturbance. When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoint E-11. As a result, the geographical area affected would be small.

3.34.10 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time.

3.34.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small.** Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.34.12 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline, the size/scale of effect would generally be medium.

3.34.13 From central parts of the community area there would be some medium and long-range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and small blocks of woodland would provide some partial screening of views. There would be direct views of the new pylons from a PRoW in the west of the community area. Visibility would be restricted from the settlement of Saundby by the enclosure of the buildings, and the topography and vegetation to the west of the village, with some partial long-range views available from the western fringes. As a result, the area affected would be small.

3.34.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. The majority of visual receptors within the community are affected by the existing 400 kV overhead line which would be more prominent in views. It is noted that the magnitude of change would be **medium** for receptors to the west of the community area within 400 m of the proposed overhead line and the effect would be **moderate adverse (significant)** in these areas.

Proposed Mitigation

3.34.15 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.34.16 The introduction of proposed 400 kV pylons into the landscape to the west means that high voltage electricity infrastructure would continue to affect views out from the community area.

3.34.17 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small,** rising to **medium** within 400 m of the proposed overhead line. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**, with a **moderate adverse (significant)** effect for receptors in the west of the community area within 400 m of the proposed overhead line.

Individual Properties

3.34.18 There are no properties within 150 m of the proposed overhead line. There are two properties within 400 m of the proposed overhead line within this community area at Saundby Park. As views are filtered by vegetation, effects are not considered to be significant and therefore these properties are not considered further in the Residential Visual Amenity Assessment.

3.35 Skidby

Description of Community Area

3.35.1 Skidby is located in Route Section A of the Project. It contains the village of Skidby, the hamlets of Eppleworth and Raywell, as well as various isolated and dispersed farmsteads and dwellings. The community area is connected by winding roads, private tracks, as well as a strong network of PRoW. The Beverley 20 Footpath and High Hunsley Circuit run through the northern part of the community area and through Skidby itself. Most of the community area falls within the Yorkshire Wolds Important Landscape Area, with the edge of the Wolds region running just east of the village. The village, which lies just west of the A164, contains a conservation area. The existing Creyke Beck substation lies to the northeast of the community area.

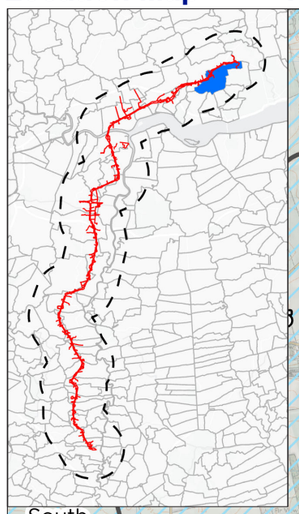
3.35.2 The village was once linear but increased development over the last 50 years, partially driven by the establishment of the A164, has caused this form to erode. The village contains multiple listed buildings including the Grade II* Church of St Michael, and the Grade II* Skidby Windmill, which is situated slightly south of the settlement.

3.35.3 The landform is characterised by gently rolling farmland, with the elevation rising gradually westward, towards the Wolds. The elevation ranges from around 9 m AOD at the Creyke Beck Substation to around 90 m AOD at the western boundary. Outside of the village, substation area, and Hessle Golf Club the community area land use is primarily agricultural. Field pattern across the community area is regular, with the larger field sizes in the west gradually decreasing in size as they get closer to the village. The golf club, which lies centrally in the community area, is screened by tall tree lines and pockets of woodland, some of which are ancient.

3.35.4 The farmland itself is relatively open, with hedgerow coverage sparse. Occasional small pockets of woodland, including the Eppleworth Wood Local Wildlife Site, break up the otherwise open landscape.

3.35.5 An existing 400 kV overhead line runs through the community area, just north of the village. It is prominent in views from the settlement and other locations within the north of the community area, and less so to the south due to the landform and vegetation around Raywell and the golf club.

Location Map



Analysis Map

3.35.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-03 - View from High Hunsley Circuit (Skidby)
- VP A-07 - View from High Hunsley Circuit at Socken Wood
- VP A-32 - View from Park Lane at Creyke Beck

3.35.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high,** while value of views is considered **medium**. Although within the Yorkshire Wolds Important Landscape Area the existing 400 kV overhead line is a prominent element of views.

Map Target Notes

1. A164
2. Church of St Michael
3. Skidby Windmill
4. Eppleworth Wood
5. Hessle Golf Club
6. Raywell
7. 4ZQ 400 kV Overhead Line
8. Creyke Beck Substation

Assessment of Effects

3.35.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the northern part of the community area. Components of the Project in this community area include 3.3 km of the proposed overhead line (pylons 4AF6 to 4AF8, and 4AF14 to 4AF21). A temporary satellite construction compound (S-1) and associated 11 kV connection would be located in the east of the community area, just west of Creyke Beck Substation. A number of sections of 11 kV overhead line require undergrounding including between 4AF6 and 4AF7 and near Walk Farm at 4AF18.

Table 3.35 Summary of Viewpoint Assessment for Skidby

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-03	Small	Small	Small
A-07	Large	Large	Large
A-32	Very small	Very small	Very small

Construction Year

3.35.9 The construction of a proposed overhead line would directly affect the landscape within the northern part of the community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.35.10 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time.

3.35.11 The temporary construction compound (S-1) west of Creyke Beck Substation would be a temporary but noticeable feature in the landscape, visible from National Cycle Network Route 1 and the PRoW which pass along Park Lane. It is noted that Park Lane is being diverted to make way for Wanlass Beck Substation which will be located adjacent to Creyke Beck Substation, but users of the PRoW would remain in close proximity to the construction compound on the diverted route. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.35.12 Movement of vehicles and plant along Little Weighton Road and construction access tracks would introduce further localised disturbance within the community area.

3.35.13 Users of the Beverley 20 footpath and High Hunsley Circuit pass close to the working area at 4AF24 and would have close proximity views. Users of PRoW to the east of the community area, for example PRoW SKIDF16, would have views of working areas and construction access tracks where in the same field as the Project. Access would be managed during construction where required. The size/scale of change of the construction activities when users of PRoW are in close proximity would be large, as evidenced by viewpoint A-07. This would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoint A-03 and A-32. As a result, the geographical area affected would be small.

3.35.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although acknowledging there are some locations where people would have close range views within approximately 200 m where the magnitude of change would be **medium**.

3.35.15 Taking account of the high susceptibility and the medium value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities and a **moderate adverse (significant)** effect, but that this would be limited to the fields within which the works are located (within approximately 200 m).

Operation - Year 1

3.35.16 In the northern part of the community area, the proposed overhead line would be aligned close to the existing 4ZQ 400 kV overhead line, although routed 600 m further north to the north of Skidby. Its presence would increase the influence of high voltage electricity infrastructure in views across the central and northern parts of the community area.

3.35.17 From the northern parts of the community area there would be medium range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and blocks of woodland would provide some partial screening of views. There would be close range views of the new pylons from the PRoW network to the west of Skidby village and from the Beverley 20 footpath and High Hunsley Circuit as it passes beneath the proposed overhead line, however seen in the context of the existing 4ZQ overhead line. The geographical area affected would be small.

3.35.18 A section of Little Weighton Road would be located between the existing 4ZQ overhead line and the proposed overhead line and road users would see an increase in the spread of the influence of high voltage electricity infrastructure in views and similarly along the A164 although more heavily filtered by roadside vegetation.

3.35.19 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**, although noted there would be locations where residential properties on Little Weighton Road, road users and users of PRoW would be between the proposed and existing overhead lines where the magnitude would be **medium**.





The existing 4ZQ 400 kV overhead line is prominent in views from Skidby. The High Hunsley Circuit and Beverley 20 footpath broadly follow the existing overhead line between Socken Wood and Risby, passing beneath on a number of occasions where pylons are in very close proximity.

3.35.20 Taking account of the high susceptibility and the medium value of views, the effect of the proposed overhead line on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project but that as pylons are a feature of views within the community area, that those effects would be limited to short sections of Little Weighton Road, the A164 and the PRoW network, including the Beverley 20 footpath and High Hunsley Circuit where they pass beneath the proposed overhead line. In these locations there would be a **moderate adverse (significant)** effect.

Proposed Mitigation

3.35.21 In addition to the embedded measures, an area of landscape mitigation planting is proposed adjacent to the A164 (Ref 01). This is primarily woodland planting to mitigate for the loss of trees along the A164, but would reinforce the vegetation along the watercourse and in doing so would provide further filtering of views from the north of 4AF8.

Operation - Year 15

3.35.22 By Year 15, the reinstatement and mitigation planting would be maturing and the landscape would be returning to its existing character. Pylons on the proposed overhead line would continue to be present in views from Skidby itself, which would increase the amount of high voltage electricity infrastructure in views out from the community area but would be filtered by vegetation and seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.35.23 In the wider community area outside the village, road users and users of PRoW would remain between the existing 4ZQ overhead line and proposed overhead line. In these locations, the **medium** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.35.24 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**, with a **moderate adverse (significant)** effect for those areas between the overhead lines.

Individual Properties

3.35.25 Four residential properties have been identified within 400 m of the proposed overhead line within this community area:

- R_30 Platwoods Farm
- R_91 Induna
- R_594 Walk Farm Cottages
- R_595 Poplar Farm

3.35.26 These are considered further in the Residential Visual Amenity Assessment.

3.36 South Cave

Description of Community Area

3.36.1 South Cave is located in Route Section A. It contains the village of South Cave, the hamlet of Drewton, as well as some dispersed dwellings and farmsteads. The community area is connected by the A63, A1034 and a series of lanes. There is a dense network of PRoW in the northern area of the community area, with more limited coverage to the south, although the southern area contains the Trans Pennine Trail and National Cycle Network Route 65. Around half of the community area is within the Yorkshire Wolds Important Landscape Area. The village itself is covered by a conservation area. The community area boundary stretches south as far as the Humber Estuary.

3.36.2 The landform is varied. To the south of the village and A63, is almost entirely comprised of flat arable farmland. Field structure is consistently rectilinear though there is variation in size. As is characteristic for areas of farmland along the Humber Estuary, a dense network of ditches and drains acts as field boundaries. These are interspersed with natural watercourses such as Broomfleet Beck. Tree cover and hedgerow is somewhat limited across this region of farmland, meaning wide panoramic views are frequent.

3.36.3 The landscape becomes increasingly elevated toward the north of the community area, with the dip slope of the Wolds to the north of the village. This sudden rise in elevation provides the village with a scenic backdrop, accentuated by the multiple large areas of woodland which make up this landscape. The field pattern of the farmland in this region is irregular, with field size varying and shape conforming to the woodland, as well as other obstructions such as Mount Airy Airfield and Swinescaife Quarry. Another quarry site, Drewton Lane Pitts, lies just north of the village and is a designated SSSI.

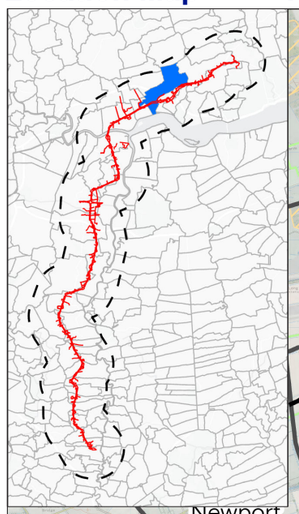
3.36.4 An existing 400 kV overhead line passes through the southern region of the community area. Due to the open character of the farmland, it is plainly visible in areas to the south of the A63, but to the north and within the village pylons are not prominent due to distance.

3.36.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-06 - View from Yorkshire Wolds Way (High Hunsley)
- VP A-12 - View from High Hunsley Circuit (Swinescaif Road)
- VP A-13 - View from Yorkshire Wolds Way (Mount Airy)
- VP A-15 - View from Yorkshire Wolds Way (Ellerker Wold Lane)
- VP A-21 - View from Ings Lane southwest of Ellerker
- VP A-22a - View west from Ings Lane (Broomfleet)
- VP A-22b - View northeast from Ings Lane (Broomfleet)

3.36.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is also considered **high** due to the area's rural character and association with the Yorkshire Wolds Important Landscape Area, the existing overhead line only influencing the southern parts of the community area.

Location Map



Analysis Map

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Map Target Notes

1. A63
2. Swinescaife Quarry.
3. Drewton Lane Pitts
4. Mount Airy
5. Humber Estuary
6. 4ZQ 400 kV Overhead Line

Assessment of Effects

3.36.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the southern part of the community area. Components of the Project in this community area include 3 km of the proposed overhead line (pylons 4AF49 to 4AF54 and 4ZQ64 to 4ZQ66). Approx. 900 m of the existing 4ZQ 400 kV line would be reconductored, with pylons 4ZQ64T to 4ZQ66T being dismantled. A section of Ings Lane, between the Bow Bridge and the existing 4ZQ 400 kV overhead line would undergo highway works to facilitate construction, as well as a short section of Ellerker Lane, between Willow Flats and Norfolk Bank Lane. A section of 11 kV overhead line would require undergrounding between 4AF50 and 4AF51 near the line swap.

Table 3.36 Summary of Viewpoint Assessment for South Cave

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-06	Very small	Very small	Very small
A-12	Very small	Very small	Very small
A-13	Small	Small	Small
A-15	Large	Small	Small
A-21	Large	Large	Large
A-22a	Medium	Medium	Medium
A-22b	Medium	Medium	Medium

Construction Year

3.36.8 The construction of a proposed overhead line, and the dismantling and reconductoring of a section of the existing 400 kV overhead line to enable the line swap would directly affect the landscape within the southern part of the community area. Effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.36.9 Movement of construction vehicles along Ings Lane, Ellerker Lane and Willow Flats (PAR 126) as well as along construction access tracks would introduce further localised disturbance. Scaffold for stringing works across Ings Lane would form a noticeable but temporary feature and only during stringing activities.

3.36.10 When seen at close range, the size/scale of change would be large as evidenced by viewpoints A-15 and A-21, but this would diminish rapidly with distance due to the screening afforded by the flat landform and intervening vegetation, as evidenced by viewpoint A-06, A-12 and A-13. As a result, the geographical area affected would be medium.

3.36.11 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area including in the east of the community area but would only be present at each pylon for a short period of time and would be seen in the context of the existing electrical infrastructure.

3.36.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**, but limited to those areas to the south of the Common Road. The magnitude of change for visual receptors to the north of Common Road would reduce to **small** with South Cave itself barely affected by construction. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**, with a **moderate adverse (significant)** effects for those visual receptors south of Common Road including along Ings Lane in close proximity to the works associated with the line swap. It is noted that Ings Lane which is the route of National Cycle Network Route 65 would be temporarily closed for a short period during construction.

Operation - Year 1

3.36.13 In the southern part of the community area, the proposed overhead line would be aligned parallel and close to the existing 400 kV overhead line, a section of which near Ings Lane would be relocated for the line swap. Its presence would increase the influence of high voltage electricity infrastructure in views across the southern part of the community area.

3.36.14 There would be some medium and long-range views of the proposed overhead line due to the elevated topography in the north of the community area, although field boundary vegetation and blocks of woodland would provide some partial screening of views. Visibility of the new pylons from the settlement of South Cave would be restricted by the enclosure of the buildings and the intervening vegetation.

3.36.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small.** Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project but that as pylons are a feature of views within the community area, that those effects would be limited to a short section of Ings Lane which is the route of the Trans Pennine Trail and National Cycle Network Route 65.

Proposed Mitigation

3.36.16 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.36.17 By Year 15, the reinstatement planting would be maturing including any vegetation reinstated at bellmouth locations. Pylons on the proposed overhead line would continue to be present in views in the southern parts of the community area, which would increase the amount of high voltage electricity infrastructure in views out from the community area but would be seen in the context of the existing overhead line. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.36.18 Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project but that as pylons are a feature of views within the community area, that those effects would be limited to a short section of Ings Lane which is the route of the Trans Pennine Trail and National Cycle Network Route 65.

Individual Properties

3.36.19 One residential property has been identified within 150 m of the proposed overhead line within this community area, R_1879 Provence on the western boundary of the community area. This is considered further in the Residential Visual Amenity Assessment.

3.37 South Leverton

Description of Community Area

3.37.1 South Leverton is a community area located within Route Section E of the Project. It contains the village of South Leverton and several dispersed farmsteads. The community area is connected by a series of minor roads and is well served by a dense network of PRoW, offering wider access to the countryside. The community area is situated south of North Leverton with Habblesthorpe, west of the River Trent.

3.37.2 The village itself displays a strong rural character due to its historic buildings and surrounding farmland with a number of listed buildings including the Grade II* Listed Church of All Saints on Church Street. Good tree cover, including mature tree lines and multiple small orchard pockets, within the village contribues to a feeling of enclosure.

3.37.3 The wider community area landscape consists primarily of flat to gently rolling arable farmland, with a gradual increase in elevation from east to west. The field pattern is predominantly rectilinear, with field sizes decreasing closer to the village. Woodland cover is limited and trees tend to be limited to along roads and watercourses with a larger area at Cowsland Stripe, a Local Wildlife Site, and off Meeting House Lane. Hedgerows are common in the western farmland, where they frequently incorporate tree lines, but less so in the east, resulting in comparatively more open landscape.

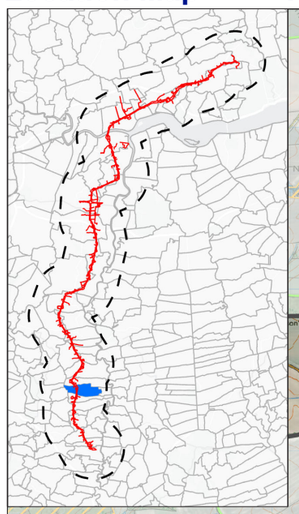
3.37.4 Two existing 400 kV overhead lines pass through the eastern extent of the community area, to the southeast of the village. Pylons, along with the nearby former Cottam Power Station, are visible due to the flatter, open landscape in this region.

3.37.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-21 - View from Retford Road near Westholme
- VP E-22 - View northwest from Retford Road (South Leverton)
- VP E-23a - View northeast from Grove Road
- VP E-23b - View southeast from Grove Road

3.37.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while value of views is considered **medium**.

Location Map



Analysis Map



The chimneys at West Burton are visible from the village, but views are heavily filtered by vegetation

Map Target Notes

1. Church of All Saints
2. Cowland Stripe
3. ZDA and 4VE 400 kV Overhead Line

Assessment of Effects

3.37.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 1.5 km of the proposed overhead line (pylons 4AF223 to 4AF227).

Table 3.37 Summary of Viewpoint Assessment for South Leverton

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-21	Medium	Large	Large
E-22	Medium	Large	Large
E-23a	Medium	Large	Large
E-23b	Medium	Medium	Medium

Construction Year

3.37.8 The construction of a proposed overhead line would directly affect the landscape within the western part of the South Leverton community area but the effects would be short term and require little vegetation removal limited to field boundaries for the construction access track and bellmouths. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.37.9 Movement of vehicles and plant along Retford Road (PAR 103) and along construction access tracks would introduce further localised disturbance. Scaffolding across Retford Road for stringing works would form a temporary but noticeable feature in the landscape. The satellite compound (S-5) just to the north of the community area would be visible when in close proximity on Retford Road but would not affect views from the village itself. Although it may be visible from properties in closer proximity at Westholme and Christone, this would be a temporary feature. Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.37.10 When seen at close range, the size/scale of change would be medium, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation. As a result, the geographical area affected would be small.

3.37.11 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time.

3.37.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with a **medium** magnitude of change due to proximity to the construction activities, but that this would be limited to the sections of PRoW which pass beneath the proposed overhead line.

3.37.13 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** and a **moderate adverse (significant) effect** within 200 m on PRoW.

Operation - Year 1

3.37.14 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area. The proposed 400 kV pylons would be noticeable and likely to break the skyline.

3.37.15 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and mature trees within the village would provide some partial screening of views. There would be views of the new pylons from the PRoW network in the west of the community area. Visibility would be restricted from the settlement of South Leverton by the enclosure of the buildings, landform and vegetation to the west of the village, with some partial long range views available from the western fringes. There would be more open views from the western parts of the community area as illustrated by viewpoint E-23a, where there would be longer distance views to the northeast along the Project. As a result, the geographical area affected would be medium.

3.37.16 As the Project spreads the influence of overhead lines over a wider area, overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**.

Proposed Mitigation

3.37.17 In addition to the embedded measures, landscape mitigation is proposed near 4AF225 off Meeting House Lane (Ref 51). The planting is primarily to mitigate for the loss of trees along the alignment of the Project, but would extend existing woodland to further filter views from South Leverton and people using Meeting House Lane.

Operation - Year 15

3.37.18 In Year 15, reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area.

3.37.19 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. The proposed mitigation planting would create some localised screening of the new pylons but would not reduce the overall effect of the Project on the visual amenity of the community area. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.37.20 There are no properties within 150 m of the proposed overhead line. There are three properties within 400 m within this community area, one on the edge of South Leverton and two on Retford Road. The property on the edge of South Leverton has a large amount of screening from surrounding vegetation and is not considered further. As views for Christone (R_6376) and High View (R_6377) on Retford Road are open to the east, these two properties are considered further in the Residential Visual Amenity Assessment.

3.38 Stokeham

Description of Community Area

3.38.1 Stokeham community area is located in Route Section E of the Project. It contains the small village of Stokeham and a few isolated farmsteads, connected to the settlement along a small series of minor roads. A couple of PRoW originating from the village offer access to the countryside and further settlements, such as Laneham to the east.

3.38.2 Stokeham is a linear settlement, with a handful of dwellings and farmsteads aligned along Main Street. Of note is the Grade II* Listed Church of St Peter. The village maintains a rural character due to its small scale and the surrounding open farmland.

3.38.3 The landform is predominantly gently rolling arable farmland. There is a slight increase in elevation from the east to west. Fields are generally medium size, though there is a mix of shapes, with some fields following the contours of natural watercourses such as the North Beck. Vegetation cover is relatively sparse across the farmland, with low hedgerows and just the occasional field tree breaking up the otherwise open, expansive landscape.

3.38.4 No existing 400 kV overhead lines pass through the community area, but due to its open landscape, two 400 kV overhead lines are visible in the Trent Valley to the east.

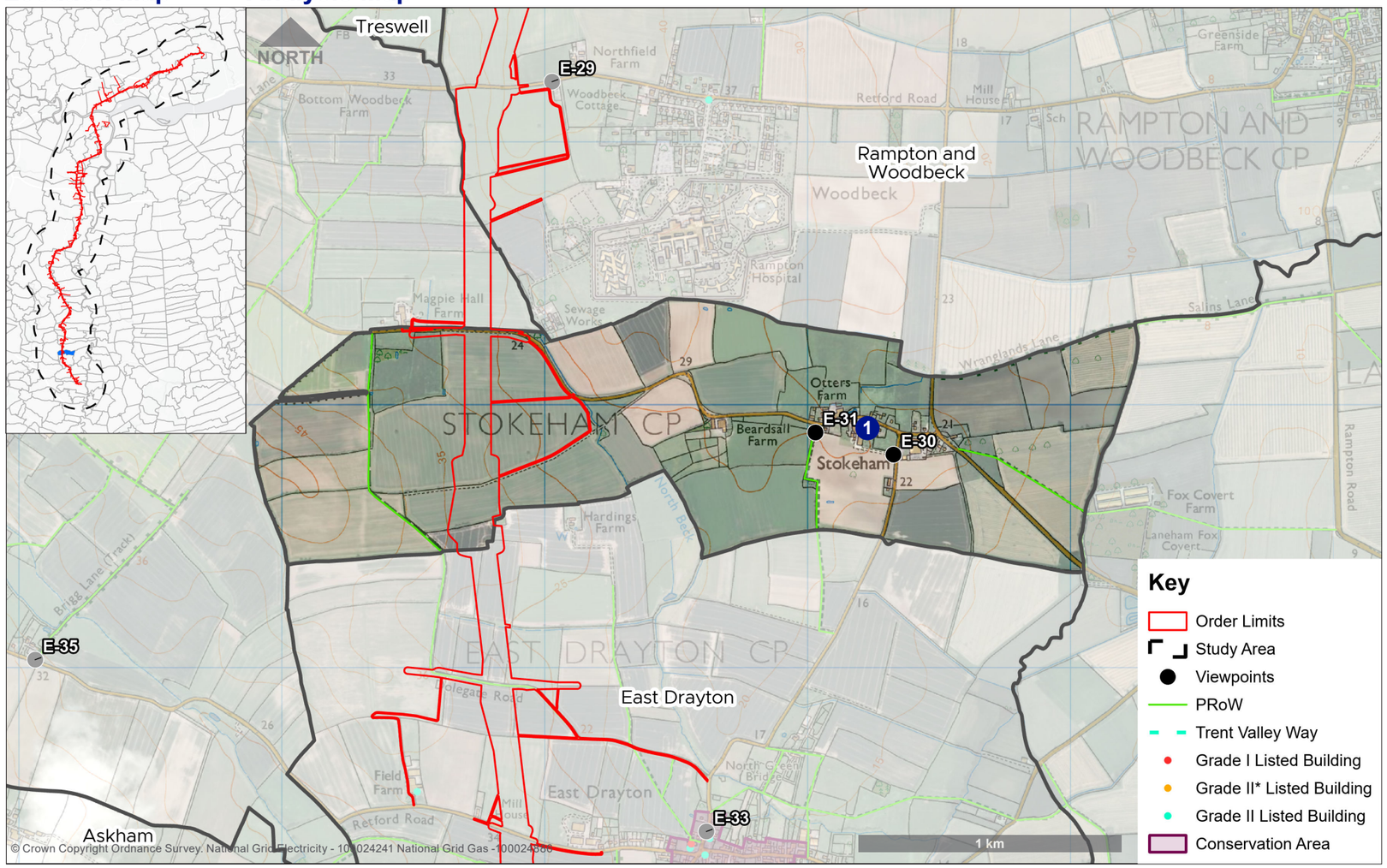
3.38.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-30 - View from Drayton Road (Stokeham)
- VP E-31 - View from Main Street (Stokeham)

3.38.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**.

Location Map

Analysis Map





Views from within the village are heavily filtered by vegetation

Map Target Notes

1 Church of St Peter

Assessment of Effects

3.38.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 800 m of the proposed overhead line (pylons 4AF236 to 4AF237). A section of 11 kV overhead line would require undergrounding along Main Street.

Table 3.38 Summary of Viewpoint Assessment for Stokeham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-30	Very small	Medium	Medium
E-31	Very small	Medium	Medium

Construction Year

3.38.8 The construction of a proposed overhead line would directly affect the landscape within the western part of the Stokeham community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.38.9 Movement of construction vehicles along Main Street (PAR 112), Laneham Road (PAR 116) and along construction access tracks would introduce further localised disturbance. Scaffolding for stringing works across Main Street would form a temporary but noticeable feature in the landscape.

3.38.10 When seen at close range, the size/scale of change would be large, but this would diminish rapidly with distance due to the screening afforded by the rolling topography and intervening vegetation, as evidenced by viewpoints E-30 and E-31. As a result, the geographical area affected would be small. The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time.

3.38.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small** with a **medium** magnitude of change within 200 m.

3.38.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** and a **moderate adverse (significant)** effect within 200 m.

Operation - Year 1

3.38.13 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure. The proposed 400 kV pylons would be noticeable and likely to break the skyline, the size/scale of effect would generally be medium.

3.38.14 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the elevated topography, although field boundary vegetation and mature trees within the village would provide some partial screening of views. There would be views of the new pylons from the PRoW network in the west of the community area. There would be more open views from the western parts of the community area but receptors are limited to one PRoW. As a result, the geographical area affected would be medium.

3.38.15 As the Project spreads the influence of overhead lines over a wider area, overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**.

Proposed Mitigation

3.38.16 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.38.17 The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area and would spread the influence of infrastructure.

3.38.18 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.38.19 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.39 Sturton le Steeple

Description of Community Area

3.39.1 Sturton le Steeple is a community area located in Route Section E of the Project. It contains the village of Sturton le Steeple, the hamlets of Littleborough and Fenton, and multiple dispersed and isolated farmsteads. The community area is connected through a series of lanes and enjoys a dense network of PRoW, including the Trent Valley Way. The community area lies on the west bank of the River Trent. The settlements are home to many listed buildings, including the Grade II* Listed Church of St Peter and St Paul in Sturton le Steeple, and the Grade I Listed Church of St Nicholas in Littleborough.

3.39.2 The landform of the community area is predominantly flat to gently rolling arable and pastoral farmland, with elevation rising gently to the north and west. A network of drains and ditches acts as field boundaries across the community area. Multiple small pockets of woodland punctuate the landscape, including the Local Wildlife Site at Maumhill Wood.

3.39.3 A prominent feature of views is the former West Burton Power Station, which lies partly within its boundaries, though the majority of it is situated in the neighbouring West Burton community area. Due to the area's flat, relatively open terrain, the station's cooling towers, towering chimney stacks, and series of overhead lines and pylons dominate the surrounding views.

3.39.4 The presence of the station somewhat diminishes the otherwise strong rural character of the village. While small pockets of woodland, including several orchards and tree-lined areas provide some sense of enclosure, the station's proximity and the surrounding open farmland ensure it remains a constant, imposing presence in the landscape.

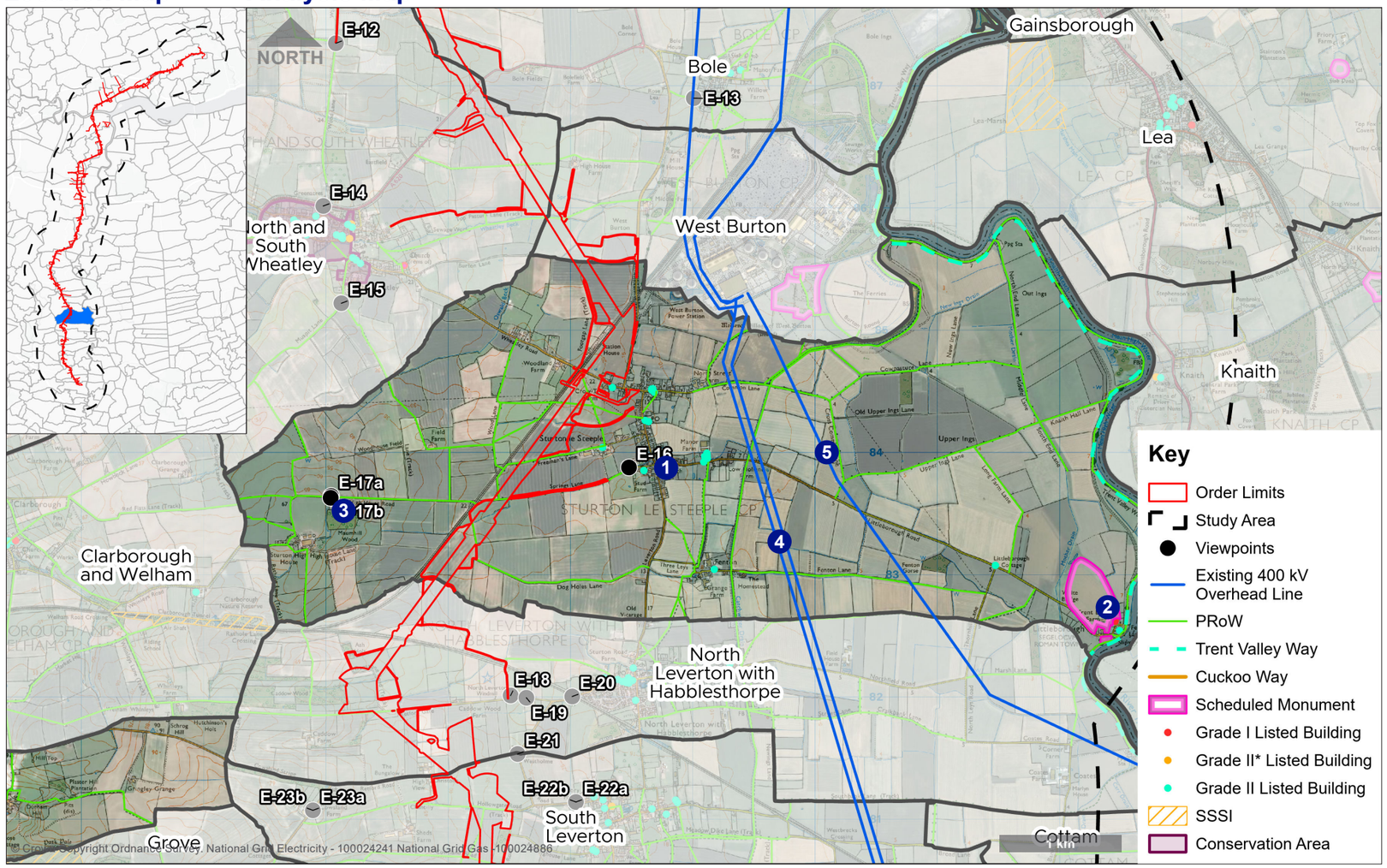
3.39.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, represent the visual amenity of this community area:

- VP E-16 - View from Springs Lane (Sturton le Steeple)
- VP E-17a - View northeast from Maumhill Wood
- VP E-17b - View east from Maumhill Wood

3.39.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community,

Location Map

Analysis Map





The cooling towers and chimneys of West Burton are visible to the north from within the village

Map Target Notes

1. Church of St Peter and St Paul
2. Church of St Nicholas
3. Maumhill Wood
4. ZDA and 4VE 400 kV Overhead Line
5. 4ZM 400 kV Overhead Line

their susceptibility to the Project is **high**, while the value of views is considered **medium**.

Assessment of Effects

3.39.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the centre of the community area. Components of the Project in this community area include 3 km of the proposed overhead line (pylons 4AF207 to 4AF216). A section of 11 kV overhead line would require undergrounding between 4AF211 and 4AF212.

Table 3.39 Summary of Viewpoint Assessment for Sturton le Steeple

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-16	Small	Medium	Medium
E-17a	Very small	Small	Small
E-17b	Very small	Medium	Medium

Construction Year

3.39.8 The construction of a proposed overhead line would directly affect the landscape within the western part of the community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes. A bellmouth (BM-106) would be noticeable on Station Road and would open up views for road users.

3.39.9 Movement of construction vehicles and plant along Gainsborough Road (PAR 93), Station Road (PAR 94), Wheatley Road (PAR 95), Cross Street (PAR 101), Springs Lane (PAR 102), Leverton Road (PAR 153) and along construction access tracks would introduce further localised disturbance. Scaffolding across Station Road for stringing works would form a temporary but noticeable feature in the landscape.

3.39.10 When seen at close range, the size/scale of change would be medium, but this would diminish rapidly with distance. As a result, the geographical area affected would be small. The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing 400 kV overhead lines from many locations.

3.39.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with a **medium** magnitude of change due to proximity to the construction activities, but that this would be limited to the sections of PRoW which pass beneath the proposed overhead line and locations within 200 m.

3.39.12 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effect within 200 m.

Operation - Year 1

3.39.13 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing infrastructure, although existing 400 kV overhead lines feature prominently in views in the east of the community area and the former West Burton Power Station is prominent to the north. The proposed 400 kV pylons would be noticeable and likely to break the skyline, the size/scale of effect would generally be medium.

3.39.14 From many parts of the community area there would be some medium and long-range views of the proposed overhead line due to the open and flat topography. There would be direct views of the new pylons from the PRoW network in the west of the community area. There would be direct views of the new pylons from west facing properties in the settlement of Sturton le Steeple due to the lack of intervening vegetation and the flat, open landscape. As a result, the geographical area affected would be medium.

3.39.15 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**.

Proposed Mitigation

3.39.16 An area of mitigation planting is proposed to the north of Sturton le Steeple (Ref 42 and 43). This planting is to filter the views of the proposed overhead line along Gainsborough Road for people arriving at or leaving Sturton le Steeple and to filter views from properties on Station Road. Mitigation planting is proposed to either side of Station Road (Ref 44 and 45). This comprises individual trees within existing hedgerows to filter views along the proposed overhead line. To the south of Station Road, a new hedgerow with trees is proposed along an existing ditch (Ref 46). This planting has been included to filter the views to the south along the proposed overhead line as it heads south.

3.39.17 Two other areas are included as landscape mitigation between 4AF216 and 4AF217. This is primarily to mitigate loss of trees on field boundaries and would not reduce any visual effects.



View from Maumhill in the west of the community area looking towards the former West Burton Power Station and Sturton le Steeple to its right

Operation - Year 15

3.39.18 At Year 15, reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area.

3.39.19 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. The proposed mitigation planting would create some localised screening of the proposed overhead line to the north of Sturton le Steeple but would not reduce the overall effect of the Project on the visual amenity of the community area as a whole. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.39.20 Ten residential properties have been identified within 150 m of the proposed overhead line within this community area:

- R_6091 and R_6095 - Group of 2 properties on Station Road
- R_6105, R_6106, R_6108, R_6114, R_6121, R_6125, R_6136, R_6137 - Group of eight properties at Sturton le Steeple

3.39.21 These are considered further in the Residential Visual Amenity Assessment. There are a number of other properties within 400 m of the proposed overhead line. The majority of these properties are within Sturton le Steeple where views are filtered by vegetation and surrounding buildings. Others will benefit from mitigation planting on Gainsborough Road. Since views would be filtered, effects are not considered to be significant and therefore these are not considered further in the Residential Visual Amenity Assessment.

3.40 Treswell

Description of Community Area

3.40.1 Treswell is a community area located in Route Section E of the Project. It contains the village of Treswell, and a few isolated farmsteads. It stretches from the west bank of the River Trent to Treswell Wood in the west. The community area is connected by a small series of lanes, and is well served by a network of PRoW, including the Trent Valley Way which passes along the river at the eastern community area boundary.

3.40.2 A key feature of the landscape is the former Cottam Power Station, situated to the east of the community area along the River Trent. Its eight cooling towers have now been demolished which has reduced its influence on views. Another notable development within the community area is Sundown Adventureland, a children's theme park located just east of the village, which includes a large, surfaced car park.

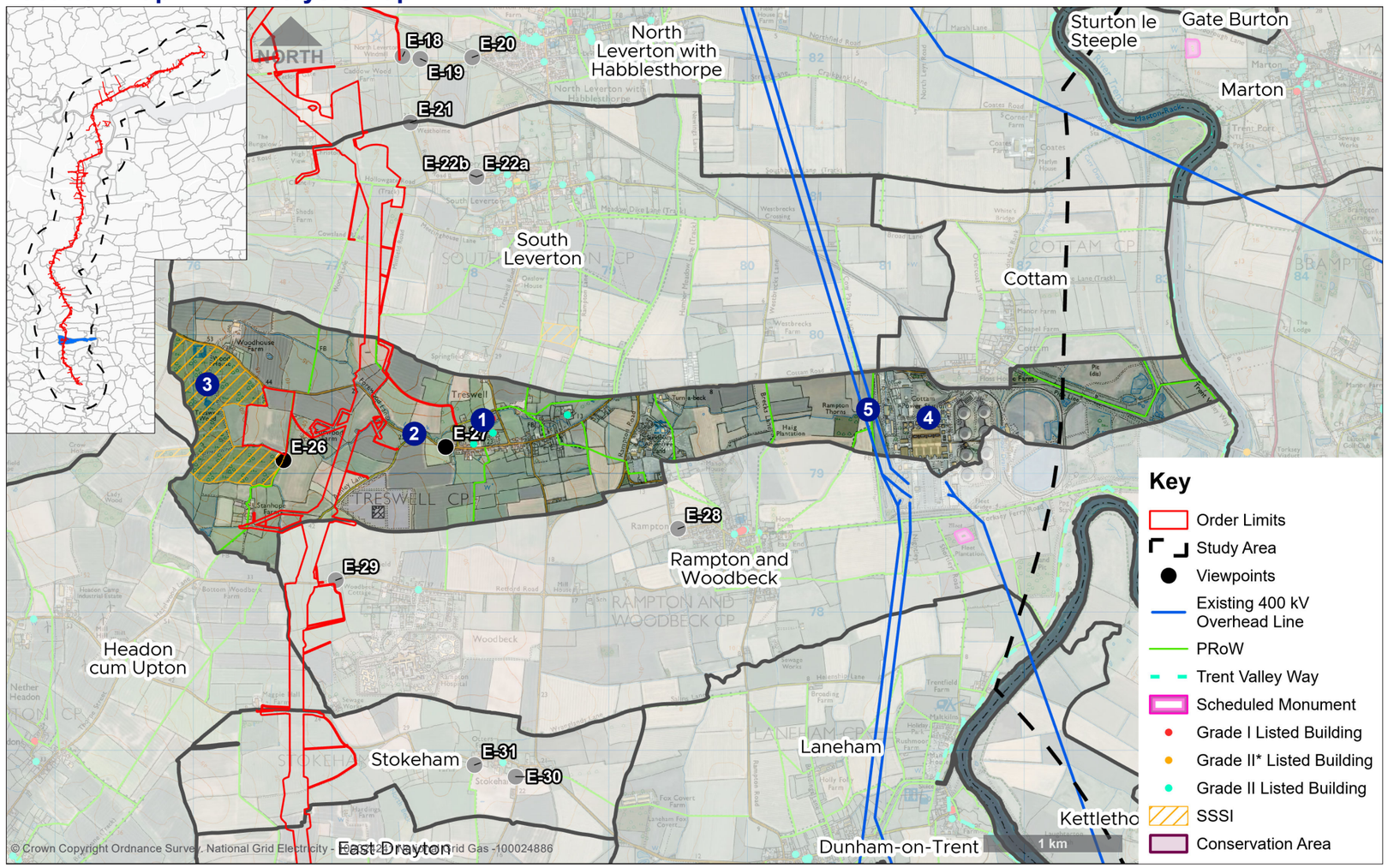
3.40.3 The village itself has a distinctive rural character due to its historic buildings, tree cover and surrounding farmland. Thick hedgerows and mature tree lines create a feeling of enclosure. The village contains a few listed buildings, including the Grade I Listed Church of St John the Baptist. Lee Beck, a small watercourse, winds through the village and is bordered by a variety of tree species and hedgerow.

3.40.4 The landform of the community area is predominantly flat to gently rolling arable farmland, with elevation gradually increasing east to west. Field pattern is irregular and size varies, many fields follow the natural contours of drains and waterways such as the Lee Beck, while some are more rectilinear. Hedgerows with trees are common in the more elevated farmland to the west, but sparser towards the river in the east. Small pockets of woodland are also found across the landscape, including Bushstocks Lane Meadow, a Local Wildlife Site, and Treswell Wood, a Local Wildlife Site, Wildlife Trust Reserve, and SSSI.

3.40.5 Two existing 400 kV overhead lines pass through the community area adjacent to the former Cottam Power Station site. These are visible from much of the community area due to the rising landform to the west which allows for wider views.

Location Map

Analysis Map



3.40.6 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-26 - View from Treswell Wood
- VP E-27 - View from Town Street (Treswell)

3.40.7 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**.

Map Target Notes

1. Church of St John the Baptist
2. Lee Beck
3. Treswell Wood
4. Former Cottam Power Station
5. ZDA and 4VE 400 kV Overhead Lines

Assessment of Effects

3.40.8 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 1.3 km of the proposed overhead line (pylons 4AF228 to 4AF231).

Table 3.40 Summary of Viewpoint Assessment for Treswell

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-26	Medium	Large	Large
E-27	Small	Large	Large

Construction Year

3.40.9 The construction of a proposed overhead line would directly affect the landscape within the western part of the community area but the effects would be short term. There would be some vegetation removal on field boundaries and on Forewood Lane to make way for bellmouths (BM-111, BM-112). Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.40.10 Movement of construction vehicles and plant along Forewood Lane (PAR 108), Cocking Lane (PAR 107), Wood Lane (PAR 109), Ashley Lane (PAR 114), and along construction access tracks would introduce further localised disturbance. Scaffolding across Forewood Lane and Ashley Lane for stringing works would form a temporary but noticeable feature in the landscape.

3.40.11 When seen at close range, the size/scale of change would be medium, but this would diminish rapidly with distance due to the screening afforded by the undulating topography and intervening vegetation. As a result, the geographical area affected would be small.

3.40.12 The upper parts of the taller equipment used for the construction of the proposed overhead line would be noticeable over a larger geographical area but would only be present at each pylon for a short period of time and would be seen in the context of the existing electrical infrastructure.

3.40.13 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the fields within which the works are located. At these locations, the magnitude of change would be **medium**.

3.40.14 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effects within 200 m of construction activities.

Operation - Year 1

3.40.15 The proposed overhead line would introduce a new vertical presence into the western part of the community area, which is currently unaffected by existing electrical infrastructure, although existing 400 kV overhead lines feature prominently in views in the east. The proposed 400 kV pylons would be noticeable and likely to break the skyline.

3.40.16 From western parts of the community area there would be some medium and long-range views of the proposed overhead line with visibility reduced by the undulating topography and vegetation. There would be direct views of the new pylons from the PRoW network in the west of the community. There would be partial views of the new pylons available from west facing properties in the settlement of Treswell, with visibility from the rest of the settlement and central and eastern parts of the community area reduced by intervening vegetation and rolling topography. As a result, the geographical area affected would be medium.

3.40.17 As the Project spreads the influence of overhead lines over a wider area, overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **major adverse (significant)**.

Proposed Mitigation

3.40.18 In addition to the embedded measures, landscape mitigation is proposed adjacent 4AF228 (Ref 52 and 53) and 4AF229 (Ref 54). The planting is primarily to mitigate for the loss of trees along boundaries and would not reduce the visual effects.

Operation - Year 15

3.40.19 In Year 15, reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area and would spread the influence of infrastructure.

3.40.20 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **large**. The proposed mitigation planting would create some localised screening of the new pylons but would not reduce the overall effect of the Project on the visual amenity of the community area. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **major adverse (significant)**.

Individual Properties

3.40.21 There are no properties within 150 m of the proposed overhead line. There are three properties within 400 m of the proposed overhead line within this community area at Forwood Farm (R_6482, R_6476 and R_6461). As views are open, these properties are considered further in the Residential Visual Amenity Assessment.



View from the edge of Treswell Wood where the former Cottam Power Station is no longer prominent since demolition in 2025

3.41 Twin Rivers

Description of Community Area

3.41.1 Twin Rivers is located in Route Section B of the Project. It contains the villages of Adlingfleet and Whitgift, as well as the hamlet of Ousefleet and a few isolated farmsteads situated along the A161. These settlements are connected through a series of lanes, and a network of PRoW offers access to the wider countryside. Twin Rivers is so named because it contains the confluence of the Rivers Ouse and Trent, which form the Humber. The village of Adlingfleet contains a conservation area. The community area contains the Blacktoft Sands RSPB Nature Reserve, as well as the Twin Rivers Wind Farm, a prominent landscape feature to the southwest.

3.41.2 The landscape of Twin Rivers is characterised by arable farmland with a generally irregular field pattern. Vegetation cover is limited, with sparse tree and hedgerow presence contributing to a predominantly open and expansive character. Field boundaries are typically defined by drainage ditches and dikes, a feature consistent with the region. The openness of the terrain allows for extensive, uninterrupted views.

3.41.3 The RSPB Blacktoft Sands nature reserve is situated in the north of the community area, where the Trent meets Ouse, and contains the largest area of intertidal reedbed in England.

3.41.4 The existing 4ZQ 400 kV line runs north to south through the community area. Due to its open landscape, it is clearly visible from the settlements passing through Ousefleet. Twin Rivers Wind Farm is similarly visible from a substantial distance away.

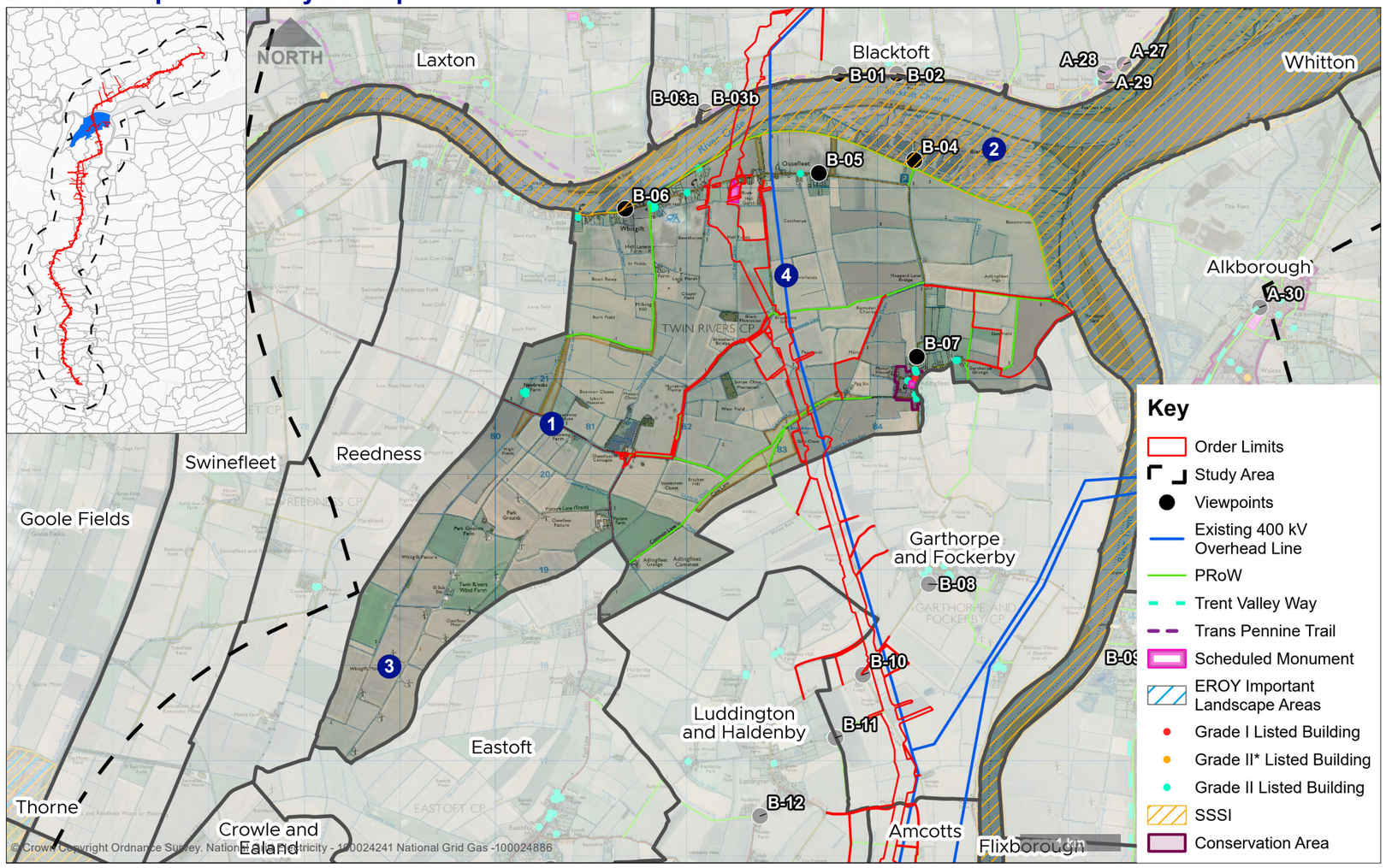
3.41.5 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP B-04 - View from Blacktoft Sands
- VP B-05 - View from Ousefleet
- VP B-06 - View from Whitgift
- VP B-07 - View from Hoggard Lane (Adlingfleet)

3.41.6 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while the value of views is considered **medium**.

Location Map

Analysis Map





Looking along the embankment along the south bank of the River Ouse, the river crossing is a prominent element behind the Whitgift Lighthouse

Map Target Notes

1. A161
2. Blacktoft Sands RSPB Nature Reserve
3. Twin Rivers Wind Farm
4. 4ZQ 400 kV Overhead Line

Assessment of Effects

3.41.7 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the centre of the community area. Components of the Project in this community area include 3.8 km of the proposed overhead line (pylons 4AF78 to 4AF87). A temporary satellite construction compound (S-3) would be located 600 m below Ivy House Farm, by Narrow Lane. A temporary laydown storage area would be located along Broad Lane by the A161. A number of sections of 11 kV overhead line would require undergrounding.

Table 3.41 Summary of Viewpoint Assessment for Twin Rivers

VP Ref	Magnitude		
	Construction	Year 1	Year 15
B-04	Very small	Small	Small
B-05	Small	Medium	Medium
B-06	Medium	Medium	Medium
B-07	Very small	Small	Small

Construction Year

3.41.8 Construction of the proposed overhead line would directly affect the landscape within the southern and central parts of this community area but the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes, while larger working areas would be necessary for the taller pylons needed for the River Ouse crossing.

3.41.9 Movement of construction vehicles along the A161 (PAR 33 and PAR 37) and along construction access tracks would introduce further localised disturbance. Vegetation removal would be required to facilitate bellmouth accesses along Pennyhill Cottages (BM-040, BM-040A, BM-041, and BM-041A). Two bellmouths (BM-042 and BM-043) would be formed along the A161 to facilitate construction access tracks leading to the construction compound (S-3).

3.41.10 Lighting may be required at the construction compound during winter months, but will be controlled by commitment (GG11 and GG21) to be of the lowest luminosity necessary to carry out activities safely and will be directional to avoid unnecessary light spill.

3.41.11 The upper parts of the taller equipment used for constructing the proposed overhead line would be noticeable over a larger geographical area, including from the settlements but would only be present at each pylon for a short period of time and would be seen in the context of the existing overhead lines.

3.41.12 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. It is acknowledged there would be locations with greater effects due to proximity to the construction activities, but that this would be limited to the fields within which the works are located. At these locations, the magnitude of change would be **medium**.

3.41.13 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)** with a **moderate adverse (significant)** effects within 200 m of construction activities.

Operation - Year 1

3.41.14 In the central part of the community area, the proposed overhead line would be aligned parallel and located close to the existing 4ZQ 400 kV overhead line. Its presence would increase the influence of high voltage electricity infrastructure in views across the central and southern part of the community area, with the new taller pylons at the River Ouse featuring prominently. The proposed overhead line would be visible in medium and long-range views from the southern and central extents of the community area, although there would be some localised screening by hedgerow vegetation and roadside trees. Due to the intervening distance and vegetation, the size/scale of change would be medium, and the geographical area affected would be small.

3.41.15 There would be a larger effect on the visual receptors at Ousefleet and Whitgift which would have closer proximity to the river crossing and properties would become encircled by existing and proposed overhead lines.

3.41.16 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **moderate adverse (significant)**. It is acknowledged there would be locations with lesser effects due to distance from the Project as, across much of the community area, the proposed overhead line would be parallel with existing, but the effects on Ousefleet and Whitgift are the overriding factor.

Proposed Mitigation

3.41.17 In addition to the embedded measures, mitigation is proposed along Pennyhill Cottages (Ref 09 and 10). Individual tree planting would be introduced along the north side of Pennyhill Cottages to filter views of the river crossing for people living and moving around the community.

Operation - Year 15

3.41.18 By Year 15, reinstatement and mitigation planting would be maturing. The introduction of proposed 400 kV pylons into the landscape means that high voltage electricity infrastructure would continue to affect views within and out from the community area and would spread the influence of infrastructure. The river crossing, although more filtered in views by the mitigation planting, would remain a prominent feature from the community.

3.41.19 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.41.20 There are a number of properties that are located within 400 m of the proposed overhead line as it passes between Whitgift and Ousefleet, with seven within 150 m (R_2139, R_2150, R_2152, R_2153, R_2155, R_2157 and R_2158). These properties are considered further in the Residential Visual Amenity Assessment.



The river crossing from Adlingfleet with the wind turbines at Sixpenny Wood on the horizon

3.42 Walkeringham

Description of Community Area

3.42.1 Walkeringham is located in Route Section E and includes the village of Walkeringham, along with several dispersed dwellings and farmsteads, all well-connected by an extensive road network, including the A161. The community area is also traversed by the Trent Valley Way and Cuckoo Way, as well as the Chesterfield Canal, which is designated as a SSSI.

3.42.2 The eastern boundary follows the west bank of the River Trent and it extends to Fountain Hill in the west. Walkeringham maintains a distinct rural character and is shaped in part by its historic buildings and surrounding fields. A particularly notable feature is the 'historic core' of the village around Gringley Road, home to the Grade I Listed Church of St. Mary Magdalene.

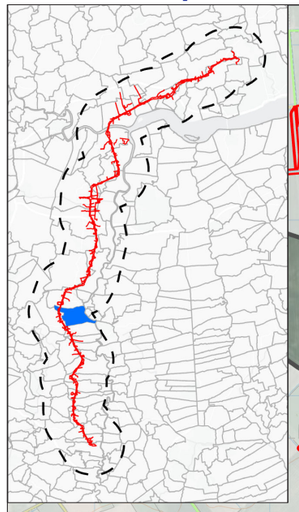
3.42.3 The community area is predominantly characterised by gently undulating arable farmland, with elevations gradually increasing toward the southwest. The village itself is situated in a shallow basin, encircled by low-lying hills. The field pattern throughout the area is generally rectilinear, with medium-sized fields that diminish in size as they approach the village. Sparse woodland contributes to the area's open, expansive landscape. From higher points, sweeping views of the surrounding countryside can be seen, occasionally interrupted by hedgerow tree lines. Field boundaries are often marked by drains, part of a dense network that runs through the village and discharges into the River Trent to the east.

3.42.4 Two existing 400 kV overhead lines cross north to south through the community area, to the east of the village. As a result of the open landscape of the community area, the pylons are clearly visible. The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP E-04 - View from Fountains Hill
- VP E-05 - View from Caves Lane (Walkeringham)

3.42.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is high, while the value of views is also considered high. Although existing 400 kV overhead lines are located to the east of the community area, views from much of the area are unaffected by existing infrastructure.

Location Map



Analysis Map



View towards Fountain Hill Road, showing gently undulating farmland.

Map Target Notes

1. A161
2. Church of St. Mary Magdalene
3. Chesterfield Canal
4. ZDA and 4TM 400 kV Overhead Line

Assessment of Effects

3.42.6 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the west of the community area. Components of the Project in this community area include 700 m of the proposed overhead line (pylons 4AF180 to 4AF181).

Table 3.42 Summary of Viewpoint Assessment for Walkeringham

VP Ref	Magnitude		
	Construction	Year 1	Year 15
E-04	Very Small	Medium	Medium
E-05	Very small	Small	Small

Construction Year

3.42.7 Walkeringham would experience direct effects on the western extent of its landscape, though the effects would be short term and require little vegetation removal. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Most of the work is at ground level with some limited at-height working, which would include the use of mobile cranes.

3.42.8 Due to the distance between construction activity and the settlement, as well as topography and intervening vegetation, ground level activity would be imperceptible from the village. PRoW users of the Cuckoo Way would have more prominent views of construction but would also be unlikely to see ground level construction. The upper parts of taller equipment may be glimpsed, though this equipment would only be used in each pylon location for a short amount of time.

3.42.9 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.42.10 The proposed overhead line would be located to the west of the community area. The proposed overhead line would introduce new pylons into the views from the western and southern edges of the community area, which is currently unaffected by existing pylons. This means that new pylons would be seen on the skyline and they would be prominent in views. Within the settlement of Walkeringham, views of the proposed overhead line are likely to be partially filtered or screened by intervening vegetation, but there would be filtered views for a number of visual receptors including properties along Fountain Hill which have longer distance views over the surrounding landscape to the west. The change would be seen across a small geographical area within this community area. There would be long distance views to the south where the pylons would be visible crossing the slightly higher ground between Gringley on the Hill and Beckingham.

3.42.11 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 1 of operation would be **moderate adverse (significant)**. It is acknowledged there would be locations with lesser effects due to distance from the Project but the effects on to the western area, including properties on Fountains Hill and views south where the pylons would be seen on slightly higher ground are the overriding factor for this community area.

Proposed Mitigation

3.42.12 No mitigation over and above the embedded measures is proposed in this community area.

Operation - Year 15

3.42.13 The introduction of proposed 400 kV pylons into the landscape to the west means that high voltage electricity infrastructure would continue to affect views out from the community area.

3.42.14 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **medium**. Taking account of the high susceptibility and the high value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **moderate adverse (significant)**.

Individual Properties

3.42.15 No residential properties have been identified within 400 m of the proposed overhead line within this community area and therefore no properties required further consideration in the Residential Visual Amenity Assessment.

3.43 West Burton

Description of Community Area

3.43.1 West Burton is located within Route Section E. This sparsely populated community area includes the hamlet of West Burton, made up of a few isolated farmsteads. The community area is situated on the western bank of the River Trent and is intersected by several PRoW, providing access to nearby settlements such as North and South Wheatley, Bole and Sturton le Steeple.

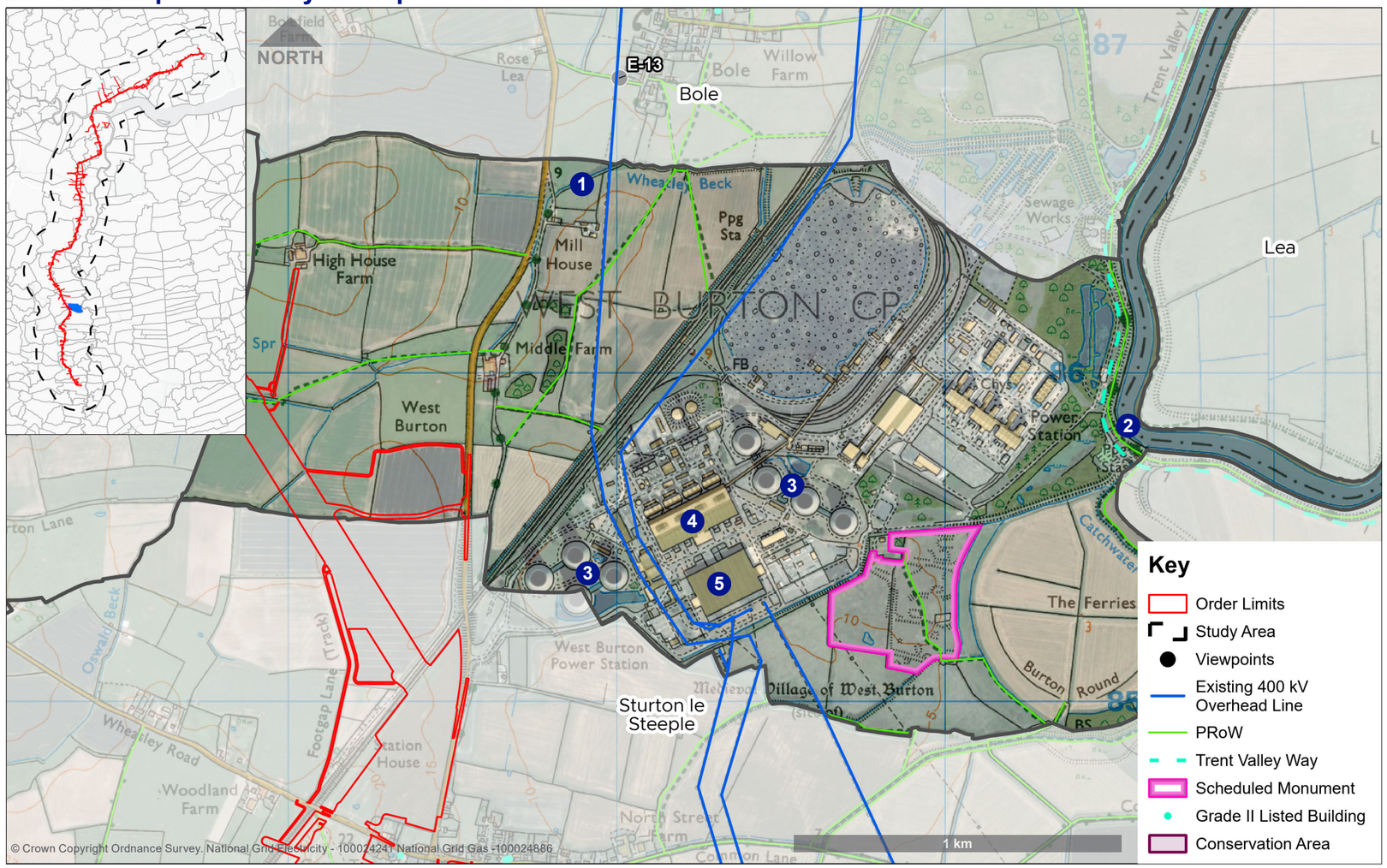
3.43.2 The landscape of West Burton is predominantly characterised by West Burton Power Station, a significant industrial feature in the otherwise rural area. The power station comprises two separate power plants, eight towering cooling towers, a substation and a large ash disposal site. The largest building on the site was demolished in January 2026, with further demolition proposed from 2026 to 2028. A number of existing 132 kV and 400 kV overhead lines extend from the station, running both north and south along the Trent Valley, contributing to the industrial nature of the landscape. This infrastructure creates a notable contrast with the predominantly rural surroundings.

3.43.3 To the west and south of the power station, the land is primarily agricultural. Field boundaries are often defined by dense hedgerows and trees, contributing to the rural character of the area. A number of watercourses, including Wheatley Beck, also traverse the community area. These watercourses are part of a broader network of ditches and drains that border fields and flow towards the River Trent.

3.43.4 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is high, while value of views is considered low due to the prominence of detractors.

Location Map

Analysis Map





The cooling towers dominate views from Gainsborough Road although filtered from properties by woodland block and vegetation along the railway

Map Target Notes

1. Wheatley Beck
2. River Trent
3. West Burton Cooling Towers
4. West Burton Turbine Hall - now demolished
5. West Burton Substation

Assessment of Effects

3.43.5 This community area would be directly affected by the Project during construction and operation, the proposed overhead line passing through the western part of the community area. Components of the Project in this community area include 490 m of the proposed overhead line (pylon 4AF206).

Construction Year

3.43.6 Construction of the proposed overhead line would directly affect the landscape within the western parts of this community area. Initial vegetation clearance would be followed by the introduction of working areas and construction access tracks. Vegetation removal would be required along Wheatley Beck for the access track and under the overhead line route. Most of the work would be at ground level with some limited at-height working, which would include the use of mobile cranes. Movement of vehicles along construction access tracks would introduce further localised disturbance. Taller equipment used such as cranes may be visible, though these would only be used at each pylon location for a short time and seen in the context of the overhead lines converging on West Burton Substation. The works would result in a small size/scale of change in views and affect a small geographical area.

3.43.7 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **very small**. There would be few visual receptors in close proximity, limited to one PRoW which would cross the construction areas. Taking account of the high susceptibility and low value of views, the effect of the Project on the visual amenity of the community area as a whole would be **minor adverse (not significant)**.

Operation - Year 1

3.43.8 The proposed overhead line would be located on the western edge of the community area. The proposed overhead line would introduce new pylons to the west of the community area which is currently unaffected by existing pylons, however, there are few visual receptors in this part of the community area. Existing 400 kV overhead lines and the former West Burton Power Station feature prominently to the east of the community area. Therefore, pylons would not be an uncharacteristic element.

3.43.9 Overall, it is anticipated that the effect on visual amenity would be adverse, due to the increased number of pylons in views and spread of infrastructure, but due to the small number of visual receptors affected and dominance of the former West Burton Power Station in views, the magnitude of change would be **small**. Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **minor adverse (not significant)**. It is acknowledged there would be locations with greater effects due to proximity to the Project, but that this would be limited to the section of PRoW which passes beneath the proposed overhead line and High House Farm which would have views along the route where pylons would appear stacked in views.

Proposed Mitigation

3.43.10 In addition to the embedded measures, landscape mitigation is proposed between High House Farm and Wheatley Beck (Ref 41). Approx. 390 m of hedgerow with hedgerow trees would be planted to mitigate for the loss of vegetation along Wheatley Beck under the proposed overhead line. This planting would help to filter views across the landscape, and would also benefit High House Farm, helping to filter views of pylon 4AF205.

Operation - Year 15

3.43.11 By Year 15, the reinstatement and mitigation planting would be maturing. Pylons on the proposed overhead line would continue to be present in views from West Burton, spreading the influence of electrical infrastructure, but seen in the context of the existing overhead lines and other infrastructure which would remain the dominant feature of views. The **small** magnitude of change described for Year 1 would continue to be experienced by receptors.

3.43.12 Taking account of the high susceptibility and the low value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **minor adverse (not significant).**

Individual Properties

3.43.13 One residential property at High House Farm to the west of Gainsborough Road and north of Wheatley Beck is located within 400 m. As the views south from the property would look along the overhead line, pylons would potentially stack in views and due to the change in direction would appear as a double overhead line, this property is considered further in the Residential Visual Amenity Assessment.



The community area of West Burton from Maumhill showing the dominant cooling towers and chimneys which will be demolished by 2028

3.44 Woodmansey

Description of Community Area

3.44.1 Woodmansey is located within Route Section A at the very northern end of the Project. This community area contains the villages of Dunswell, Thearne, and Woodmansey as well as the southern parts of Beverley. The community area has a fairly limited network of PRoW but does include the Beverley 20 footpath and National Cycle Network Route 1 which are located in the west of the community between Creyke Beck and Beverley.

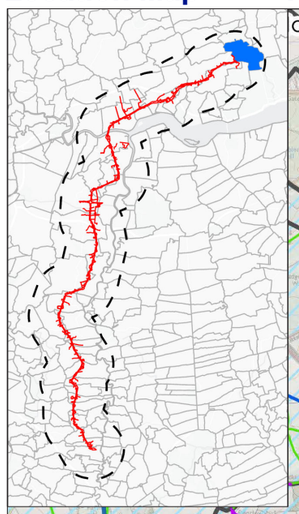
3.44.2 The landform of the region is characterised by gently rolling farmland, with the elevation rising gradually westward from the River Hull in the east, the elevation rising from around 2 m AOD in the east to around 15 m AOD at the western boundary. Outside of the main settlement areas, the community area land use is primarily agricultural, interspersed with light industrial uses including a number of plant nurseries and garden centres with large greenhouses. The field pattern across the community area varies, with the larger field sizes in the west and a smaller field pattern towards the River Hull. The farmland itself is relatively open, with hedgerow coverage sparse. Mature trees along roads and occasional small pockets of woodland, break up the otherwise open landscape, creating wooded skylines in views to the west.

3.44.3 A railway line passes north to south through the community area between Beverley and Cottingham. Existing 132 kV, 275 kV and 400 kV overhead lines run through the community area, converging on Creyke Beck Substation to the southwest, and a converter station is located to the north of the A1079, which is a major road corridor to the south of the community area. A number of other overhead lines are visible in views to the west. Although there are many detractors within the community area, the undulating landform and blocks of mature woodland mean they are not all viewed together, but are apparent as people move around the community.

3.44.4 The following viewpoints, found in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**, are located within this community area:

- VP A-31 - View from Beverley 20 footpath near A1079

Location Map



Analysis Map

3.44.5 As views contribute to the landscape setting enjoyed by people living in and moving around this rural community, their susceptibility to the Project is **high**, while value of views is considered **medium**. It is noted that the area to the west of the community area around Creyke Beck has lower value views due to the presence of multiple overhead lines, substations, battery storage site and converter stations.

Map Target Notes

1. River Hull
2. 132 kV Overhead Line
3. 4ZR 400 kV Overhead Line
4. YYW 275 kV Overhead Line
5. Converter Station

Assessment of Effects

3.44.6 This community area would be directly affected by the Project during construction and operation, the connection to the proposed Birkhill Wood Substation located on the western boundary of the community area. Components of the Project in this community area include 120 m of the proposed overhead line (pylon 4AF3) and the connections to gantries within the proposed Birkhill Wood Substation (4AF1 and 4AF2).

Table 3.43 Summary of Viewpoint Assessment for Woodmansey

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-31	Small	Very small	Very small

Construction Year

3.44.7 Construction activity within the community area is limited to the western boundary of the community area, adjacent the proposed Birkhill Wood Substation to which the proposed overhead line connects. It includes the construction of 4AF3 and the connections to the gantries within the substation. A construction access track would link the working areas to the satellite construction compound (S-1) to the southeast and the A1079 to the north, which would require some localised vegetation removal on field boundaries. Movement of construction vehicles along this access track would introduce some further disturbance, though this would only be experienced by those in close proximity, namely Poplar Farm. Views from the PRoW and National Cycle Network Route 1 on Park Lane would be screened in part by the proposed substation.

3.44.8 From the rest of the community area, views of construction would be very limited due to the distance from the Project and the intervening vegetation including along the A1079 and woodland blocks. Taller equipment used such as cranes may be visible, though these would only be used at each pylon location for a short time and seen in the context of the overhead lines converging on Creyke Beck Substation. As a result, the geographical area affected would be very small.

3.44.9 Overall, it is anticipated that the effect on visual amenity would be adverse and the magnitude of change would be **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during construction would be **minor adverse (not significant)**.

Operation - Year 1

3.44.10 From the majority of the community area, views of the proposed overhead line would be limited by distance and intervening vegetation, often allowing only glimpses of the upper parts of new pylons. Where there are views of the proposed overhead line, it is seen in the context of the existing 132 kV, 275 kV and 400 kV overhead lines converging on Creyke Beck and their presence would not fundamentally alter the composition or character of the views currently experienced. The proposed overhead line would increase the number of pylons in views to the southeast from National Cycle Network Route 1 and the PRoW on Park Lane, but in a landscape filled with other infrastructure.

3.44.11 Overall, it is anticipated that the effect on visual amenity would be adverse, due to the increased number of pylons in views, but due to the limited area and number of visual receptors affected, the magnitude of change would be **very small**. For people within 400 m of the proposed line where it would be in closer proximity this would increase to **small**. Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole during Year 1 of operation would be **negligible adverse (not significant)**, noting that the effect on people within 400 m of the proposed overhead line would be **minor adverse (not significant)**.

Proposed Mitigation

3.44.12 No mitigation over and above the embedded measures is proposed in this community area.



Views from National Cycle Network Route 1 on Park Lane contain a number of overhead lines as they converge on Creyke Beck Substation, this one being the 4ZR 400 kV overhead line which comes from the northwest, buildings at Poplar Farm just visible to the left of the image

Operation - Year 15

3.44.13 Pylons on the proposed overhead line would continue to be present in views from Woodmansey, but seen in the context of the existing overhead lines and other infrastructure around Creyke Beck. The **very small** magnitude of change described for Year 1 would continue to be experienced by receptors for the majority of the community area and a **small** magnitude of change for people within 400 m including users of the PRoW and National Cycle Network Route 1.

3.44.14 Taking account of the high susceptibility and the medium value of views, the effect of the Project on the visual amenity of the community area as a whole at Year 15 of operation would be **negligible adverse (not significant)**, with a **minor adverse (not significant)** effect for people within 400 m.

Individual Properties

3.44.15 One residential property has been identified within 400 m of the proposed overhead line within this community area, R_21 Poplar Farm which is located to the north of the Project. This property is considered further in the Residential Visual Amenity Assessment.

4. National Trail Assessment Sheets

4.1 Yorkshire Wolds Way National Trail

Description of Route

4.1.1 The Yorkshire Wolds Way is a National Trail which forms part of European Long Distance Path E2. This 127 km route runs from Hessle to Filey in North Yorkshire, and within Route Section A between Welton and High Hunsley. The views from the footpath are varied, passing through the built up areas around Welton before heading north onto the escarpment.

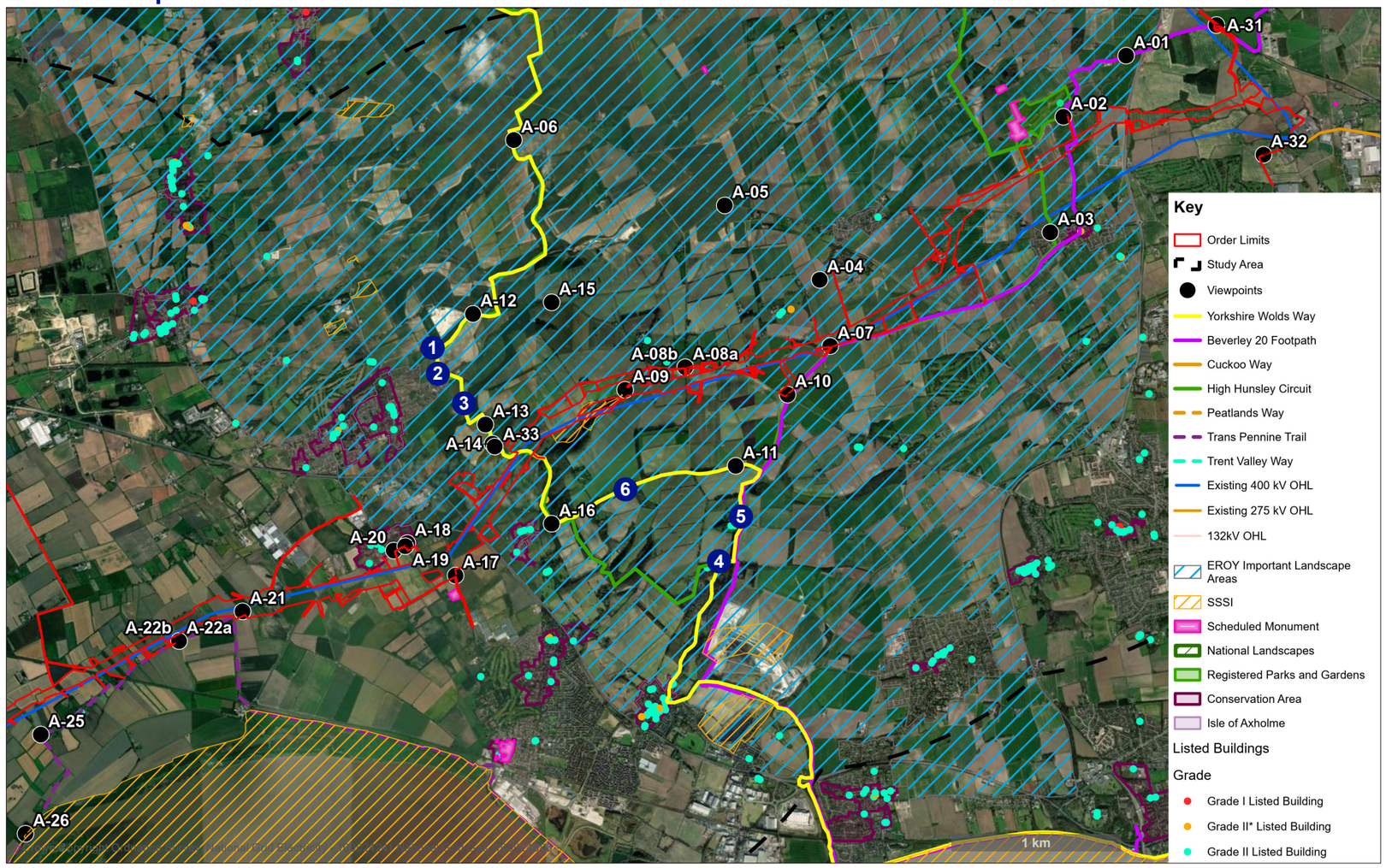
4.1.2 Along the Yorkshire Wolds Way to the north of the proposed overhead line extensive long distance views are often attainable due to the increased elevation and rolling topography. For instance along Little Wold Plantation views south are attained through the tree line of a sharp decline in elevation before rising again at Great Wold Plantation. Views from here also include residential clusters such as at South Cave, Ellerker and Brantingham, as well as an existing 400 kV overhead line. The trail then drops toward South Cave where views become more contained by mature vegetation and surrounding rising landform.

4.1.3 From south of the proposed overhead line, views from the Yorkshire Wolds Way are often more limited. The trail here is often lined with mature hedgerow or tree lines, screening further views. Where the views open up, they are often limited instead by frequent woodland blocks or rising topography in the midground.

4.1.4 The following viewpoints (see **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**) represent the visual amenity of the National Trail:

- VP A-06 View from Yorkshire Wolds Way (High Hunsley)
- VP A-12 View from High Hunsley Circuit (Swinescaif Road)
- VP A-13 View from Yorkshire Wolds Way (Mount Airy)
- VP A-14 View south from the Yorkshire Wolds Way at Woo Dale
- VP A-15 View from Yorkshire Wolds Way (Ellerker Wold Lane)
- VP A-16 View from Spouts Hill (Brantingham)
- VP A-33 View northeast from the Yorkshire Wolds Way at Woo Dale

Location Map



4.1.5 Additional photography is provided on the following pages (VP-A to VP-F) to supplement the viewpoints considered as part of the viewpoint assessment to consider the sequential views.

4.1.6 As views contribute to the landscape setting enjoyed by people using the footpath and it is nationally designated with a number of panoramic viewpoints, their susceptibility to the Project is **very high**. Although the existing 4ZQ 400 kV overhead line is visible, the trail passing beneath the overhead line near Woo Dale, the value of sequential views is generally considered to be **high**.

Map Target Notes

1. VP-A
2. VP-B
3. VP-C
4. VP-D
5. VP-E
6. VP-F

Supplementary Baseline Photographs

A



View from Little Wold Lane toward Great Wold Plantation and South Cave, the existing 4ZQ overhead line can be seen in distant views, the section on the escarpment screened by woodland blocks.

B



View from edge of South Cave toward rolling topography and mature vegetation typical of the Wolds

C



View from a point of elevation along Steep Hill allowing long distance views featuring South Cave

Supplementary Baseline Photographs

D



View from Tom Potts Row showing how landform can limit views

E



View from Wauldby Manor Farm northward toward the existing 4ZQ 400 kV overhead line which is visible but not dominant

F



View by Long Plantation showing how mature vegetation often limits views along the trail

Assessment of Effects

4.1.7 The Yorkshire Wolds Way National Trail would be directly affected by the Project during construction and operation, with the proposed overhead line crossing the footpath at Woo Dale.

Table 4.1: Summary of Viewpoint Assessment for the Yorkshire Wolds Way

VP Ref	Magnitude		
	Construction	Year 1	Year 15
A-06	Very Small	Very Small	Very Small
A-12	Very Small	Very Small	Very Small
A-13	Small	Small	Small
A-14	Medium	Medium	Medium
A-15	Large	Small	Small
A-16	Medium	Small	Small
A-33	Medium	Medium	Medium

Construction Year

4.1.8 During construction, effects on views from the Yorkshire Wolds Way would be most pronounced along a 1.2 km stretch of the trail at Woo Dale between Dale Road and Mount Airy. At this location, users of the trail would be in close proximity to working areas with views along the construction access track and would be affected by vegetation removal on the escarpment. The construction access track would be prominent in views to the north and south on the escarpment, crossing the Yorkshire Wolds Way close to the route of the existing 4ZQ 400 kV overhead line. From this elevated section of the trail, there would be long distance views of the construction activities in the flatter landscape towards the River Ouse.

4.1.9 From the rest of the trail within the study area, the tops of taller construction equipment such as cranes would be visible, but for the majority would be seen in the context of the existing 4ZQ 400 kV overhead line.

4.1.10 There would be a localised **large** magnitude of change within 600 m quickly diminishing to **small** as receptors move away from the construction activities and beyond adjacent field boundaries where vegetation at Mount Airy and to the west of Dale Road would screen views.

4.1.11 Overall, there would be a **minor adverse (not significant)** effect for users of the Yorkshire Wolds Way during construction, although noted that there would be a **major adverse (significant)** effect within 600 m of construction activities whilst receptors are on the escarpment where construction activity is taking place and as they cross the construction access track where activity would be in very close proximity.

Operation - Year 1

4.1.12 During operation, in the majority of the views from the Yorkshire Wolds Way, the proposed overhead line would be seen in the context of the existing 4ZQ 400 kV overhead line as illustrated by VP A-06, VP A-11, VP A-12 and VP A-13. While a proposed overhead line would introduce more pylons in sequential views, these would be seen in the context of the existing 4ZQ 400 kV overhead line and would not change the overall character of the views. There would be a localised **medium** magnitude of change within approximately 200 m of the proposed overhead line, quickly diminishing to **small** as receptors move away from the Project and the proposed overhead line becomes filtered and screened by vegetation.

4.1.13 Users would pass beneath the Project at Woo Dale. Users would have open views along the proposed overhead line, with pylons appearing stacked in views, but effects would be very localised and seen in the context of the existing 4ZQ 400 kV overhead line which is already very prominent in views.

4.1.14 Overall, there would be a **minor adverse (not significant)** effect at Year 1, although noted that there would be a **moderate adverse (significant)** localised effect within 200 m whilst receptors pass under the proposed overhead line at Woo Dale.

Proposed Mitigation

4.1.15 No mitigation over and above the embedded measures is proposed for the Yorkshire Wolds Way. Landscape mitigation planting is proposed at Woo Dale (Ref 03) and at Cliffs Plantation (Ref 04, 05 and 06) which would be visible from the footpath.

Operation - Year 15

4.1.16 Landscape mitigation would add to the level of tree cover in views but would not screen the proposed overhead line which would remain prominent along the section between Dale Road and Mount Airy. The magnitude would remain as Year 1. Overall, there would be a **minor adverse (not significant)** effect at Year 15, although noted that there would be a **moderate adverse (significant)** localised effect within 200 m whilst receptors pass under the proposed overhead line.

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com