The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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Contents

1. Introduction **1**

2. Landscape Designations **5**

2.1 Yorkshire Wolds Important Landscape Area 6

3. National Character Areas **10**

3.1 NCA 27: Yorkshire Wolds 11

3.2 NCA 39: Humberhead Levels 13

3.3 NCA 40: Holderness 16

3.4 NCA 41: Humber Estuary 18

3.5 NCA 48: Trent and Belvoir Vales 20

4. East Riding of Yorkshire **22**

4.1 LCT 4: River Corridors 23

4.2 LCT 8: M62 Corridor 26

4.3 LCT 9: Drained Open Farmland 29

4.4 LCT 11: Jurassic Hills Farmland 32

4.5 LCT 12: Sloping Wooded Farmland 35

4.6 LCT 13: Open High Rolling Farmland 38

4.7 LCT 16: Sloping Farmland 41

4.8 LCT 17: Farmed Urban Fringe 44

4.9 LCT 23: Humber Banks 46

5. North Lincolnshire **49**

5.1 Lincolnshire Edge: Steep Wooded Scarp Slope LCT 50

5.2 Trent Levels: Flat Drained Farmland LCT 53

5.3 Trent Levels: Flat Drained Treed Farmland LCT 57

5.4 Trent Levels: Flat Open Remote Farmland LCT 60

5.5 Trent Levels: Flat Wooded Farmland LCT 63

5.6 Trent Levels: Open Island Farmland LCT 66

6. East Midlands **69**

6.1 RLCT 2b: Planned and Drained Fens and Carrlands 70

6.2 RLCT 3a: Floodplain Valleys 73

6.3 RLCT 4a: Unwooded Vales 76

6.4 RLCT 5b: Wooded Village Farmlands 80

Bibliography **83**

1. Introduction

1.1.1 This appendix provides the baseline and assessment of landscape designations and landscape character presented in **Application Document 6.6 Chapter 6 Landscape** for the proposed overhead line and should be read alongside:

- **Application Document 6.6 Chapter 6 Landscape;**
- **Application Document 6.6.A1 Appendix 6.1 Regional and Local Planning Policy;**
- **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology;**
- **Application Document 6.6.F1 Figure 6.1 Landscape Designations and Features;**
- **Application Document 6.6.F3 Figure 6.3 National Character Areas;**
- **Application Document 6.6.F4 Figure 6.4 Landscape Character Types;**
- **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility;** and
- **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment**.

1.1.2 Background information provided for each designation and area of landscape includes a map of the area, baseline description and key characteristics. It also includes judgements on the value of the landscape and its susceptibility to change arising from the Project.

1.1.3 For completeness and to provide further context to the assessment, the relevant National Landscape Character Areas (NCA) as defined by Natural England (Natural England, 2026) are also included in this appendix. This is to ensure that the potential for significant effects at a wider level than district level is understood, given the length of the route and geographical coverage of the Project.

Baseline Description

1.1.4 The descriptions are based on the landscape character assessments prepared by the East Riding of Yorkshire Council (East Riding of Yorkshire Council, 2018), North Lincolnshire Council (North Lincolnshire Council, 2022) and the East Midlands Landscape Partnership (East Midlands Landscape Partnership, 2010). These assessments define a combination of Landscape Character Types (LCT) and Regional Landscape Character Types (RLCT). The baseline descriptions in this appendix were informed by an extensive review of these LCT and RLCT, as well as Ordnance Survey (OS) maps, Google Earth Pro, Google Streetview, and field survey.

1.1.5 For large linear infrastructure that can extend for many kilometres, the assessment needs to demonstrate how the route relates to regional landscape patterns, whether it introduces incongruous elements across different character areas, and the cumulative effect of infrastructure across the wider landscape. A local landscape character assessment is not well placed to address these broader relationships as it is typically focused on a relatively small geographic area. In addition, because local landscape character assessments are highly fine-grained, they can place undue emphasis on small-scale variations that are not meaningful at the scale of an overhead line, while also under representing wider strategic sensitivities, such as extensive open landscapes where pylons may be highly visible. This imbalance can lead to misjudgement of the significance of landscape and visual effects within an LVIA. Furthermore, linear schemes require consistency along their entire route, which is a key challenge in LVIA. If local landscape character assessments are relied upon, different sections of the route may be assessed using varying methodologies or classifications, depending on how each local study has been prepared, resulting in a fragmented assessment approach rather than a coherent, consistent narrative of effects across the full alignment.

1.1.6 Best practice guidance (such as GLVIA3) advocates a tiered approach to landscape character assessment, using national and regional-scale character areas to understand the broader landscape context and likely impacts, with local landscape character areas then applied to provide finer-scale detail where appropriate. The Bassetlaw Landscape Character Assessment (Bassetlaw District Council, 2009), describes the landscape character of the Bassetlaw District Council administrative area through a series of Policy Zones, each of which is assigned landscape management objectives such as conserve, reinforce, or restore. However, this level of detail is not consistently available across the full extent of a 5 km study area and therefore including it would not be consistent across the whole Project. Policy Zones are listed under the relevant RLCT for information.





1.1.7 Landscape value tables are included for each LCT and RLCT. These highlight the professional judgements made with regard to the appraisal of the relative value of the landscape (within the study area). As described in the methodology in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**, judgements are made against a series of factors and are visually represented on a sliding scale bar representing lower to higher value.

Judgements on Susceptibility

1.1.8 As with the appraisal of landscape value, judgements of susceptibility to a 400 kV overhead line are made against a series of factors in accordance with Section 2 of the methodology set out in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**. These judgements are visually represented on a sliding scale bar representing lower to higher value.

Assessment of Magnitude of Change

1.1.9 An assessed magnitude of likely change to the landscape due to the Project takes into consideration judgements on the anticipated size/scale of effect and the geographical extent as per the methodology set out in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**. These judgements are reported for construction, operation – Year 1, and operation – Year 15.

Overall Assessment of Landscape Effects

1.1.10 Judgements on the significance of landscape effects as a result of the Project take account of the overall judgements on susceptibility and magnitude of change as explained in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**. These judgements are reported for construction, operation – Year 1, and operation – Year 15 and effects are ultimately highlighted as 'significant' or 'not significant'.

1.1.11 The judgements also consider the measures which are included in the design of the Project including hedgerow, tree and shrub reinstatement as shown on the Vegetation Reinstatement Plans in Appendix B of **Application Document 7.8 Outline Landscape and Ecology Management Plan including an Outline Landscape Maintenance and Management Plan.** The assessment presented in this document assumes that these measures are in place. In addition, there are some locations where additional mitigation is proposed for specific purposes and is listed out under each character area with its corresponding reference number. These are only assessed at Year 15, as at Year 1, planting would not be of a sufficient size to have a mitigating effect. Where judgements refer to a distance from the Limits of Deviation (LoD) or to effects on the landscape within the LoD, this is to reflect the impacts of the works within the main construction or operational corridors.

1.1.12 It is noted that rather than following the methodology in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**, the assessment of the Project's likely effects on NCA brings together the findings of the assessment of effects on the LCTs and RLCTs within the NCA to inform a professional judgement of the Project's overall effects.

1.1.13 References are made to pylon numbers throughout this appendix. For further information on details of indivisual pylons including type and heights, refer to **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule**.

Scope of the Assessment

1.1.14 The 28 LCT and RLCT that cover the study area are shown on **Application Document 6.6.F4 Figure 6.4 Landscape Character Types**. This identifies where each part of the LCT or RLCT is located within the study area and also illustrates the Project in relation to the LCT or RLCT. The results of an initial screening exercise are set out in Table 1. This table identifies the LCT, RLCT or designation which are very unlikely to experience significant effects and the reason why they have not been taken forward into the baseline. The screening was informed by a desk-based assessment of Google Earth Pro and Google Streetview, the preliminary Zone of Theoretical Visibility (ZTV) maps shown on **Application Document 6.7.F2 Figure 7.2 Zone of Theoretical Visibility**, the proposed viewpoints at **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and field survey.

Table 1 - National Character Area (NCA), Landscape Character Type (LCT), Regional Landscape Character Type (RLCT) or landscape designations not taken forward for assessment

LCT/RLCT/ Designation	Justification
National Character Area (Natural England, 2026)	
NCA 45: Northern Lincolnshire Edge with Coversands	This NCA extends into the eastern edge of the study area, where it comprises the urban fringe around Gainsborough within Route Section E. It is located more than 3 km from the nearest point on the Limits of Deviation (LoD). It would not be directly affected by the Project during construction or operation. At this distance, views of the proposed overhead line beyond the existing overhead lines in the Trent Valley would not fundamentally alter the composition or indirectly influence the character of the landscape within NCA 45. Any likely effects would not be significant, and further assessment is therefore not considered necessary.
NCA 49: Sherwood	This NCA extends into the western edge of the study area between Retford and Markham Moor within Route Section E and lies approximately 4 km from the nearest point of the LoD. It would not be directly affected by the Project during construction or operation. The proposed overhead line would be seen in the context of existing overhead lines within the Trent Valley and would be partially screened by intervening landform, vegetation, and settlement. Its presence would not fundamentally alter the composition of views or indirectly influence the character of the landscape within NCA 49. Any likely effects are therefore considered not significant, and further assessment is not required
East Riding of Yorkshire Landscape Character Assessment (East Riding of Yorkshire Council, 2018)	
LCT 6: Wooded Open Farmland	This LCT is located to the north of the Project in Route Section A, some 4 km from the nearest point on the LoD. Only a very small part of the LCT lies within the 5 km study area. While the value and susceptibility of the LCT are considered to be high, it would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility during operation, but the pylons would only be distantly visible, and they would be seen alongside the existing 400 kV overhead line. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Any effects would not be significant and further assessment is therefore not considered necessary.
LCT 18: Low Lying Drained Farmland	This LCT is located to the northeast of the Project in Route Section A, some 3 km from the nearest point on the LoD. Only a very small part of the LCT lies within the 5 km study area. While the landscape is judged to be of high value and medium susceptibility, it would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility during operation, but the pylons would only be distantly visible, and they would be seen alongside existing 400 kV and 132 kV overhead lines. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Any effects would not be significant and further assessment is therefore not considered necessary.
LCT 22: Humber Levels	This LCT is located on the Humber to the south of the Project in Route Section A, 2.5 km from the nearest point on the LoD. The landscape is of medium value and medium susceptibility. It would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility, but the LCT comprises industrial areas with few sensitive characteristics which would be affected. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. There would be limited effects due to the current character and quality of the landscape. Any effects would not be significant and further assessment is therefore not considered necessary.
North Lincolnshire Landscape Character Assessment (North Lincolnshire Council 2022)	
Humber Estuary: Flat Drained Farmland LCT	This LCT is located some 2.3 km to the east of the nearest point on the LoD and to the east of the River Trent in Route Section A. The landscape is judged to be of high value and medium susceptibility. It would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility, but the pylons including the two taller pylons at the River Ouse crossing would only be distantly visible, and they would be seen beyond the three existing 400 kV overhead lines and alongside multiple wind turbines. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Any effects would not be significant and further assessment is therefore not considered necessary.
Lincolnshire Edge: Despoiled Landscape LCT	The LCT is located to the east of the Project in Route Section B, 3 km from the nearest point on the LoD. The landscape is of low value and medium susceptibility. It would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility, but the LCT comprises industrial areas with wind turbines and overhead lines, with few sensitive characteristics which would be affected. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. There would be limited effects due to the current character and quality of the landscape. Any effects would not be significant and further assessment is therefore not considered necessary.

LCT/RLCT/ Designation	Justification
Lincolnshire Edge: Elevated Wooded Farmland LCT	This LCT is located some 2.6 km to the east of the nearest point on the LoD and to the east of the River Trent in Route Section B. The landscape is judged to be of medium value and medium susceptibility. It would not be directly affected by the Project during construction or operation. The ZTV indicates potential intervisibility, but the pylons including the two taller pylons at the River Ouse crossing would only be distantly visible, and they would be seen beyond existing 400 kV overhead lines, including two which pass directly through this LCT, and alongside multiple wind turbines. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Any effects would not be significant and further assessment is therefore not considered necessary.
East Midlands Region Landscape Character Assessment (East Midlands Landscape Partnership 2010)	
RLCT 3b: Sandland Farmlands	This RLCT extends into the western edge of the study area at two locations in Route Section E, a small area near Everton and a larger area west of Hayton and Clarborough. The landscape is judged to be of high value and medium susceptibility. It would not be directly affected by the Project during construction or operation. As both areas of the RLCT are 3 km from the nearest point on the LoD, and with intervening settlements, landforms, and vegetation, it is highly unlikely that views of the proposed overhead line would fundamentally alter the composition or indirectly influence the character of the landscape within the RLCT. Any effects would not be significant and further assessment is therefore not considered necessary.
RLCT 4b: Wooded Vales	This RLCT extends into the eastern edge of the study area at two locations: north of Gainsborough in Route Section D including Scotton Common and Laughton Woods and south of Gainsborough in Route Section E including the small woodlands around Knaith. The landscape is judged to be of high value and medium susceptibility. It would not be directly affected by the Project during construction or operation. Both areas of the RLCT are approximately 3.4 km from the nearest point on the LoD and would be separated from the Project by the intervening settlements, landform and vegetation. Distant views of a proposed overhead line beyond the existing overhead lines would not fundamentally alter the composition or indirectly influence the character of the landscape within the RLCT. Any effects would not be significant and further assessment is therefore not considered necessary.
RLCT 10b: Sandstone Forests and Heaths	This RLCT overlaps the western boundary of the study area between Retford and West Drayton in Route Section E and is judged to be of high value and medium susceptibility. The landscape comprises low-lying, open arable farmland with few hedgerows or trees. To the east, the RLCT is bordered by the wooded embankments of the East Coast Main rail line. These and the landscape of the Wooded Village Farmlands RLCT help to contain longer easterly views towards the Trent Valley. Given that the RLCT is approximately 3.5 km from the nearest point on the LoD, distant views of an additional overhead line in the Trent Valley would not affect the landscape's character or quality. Any effects would not be significant and further assessment is therefore not considered necessary.

LCT/RLCT/ Designation	Justification
Nationally Designated Landscapes	
Yorkshire Wolds Designation Project	The distance between the proposed boundary for the Yorkshire Wolds National Landscape (AONB) to the nearest point on the LoD is 11.4 km and would not be directly affected by the Project during construction or operation. At this distance, the special qualities and statutory purposes of the National Landscape (AONB) (if designated) are unlikely to be significantly affected by the Project, and no further assessment has been undertaken.
Locally Designated Landscapes	
Thorne, Crowle and Goole Moors Important Landscape Area (ILA)	The Thorne, Crowle and Goole Moors ILA lies outside but on the edge of the study area, some 5.3 km from the nearest point on the LoD in Route Section B and would not be directly affected by the Project during construction or operation. At this distance the proposed overhead line would be only very distantly perceptible and would be seen in the context of other overhead lines and wind turbines. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the ILA. Although the value and susceptibility of the landscape is considered to be high, the scale of change would be very small. Any effects would not be significant and further assessment is therefore not considered necessary.
Laughton Woods and Scotton Common Area of Great Landscape Value (AGLV)	This AGLV is located some 3.6 km to the east of the nearest point on the LoD in Route Section D. It would not be directly affected by the Project during construction or operation. While the ZTV indicates potential visibility, the effects on the landscape of the AGLV, although of high value and high susceptibility, would not be significant. Views out from the AGLV are typically contained by the high tree cover. Where the landscape is more open, the Project would introduce more pylons into westerly views out of the AGLV, but these would be only distantly visible and would be seen beyond the existing overhead lines. The addition of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the AGLV. Any effects would not be significant and further assessment is therefore not considered necessary.
Northeast and East of Gainsborough Area of Great Landscape Value (AGLV)	This AGLV is located some 4 km to the east of the nearest point on the LoD in Route Section E and is judged to be of high value and medium susceptibility. It would not be directly affected by the Project during construction or operation. While the ZTV indicates potential visibility, the effects on the designated landscape would not be significant. The Project would introduce more pylons into westerly views out of the AGLV, but these would be only distantly visible and would be seen beyond the existing overhead lines and former Burton on Trent Power Station. The addition of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the AGLV. Any effects would not be significant and further assessment is therefore not considered necessary.

2. Landscape Designations

2.1 Yorkshire Wolds Important Landscape Area

Context

2.1.1 The Yorkshire Wolds ILA is defined by Policy ENV2 of the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025) and its boundary broadly coincides with Natural England's NCA 27 Yorkshire Wolds (Natural England, 2026). At page 133 paragraph 7.44 of the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025) the Yorkshire Wolds are described as follows:

'The Yorkshire Wolds form an arc of high, gently rolling ground extending from the Humber Estuary west of Hull, to the North Sea coast at Flamborough Head. They comprise a prominent chalk escarpment and foothills rising from the Vale of York to the west, the Vale of Pickering to the north (outside of the East Riding in Ryedale and Scarborough Districts), and falling to the plain of Holderness to the east. Most of the Wolds is agricultural with woodland planting restricted to small, scattered woodland comprising shelterbelts around farmsteads with larger woodland and plantation areas located on the sides of the valleys. The gently, rolling landscape instils a sense of openness and tranquillity provided by expansive views, sparse populations and agriculture'.

2.1.2 Policy ENV2 states that:

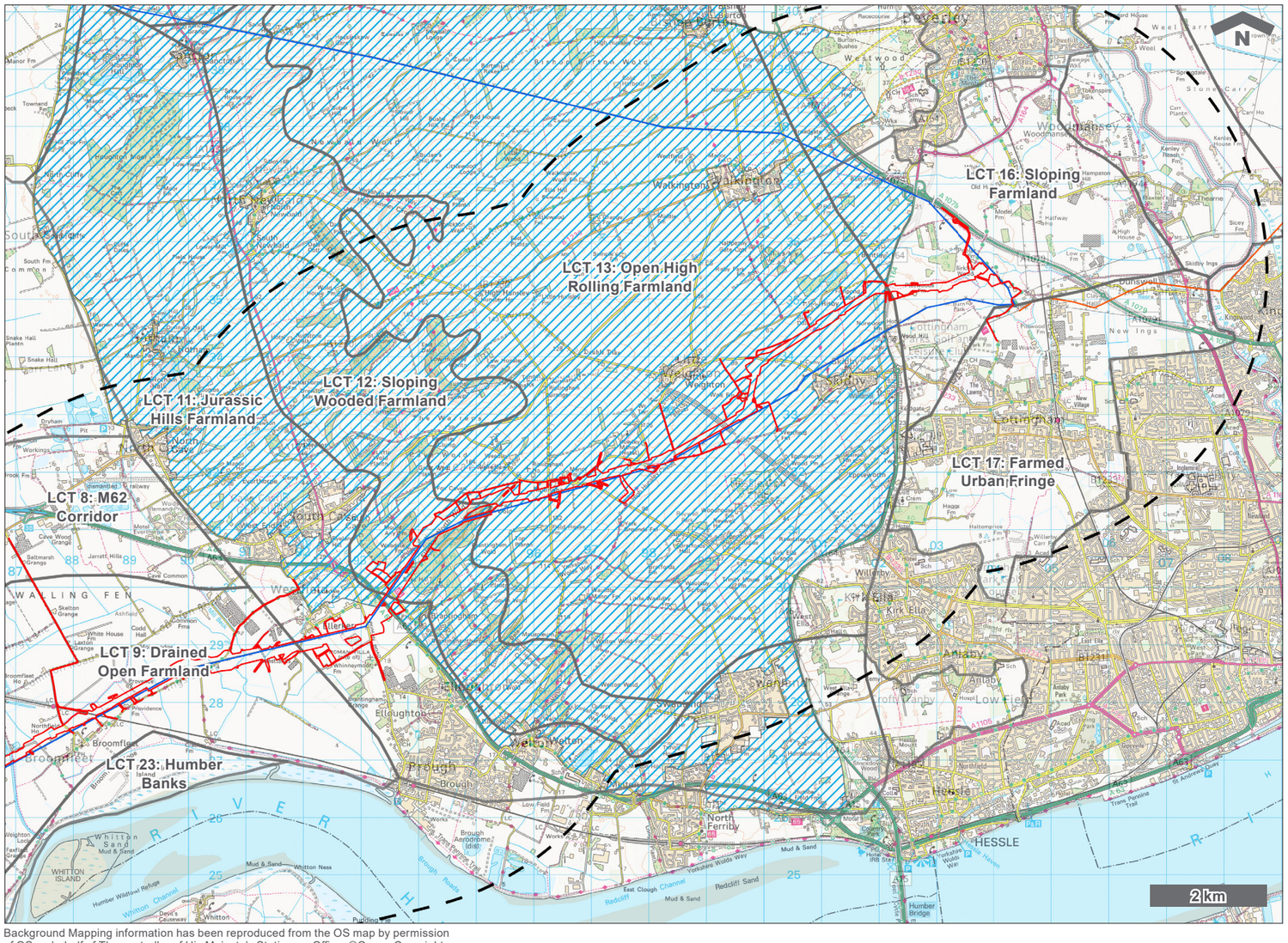
'Proposals should protect and enhance the existing landscape character as described in the East Riding Landscape Character Assessment, in particular within the following Important Landscape Areas as shown on the Policies Map Update: The Yorkshire Wolds, with special attention to ensuring developments are of an appropriately high quality and will not adversely affect the historic and special character, appearance or conservation value'.

2.1.3 ILA are distinctive landscapes that are valued locally and are recognised as being of a high quality within the context of the East Riding. The East Riding Local Plan Update (East Riding of Yorkshire Council, 2025) does however recognise that not all of the Yorkshire Wolds is of the same quality and defines an Area of Highest Quality within the wider Yorkshire Wolds ILA, shown by hatching on the extract (Figure 13) from the Local Plan below. This higher quality landscape covers part of the study area and includes the incised wooded valleys associated with the villages of Brantingham, Welton and Melton.

2.1.4 The supporting text within the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025) states at page 133, paragraph 7.45 that:

'Those parts of the Yorkshire Wolds that are considered to be of highest quality tend to be concentrated on the western scarp slope

Location Map



Background Mapping information has been reproduced from the OS map by permission of OS on behalf of The controller of His Majesty's Stationery Office. ©Crown Copyright Ordnance Survey. National Grid Electricity - 100024241

Key

- Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

and around Sledmere. On the western scarp slope the landscape is particularly diverse, characterised by a series of dry valleys resulting in a complex landscape made of contrasting characteristics (such as enclosed valleys and open hill tops). The varied landform also results in a sense of enclosure and isolation in the valleys where fields tend to follow contours with hedges marking the upper extent of the steepest area. The areas of lesser quality tend to be less diverse in their characteristics, have fewer features and may have some detractors, such as an urban edge around a larger settlement, which also serves to reduce tranquillity'.

2.1.5 Paragraph 7.46 states that:

'Despite the varying degrees of quality, the entire area of the Yorkshire Wolds is shown on the Policies Map Update as it is the interactions between the different character types and areas that contribute to character and make the Yorkshire Wolds distinctive'.

2.1.6 Much of the Yorkshire Wolds is proposed to be designated as a National Landscape (Area of Outstanding Natural Beauty) by Natural England (Natural England, 2026), as part of its programme of landscape designation. The designation once 'made' will include an inland area (escarpments/valleys) and a coastal area (Bempton/Flamborough).

2.1.7 To inform this process, Natural England has undertaken a landscape character assessment to determine whether the area demonstrates sufficient natural beauty to meet the statutory criteria for designation. The assessment is reported in the Yorkshire Wolds AONB Designation Project: Natural Beauty Assessment (Natural England, 2024) (the 'Natural Beauty Assessment').

2.1.8 The Natural Beauty Assessment involved reviewing existing evidence, preparing a technical study, and engaging local stakeholders. Areas assessed as meeting the criteria for designation were identified as Candidate Areas and are currently being considered by Natural England. The figure below reproduces Figure 10 from the Natural Beauty Assessment report.

2.1.9 As shown, although included in the initial area of search, the southern part of the Yorkshire Wolds, including the areas through which the Project passes, did not qualify for inclusion in the Candidate Area for designation as a National Landscape.

2.1.10 The reasons for this are explained in the Natural Beauty Assessment under Evaluation Area 8: Southern and Eastern Wolds Fringes and Evaluation Area 11: Southern Wolds, and are summarised below.

2.1.11 The assessment of Evaluation Area 8 concludes that:

'This landscape has a simplicity, created by the sea of arable land set within a rectilinear pattern of very large-scale hedgerow enclosures with few woodlands. This gives rise to a degree of homogeneity – the scenic quality of this landscape is not in its drama but rather its scale and emptiness. The network of often straight rural lanes is flanked by wide grass verges and hedgerows which can often limit views out, resulting in a general lack of visual interest for considerable distances. [….] The majority of this landscape is not considered to have a sufficient weight of evidence in relation to natural beauty to warrant inclusion within the Candidate Area'.

2.1.12 This includes the area through which the Project passes, which is recognised as being affected by man-made development, including wind farms and power lines.

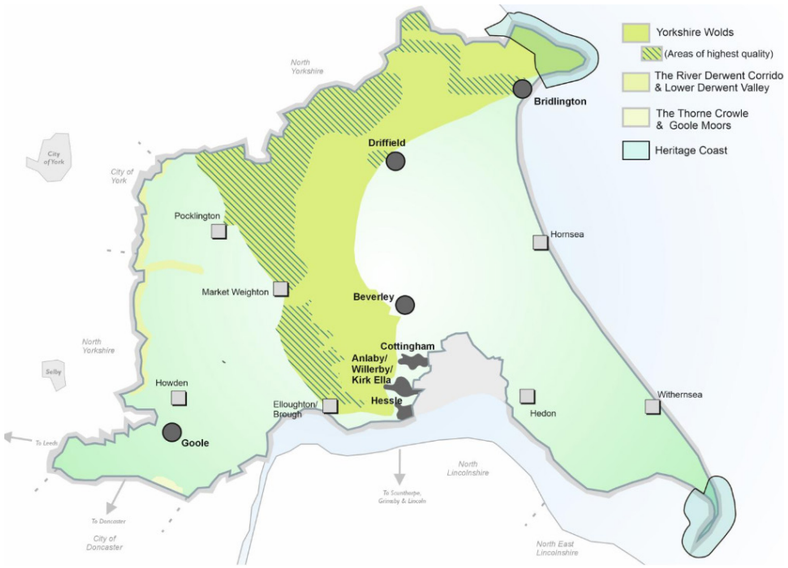
2.1.13 The assessment of Evaluation Area 12 concludes that:

'the whole of this area is designated an Important Landscape Area in the East Riding Local Plan, but only the western slopes and foothills either side of the A1034 from Sancton in the north to South Cave (and including the villages of North Cave and Hotham and Houghton Moor) is an area of 'highest quality. This higher quality landscape tapers in the southeast of South Cave and includes the incised wooded valleys associated with the villages of Brantham, Welton and Melton. [….] The scenic qualities of this landscape stem from its elevation and the drama of the dry chalk valleys which penetrate the High Wold. From elevated slopes there are open sweeping views over the lower lying foothills and out across the Vale of York, with particularly valued and unique views across the Humber. However, many of these views also include areas of industry, distant wind farms and more recent housing associated with some of the spring line villages, e.g., South Cave and Elloughton. Similarly, from the High Wold fringes there are expansive elevated views across areas of open arable farmland, although frequently they are interrupted by masts, pylons or wind farm development, which break the skyline and introduce urbanising influences'. [….] Overall the natural beauty of EA12 is not considered sufficiently high or sufficiently intact to justify including the area (or parts thereof) within the Candidate Area'.

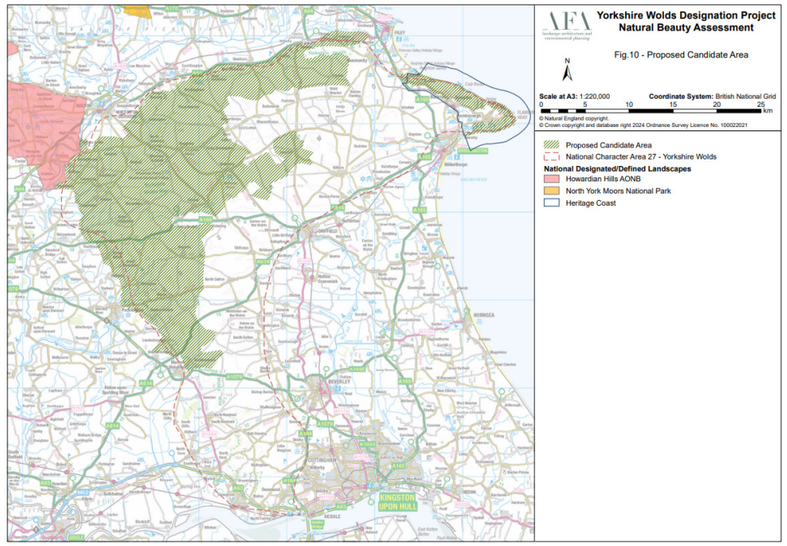
2.1.14 This includes the area through which the Project passes.

2.1.15 This landscape is considered to be of **high** value and **high**. susceptibility to a proposed overhead line.

East Riding Local Plan Update Figure 13 - Important Landscape Areas (showing areas of highest quality)



Natural Beauty Assessment Figure 10 - Proposed Candidate Area



Assessment of Effects

2.1.16 Rather than following the methodology in **Application Document 6.6.A2 Appendix 6.2 Landscape Methodology**, this assessment of the Project's likely effects on the Yorkshire Wolds ILA brings together the findings of the assessment of effects on the East Riding of Yorkshire's LCTs and NCA 27: Yorkshire Wolds to inform a professional judgement of the Project's overall effects.

2.1.17 Within the area affected by the Project, the ILA broadly corresponds to LCT 13: Open High Rolling Farmland, LCT 12: Sloping Wooded Farmland and LCT 11: Jurassic Hills Farmland from north to south.

LCT 13: Open High Rolling Farmland

2.1.18 As reported in section 4.6, this landscape is of high value and high susceptibility to a proposed overhead line. The Project's effects on the LCT 13: Open High Rolling Farmland would be **major adverse (significant)** within 500 m during construction, reducing to **minor adverse (not significant)** or **negligible adverse (not significant)** beyond 500 m. During operation at Year 1, **major adverse (significant)** effects are reported within 500 m, reducing to **moderate adverse (significant)** between 500 m and 1 km and **minor adverse (not significant)** elsewhere. This reduces at Year 15 (mitigation applied) with **moderate adverse (significant)** effects within 500 m, **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** effects elsewhere.

LCT 12: Sloping Wooded Farmland

2.1.19 As reported in section 4.5, this landscape is of high value and high susceptibility to a proposed overhead line. The Project's effects on the LCT 12: Sloping Wooded Farmland would be **major adverse (significant)** within 500 m during construction, reducing to **minor adverse (not significant)** or **negligible adverse (not significant)** beyond 500 m. During operation at Year 1, **major adverse (significant)** effects are reported within 500 m, reducing to **negligible adverse (not significant)** over 500 m. This reduces at Year 15 (mitigation applied) with **moderate adverse (significant)** effects within 500 m and **negligible adverse (not significant)** effects elsewhere.

LCT 11: Jurassic Hills Farmland

2.1.20 As reported in section 4.3, this landscape is of high value and medium susceptibility to a proposed overhead line. The Project's effects on the LCT 11: Jurassic Hills Farmland would be **moderate adverse (significant)** within 500 m during construction, reducing to **minor adverse (not significant)** or **negligible adverse (not significant)** beyond 500 m, with **minor adverse (not significant)** effects within 500 m during operation at Year 1 and Year 15 (mitigation applied), and **negligible adverse (not significant)** effects elsewhere.

2.1.21 The assessment of effects on NCA 27: Yorkshire Wolds, is also presented in section 3.1 and concludes that the Project would not result in significant landscape effects on the NCA.

Construction

2.1.22 During construction, the southern part of the ILA would be directly affected by the construction of approximately 10 km of proposed overhead line, including pylons 4AF9 – 4AF40 and localised temporary highway widening works.

2.1.23 Within the ILA, significant landscape effects are predicted during construction between the A164 and Ellerker. Larger-scale effects would be largely confined to areas within approximately 500 m of the LoD, with the greatest impacts occurring on the plateau and wooded scarp slope. Beyond this distance, and within the lower-lying, more developed Jurassic Hills Farmland along the southwestern edge of the ILA, landscape effects would be less pronounced, with woodland blocks and undulating landforms helping to screen the works.

2.1.24 Working areas would be required at each pylon, accessed via temporary routes. Although most activities would take place at ground level, some would involve at-height work using mobile cranes. Temporary features, including bellmouths, access routes, temporary bridges, and construction compounds, would be short-term and reversible. Lighting may be required at construction compounds during winter months, however lighting 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.

2.1.25 To maintain alignment with the existing 400 kV overhead line, vegetation clearance would be required in some areas. This would include the removal of trees and other vegetation along field boundaries and roadside edges, as well as limited sections of woodland, particularly in the vicinity of Ellerker and Whin Moor Lane.

2.1.26 Indirect effects would include a temporary reduction in rural character and scenic quality. The movement of construction vehicles and plant along construction access tracks would introduce additional visual and noise disturbance beyond the main working areas.

2.1.27 Overall, while the Project would alter the character and appearance of parts of the ILA, the impacts would be localised, temporary, and largely reversible. The most significant effects would occur near the construction sites and in an area already affected by the existing 400 kV overhead line. These areas are also in a section of the ILA, which Natural England's Natural Beauty Assessment recognises as being of lower quality than further north.

2.1.28 Overall, the construction effects on the landscape within the ILA are considered **minor adverse (not significant).**

Operation (Year 1)

2.1.29 The southern part of the ILA would be directly affected by the presence of approximately 10 km of proposed overhead line, including pylons 4AF9 – 4AF40. The greatest impact would be on the landscape between the A164 and Ellerker, where the land comprises LCT 13: Open High Rolling Farmland and LCT 12: Sloping Wooded Farmland. Whilst these effects would generally be noticeable up to 1 km from the Project, existing landform and woodland, particularly in LCT 12 would help to partially screen the lower parts of the pylons, reducing the overall scale of change.

2.1.30 Between pylons 4AF9 and 4AF19, the proposed overhead line would be routed about 600 m north of the existing overhead line to avoid woodland and scattered properties. While this would extend the Project's visual and physical presence in this area, it would primarily affect local views and result in a modest loss of scenic quality.

2.1.31 West of pylon 4AF19, the proposed overhead line would run alongside the existing 400 kV overhead line as it crosses the western plateau and descends the scarp slope between Brantingham and Ellerker. Although the additional pylons would make the infrastructure more noticeable, they would be seen as part of the existing pattern rather than as unfamiliar or isolated features. This would help to reduce the overall sense of change in the landscape.

2.1.32 The proposed overhead line would be noticeable from the scarp slope and the Yorkshire Wolds Way above Brantingham

and Ellerker, as it descends the slope and crosses the Jurassic Hills Farmland. However, many of these views already include modern features such as roads, overhead lines, wind farms, and newer housing around villages like South Cave and Elloughton, providing context for how the proposed overhead line would be experienced.

2.1.33 Overall, while the Project would change the character and appearance of parts of the area, these effects would be localised, mainly within 1 km of the overhead line. Much of the affected area is already influenced by existing infrastructure and is identified in Natural England's Natural Beauty Assessment as having lower landscape sensitivity than areas further north.

Overall, the operational effects of the Project on the ILA at Year 1 are considered **minor** a**dverse (not significant)**.

Mitigation

2.1.34 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

2.1.35 The following mitigation planting is proposed within the ILA:

- New woodland planting at Socken Wood (Ref 02). This planting is to mitigate for the woodland affected between 4AF24 and 4AF25. The area proposed was historically woodland and this planting looks to recreate woodland within the LCT lost to agricultural activities.
- New woodland planting at Woodale Plantation (Ref 03) to the west of 4AF37. This planting is to mitigate for the area of trees affected between 4ZQ79A and 4ZQ78.
- New woodland planting at Cliffs Plantation (Ref 04 and 05) to the west of Ellerker Wold Lane. This planting is to mitigate for woodland lost on the scarp slope.
- A mix of woodland planting, scrub and species rich grassland (Ref 06) to the west of Ellerker Wold Lane. This area is to mitigate for woodland lost on the scarp slope and effects on grassland within the Order Limits.

Operation (Year 15)

2.1.36 Over time, mitigation planting and reinstated vegetation would mature, helping to restore woodland cover and strengthen connections with existing woodland areas, including Cliffs Plantation and Woodale Plantation. This would gradually soften the visual impact of the overhead line and reduce its effect on the surrounding landscape. Some permanent woodland clearance would remain beneath the conductors at Ellerker Wold North to maintain safety clearances. This would continue to affect local views and cause a small, ongoing reduction in scenic quality in this part of the ILA.

2.1.37 Overall, while the Project would change the character and appearance of parts of the area, these effects would be localised, mainly within 1 km of the overhead line. Much of the affected area is already influenced by existing infrastructure and is identified in Natural England's Natural Beauty Assessment as having lower landscape sensitivity than areas further north. As the mitigation planting becomes established, the visual and landscape effects would be further reduced.

2.1.38 Overall, the operational effects of the Project at Year 15 on the ILA are considered **minor adverse (not significant)**.

3. National Character Areas

3.1 NCA 27: Yorkshire Wolds

Context

3.1.1 The Yorkshire Wolds NCA is found north of the Humber Estuary where it forms an arc of high, gently rolling ground. It extends from the Humber Estuary west of Hull, to the North Sea coast at Flamborough Head north of Bridlington. The unifying influence of the underlying chalk gives the Yorkshire Wolds a particularly strong identity. The plateau landscape is large-scale and generally open. Fields are gently rolling with generally well-maintained but sparse hedgerows. Tree and woodland cover is limited, which adds to the sense of openness. The chalk escarpment facing west to the Vale of York and north to the Vale of Pickering is broad and sinuous. In some places, it is intensively farmed but elsewhere woodlands create variety, especially where valleys cut into the scarp. Where the escarpment turns to run due south, it is particularly complex and well-wooded with a strong sense of enclosure. The big skies and a sense of openness high on the Yorkshire Wolds, enhanced by the absence of people and the dark night skies, give a sense of escapism and tranquillity. Where the plateau dips eastwards, long views can be seen over Holderness, while from the scarp slope on the west there are panoramic views out over the Humberhead Levels and Vale of York.

Key Characteristics

3.1.2 The key characteristics of the NCA defined by Natural England (Natural England, 2026) are:

- *'A large-scale, expansive, rolling landscape with big skies and long views from the escarpment and plateau, contrasting with the more enclosed, dry, sheltered valleys deeply incised into the Chalk, but with small areas of Lower Cretaceous, Jurassic and Triassic rocks along the western and northern fringes.*
- *Thin, chalky soils support mainly arable farming, with a pattern of large, regular fields crossed by long, straight drove roads with wide verges dating from Parliamentary enclosures of the 18th century. The arable farmland is a priority area for important farmland bird species, while many of the grass verges have calcareous grassland interest providing valuable wildlife corridors.*
- *The high chalk cliffs of Flamborough Head, where the land meets the North Sea, are designated as Heritage Coast, for the dramatic landscape and recreation value. It is also a European Marine Site, a Special Protection Area (SPA) for breeding coastal birds, and a Special Area of Conservation (SAC) for chalk reef and cave interest, with Sites of Special Scientific Interest (SSSI) of geological and geomorphological importance.*
- *Remnant tracts of sheep-grazed, unimproved or semi-improved calcareous grassland in steep-sided, dry valleys form distinctive landscapes, with hillsides of floristically rich grasslands, which provide specialist habitats for butterflies and moths.*
- *Woodland cover is generally limited, and often linked to steep slopes within enclosed valleys, although there are a number of estates with more significant woodland areas, including Dalton, Garrowby, Sledmere, Londesborough and Warter Priory. Shelterbelts associated with farmsteads are features on the skyline.*
- *There are many large estates and designed parklands with large country houses, estate villages, estate woodlands and medieval deer parks.*
- *Other features include wet flushes, wet meadows and spring-fed fens at the foot of the escarpments, and remnant wetlands and wet meadows adjacent to the chalk streams.*
- *It is generally a sparsely settled landscape with large, scattered farmsteads on high ground, small villages in valleys and small market towns on fringes. Building materials are predominantly brick with pantiles, but sometimes limestone and chalk.*
- *Throughout the NCA, there is extensive evidence of a long history of human occupation and landscape change represented by numerous Neolithic, bronze-age and iron-age monuments and medieval settlements.*
- *A number of chalk, sand and gravel quarries and gravel pits are found throughout the NCA, which are of biodiversity value and provide access for study and education'.*

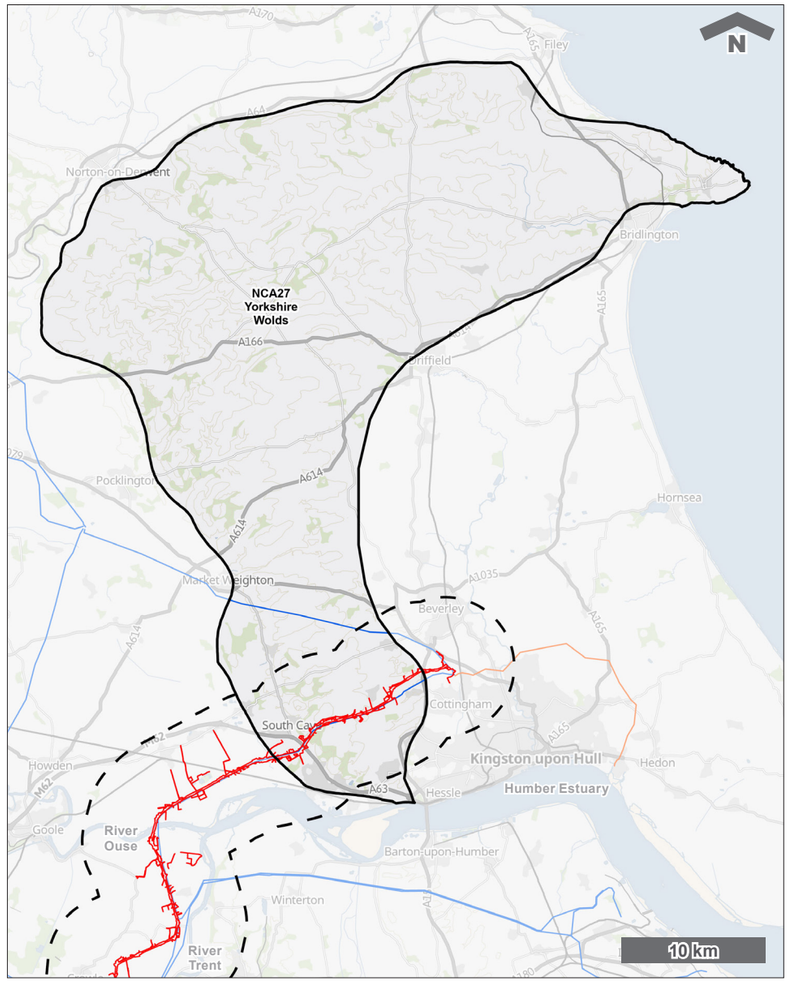
Landscape Change

3.1.3 The NCA Profile (Natural England, 2026) describes the Yorkshire Wolds as deeply rural with high levels of tranquillity, but under pressure from housing development, wind farms, and extension of chalk quarries. The overall trend for landscape change is stated as *'mixed change, mainly improving'*. No reference is made to the influence of the two existing overhead lines which cross the NCA from a point south of Beverley.

3.1.4 The Detailed Statements of Environmental Opportunity include:

- *'Ensuring that significant built developments do not adversely impact on the historic interest, recreational enjoyment and open character of the area, helping to*

Location Map



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Key

- 5 km Study Area
- Order Limits
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line

maintain panoramic views and a sense of 'escapism' on the distinctive chalk topography, particularly the escarpment.'

Assessment of Effects

3.1.5 The Project is located in the southern part of this large NCA in Route Section A. Components of the Project within the NCA include 13.10 km of the proposed overhead line (pylons 4AF9 – 4ZQ68) and the reconductoring of the existing 400 kV overhead line between pylon 4ZQ80 and 4AF47. During construction, two temporary pylons would be needed (pylons 4ZQ79T and 4ZQ80T). Temporary widening of the highway would be carried out to facilitate construction between Ellerker and Westfield and a main construction compound would be located south of Ellerker.

3.1.6 The following LCT fall within the Yorkshire Wolds NCA:

East Riding of Yorkshire

- LCT 13: Open High Rolling Farmland;
- LCT 12: Sloping Wooded Farmland; and
- LCT 11: Jurassic Hills Farmland.

3.1.7 The descriptions and assessment of effects on these LCTs is provided in section 4.4 to 4.6, with the conclusions summarised in Table 2.

3.1.8 A very small part of LCT 8 – M62 corridor overlaps the southwestern edge of NCA 27, but its extent is considered too small to influence the wider assessment of effects on the NCA.

Construction

3.1.9 Within NCA 27, significant adverse andscape effects are predicted during construction between the A164 and Ellerker within LCT 13: Open High Rolling Farmland, LCT 12: Sloping Wooded Farmland and LCT 11: Jurassic Hills Farmland. Construction activities would directly affect the landscape, although the effects would be short term and require vegetation removal. A small working area would be required around each pylon, with most activities undertaken at ground level and some limited at-height working, including the use of mobile cranes.

3.1.10 Indirect effects would include a temporary reduction in rural character and scenic quality. The movement of construction vehicles and plant along construction access tracks would introduce additional visual and noise disturbance beyond the main working areas. Notable effects would be largely confined to areas within approximately 500 m of the LoD, with the greatest impacts occurring on the plateau and wooded scarp slope. Beyond this distance, and within the lower-lying and more developed Jurassic Hills Farmland along the southwestern edge of the NCA, landscape effects would be less pronounced. Since only a small part of the NCA would be affected and the impacts would be temporary, reversible, and mainly within 500 m of the LoD, the overall construction effects on the landscape within NCA 27 are considered **minor adverse (not significant)**.

Operation (Year 1 and Year 15)

3.1.11 Within NCA 27, significant adverse landscape effects during year 1 of operation are predicted between the A164 and Ellerker within LCT 13: Open High Rolling Farmland and LCT 12: Sloping Wooded Farmland. These effects would extend up to 1 km from the Project.

3.1.12 Between pylons 4AF9 and 4AF19, to avoid woodland and scattered properties, the proposed overhead line would be approximately 600 m north of the existing overhead line. This alignment would extend the visual and physical influence of the existing 400 kV overhead line within the NCA, locally affecting the character of views and causing some loss of scenic quality. From 4AF19 onwards, the proposed overhead line would be parallel to the existing overhead line, reducing the scale of change and preserving the overall landscape character.

3.1.13 Reinstatement and mitigation planting would be maturing, helping to locally reduce the effects on vegetation cover and overall landscape character. The larger blocks of mitigation planting at Socken Wood and on the scarp slope would be maturing, creating linkages with the existing woodlands at Cliffs Plantation and Woodale Plantation. By Year 15, this would reduce the extent of likely significant effects to within 500 m of the Project.

3.1.14 Some permanent loss of woodland would remain visible to maintain safety clearances under conductors, including at Socken Wood and along the scarp slope at Ellerker Wold North at Bilkshill Plantation, locally affecting the character of views and resulting in some loss of scenic quality.

3.1.15 Since only a relatively small part of the NCA would be affected, and the impacts after 15 years would be confined to within 500 m of the LoD, the overall operational effects on the landscape within NCA 27 are considered **minor adverse (not significant)**.

Table 2 - Summary of Effects for Character Types within NCA 27

LCT/RLCT	Construction	Operation Year 1	Operation Year 15
LCT 11: Jurassic Hills Farmland	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km
LCT 12: Sloping Wooded Farmland	**Major adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Major adverse (significant)** < 500 m **Negligible adverse (not significant)** > 500 km	**Moderate adverse (significant)** < 500 m **Negligible adverse (not significant)** > 500 km
LCT 13: Open High Rolling Farmland	**Major adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** >1 km	**Major adverse (significant)** < 500 m **Moderate adverse (significant)** 500 m - 1 km **Minor adverse (not significant)** >1 km	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** >1 km

3.2 NCA 39: Humberhead Levels

Context

3.2.1 The Humberhead Levels NCA is a flat, low-lying and large-scale agricultural landscape. Geometric fields are generally bounded by ditches, and the highly productive agricultural land is maintained by pumping to keep the water table down. There are important road, rail and water routes linking industrial areas to the east with towns including Doncaster, Selby and Goole. Despite these busy areas, there are some very remote and tranquil areas, notably at Thorne and Hatfield Moors and the Lower Derwent Valley. The whole area is characterised by long views and big open skies.

3.2.2 There are several sites of international significance for their biodiversity. These include the lowland peatlands at Thorne and Hatfield Moors and sections of the tidal rivers Ouse and Trent that fall within the designated area of the Humber Estuary. The Isle of Axholme Area of Special Historic Interest (ASHLI) is considered of international significance for its extensive strip field system, while other areas reveal distinct field and drainage patterns linked to past uses and drainage of the area.

3.2.3 The higher ground of the Yorkshire Wolds to the northeast, and to a lesser extent that of the limestone ridge to the west, provide extensive views out across the Levels. Within the NCA, there are long views across the arable landscape to the backdrop of the Yorkshire Wolds. The horizons are punctuated by water towers, major power stations such as Eggborough and the iconic grouping of cooling towers at Drax, and more recently several windfarms. The M18 and M62 cross the area, often on raised embankments, which increase their visibility but also provide views out across the open landscape.

Key Characteristics

3.2.4 The key characteristics of the NCA (Natural England, 2026) defined by Natural England are:

- *'A low-lying, predominantly flat landscape, with large, regular and geometric arable fields without hedges but divided by ditches and dykes, many of which form important habitats and key corridors for species movement.*
- *Much of the land is at or below mean high-water mark and maintained by drainage, with fertile soils giving rise to one of the most productive areas for root crops and cereals.*
- *Variations in underlying deposits create differences within the overall flat farmed landscape, including lowland raised mires and lowland heathland, many of which are of international ecological and historical importance.*
- *Sandy deposits give rise to lowland heath, which in places supports remnant birch and oak woodlands, with some conifer plantations.*
- *Heavier soils around Fishlake and Sykehouse result in a smaller scale pastoral landscape, with small, thickly hedged fields, ditches and ponds, and a network of small lanes.*
- *Important historic landscapes include the Isle of Axholme, with evidence of mediaeval open fields, the warps (land enriched by regular silting) near Goole and cables (long thin strip fields) around Thorne.*
- *Widespread evidence of drainage history, in particular the extensive drainage from the 17th century, revealed through canalised rivers, dykes, old river courses, canals, bridges and pumping stations.*
- *Views to distant horizons are often long and unbroken, with big expansive skies, and vertical elements like water towers, power stations and wind turbines are very prominent.*
- *Floodplains, washlands and traditionally grazed alluvial flood meadows (or ings) associated with the major rivers and canals that cross the Levels give rise to important wetland habitats, supporting large numbers of wetland birds and wildfowl, especially over winter.*
- *The waterlogged soils hold internationally important archaeological and paleo-archaeological deposits.*
- *Despite settlements, motorways and main roads, there is still a sense of remoteness to be experienced on the Levels, in particular on Thorne and Hatfield Moors and along the Lower Derwent Valley'.*

Landscape Change

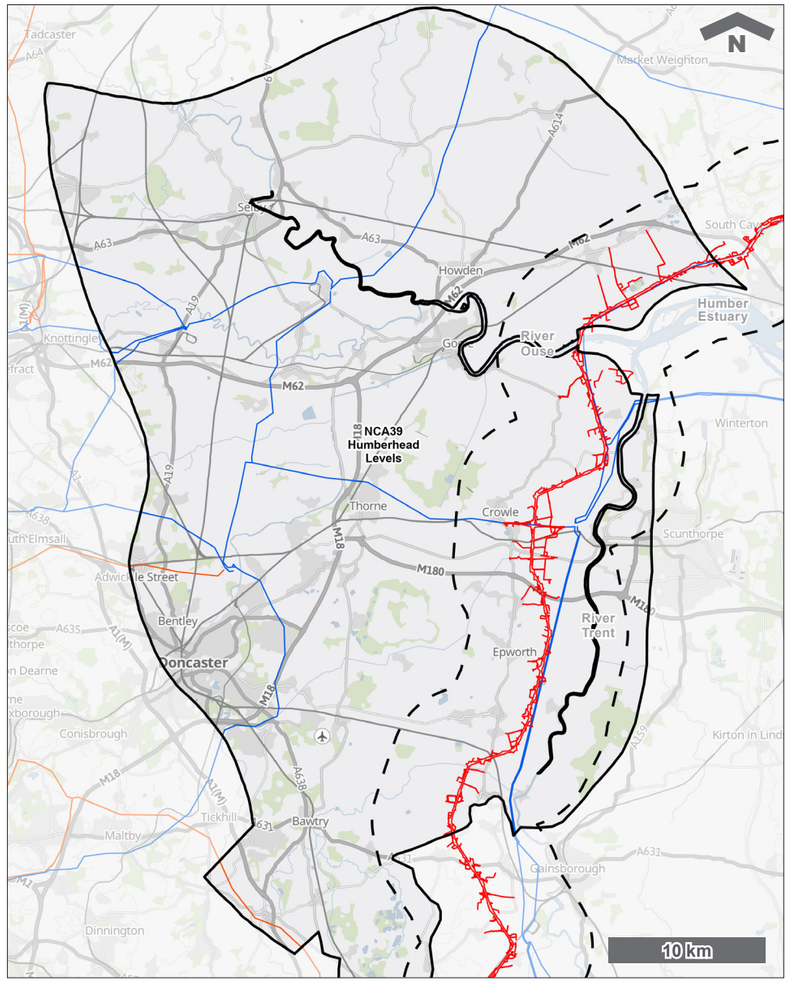
3.2.5 The NCA Profile (Natural England, 2026) explains that rural character of the area is under pressure from expansion of housing and industry, including warehousing near the motorways and large agricultural sheds in rural areas, and more recently from windfarm development. There is continued pressure to maintain the agricultural land productivity, as well as finding ways of extending flood storage and floodplains that may lead to the creation of additional wetland habitats.

3.2.6 The overall trend for landscape change is stated as *'mainly declining'.*

3.2.7 The Detailed Statements of Environmental Opportunity include:

- *'Ensuring that new developments are located and designed with particular consideration for keeping long views open, and limiting the use of native tree and*

Location Map



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Key

- 5 km Study Area
- Order Limits
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line

shrub planting to integrate structures but without unduly impacting on the open character of the area.

- *Avoiding development which would impact on the lowland raised mires, heathlands and floodplain meadows, where there is a particularly strong sense of remoteness and high levels of tranquillity.*
- *Maintaining the long and unbroken views to distant horizons'.*

Assessment of Effects

3.2.8 The Project is located in two parts of this large NCA - to the north of the River Ouse in Route Section A and to the south of the River Ouse in Route Sections B, C, D and E.

3.2.9 In the northern part of the NCA, Project components include 10.84 km of proposed overhead line (pylons 4ZQ67–4AF75), reconductoring of the existing 400 kV overhead line between pylons 4AF48 and 4ZQ63, and dismantling of a section of the existing overhead line (pylons 4ZQ64–4ZQ67). Several roads would be temporarily widened to facilitate construction, and a satellite construction compound would be established south of Gilberdyke.

3.2.10 In the southern part of the NCA, components include 37.22 km of proposed overhead line (pylons 4AF79–4AF184), reconductoring of the existing 400 kV overhead line between ZDA116 and ZDA122, and dismantling of a section of the existing overhead line (pylons ZDA119–ZDA120), with two temporary pylons required during construction (pylons ZDA119T and ZDA120T). Temporary highway widening would be undertaken between Ellerker and Westfield, a main construction compound would be located east of Crowle, and two satellite compounds would be required, one located south of Ousefleet and one north of Misterton.

3.2.11 The following LCT and RLCT fall within the Humberhead Levels NCA.

East Riding of Yorkshire

- LCT 8: M62 Corridor; and
- LCT 9: Drained Open Farmland.

3.2.12 A very small part of LCT 23: Humber Banks overlaps the eastern edge of NCA 39 near the Humber Estuary, but its extent is considered too small to influence the wider assessment of effects on the NCA.

North Lincolnshire

- Trent Levels: Open Island Farmland LCT;
- Trent Levels: Flat Open Remote Farmland LCT;
- Trent Levels: Flat Drained Treed Farmland LCT;
- Trent Levels: Flat Drained Farmland LCT; and
- Trent Levels: Flat Wooded Farmland LCT.

East Midlands:

- RLCT 2b: Planned and Drained Fens and Carrlands;
- RLCT 3a: Floodplain Valleys; and
- RLCT 3b: Sandland Farmlands.

3.2.13 The descriptions and assessment of effects on these LCTs is provided in sections 5.2 to 6.3, with the conclusions summarised in Table 3.

Table 3 - Summary of Effects for Character Types within NCA 39

LCT/RLCT	Construction	Operation Year 1	Operation Year 15
LCT 8: M62 Corridor	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**
LCT 9: Drained Open Farmland	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km
Trent Levels: Flat Open Remote Farmland LCT	**Negligible adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Trent Levels: Open Island Farmland LCT	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** >1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** >1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** >1 km
Trent Levels: Flat Drained Treed Farmland LCT	**Minor adverse (not significant)**	**Minor adverse (not significant)**	**Minor adverse (not significant)**
Trent Levels: Flat Drained Farmland LCT	**Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	Route Sections B and D - **Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Route Section C **Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	Route Sections B and D - **Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Route Section C **Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km

LCT/RLCT	Construction	Operation Year 1	Operation Year 15
Trent Levels: Flat Wooded Farmland LCT	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** >1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** >1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** >1 km
RLCT 2b: Planned and Drained Fens and Carrlands	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**
RLCT 3a: Floodplain Valleys	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km
RLCT 3b: Sandland Farmlands	This RLCT was not assessed for the reasons set out in Table 1. This RLCT is found in the southern part of NCA 39 where it occurs in three locations in Route Section D - a small area near Everton, a larger area between Ranskill and Lound and another small area west of Hayton and Clarborough. All are more than 3 km from the nearest point on the LoD, and intervening settlement, landform, and vegetation make it highly unlikely that distant views of the proposed overhead line would alter the landscape's composition or character. Any likely effects are considered not significant during construction or operation.		

Assessment of Effects

Construction

3.2.14 The eastern side of NCA 39 would be directly affected by the construction of approximately 48 km of the Project. Significant adverse landscape effects are predicted during construction, most notably in the LCT 9: Drained Open Farmland, Trent Levels: Flat Drained Farmland and RLCT 2b: Planned and Drained Fens and Carrlands LCT. Areas up to 1 km from the LoD could be affected, depending on the amount of screening by landform, vegetation or intervening buildings.

3.2.15 Construction activities would directly affect the landscape; however, these effects would be short-term and require minimal vegetation removal. A small working area would be required around each pylon, with most activities undertaken at ground level and some limited at-height working, including the use of mobile cranes.

3.2.16 Indirect effects would include a temporary reduction in the sense of remoteness and scenic quality. The movement of construction vehicles and plant along construction access tracks would introduce additional visual and noise disturbance beyond the main working areas. However, the construction effects would be short-term and temporary, and seen in the context of existing settlements and large-scale infrastructure, such as pylons and wind turbines. Much of this large NCA would remain unaffected.

3.2.17 Since only a small part of the NCA would be affected and the impacts would be temporary, reversible, and mainly within 1 km of the LoD, the overall construction effects on the landscape within NCA 39 are considered **minor adverse (not significant)**.

Operation (Year 1 and Year 15)

3.2.18 The eastern side of NCA 39 would be directly affected by approximately 48 km of proposed overhead line. In Route Section A, and parts of Route Sections B and D, the proposed overhead line would run broadly parallel to the existing 400 kV overhead line. While the additional pylons would increase the local scale and prominence of infrastructure, they would be perceived as part of the existing pattern of pylons, rather than as unfamiliar or isolated features within the landscape.

3.2.19 Where the proposed overhead line deviates from a parallel alignment, the effects on the character of views and scenic quality would be more pronounced. By Year 15, reinstatement and mitigation planting would be maturing, helping to locally reduce effects on vegetation and landscape character.

3.2.20 Overall, the Project would affect only part of this large NCA, which is already characterised by vertical infrastructure, particularly in the area through which the Project passes. While the proposed overhead line would add to existing infrastructure, it would not fundamentally change the overall quality or character of the landscape. As impacts would be largely confined to within 1 km of the LoD, the overall operational effects on the landscape within NCA 39 are considered **minor adverse (not significant)**.

3.3 NCA 40: Holderness

Context

3.3.1 Holderness NCA is a rural, low-lying, undulating plain with the broad, shallow valley of the River Hull flowing southwards through the centre of the NCA towards Hull. The river eventually joins the Humber Estuary where it becomes tidal, enclosed by flood banks, and drains into the North Sea.

3.3.2 An extensive network of rivers, ditches, becks, dykes and canals drains into the River Hull. The river's floodplain is important for food production, with vegetables and root crops grown in the shallow valley and arable farming taking place on higher land in the west and the southeast, near the coast. Fields are generally large and woodland cover sparse. In the Hull Valley, large fields bordered by ditches and dykes with hedgerows on the higher ground, contribute to an open landscape character with long and open views throughout. Where woodlands occur, they provide enclosure and structure, but areas of ancient woodland are limited.

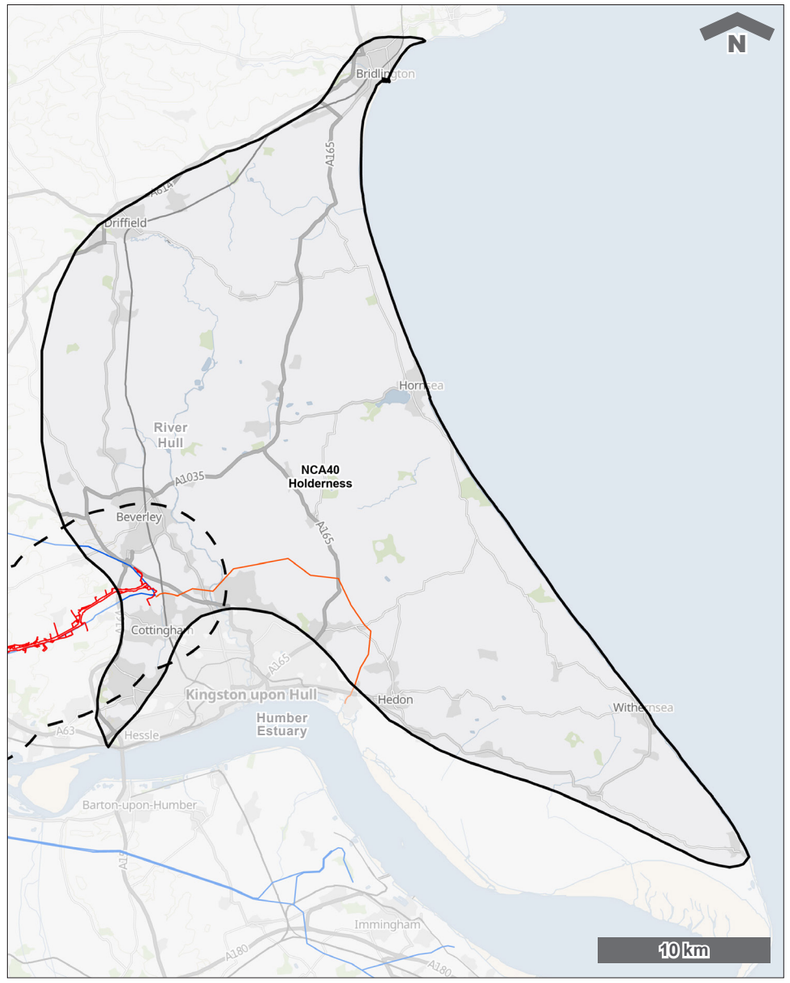
3.3.3 The relatively dispersed nature of settlement instils a sense of tranquillity, which is reinforced by the sparse woodland cover and open views along the coastline. In contrast to this, the coastal areas can be busy in the summer. Settlements are generally located on higher ground, often surrounded by smaller fields. Hamlets and villages are widely dispersed. Some are nucleated while others are linearly distributed along roads. Much of the area is rural with widely dispersed large farmsteads. Beverley is the largest inland settlement in the NCA and is distinctive for its large minster and historic expanses of open access grazing land at Beverley Westwood, Figham and Swinemoor. Beverley Minster is a prominent and widely visible landmark.

Key Characteristics

3.3.4 The key characteristics of the NCA (Natural England, 2026) defined by Natural England are:

- *'A broad, gently undulating plain which is centred on the valley of the River Hull and is drained by a network of canals, ditches and canalised tributaries.*
- *Long views with arable farmland sloping upwards bounded by the dip slope of the Yorkshire Wolds to the north and west.*
- *Glacial landscape of boulder clay, gravels and alluvium over chalk with many glacial features including hummocky terrain, moraine-like ridges and kettle holes. Low, rapidly eroding coastline of soft clay cliffs.*
- *Sparse tree and woodland cover leading to a generally open landscape with long views, enclosed by the Yorkshire Wolds to the north and west.*
- *Large field patterns bounded by drainage ditches on the River Hull floodplain, and hedgerows on higher ground.*
- *Highly fragmented remnants of semi-natural vegetation including carr, swamp and wet grassland and Hornsea Mere, a large, natural lake designated for its associated habitats and bird species.*
- *Gently undulating land towards the coastal strip, characterised by arable farmland, wind-pruned trees, holiday homes, caravan parks and some historical sites.*
- *Inland, the agricultural landscape is separated from the North Sea by a line of soft boulder clay cliffs with long views out to sea along a sweeping coastline with the Chalk headland of Flamborough visible in the north.*
- *The interaction between different currents at the Flamborough Front provides good feeding grounds for fish, birds and marine mammals.*
- *A network of minor winding roads and lanes, linking dispersed villages and hamlets, with village churches providing prominent landmarks in the flat landscape. Many villages have a variety of buildings grouped around ponds and village greens.*
- *The principal towns of Holderness are Driffield, Beverley and the coastal resort of Bridlington, together with the smaller coastal settlements of Hornsea and Withernsea. Part of the urban fringe of the City of Hull extends northwards into Holderness.*
- *Traditional farmsteads, houses and other buildings characterised by red brick and pantiles. Occasional buildings towards the coast constructed from Holderness cobbles and older buildings including churches often built in limestone.*
- *Beverley Minster, a large gothic building completed in 1425, and Burton Constable, an Elizabethan country house whose parkland was landscaped by Lancelot 'Capability' Brown, are key heritage assets'.*

Location Map



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Key

- 5 km Study Area
- Order Limits
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line

Landscape Change

3.3.5 The NCA Profile (Natural England, 2026) explains that most of Holderness remains deeply rural with high levels of tranquillity found in areas away from the larger settlements and main roads, but there is more recent development on urban fringe areas, such as north of Hull and around Beverley, and along transport routes such as the A614 and A1079. The overall trend for landscape change is stated as *'mixed change, mainly declining'*.

3.3.6 The Detailed Statements of Environmental Opportunity include *'ensuring that significant built developments do not adversely impact on the open character of the area, helping to maintain viewpoints where there are strong visual links between the chalk ridge of the Yorkshire Wolds and the Holderness plateau as well as sea views from coastal areas'* and maintaining the *'high levels of tranquillity found in the rural areas that are associated with farmed landscapes away from larger settlements'.*

Assessment of Effects

3.3.7 The Project is located in the southwestern part of this large NCA within Route Section A. Components of the Project within the NCA include 1.74 km of the proposed overhead line (pylons 4AF2 - 4AF8), and a satellite construction compound would be located northwest of Creyke Beck Substation.

3.3.8 The following LCT and RLCT fall within the Holderness NCA.

East Riding of Yorkshire

- LCT 16: Sloping Farmland;
- LCT 17: Farmed Urban Fringe; and
- LCT 18: Low Lying Drained Farmland.

3.3.9 A very small part of LCT 11: Jurassic Hills Farmland and LCT 19: Open Farmland overlap the southwestern edge of NCA 40, but their extent is considered too small to influence the wider assessment of effects on the NCA.

3.3.10 The descriptions and assessment of effects on these LCTs is provided in section 4.7 and 4.8 with the conclusions summarised in Table 4.

Table 4 - Summary of Effects for Character Types within NCA 40

LCT	Construction	Operation Year 1	Operation Year 15
LCT 16: Sloping Farmland	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Moderate adverse (significant)** < 500 m **Negligible adverse (not significant)** > 500 m	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 m
LCT 17: Farmed Urban Fringe	**Negligible adverse (not significant)**	No effect	No effect
LCT 18: Low Lying Drained Farmland	This LCT was not assessed for the reasons set out in Table 1. Only a very small part of the LCT lies within the 5 km study area and intervening settlement, landform, and vegetation make it highly unlikely that distant views of the proposed overhead line would alter the landscape's composition or character. Any likely effects are considered not significant during construction or operation.		

Construction

3.3.11 Within NCA 40, significant adverse landscape effects are predicted during construction in LCT 16: Sloping Farmland west of Beverley. However, only areas within approximately 500 m of the LoD and around the temporary satellite compound would be notably affected.

3.3.12 Since only a small part of the NCA would be affected and the impacts would be temporary, reversible, and mainly within 500 m of the LoD, the overall construction effects on the landscape within NCA 40 are considered **minor adverse (not significant)**.

Operation (Year 1 and Year 15)

3.3.13 Within NCA 40, significant adverse landscape effects are predicted during Year 1 of operation in LCT 16: Sloping Farmland. These effects would extend up to 500 m from the LoD.

3.3.14 The proposed overhead line is routed approximately 300 m north of the existing 400 kV overhead line as it approaches the new Birkhill Wood Substation. This alignment would extend the visual and physical influence of the existing overhead line within the NCA, locally affecting the character of views and causing some loss of scenic quality. The effect would be partially mitigated by the presence of existing overhead lines, battery energy storage sites, and converter stations. By Year 15, reinstatement and mitigation planting, including woodland adjacent to the A164, would be maturing, helping to locally reduce effects on vegetation and overall landscape character.

3.3.15 As only a relatively small part of the NCA would be affected, and impacts would be largely confined to within 500 m of the LoD in an area of settlement and existing infrastructure, the overall operational effects on the landscape within NCA 40 are considered **minor adverse (not significant)**.

3.4 NCA 41: Humber Estuary

Context

3.4.1 The Humber Estuary NCA cover the open and expansive waters of the Humber and the adjacent low-lying land. This is an estuarine landscape, with extensive stretches of intertidal habitats including mudflats, salt marsh and reedbeds, coastal dunes and wetlands along the side of the estuary. The estuary is of international significance, as a Ramsar site, SPA and SAC. The adjacent land has largely been reclaimed, resulting in large fields bounded by ditches and supporting mainly arable crops. The farmland is low-lying and flat, with few hedgerows and occasional small woodlands sheltering the large farmsteads.

3.4.2 Much of the landscape is open and expansive, with long views and tranquil and remote places, such as Spurn Point, Blacktoft Sands and Skitter Ness, or quiet rural areas dominated by farming. These areas contrast with the large towns such as Hull and Immingham, with the industrial complexes, and with the estuary itself, which is a busy trading route. The existing 400 kV overhead line with its two tall river crossing pylons are located to the west of the NCA.

Key Characteristics

3.4.3 The key characteristics of the NCA (Natural England, 2026) defined by Natural England are:

- *'Expansive, flat, low-lying estuarine landscape shaped by the River Humber and its confluence with the Rivers Ouse and Trent.*
- *Chalk bedrock exposed as cliffs where the estuary cuts through the Yorkshire and Lincolnshire Wolds.*
- *Predominantly reclaimed, fertile land supporting productive arable farming in large, rectangular fields bordered by dykes, drains, and embankments, with minimal tree cover.*
- *Large, dispersed farmsteads and small villages on higher land are set within a quiet rural landscape.*
- *Internationally significant habitats, including mudflats, salt marshes, and sand dunes, supporting diverse bird species, grey seals, and lampreys.*
- *Vast skies and open views over the estuary and salt marshes, with industrial installations visible, especially on the south bank.*
- *Quiet rural and estuarine areas sharply contrast with urban and industrial influences near Hull, especially on the south bank.*
- *The Humber Bridge affords some of the best views of the estuary.*
- *Wind turbines and pylons are prominent skyline elements'.*

Landscape Change

3.4.4 The NCA Profile (Natural England, 2026) explains that the Humber Estuary is subject to strong development pressures from rapid urban regeneration and industry. The expansion of industrial complexes, transport links and urban areas associated with Hull and Immingham has brought with it a loss of tranquillity. The building of motorways and the construction of the Humber Bridge in 1981 have linked the ports and industrial areas with their hinterlands, reducing the separation between the north and south banks and encouraging further development. Increasing presence and pressure for energy schemes and distribution networks may alter the character of the landscape.

3.4.5 The overall trend for landscape change is stated as *'mainly improving'*. The Detailed Statements of Environmental Opportunity include:

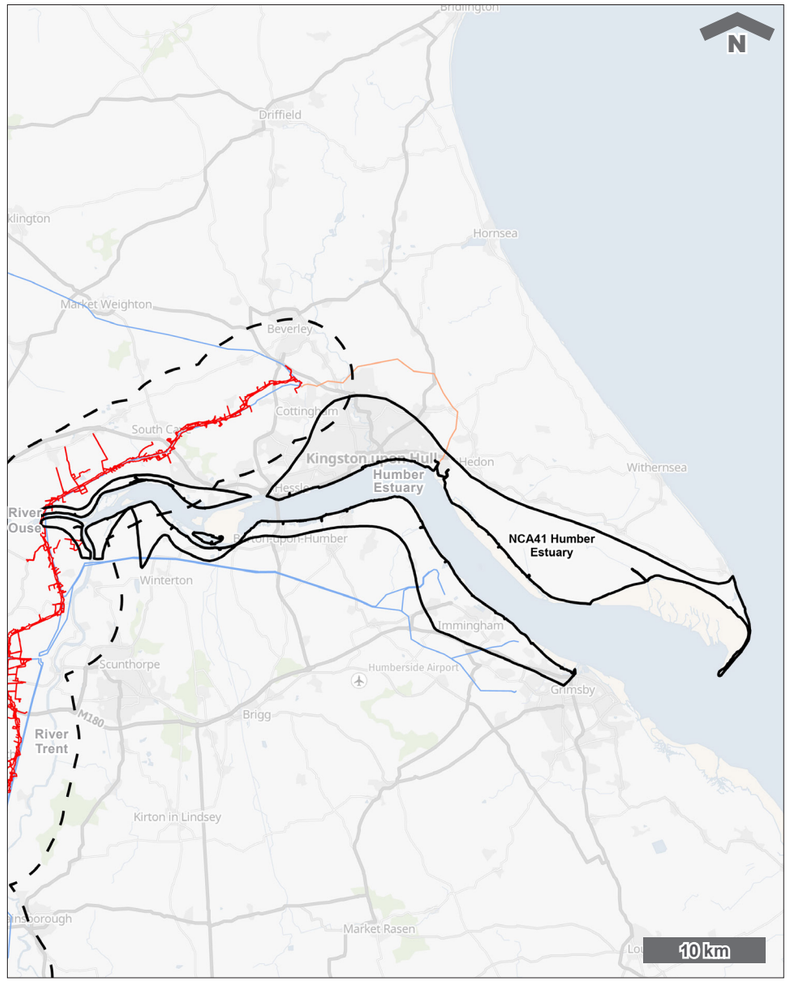
- *'Carefully planning new industrial complexes and structures so that they are integrated into local landscape character, by retaining key views, landscape features and sites of nature conservation value'.*
- *Ensuring that light spill is minimised through careful lighting design, particularly in the more tranquil and undisturbed area.*
- *Avoiding development in remote and tranquil areas'.*

Assessment of Effects

3.4.6 The Project is located in the westernmost part of the NCA – a small section to the north of the River Ouse in Route Section A and another small section to the south of the River Ouse in Route Section B.

3.4.7 Components of the Project north of the River Ouse in Route Section A include 0.72 km of the proposed overhead line (pylons 4AF76 - 4AF77).

Location Map



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Key

- 5 km Study Area
- Order Limits
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line

3.4.8 Components of the Project south of the River Ouse in Route Section B include 0.14 km of the proposed overhead line (pylon 4AF78).

3.4.9 The following LCT fall within the Humber Estuary NCA.

East Riding of Yorkshire

- LCT 9: Drained Open Farmland; and
- LCT 23: Humber Banks.

3.4.10 A very small part of LCT 11: Jurassic Hills Farmland overlaps the northern edge of NCA 41, but its extent is considered too small to influence the wider assessment of effects on the NCA.

North Lincolnshire

- Lincolnshire Edge: Steep Wooded Scarp Slope LCT; and
- Trent Levels: Flat Drained Farmland LCT.

3.4.11 The descriptions and assessment of effects on these LCTs is provided in sections 4.3, 4.9, 5.1 and 5.2, with the conclusions summarised in Table 5.

Table 5 - Summary of Effects for Character Types within NCA 41

LCT	Construction	Operation Year 1	Operation Year 15
LCT 9: Drained Open Farmland	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km	**Minor adverse (not significant)** < 500 m **Negligible adverse (not significant)** > 500 km
LCT 23: Humber Banks	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** 500 m - 1 km **Negligible adverse (not significant)** > 1 km	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** > 500 m	**Moderate adverse (significant)** < 500 m **Minor adverse (not significant)** > 500 m
Lincolnshire Edge: Steep Wooded Scarp Slope LCT	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**	**Negligible adverse (not significant)**
Trent Levels: Flat Drained Farmland LCT	**Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	Route Sections B and D - **Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Route Section C **Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	Route Sections B and D - **Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Route Section C **Major adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km

Construction

3.4.12 The westernmost end of NCA 41 would be directly affected by the construction of the Project, including the two large pylons at the River Ouse crossing (pylons 4AF77 and 4AF78). Significant adverse landscape effects are predicted during construction in the LCT 9: Drained Open Farmland, LCT 23: Humber Banks and Trent Levels: Flat Drained Farmland LCT. Areas within 1 km of the LoD could be affected.

3.4.13 Construction activities would directly affect the landscape, but these effects would be short-term and require minimal vegetation removal. A small working area would be required around each pylon, with most activities undertaken at ground level and some limited at-height working, including the use of mobile cranes.

3.4.14 Indirect effects would include a temporary reduction in the sense of remoteness and scenic quality. The movement of construction vehicles and plant along construction access tracks would introduce additional visual and noise disturbance beyond the main working areas. However, the construction effects would be short-term and temporary, and seen in the context of existing large-scale infrastructure, such as the existing 400 kV overhead lines, including the two existing tall pylons at the River Ouse crossing, and the wind turbines. Much of this long linear NCA would remain unaffected.

3.4.15 Since only a small part of the NCA would be affected and the impacts would be temporary, reversible, and mainly within 1 km of the LoD, the overall construction effects on the landscape within NCA 41 are considered **minor adverse (not significant)**.

Operation (Year 1 and Year 15)

3.4.16 Within NCA 41, significant adverse landscape effects are predicted during operation in the LCT 23: Humber Banks and Trent Levels: Flat Drained Farmland LCT. Areas within 1 km of the LoD could be affected. The proposed overhead line would extend the visual and physical influence of the existing overhead line, but it would be seen in the context of other prominent vertical infrastructure, including the large turbines south of the river at Goole Fields and existing overhead lines. The two new pylons (4AF77 and 4AF78) at the River Ouse crossing would be 128.6 m tall. While they would increase the local scale and prominence of infrastructure, they would be perceived as part of the existing pattern of tall pylons, including the two 110 m tall pylons already at the river crossing, rather than as unfamiliar or isolated features within the landscape.

3.4.17 Reinstatement and mitigation planting would gradually mature, helping to reduce effects on vegetation cover and overall landscape character by Year 15. In addition, individual tree planting along the northern side of the road through Ousefleet would locally help filter views toward the Ouse crossing and enhance vegetation cover within the NCA. Overall, the Project would affect only a very small part of this long linear NCA, which is already characterised by vertical infrastructure, particularly in the area through which the Project passes. While the proposed overhead line would add to existing infrastructure, it would not fundamentally change the overall quality or character of the landscape. The overall operational effects on the landscape within NCA 41 are considered **minor adverse (not significant)**.

3.5 NCA 48: Trent and Belvoir Vales

Context

3.5.1 The Trent and Belvoir Vales NCA is characterised by undulating, strongly rural and predominantly arable farmland, centred on the River Trent. The landscape follows a strong north-south pattern due to the orientation of the underlying Triassic and Jurassic geology which is accentuated by the overhead lines and former power stations which follow the river.

3.5.2 The pattern of field enclosure, bounded almost invariably with hawthorn hedgerows, plays an important part in creating the character of the Trent and Belvoir Vales NCA. Throughout, woodland cover is low and hedgerow trees are few and limited to oak and ash, with willow along watercourses. In the east, hedgerows become fewer and the division of fields by dykes becomes more common, imparting a more fen-like character to the landscape.

3.5.3 The River Trent is a defining feature of this NCA but is not prominent in the wider landscape and is often completely hidden from view by flood embankments. The river flows largely unnoticed, marked only by a fringe of scattered trees and riparian vegetation. For ease of navigation and flood prevention, the channel has been deepened and, particularly in its lower reaches, is tightly confined by flood embankments. The River Trent is an important corridor for wildlife moving through the area and supporting a variety of wetland habitats. Gainsborough is Britain's most inland port with its historic wharfs and warehousing.

Key Characteristics

3.5.4 The key characteristics of the NCA (Natural England, 2026) defined by Natural England are:

- *'A gently undulating and low-lying landform in the main, with low ridges dividing shallow, broad river valleys, vales and floodplains. The mature, powerful River Trent flows north through the full length of the area, meandering across its broad floodplain and continuing to influence the physical and human geography of the area as it has done for thousands of years.*
- *The bedrock geology of Triassic and Jurassic mudstones has given rise to fertile clayey soils across much of the area, while extensive deposits of alluvium and sand and gravel have given rise to a wider variety of soils, especially in the floodplains and over much of the eastern part of the NCA.*
- *Agriculture is the dominant land use, with most farmland being used for growing cereals, oilseeds and other arable crops. While much pasture has been converted to arable use over the years, grazing is still significant in places, such as along the Trent and around settlements.*
- *A regular pattern of medium to large fields enclosed by hawthorn hedgerows, and ditches in low-lying areas, dominates the landscape.*
- *Very little semi-natural habitat remains across the area; however, areas of floodplain grazing marsh are still found in places along the Trent.*
- *Extraction of sand and gravel deposits continues within the Trent floodplain and the area to the west of Lincoln. Many former sites of extraction have been flooded, introducing new waterbodies and new wetland habitats to the landscape.*
- *Extensive use of red bricks and pantiles in the 19th century has contributed to the consistent character of traditional architecture within villages and farmsteads across the area. Stone hewn from harder courses within the mudstones, along with stone from neighbouring areas, also feature as building materials, especially in the churches.*
- *A predominantly rural and sparsely settled area with small villages and dispersed farms linked by quiet lanes, contrasting with the busy market towns of Newark and Grantham, the cities of Nottingham and Lincoln, the major roads connecting them and the cross-country dual carriageways of the A1 and A46.*
- *The remaining cooling towers of the former coal-fired power stations in the north exert a visual influence over a wide area, not just because of their structures but also the pylons and power lines that are linked to them. The same applies to the gas-fired power station and sugar beet factory near Newark, albeit on a slightly smaller scale'.*

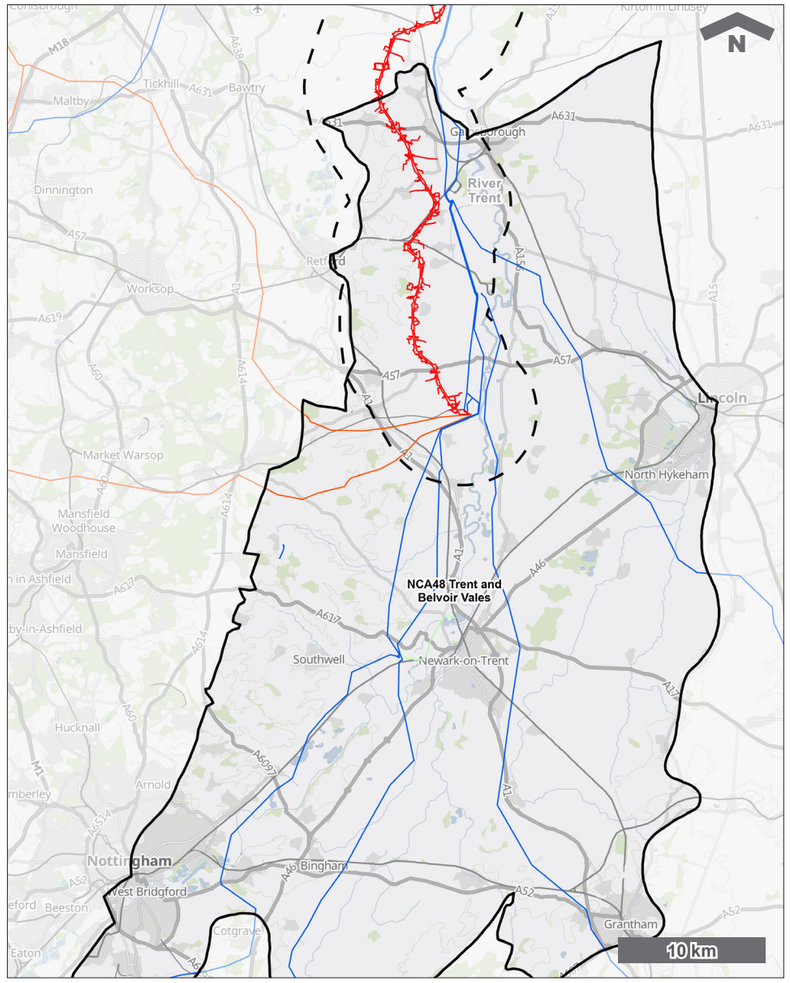
Landscape Change

3.5.5 The NCA Profile (Natural England, 2026) explains that the Trent and Belvoir Vales is under pressure from solar and battery energy storage developments and associated grid connections.

3.5.6 The overall trend for landscape change is stated as *'mixed change'*.

3.5.7 The Detailed Statements of Environmental Opportunity include ensuring that *'the prevailing character of the area is able to remain predominantly rural and tranquil'.*

Location Map



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Key

- 5 km Study Area
- Order Limits
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line

Assessment of Effects

3.5.8 The Project is located in the northern part of this large NCA within Route Sections E and F.

3.5.9 Components of the Project in this NCA include 25.26 km of proposed overhead line (pylons 4AF185 to 4AF260) and a main construction compound to be established east of Gringley on the Hill, north of the A631. Two more main construction compounds would be located west of North Leverton and northwest of High Marnham Substation.

3.5.10 The following RLCT fall within the Trent and Belvoir Vales NCA.

East Midlands

- RLCT 2b: Planned and Drained Fens and Carrlands;
- RLCT 3a: Floodplain Valleys;
- RLCT 3b: Sandland Farmlands;
- RLCT 4a: Unwooded Vales; and
- RLCT 5b: Wooded Village Farmlands.

3.5.11 The descriptions and assessment of effects on these RLCTs is provided in sections 6.1 to 6.4, with the conclusions summarised in Table 6.

Table 6 - Summary of Effects for Character Types within NCA 48

LCT/RLCT	Construction	Operation Year 1	Operation Year 15
RLCT 2b: Planned and Drained Fens and Carrlands	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km Effects to the east of the existing 400 kV overhead line would be **Negligible (not significant)**
RLCT 3a: Floodplain Valleys	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km
RLCT 3b: Sandland Farmlands	This RLCT was not assessed for the reasons sated in Table 1. This RLCT extends into the western edge of NCA 48 east of Retford in Route Section E. It lies more than 3 km from the nearest point on the LoD, and intervening settlement, landform, and vegetation make it highly unlikely that distant views of the proposed overhead line would alter the landscape's composition or character. Any likely effects are considered not significant during construction or operation.		
RLCT 4a: Unwooded Vales	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	**Major adverse (significant)** < 1 km **Moderate adverse (significant)** > 1 km	**Major adverse (significant)** < 1 km **Moderate adverse (significant)** > 1 km
RLCT 5b: Wooded Village Farmlands	**Minor adverse (not significant)** < 1 km **Negligible adverse (not significant)** > 1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km	**Moderate adverse (significant)** < 1 km **Minor adverse (not significant)** > 1 km

Construction

3.5.12 Within NCA 48, significant adverse landscape effects are predicted during construction on RLCT 2b: Planned and Drained Fens and Carrlands, and RLCT 4a: Unwooded Vales. Effects could extend up to 1 km from the construction activities and compounds. Most impacts would be short-term and require minimal vegetation removal. Small working areas would be needed around each pylon, with most activities at ground level and some limited at-height work, including the use of mobile cranes. Greater disturbance would be associated with construction compounds, notably the compound near Gringley-on-the-Hill. The two compounds near High Marnham Substation are located within an area already influenced by the former power station sites at West Burton and High Marnham.

3.5.13 Indirect effects would include a temporary reduction in the sense of remoteness and scenic quality. Movement of construction vehicles and plant along construction access tracks would cause additional visual and noise disturbance beyond the main working areas. Nevertheless, these construction effects would be short-term and temporary, experienced in the context of existing settlements, overhead lines, and former power station sites.

3.5.14 Since only a small part of this large NCA would be affected and the impacts would be temporary, reversible, and mainly within 1 km of the LoD, the overall construction effects on the landscape within NCA 48 are considered **minor adverse (not significant).**

Operation (Year 1 and Year 15)

3.5.15 Within NCA 48, significant adverse landscape effects are predicted during operation in RLCT 2b: Planned and Drained Fens and Carrlands, RLCT 4a: Unwooded Vales and RLCT 5b: Wooded Village Farmlands. The proposed overhead line would extend the visual and physical influence of the existing overhead line but would be seen in the context of other overhead lines converging on the former power station sites at West Burton and High Marnham.

3.5.16 As only a relatively small part of this large NCA would be affected, and impacts would be largely confined to within 1 km of the LoD in an area already influenced by pylons and power lines, the overall operational effects on the landscape within NCA 48 are considered **minor adverse (not significant)**.

4. East Riding of Yorkshire

4.1 LCT 4: River Corridors

Context

4.1.1 The part of this LCT within the study area is located between Whitgift and Swinefleet on the River Ouse to the north of Route Section B. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA 4C: River Ouse Corridor Howden Dyke to Trent Reach.

Key Characteristics

- Low lying flat floodplain landscape lying between 0-10 m Above Ordnance Datum (AOD).
- Man-made embankments schemes prevent flooding of neighbouring farmland and villages.
- Remnant parkland landscapes at Sandhall, Yokefleet and Saltmarshe Hall and Park.
- Extensive views across the river and neighbouring low-lying farmland, particularly from top of embankments.
- Cultural and historic associations of the villages.
- Several moated sites within the corridor.
- Large-scale industry at Goole does not detract from tranquil and isolated character of the farmland.
- Wind turbines and pylons are prominent skyline elements.

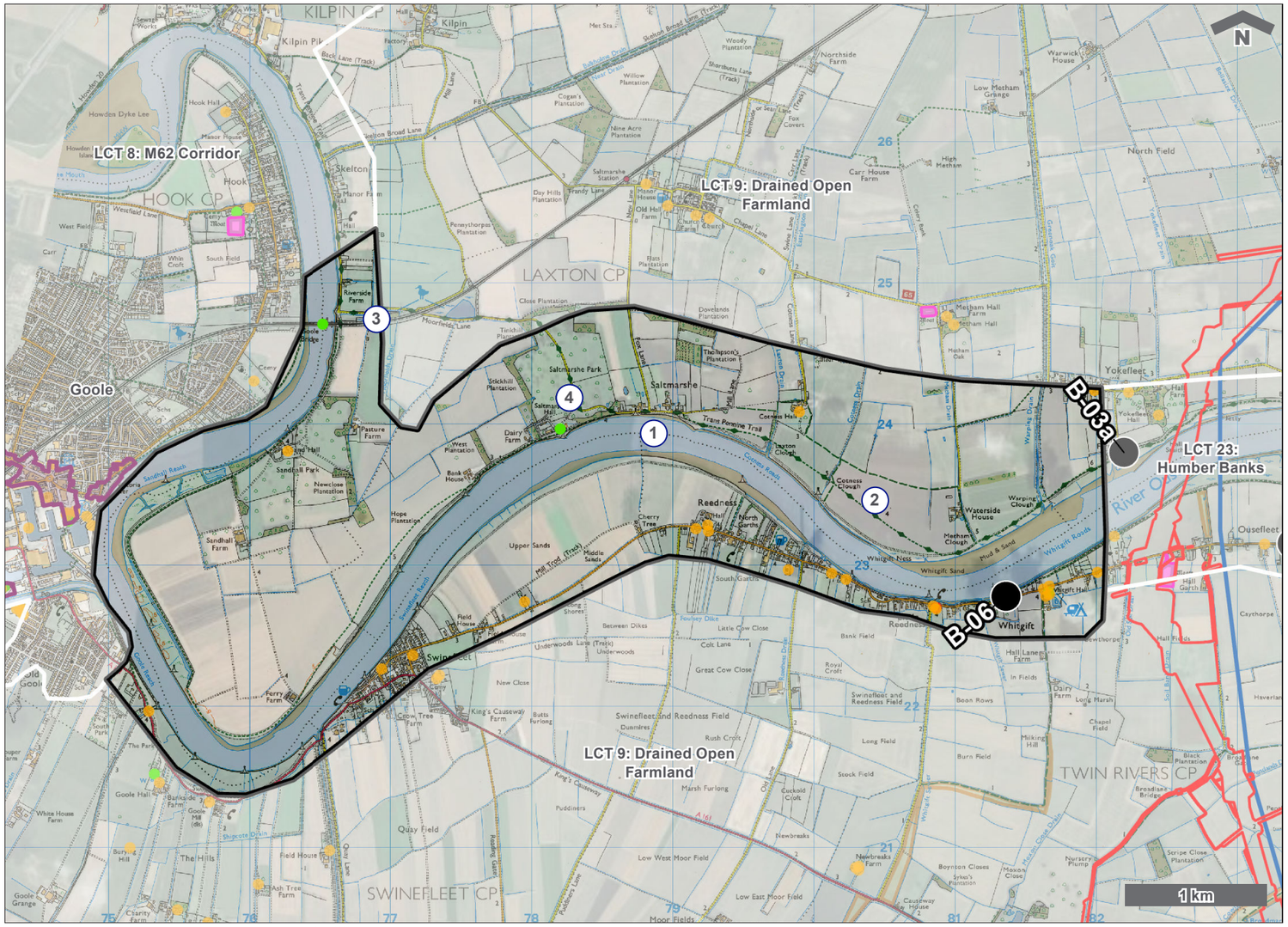
Baseline Description

4.1.2 This LCT includes the River Ouse and adjoining flat open arable farmland. The meandering course of the embankments is very noticeable in the flat rectilinear landscape of arable fields and drainage systems. The LCT includes several linear villages that have developed along the banks of the river, including Saltmarshe and Yokefleet on the north bank and Swinefleet, Reedness and Whitgift on the south bank. These villages have maintained their traditional character and are associated with higher levels of tree cover.

4.1.3 Areas of remnant parkland at Sandhall, and Saltmarshe Hall and Park are particularly distinctive being well-treed overall, including veteran parkland trees. Further remnant parkland can be seen at Yokefleet which has several estate cottages.

4.1.4 Infrastructure on the southern edge of Goole, wind turbines, pylons and Drax Power Station are discordant elements in the expansive views across the low-lying rural landscape.

Location Map



Background Mapping information has been reproduced from the OS map by permission of OS on behalf of The controller of His Majesty's Stationery Office. ©Crown Copyright Ordnance Survey. National Grid Electricity - 100024241

Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. River Ouse
2. Trans Pennine Trail
3. Doncaster to Hull Railway
4. Saltmarshe Hall

Key Landscape Value Attributes

4.1.5 The River Ouse is the unifying feature in the landscape of this LCT and is protected by several important ecological designations (Ramsar, SPA, SAC and SSSI), which contribute to its value and rarity. The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape. There are no Scheduled Monuments, but there are listed buildings in the historic villages, and remnant parklands at Sandhall, Yokefleet and Saltmarshe Hall and Park. Several moated sites reflect early settlement in the area, mainly by religious organisations.

4.1.6 Recreation and tourism are increasingly important in this LCT. The River Ouse, which flows into the Humber, is used by some pleasure craft, and fishing opportunities contribute to the river's recreational appeal. The network of public rights of way includes the Trans Pennine Trail along the river's north bank and National Cycle Route 65.



Saltmarshe Hall and Park on the north bank of the River Ouse
Photo © George Robinson (cc-by-sa/2.0)

4.1.7 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape is considered to be **high**.



Extensive views from the embankments along the River Ouse, the existing 400 kV overhead line visible to the east

Key Landscape Susceptibility Attributes

4.1.8 This is a flat low-lying landscape which has a very distinctive sense of place due to the unifying influence of the River Ouse. The landscape is generally attractive, remote in places and relatively tranquil due to the low density of development and settlement. These elements and features are all susceptible to a new overhead line.

4.1.9 The landscape setting and views to and from the historic elements associated with the landscape including the parklands are also susceptible to visual intrusion.

4.1.10 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCT within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.1.11 The landscape within this LCT would not be directly affected by construction or operation of the proposed overhead line. The LCT lies 250 m to the west of the LoD.

4.1.12 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP B-06: View from Whitgift

Construction

4.1.13 There would be no direct construction effects on the landscape within LCT 4. Indirect effects would include slightly increased visual disturbance from construction traffic using Main Street through Whitgift. There may also be views out from LCA 4 towards construction of the proposed overhead line to the east. From the majority of the LCT, the works would be barely perceptible with limited consequences for the baseline landscape. From the eastern areas of the LCT, works associated with the crossing of the River Ouse may be more noticeable. This would include cranes and taller equipment associated with the construction of the crossing pylons, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary. The works would also be seen in the context of the existing 400 kV overhead line which is present to the east of the LCT.

4.1.14 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the construction of the river crossing pylons. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within LCT 4. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 4 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 4.

Operation - Year 1

4.1.15 There would be no direct effects on the landscape of LCT 4 from the presence of the proposed overhead line as it lies outside the character area. The proposed overhead line to the east of the LCT would not fundamentally alter the perceptual qualities and character of the landscape across the character area, but it would locally compound the effects of the existing pylons in views to the east. The sense of remoteness and tranquillity would be reduced, the proposed overhead line being closer to the LCT than the existing.

4.1.16 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where the new river crossing pylons would be closer in proximity. The magnitude of change would reduce to small between 500 m and 1 km, the river crossing pylons still representing a change. The magnitude would be very small elsewhere within LCT 4. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 4 at Year 1 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 4.

Mitigation

4.1.17 The main form of embedded mitigation in Route Section B is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

4.1.18 The presence of the proposed overhead line including the river crossing pylons would continue to have an adverse effect on the landscape within this LCT, as described for Year 1, compounding the effects of the existing pylons and reducing the sense of remoteness.

4.1.19 The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where the new river crossing pylons would be closer in proximity. The magnitude of change would reduce to small between 500 m and 1 km and would be very small elsewhere within LCT 4. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 4 at Year 15 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 4.

4.2 LCT 8: M62 Corridor

Context

4.2.1 The part of this LCT within the study area extends along the M62 corridor to the south of Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA 8B: M62 Corridor - Gilberdyke to South Cave.

Key Characteristics

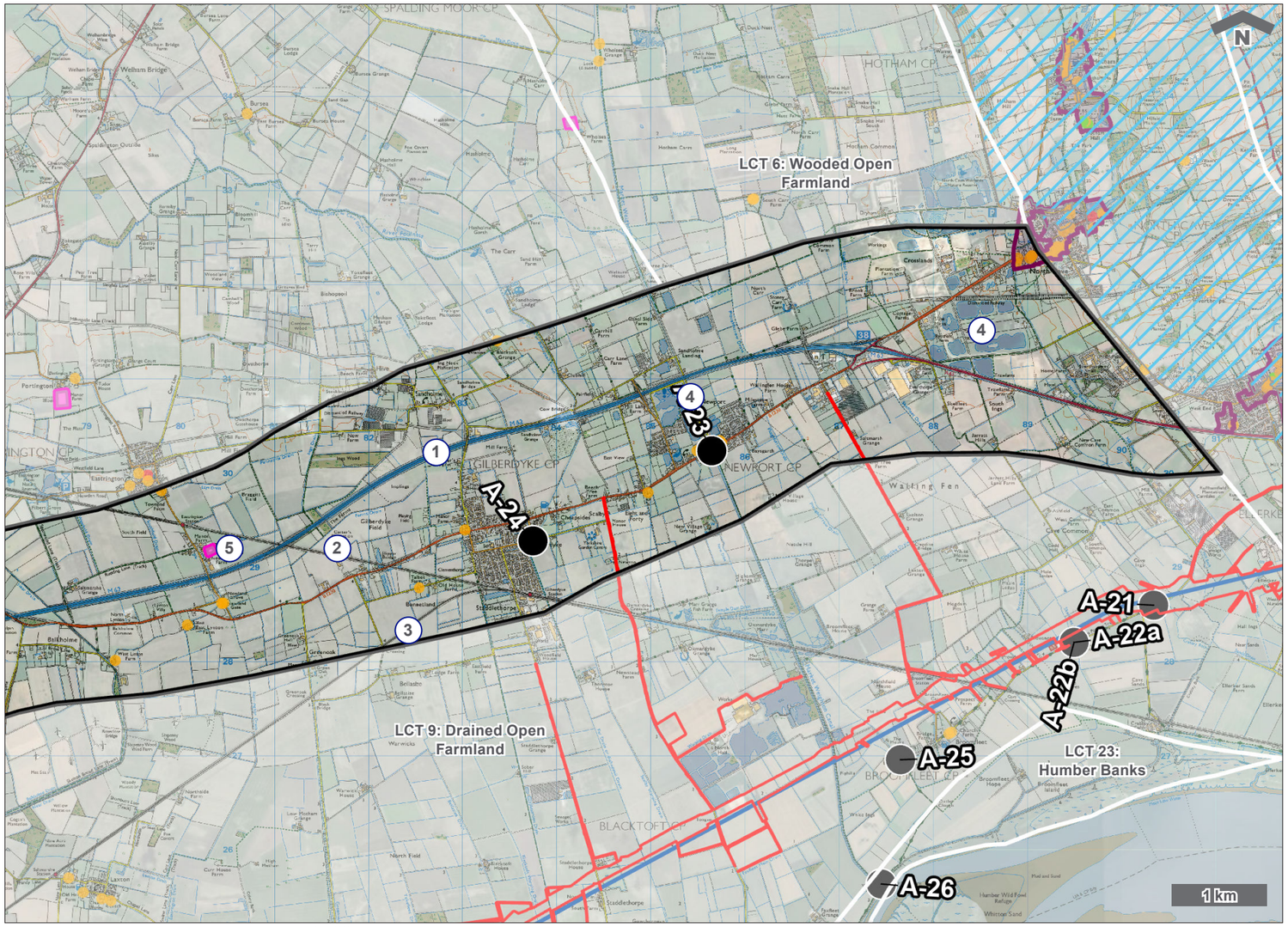
- Flat, low-lying farmland fragmented by settlement, industry and transport corridors.
- Open views, especially from the slightly elevated motorway.
- Linear settlement along transport routes with scattered farmsteads.
- Tree and woodland cover along roads and railways.
- Hedgerow field boundaries in varying conditions.
- Varied field sizes and patterns along the corridor.
- Commercial development of varying scales along the corridor including large-scale horticultural development northeast of Goole.
- Wind turbines and pylons are prominent skyline elements.
- Long-distance views to landmarks including Howden Minster, Boothferry Bridge, and the M62 Bridge.

Baseline Description

4.2.2 This LCT extends along the M62 corridor and includes the farmland either side of the motorway corridor, and the large villages of Newport and Gilberdyke located on the B1230 which runs parallel and to the south of the motorway. The farmland comprises large to medium sized rectilinear arable fields defined by a network of drainage ditches. Scattered farmsteads are found away from the villages. Woodland and tree cover is sparse and mainly concentrated along road corridors particularly at motorway junctions and where bridges cross the motorway.

4.2.3 The character of the farmland is shaped by the nearby settlements of Newport and Gilberdyke, as well as the surrounding agricultural, horticultural, and commercial developments. This includes significant industrial expansion around M62 Junction 38 near Newport. A large-scale sand and gravel extraction site west of North Cave and several waterbodies, including fishing ponds at Newport, are the result of

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. M62
2. Selby to Hull Railway
3. Doncaster to Hull Railway
4. Fishing ponds
5. Moated Site at Newland Farm

former mineral extraction. The landscape offers long views toward landmark buildings in Goole and Howden. However, the skyline is also dominated by several windfarms, while the existing 400 kV overhead line to the south further impacts the visual character of the LCT.

Key Landscape Value Attributes

4.2.4 This is primarily a rural landscape which has been fragmented by various transport corridors, most notably the M62, together with other main roads, railway lines, and watercourses.

4.2.5 Large horticultural buildings near Gilberdyke and Newport, together with extensive sand and gravel extraction west of North Cave, further disrupt the landscape, acting as detractors that weaken the area's rural character. Despite these developments, pockets of farmland continue to retain a sense of tranquillity and rural identity.



The M62 is the defining feature of this LCT
Photo © DS Pugh (cc-by-sa/2.0)

4.2.6 While the area holds no significant ecological value, historic elements such as the North Cave Conservation Area and the Moated Site at Newland Farm (Scheduled Monument) provide some cultural and historic interest. Recreational value beyond local public rights of way is limited.



Drainage ditches are a common feature in the farmland in this LCT

4.2.7 The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

4.2.8 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **low**.

Key Landscape Susceptibility Attributes

4.2.9 The existing transport infrastructure, commercial industry, overhead line, and associated low levels of landscape management reduce its overall susceptibility to a proposed overhead line, as the scenic quality and perceptual character have already been compromised across much of the LCT. However, certain aspects remain more vulnerable. These include the long views to landmark features and the landscape setting around the North Cave Conservation Area. Additionally, the more rural and tranquil areas of farmland retain a susceptibility to the visual effects of a new overhead line, where the impact could further disrupt the remaining sense of tranquillity and rural character.

4.2.10 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCT within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **low**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.2.11 The landscape within this LCT would not be directly affected by operation of the proposed overhead line. During construction, two roads would undergo temporary highway widening near Newport and Gilberdyke. The LCT lies 1.6 km to the north of the LoD at its closest point.

4.2.12 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP A-23: View from B1230 (Newport)
- VP A-24: View from Scalby Lane (Gilberdkye)

Construction

4.2.13 Two construction traffic routes are located on Tongue Lane (PAR 28) and Wallingfen Lane (PAR 130) with temporary highway widening constructed to allow for construction traffic. The temporary highway widening would not require any vegetation removal. There would be no other direct effects on the landscape within LCT 8. Indirect effects would include slightly increased visual disturbance from construction traffic using Main Road through Newtown. There may also be views out from LCA 8 towards construction of the proposed overhead line to the south, however, the works would be barely perceptible with limited consequences for the baseline landscape. Taller equipment including cranes may be perceptible, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary. The works would also be seen in the context of the existing 400 kV overhead line.

4.2.14 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be very small. Taking account of the **low** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 8 would be **negligible adverse (not significant)**.

Operation - Year 1

4.2.15 There would be no direct effects on the landscape of LCT 8 from the presence of the proposed overhead line as it lies outside the character area. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT as the Project would only be seen distantly and in combination with the existing 400 kV overhead line, wind turbines and busy road corridors.

4.2.16 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be very small. Taking account of the **low** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 8 at Year 1 would be **negligible adverse (not significant)**.

Mitigation

4.2.17 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

4.2.18 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT, as described for Year 1, however it would continue to be seen in the context of the existing 400 kV overhead lines and windfarms which already affect the LCT.

4.2.19 The magnitude of change would be very small. Taking account of the **low** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 8 at Year 15 would be **negligible adverse (not significant)**.

4.3 LCT 9: Drained Open Farmland

Context

4.3.1 The part of this LCT within the study area is located either side of the River Ouse in Route Sections A and B. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- NCA 41: Humber Estuary
- LCA 9C: Twin Rivers Farmland
- LCA 9D: Blacktoft and Laxton Farmland
- LCA 9E: Walling Fen and Ellerker Sands Farmland.

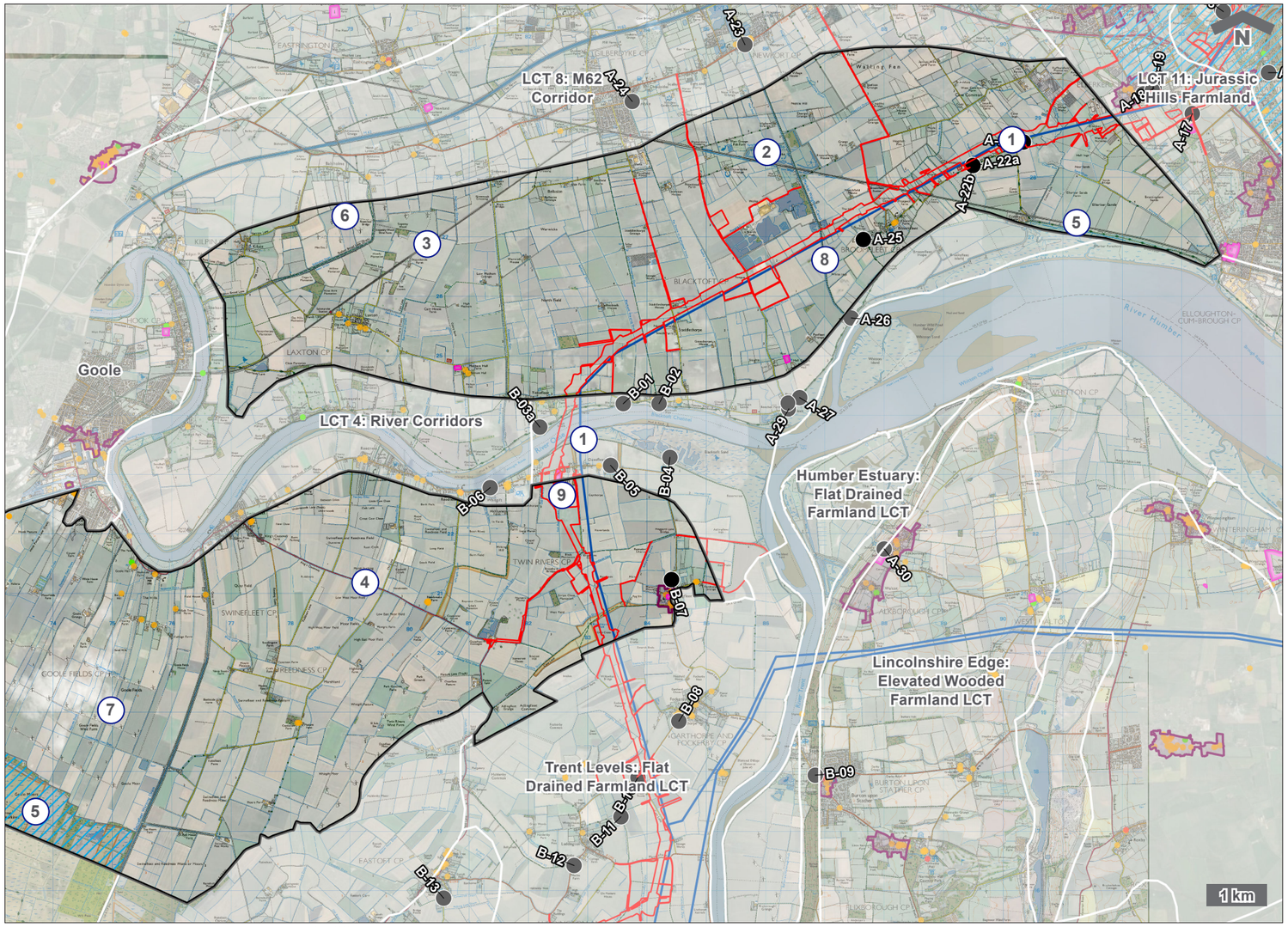
Key Characteristics

- Low lying and flat landform ranging from 0-10 m AOD.
- Intensive large-scale arable farmland drained by a series of linear ditches and warping drains.
- Sparse settlement with linear villages concentrated along the river corridor.
- Windmills are visible in some villages on the south bank of the River Ouse.
- Sparse woodland and tree cover resulting in an open landscape with long distance views over large areas of flat arable land.
- Combination of fragmented hedgerows and drainage ditches form field boundaries.
- Long linear field pattern unique to Goole Fields reflecting historic farming methods.
- Extensive views across the flat open landscape.
- Several large wind farms dominate skyline views.
- Overhead lines and Drax Power Station are also visible.

Baseline Description

4.3.2 This LCT forms part of the Humberhead Levels, a distinctive area of intensive arable farmland which has been shaped by artificial drainage over many centuries. A network of embanked watercourses, dykes and ditches, occasionally marked by hedgerows and hedgerow trees defines a pattern of large, geometric and open fields. To the east of Goole, the field pattern is less linear and less regular indicating that the fields have been amalgamated to make larger units for farming. Goole Fields and to some extent Twin Rivers, display a distinctive linear field pattern that contrasts with the other field

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4ZQ 400 kV overhead line
2. Doncaster to Hull Railway
3. Goole to Gilberdyke Railway
4. A161
5. Thorne and Crowle Moors
6. Sixpenny Wood Wind Farm
7. Goole Fields Wind Farm
8. Market Weighton Canal
9. Hall Garth Moated Site

patterns in the area. Tree cover is sparse and where present, located along field boundaries as feature trees or small woodland blocks associated with farmsteads and villages.

4.3.3 Small villages are located close to the River Ouse, including Ousefleet, Adlingfleet, Broomfleet and Laxton. Elsewhere settlement comprises isolated farmsteads and residential properties which are often accessed by long private tracks or roads. Away from settlement and infrastructure, the farmland is remote and quiet with a strong character owing to the simplicity and robust nature of its features, including the flat topography and large rectilinear fields. Wind turbines and pylons are prominent in parts of the LCT.



This existing 400 kV overhead line is a feature to the east of the LCT

Key Landscape Value Attributes

4.3.4 This LCA comprises a flat, low-lying and large-scale agricultural landscape that is remote and unique. The landscape quality of this area is assessed as good due to its strong sense of place, the value placed on its openness and the historic land use pattern which is expressed through its peat remains, drainage structure and field systems. The westernmost part of this LCT is within the Thorne and Crowle Moors, an area of former peat extraction which is afforded SSSI, SPA and SAC status. The moors are also part of the wider Humberhead Peatlands National Nature Reserve (NNR) and, together with the Hatfield Moors, are one of the largest lowland raised bogs in Britain. Although today it feels remote, peaceful and largely inaccessible, the Thorne and Crowle Moors area has been exploited for peat at least since the medieval period. Scheduled Monuments include moated sites at Metham Hall Farm, Hall Garth, Faxfleet Hall and Adlingfleet Medieval Rectory. The village of Adlingfleet has a Conservation Area.

4.3.5 The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

4.3.6 The Humberhead Peatlands NNR has waymarked trails and parking facilities and is crossed by the Peatlands Way.



Sixpenny Wood Wind Farm
Photo © Jonathan Thacker (cc-by-sa/2.0)

Elsewhere recreational access is more limited although National Cycle Route 65 passes through the LCT.

4.3.7 The Thorne, Crowle and Goole Moors Important Landscape Area (ILA) identified in the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025) is located in this LCT and is of high landscape quality, not only because of its historic and ecological value but also because of its rarity. Philip Larkin regularly visited the villages in this area, most notably Laxton, Kiplin and Broomfleet from where he took inspiration from the landscape in his poetry.

4.3.8 Based on the above and the judgements made against the factors listed in the Table A, the value of the LCT within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

4.3.9 The landscape has a strong character owing to the scale and simplicity of its features, including the flat topography and large rectilinear field pattern. Wind turbines and overhead lines are prominent throughout. A new overhead line would add to the influence of existing infrastructure but would not fundamentally alter the quality and character of the landscape. Other aspects of the landscape that are highly susceptible to the Project include the natural environment and cultural and recreational features associated with the Thorne, Crowle and Goole Moors ILA and the Humberhead Peatlands NNR. Additionally, the landscape setting and views to and from the Scheduled Monuments, as well as the Adlingfleet Conservation Area, are particularly vulnerable. The long, open views across the flat, agricultural landscape are susceptible to overhead line development that could significantly alter the visual character and disrupt the expansive rural views that define this area.

4.3.10 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCT within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.3.11 Two parts of this LCT lie within the study area. To the north of the River Ouse in Route Section A and to the south of the River Ouse in Route Section B.

4.3.12 Components of the Project in the northern part of the LCT include 10.51 km of the proposed overhead line (pylons 4AF49 – 4AF76 and 4ZQ64 – 4ZQ69), reconductoring of the existing 400 kV overhead line between 4AF46 and 4AF48, dismantling of section of the existing 400 kV overhead line (pylons 4ZQ64T – 4ZQ67T). A number of roads would undergo temporary highway widening to facilitate construction including Norfolk Bank Lane (PAR 128), Carr Lane/Wallingfen Lane (PAR 130), Tongue Lane (PAR 28) and Staddlethorpe Broad Lane (PAR 131). A temporary satellite construction compound would be located south of Gilberdyke off Tongue Lane.

4.3.13 Components of the Project in the southern part of the LCT include 2.92 km of the proposed overhead line (pylons 4AF80 – 4AF88). A temporary satellite construction compound would be located south of Ousefleet.

4.3.14 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP B-07: View from Hoggard Lane (Adlingfleet)

Construction

4.3.15 The eastern areas of LCT 9 to the north and south of the River Ouse would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks, temporary bridges and a temporary construction compound would be short term and reversible.

4.3.16 Lighting may be required at construction compounds during winter months and the crossing of the Market Weighton Canal which may require night time working, however lighting 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.

4.3.17 Construction of the overhead line swap in the far northeastern part of the LCT would slightly intensify the construction effects on this LCT although these effects would be temporary and reversible.

4.3.18 Due to its scattered nature, not all vegetation cover could be avoided during the routeing process and some tree and shrub removal would be required during construction. As well as individual roadside and field boundary trees where the Project crosses the road and field network, this also include a larger area of vegetation between Bellasize Drain and Blacktoft Warping Drain to the north of the River Ouse. Works to trees within this LCT also includes works to prune a veteran tree (T73).

4.3.19 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality, and sense of tranquillity/rural isolation, but would be limited to those areas in closer proximity to the Project. Movement of construction traffic along Norfolk Bank lane, Ings Lane, Wallingfen Lane, Carr Lane and Tongue Lane to the north of the River Ouse and Narrow Lane, Church Lane and King's Causeway to the south of the River Ouse would introduce some visual disturbance outside the main working areas and construction access tracks.

4.3.20 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the construction of the swap over. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within LCT 9. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 9 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 9.

Operation - Year 1

4.3.21 The pylons on the proposed overhead line between Ellerker and Blacktoft to the north of the River Ouse and between Ousefleet and Garthorpe to the south of the River Ouse would be seen on the skyline alongside the existing 400 kV overhead line. This would slightly extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. As the Project runs parallel to the existing 400 kV overhead line, the scale of change is reduced and the overall character of the landscape within this LCT would remain largely unchanged. The effects would be focussed on the eastern parts of the LCT only.

4.3.22 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be small for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 9 at Year 1 would be **minor adverse (not significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 9.

Mitigation

4.3.23 The main form of embedded mitigation in Route Sections A and B is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.3.24 The following mitigation planting is proposed within this LCT:

- Woodland planting to the west of Blacktoft House Drive near 4AF73 to mitigate for loss of woodland between 4AF72 and 4AF73 (Ref 08)

Operation - Year 15

4.3.25 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT, but limited as the Project parallels the existing 400 kV overhead line as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover.

4.3.26 The magnitude of change would be small for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 9 at Year 15 would be **minor adverse (not significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 9.

4.4 LCT 11: Jurassic Hills Farmland

Context

4.4.1 The part of this LCT within the study area extends along the A63 where it forms the edge of the Yorkshire Wolds in Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 27: Yorkshire Wolds
- LCA 11B: Intermediate Sloping Farmland.

Key Characteristics

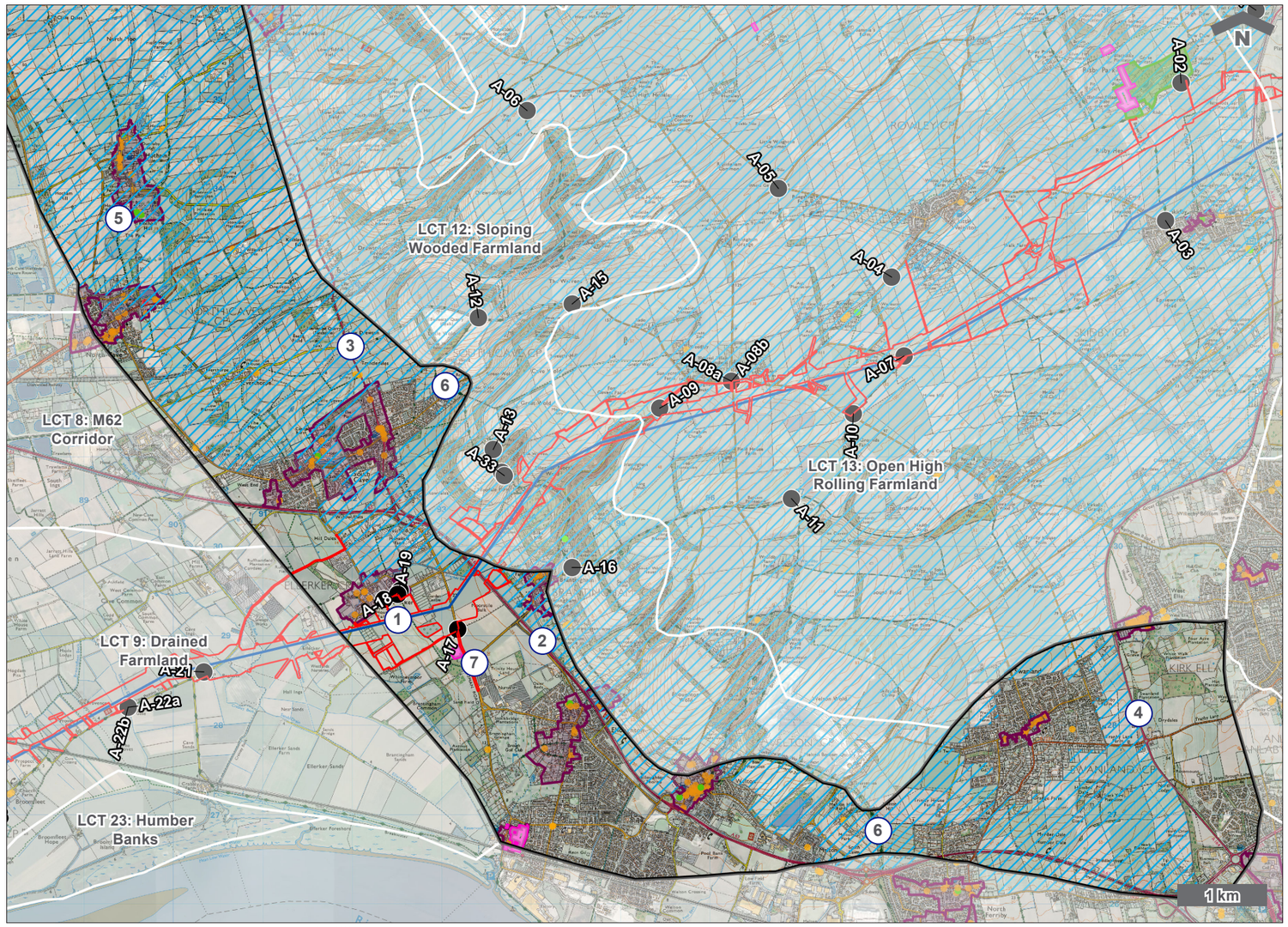
- Varied rising landform leading up to the chalk scarp slope of the Yorkshire Wolds.
- Undulating topography between 15-60 m AOD.
- Pockets of acidic grass and heathland provide diverse habitats and contrast with the arable farmland.
- Parkland and estate farmland associated with Hotham Hall.
- Intact hedgerows and hedgerow trees reinforce the field pattern and give the area a wooded quality.
- Narrow lanes often with hedges either side.
- Stone and brick built nucleated villages have a strong sense of place as a result of their vernacular and their setting in the rural landscape.
- Panoramic westerly views over the Humberhead Levels and south across the River Humber.
- Recreational facilities such as golf courses and playing fields are common in urban fringe areas.
- Detractors include the A63 dual carriageway, the existing 400 kV overhead line, settlement expansion and large-scale buildings associated with commercial horticulture.

Baseline Description

4.4.2 This LCT extends along the southwestern edge of the Yorkshire Wolds between Hotham and Swanland. The land is predominantly arable with some pastures close to settlement and around the occasional dispersed farmsteads. Development associated with the horticultural industry is dispersed across the LCT.

4.4.3 Field pattern varies with medium sized regular shaped fields which become larger towards the east and south of the LCT are bordered by hedgerows with occasional hedgerow trees. Tree cover comprises small fragmented woodland, plantation woodland and linear tree belts

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4ZQ 400 kV overhead line
2. A63
3. A1034
4. A164
5. Hotham Hall
6. Yorkshire Wolds Way
7. Roman Villa

along roads and boundaries, increasing towards the larger settlements.

4.4.4 Settlement expansion in recent years has influenced parts of this LCT as has development associated with commercial horticulture which has led to a significant change in the character of land around some of the villages. The A63 dual carriageway is a detractor and development along its corridor has resulted in the loss of key landscape features and fragmentation of landscape pattern. A further detractor is the existing 400 kV overhead line which crosses the LCT between Brantingham and Ellerker.

Key Landscape Value Attributes

4.4.5 This is a diverse landscape on the edge of the Yorkshire Wolds. Much of the northern part of the LCT is highly scenic and designated as part of the Yorkshire Wolds ILA identified in the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025). Development pressure across the southern part of the LCT has however led to the loss of much of its traditional rural character and there is only limited green space left separating the settlements of Elloughton cum Brough, Welton, Melton and North Ferriby. Hotham Meadow SSSI, Everthorpe Quarry SSSI and Melton Bottom Chalk Pit SSSI are of geological and natural environment interest. Historic and cultural interest is provided by the site of a Roman Villa (Scheduled Monument) north of Elloughton, Hotham Hall and conservation areas at North Cave, South Cave, Ellerker, Brantingham, Elloughton cum Brough and Welton North Ferriby. The public right of way network includes short sections of the Yorkshire Wolds Way (National Trail which forms part of the European Long Distance Path E2), High Hunsley Circuit, Beverley 20 Footpath and National Cycle Route 65.

4.4.6 The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.



Brantingham is located at the base of the scarp slope which forms the northern edge of this LCT



Hotham Hall
Photo © Jennifer Petrie (cc-by-sa/2.0)

4.4.7 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **high**.



The existing 400 kV overhead line passes to the east and south of Ellerker and is visible from within the settlement

Key Landscape Susceptibility Attributes

4.4.8 The susceptibility of the landscape to a new overhead line reflects the influence of settlement and associated infrastructure on the agricultural landscape. The more scenic, tranquil and remote areas which are typically found to the north of the LCT are more susceptible to new overhead line development than the more urban and less scenic areas which are more commonly found to the south of the LCT and along the A63 corridor. Here, a new overhead line would add to the influence of existing infrastructure but would not fundamentally alter the quality and character of the landscape.

4.4.9 The landscape setting and views to and from the historic elements and features in the landscape are susceptible to visual intrusion. Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCA within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.4.10 Components of the Project in this LCT include 1.96 km of the proposed overhead line (pylons 4ZQ74 – 4ZQ70) and reconductoring of the existing 400 kV overhead line between 4AF40 and 4AF46. A temporary main construction compound would be located south of Ellerker. A section of Norfolk Bank Lane (PAR 128) would required temporary highway widening.

4.4.11 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- 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)

Construction

4.4.12 An area within the LCT between Brantingham and Ellerker would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks, temporary bridges and a temporary construction compound would be short term and reversible. Lighting may be required at construction compound during winter months, however lighting 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.

4.4.13 To keep parallel with the existing 400 kV overhead line, not all vegetation cover could be avoided during the routeing process and some tree and shrub removal would be required during construction. As well as individual roadside and field boundary trees where the Project crosses the road and field network, this also includes the edge of a block of woodland to the south of Ellerker and to the north of Whin Moor Lane.

4.4.14 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality, but would be limited to those areas in closer proximity to the Project. Movement of construction vehicles and plant along Brough Road would introduce some visual disturbance outside the main working areas and construction access tracks, including the access for the main construction compound.

4.4.15 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the construction compound. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within LCT 11, larger woodland blocks and the surrounding settlements limiting the influence of construction activities within the wider landscape. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 11 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 11.

Operation - Year 1

4.4.16 The pylons on the proposed overhead line between Brantingham and Ellerker would be seen on alongside the existing 400 kV overhead line. This would slightly extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. As the Project runs parallel to the existing 400 kV overhead line, the scale of change is reduced and the overall character of the landscape within this LCT would remain largely unchanged. The effects would be focussed on a central part of the LCT with many of the more valued attributes located at some distance to the Project.

4.4.17 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be small for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 11 at Year 1 would be **minor adverse (not significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 11.

Mitigation

4.4.18 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.4.19 The following mitigation planting is proposed within this LCT:

- Woodland planting off Whin Moor Lane to south of 4ZQ72 to mitigate for loss of woodland between 4ZQ72 and 4ZQ73 (Ref 07)

Operation - Year 15

4.4.20 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT, but limited as the Project parallels the existing 400 kV overhead line as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover.

4.4.21 The magnitude of change would be small for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 11 at Year 15 would be **minor adverse (not significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 11.

4.5 LCT 12: Sloping Wooded Farmland

Context

4.5.1 The part of this LCT within the study area is located on the west facing scarp slope of the Yorkshire Wolds above North Cave and South Cave in Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 27: Yorkshire Wolds
- LCA 12A: South West Facing Sloping Wolds Farmland
- LCA 12B: Brantingham Thorpe.

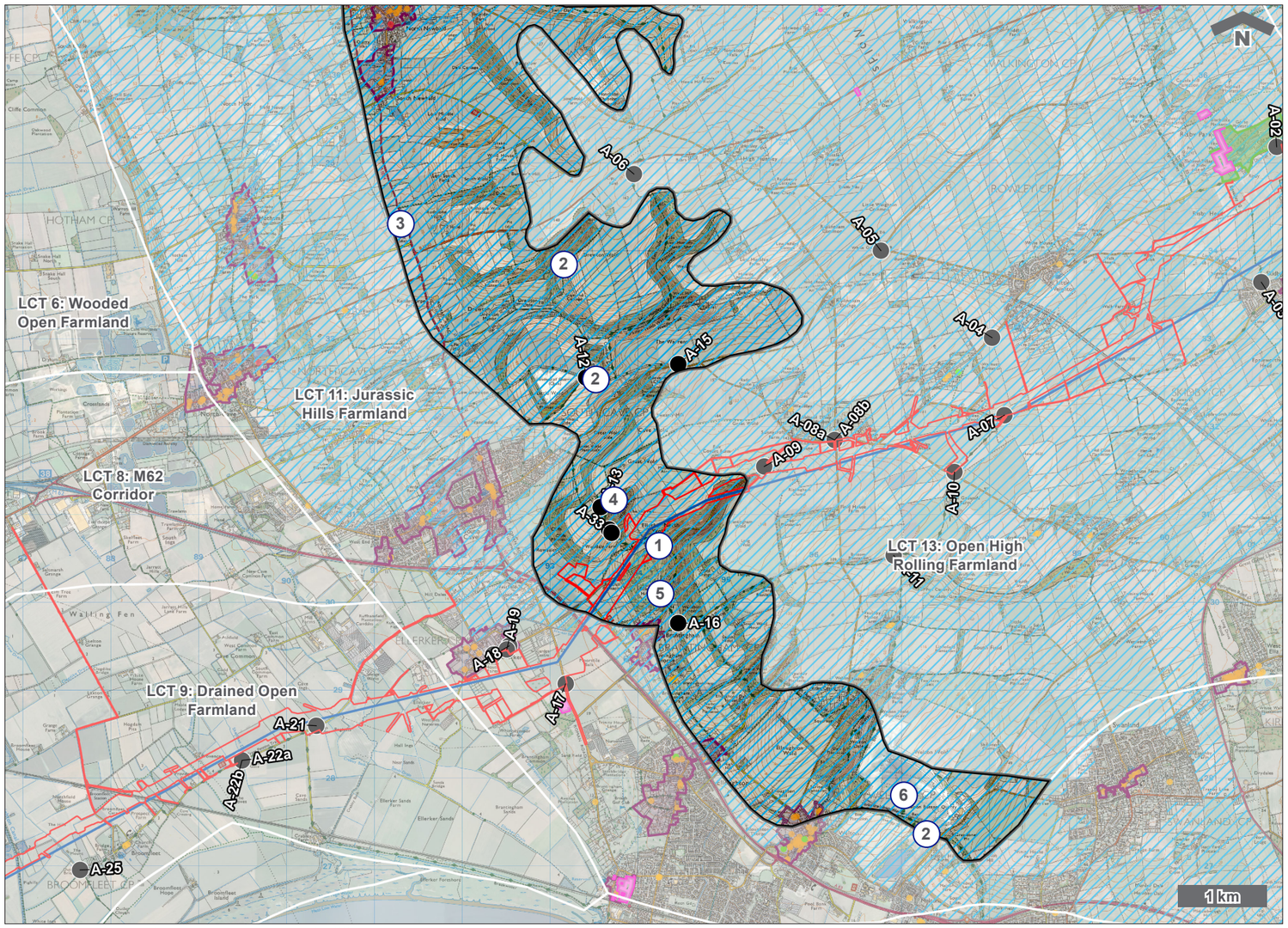
Key Characteristics

- Sloping landform of the west facing Yorkshire Wolds scarp slope.
- Varied landform ranging from approximately 30-140 m AOD, with enclosed intimate dales and open elevated farmland above.
- Sparsely populated area with villages of Brantingham and Welton at the bottom of the slope on the boundary with the Jurassic Hills Farmland LCT.
- Occasional dispersed farmsteads.
- Steep sided wooded dales incise the scarp slop of the Yorkshire Wolds.
- Small, narrow roads wind their way through the wooded dales following the natural curves and rises of the landform as they ascend towards the elevated farmland.
- Contrasting land management of the steep sided dales and flatter arable farmland above.
- Brantingham Estate Parkland is a distinctive landscape.
- Elevated views west and southwest over the Humberhead Levels.

Baseline Description

4.5.2 This LCT occupies part of the southwest facing slope of the Yorkshire Wolds above the Jurassic Hills Farmland LCT. Topography is varied with steep sided and wooded dales incising the scarp slope. Small, narrow roads wind northwards up the dales towards the elevated plateau farmland which is characterised by gently rolling farmland with blocks of deciduous and coniferous woodland following the contours. Hedgerow field boundaries are in varying condition. Around the larger arable fields, hedgerows are generally fragmented and severely clipped or missing altogether. Hedgerow trees are rare particularly at higher elevations. Settlements include parts of Brantingham and Welton and a few scattered farmsteads on the

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4ZQ 400 kV overhead line
2. Yorkshire Wolds Way
3. A1034
4. Mount Airey
5. Bilks Hill
6. Quarry

higher ground. The main settlement is the small village of Brantingham which is located at the bottom of a steep sided valley north of the village. To the south of the village, the landscape of Brantingham Thorpe Park is distinctive because of the parkland trees and estate woodland associated with Brantingham Dale.

4.5.3 The landscape overall is a mixture of farmland and natural features, with the varied topography affording scenic westerly views. Much of the landscape is remote and tranquil although the western edge of the LCT experiences some noise and visual disturbance from traffic on the A63 dual carriageway. The existing 400 kV overhead line that descends the dale north of Bilks Hill and some commercial horticultural developments are also local detractors.



The existing 400 kV overhead line is backdropped in many views which reduces its prominence

Key Landscape Value Attributes

4.5.4 This LCT is part of the distinctive and scenic rolling Yorkshire Wolds landscape. It is highly scenic and provides a rural backdrop to the settlements at the base of the scarp slope. The importance of the landscape is reflected in its designation as part of the Yorkshire Wolds ILA identified in the East Riding Local Plan Update (East Riding Council, 2025).

4.5.5 The area presents a range of habitats ranging from the grassland on the steep sided dales to the woodlands and hedgerows. Three SSSI's - Drewton Lane Pits SSSI, Melton Bottom Chalk Pit SSSI and Brantingham Dale SSSI - are in the LCT within the study area and provide geological and natural environment interest. Brantingham Village and Brantingham Thorpe Estate Parkland impart historic and cultural interest.

4.5.6 A strong network of public rights of way includes the Yorkshire Wolds Way, (National Trail which forms part of the European Long Distance Path E2), Beverley 20 Footpath, High Hunsley Circuit, and National Cycle Routes 65 and 164. The Yorkshire Wolds Way follows the edge of the Yorkshire Wolds and affords long views out across the Humberhead Levels to the west.



The Yorkshire Wolds Way passes under the existing 400 kV overhead line at Woodale and is prominent in the expansive westerly views

4.5.7 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

4.5.8 The landscape is distinctive and attractive and has limited built development which reinforces its remote and tranquil character. Aspects of the landscape which are of higher susceptibility to overhead line development include the contrast of the large scale and gently undulating arable farmland and the relatively small-scale and intimate character of the wooded dales. These qualities could be diminished by the presence of a proposed overhead line with adverse consequences for the character and quality of the landscape within the LCT.

4.5.9 Views from settlements to the west, notably Ellerker and Brantingham, are susceptible to additional overhead line development, although a new overhead line would not fundamentally alter the perceptual qualities and character across much of the LCT. The landscape setting and views to and from the historic elements associated with Brantingham and Brantingham Thorpe Estate Parkland are also highly susceptible to visual intrusion.

4.5.10 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape within the study area to a proposed overhead line is considered to be **high**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

4.5.11 Components of the Project in this LCT include 2.55 km of the proposed overhead line (pylons 4AF33 – 4AF36 and 4ZQ75 – 4ZQ79A) and reconductoring of the existing 400 kV overhead line between 4AF37 and 4AF40. During construction two temporary pylons are required (4ZQ79T and 4ZQ80T).

4.5.12 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP A-12: View from High Hunsley Circuit (Swinescaif Road)
- VP A-13: View from Yorkshire Wolds Way (Mount Airy)
- VP A-14: View southeast from the Yorkshire Wolds Way at Woo Dale
- VP A-16: View from Spouts Hill (Brantingham)
- VP A-33: View northeast from the Yorkshire Wolds Way at Woo Dale

Construction

4.5.13 An area within the LCT at Ellerker North Wold would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks, temporary bridges and a temporary construction compound would be short term and reversible.

4.5.14 To keep parallel with the existing 400 kV overhead line and reduce the spread of infrastructure on the scarp slope, not all vegetation cover could be avoided during the routeing process. The existing 400 kV overhead line passes between a number of blocks of woodland so keeping close parallel requires the removal of woodland.

4.5.15 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity but due to the landform and number of mature woodland blocks, these effects would be limited within the LCT to those areas in closer proximity to the Project.

Construction activity within LCA 11: Jurassic Hills Farmland and LCT 9: Drained Farmland would be visible in the long distance views from the scarp slope and the Yorkshire Wolds Way which are a key characteristic, however activity would be seen in the context of wide panoramas which include the M62 and A63, windfarms and multiple existing overhead lines to both the north and south of the River Ouse.

4.5.16 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be large for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the removal of woodland. The magnitude of change would reduce to small between 500 m and 1 km where there would only be indirect effects where longer distance views from the LCT would be affected. The magnitude would be very small elsewhere within LCT 12, woodland blocks and undulating landform limiting the influence of construction activities within the wider landscape. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within LCT 12 would be **major adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 12.

Operation - Year 1

4.5.17 The pylons on the proposed overhead line on the scarp slope at Ellerker Wold North would be seen on alongside the existing 400 kV overhead line. This would slightly extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. As the Project runs parallel to the existing 400 kV overhead line, the scale of change is reduced and the overall character of the landscape within this LCT would remain largely unchanged. The removal of woodland during construction would still be evident, as areas under the conductors would need to be kept clear for safety clearances.

4.5.18 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be large for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within LCT 12 at Year 1 would be **major adverse (significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 12.

Mitigation

4.5.19 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.5.20 The following mitigation planting is proposed within this LCT:

- Woodland planting to east of Woodale Plantation near pylon 4AF37 (Ref 03)
- Woodland planting adjacent to Cliffs Plantation to the west of 4AF39 and 4AF40 to mitigate for loss of woodland between 4ZQ78 and 4ZQ76 at Bilkshill Plantation (Ref 04, 05 and 06)

Operation - Year 15

4.5.21 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT, but limited as the Project parallels the existing 400 kV overhead line as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover. The larger blocks of mitigation planting would be maturing creating linkages with the existing woodlands at Cliffs Plantation and Woodale Plantation.

4.5.22 The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within LCT 12 at Year 15 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 12.

4.6 LCT 13: Open High Rolling Farmland

Context

4.6.1 The part of this LCT within the study area is located to the west of Beverley on the east facing dip slope of the Yorkshire Wolds in Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 27: Yorkshire Wolds
- LCA 13C: South Wolds Rolling Farmland.

Key Characteristics

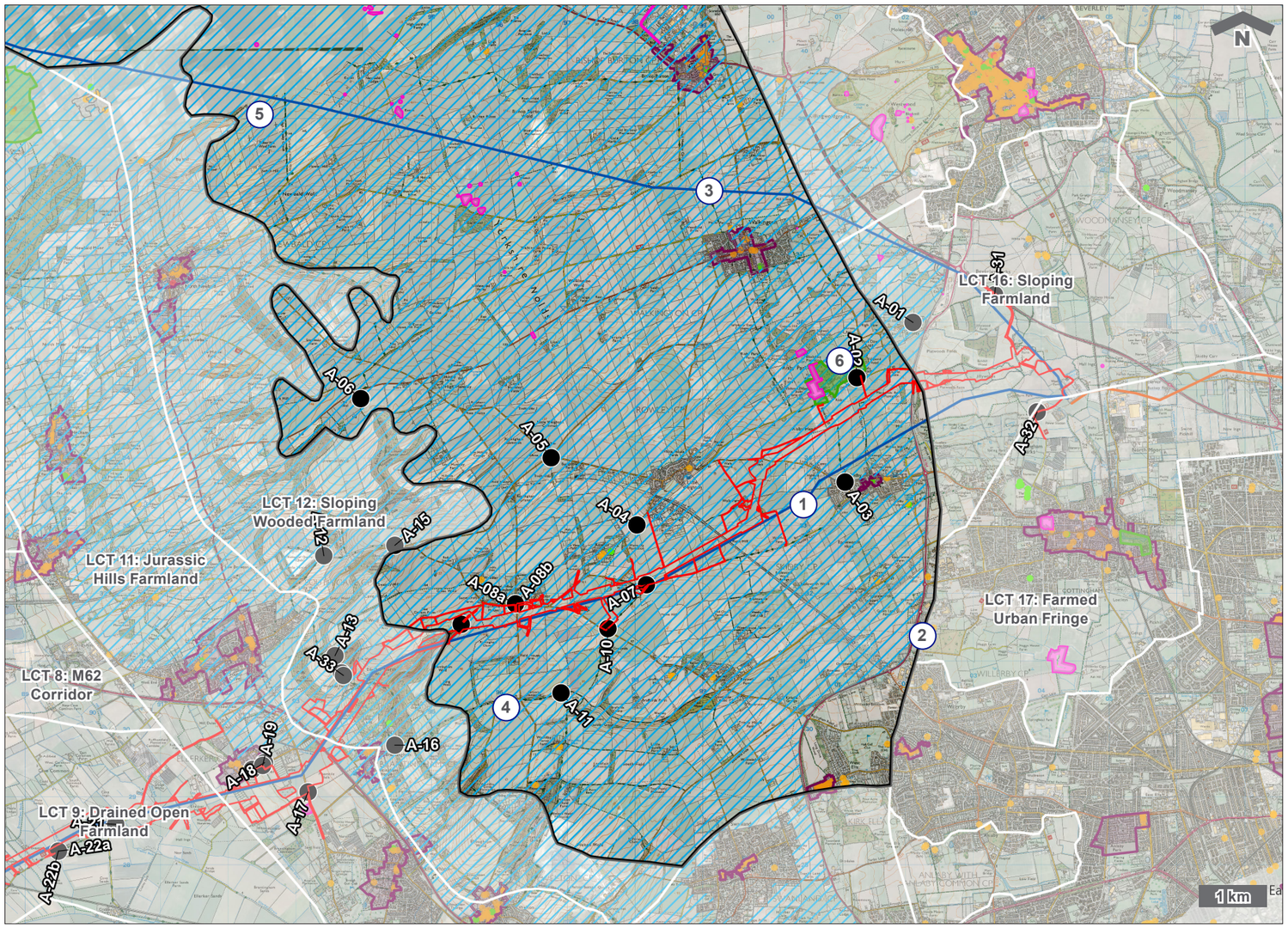
- Elevated rolling landform of the Yorkshire Wolds dip slope between 30-160 m AOD sloping down to the east.
- Open landscape with long views and expansive skies.
- Sparsely populated area with scattered villages and farmsteads often associated with a higher tree cover.
- Shelterbelts around farmsteads on the hill tops are prominent.
- Large and very large rectilinear arable fields.
- Clipped and often fragmented hedgerows.
- Very few trees or woodlands resulting in an open landscape.
- Pockets of parkland and estate land to the east on the lower slopes provide visual diversity.
- Enclosure roads that conform to the enclosure field pattern alongside older routes are well spaced.

Baseline Description

4.6.2 The Open High Rolling Farmland LCT covers the western dip slope of the Yorkshire Wolds and comprises mainly rolling arable farmland. Fields are generally rectilinear in pattern, becoming more piecemeal towards the west and smaller towards the southeast. The farmland contains little woodland or tree cover except for small shelterbelts around farmsteads and three small areas of replanted ancient woodland.

4.6.3 Small, nucleated settlements linked by a network of minor roads are dispersed throughout the LCT. Some farmsteads are isolated and tend to be located on the higher ground. Wind turbines, communications masts and pylons are the main detractors in this LCT, but these do not weaken the strong sense of rural Yorkshire Wolds character.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. 4ZQ 400 kV overhead line
2. A164
3. High Hunsley Circuit
4. Yorkshire Wolds Way
5. Sancton Hill and Sober Hill Wind Farms
6. Risby Hall Registered Park and Garden

Key Landscape Value Attributes

4.6.4 This LCT is part of the distinctive and highly scenic Yorkshire Wolds landscape. Its importance is also recognised in its designation as part of the Yorkshire Wolds ILA identified in the East Riding Local Plan Update (East Riding Council, 2025). Conservation interests include Melton Bottom Chalk Pit SSSI and Brantingham Dale SSSI which overlap the western edge of this LCT.



The elevated landform and limited woodland cover allows for long views where big skies are a key characteristic

4.6.5 Recreational use is an important characteristic of this LCT and the many public rights of way include the Yorkshire Wolds Way (National Trail which forms part of the European Long Distance Path E2), Beverley Footpath 20, High Hunsley Circuit and National Cycle Routes 1, 66 and 164. The Yorkshire Wolds Secret Arts Trail, a mobile web-based application, covers the landscape within this LCT.

4.6.6 Cultural features include Risby Hall Registered Park and Garden which includes a Scheduled Monument. Located on the eastern edge of the LCT, Risby Hall with its Jacobean gardens is valued for its high historic and landscape value. The settlements of Walkington, Skidmore and West Ella have historical and architectural importance and have designated Conservation Areas.

4.6.7 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

4.6.8 The high quality of the landscape and its strong sense of place are susceptible to new overhead line development. Two 400 kV overhead lines cross the LCT and there are several wind turbine developments. While these are detractors, they do not weaken the integrity of the Yorkshire Wolds landscape or the strong sense of character of the area as a whole. An additional overhead line would not fundamentally alter the strong sense of rural character. It would however be an additional skyline feature, which would impact on scenic quality and the setting and views to/from the historic elements in the landscape which are highly susceptible to visual intrusion.



The existing 400 kV overhead line crosses this LCT between Risby Park and Riplingham

4.6.9 Based on the above and the judgements made against factors listed in Table B, the susceptibility of the landscape to a proposed overhead line is considered to be **high**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

4.6.10 Components of the Project in this LCT include 8.41 km of the proposed overhead line (pylons 4AF9 – 4AF33). Temporary highway widening to facilitate construction include parts of Rowley Road (PAR 11) and Lambwell Hill (PAR 13).

4.6.11 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP A-02: View from Dunflat Road (Bentley)
- VP A-03: View from High Hunsley Circuit (Skidby)
- 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)

Construction

4.6.12 An area within the LCT between A164 and Ellerker North Wold would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible.

4.6.13 To keep parallel with the existing 400 kV overhead line and reduce the spread of infrastructure within the LCT, not all vegetation cover could be avoided during the routeing process. The existing 400 kV overhead line passes through Socken Wood so keeping close parallel requires the removal of a section of woodland.

4.6.14 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity but due to the undulating landform and number of mature woodland blocks would be limited within the LCT to those areas in closer proximity to the Project.

4.6.15 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be large for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the removal of woodland at Socken Wood. The magnitude of change would reduce to small between 500 m and 1 km where there would only be indirect effects where longer distance views from within the LCT would be affected. The magnitude would be very small elsewhere within LCT 13, woodland blocks and undulating landform limiting the influence of construction activities within the wider landscape. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within LCT 13 would be **major adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 13.

Operation - Year 1

4.6.16 The proposed overhead line would predominantly be seen alongside the existing 400 kV overhead line within this LCT. The section of proposed overhead line between 4AF9 and 4AF19 routes approximately 600 m to the north of the existing avoiding a number of woodland blocks and scattered properties. This would extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. From 4AF19, the Project runs parallel to the existing 400 kV overhead line, and the scale of change is reduced and the overall character of the landscape within this LCT would remain largely unchanged. The removal of woodland during construction at Socken would still be evident, as areas under the conductors would need to be kept clear for safety clearances.

4.6.17 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be large for the areas in the LCT within approximately 500 m of the LoD as the proposed overhead line would not parallel the existing overhead line and would require woodland removal.. The magnitude of change would reduce to medium between 500 m to 1 km from the Project and very small over 1 km where the Project would not be as discernible. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within LCT 13 at Year 1 would be **major adverse (significant)** for those areas within 500 m of the LoD, reducing to **moderate adverse (significant)** between 500 m and 1 km and **minor adverse (not significant)** for the rest of LCT 13.

Mitigation

4.6.18 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.6.19 The following mitigation planting is proposed within this LCT:

- New woodland planting at Socken Wood (Ref 02). This planting is to mitigate for the woodland affected between 4AF24 and 4AF25. The area proposed was historically woodland and this planting looks to recreate woodland within the LCT lost to agricultural activities.

Operation - Year 15

4.6.20 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover. The larger blocks of mitigation planting at Socken Wood would be maturing, adding to the woodland cover within the LCT.

4.6.21 The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to small between 500 m to 1 km from the Project and very small over 1 km where the Project would not be as discernible. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within LCT 13 at Year 15 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 13.

4.7 LCT 16: Sloping Farmland

Context

4.7.1 The part of this LCT within the study area is located on the west and south side of Beverley in Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 40: Holderness
- LCA 16C: Beverley Westwood
- LCA 16F: Beverley Parks Farmland.

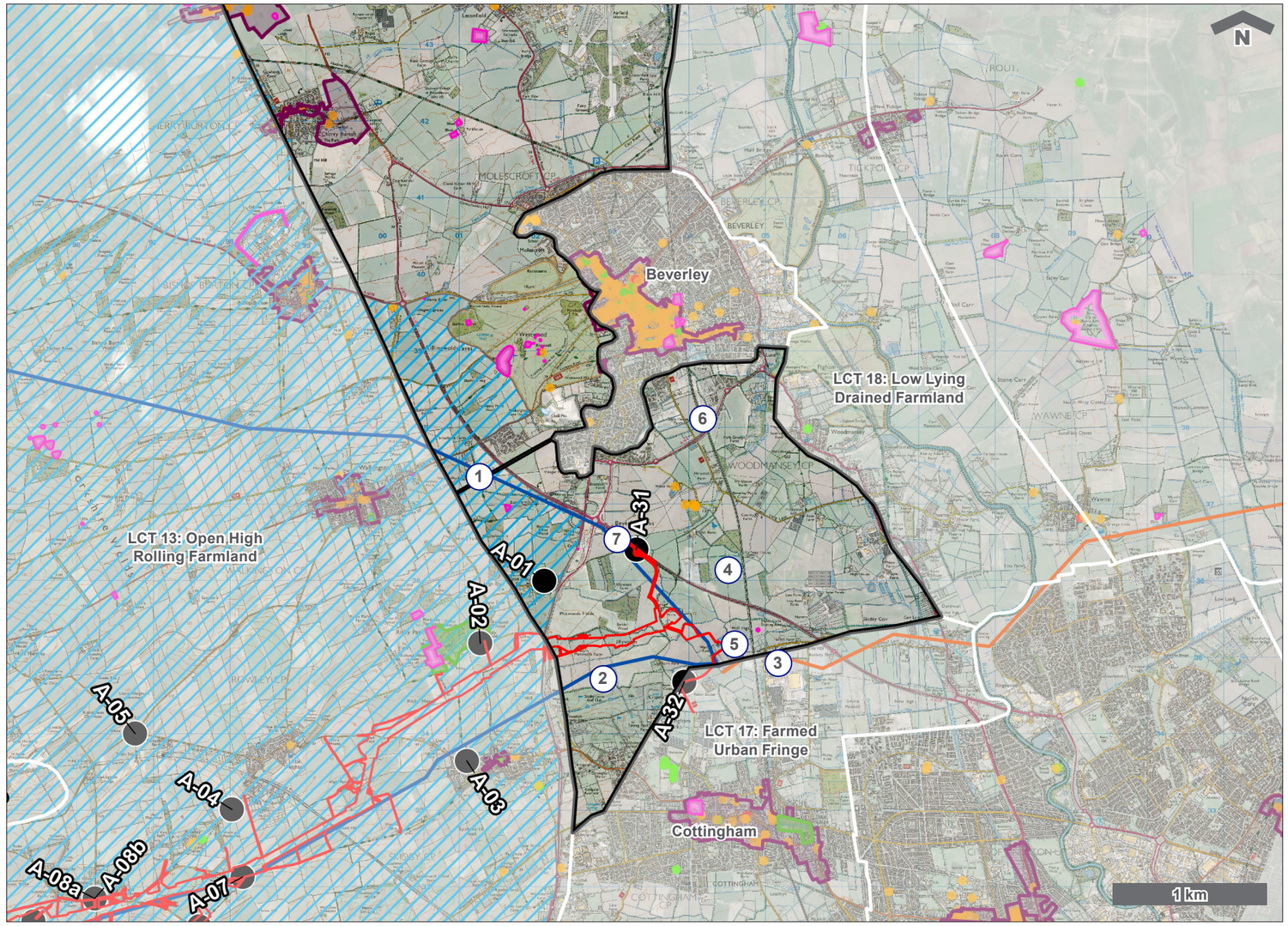
Key Characteristics

- Undulating or gently rolling landform around 80 m AOD which slopes gradually down to the east.
- Intermittent scattered woodland blocks throughout, with linear tree belts along the A164 and A1079 corridors.
- Intensively farmed landscape with rectilinear arable fields of large to medium size interspersed with less regular early enclosure fields particularly around villages.
- Small watercourses both man-made and natural draining the agricultural land.
- Horticultural development between Beverley and Hull.
- Intact hedgerows and presence of hedgerow trees in places.
- Scattered villages and farmsteads.
- Open views across and out from the LCT include Beverley Minster and the Yorkshire Wolds but also pylons and wind turbines.
- Parkland characteristics at Beverley Westwood Park and Garden.
- To the south of Beverley, Creyke Beck Substation with its associated converging overhead lines and a new converter station are noticeable features.

Baseline Description

4.7.2 This LCT extends along the eastern edge of the Yorkshire Wolds and includes the rural area between Hull and Beverley which is a predominantly agricultural landscape. Westwood Common is an historic area of common grazing land to the west of Beverley. Today, land use on the common is mostly recreational and includes Beverley Race Course, Beverley and East Riding Golf Course and Beverley Westwood Park and Garden with its distinctive wood pasture and grassland.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. 4ZR 400 kV overhead line
2. 4ZQ 400 kV overhead line
3. YYW 275 kV overhead line
4. Existing 132 kV overhead line
5. Existing Creyke Beck Substation
6. A1079
7. Scarborough to Hull Railway

4.7.3 The settlement pattern comprises dispersed farmsteads, agricultural sheds and commercial buildings. Large horticultural buildings are present throughout this area, with linear development along the A1174 Beverley to Hull Road.

4.7.4 There are long views, east over the River Hull corridor and west up to the Yorkshire Wolds. Beverley Minster is a notable feature in these views, but local development and industry detract from the scenic quality.

Key Landscape Value Attributes

4.7.5 This LCT which lies on the edge of the Yorkshire Wolds has a strong sense of character resulting from its landscape pattern, land use and settlement character. The part of the LCT north of the A164 is scenic and is in the Yorkshire Wolds ILA identified in the East Riding Local Plan Update (East Riding of Yorkshire Council, 2025). Some small blocks of ancient woodland are scattered across the LCT and there are several ecological interests including Beverley Parks Local Nature Reserve (LNR).



Landscape between settlements has a strong pattern with intact hedgerows and linear tree belts along roads, pylons are a feature of views in the south

4.7.6 The part of the LCT between Beverley and Hull is less rural and more urban. It is however valued for the role it plays in separating the two settlements and also in providing a setting for views of Beverley Minster.

4.7.7 Access for recreation is good and includes Beverley Footpath 20, Minster Way, Wilberforce Way and National Cycle Route 164. Beverley Race Course, Beverley and East Riding Golf Course and Beverley Westwood Park and Garden also add recreational value.

4.7.8 Based on the above, particularly the ILA designation and recreational value of the area north of the A164, and the judgements made against the factors listed in Table A, the value of the LCT within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

4.7.9 The integrity of the perceptual qualities and character of the landscape which is already influenced by proximity to settlement and industrial development including substations, overhead lines and converter stations to the south of Beverley, would be further affected by a new overhead line. Conversely however the presence of these detractors also moderates susceptibility as scenic quality and rural character have already been diminished.

4.7.10 The relatively open farmland affords long distance views east towards Beverley Minster and the River Hull corridor and west up to the Yorkshire Wolds. These views are susceptible to overhead line development.

4.7.11 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape to a proposed overhead line within the study area is considered to be **medium**.



Pylons converge on Creyke Beck Substation which is located on the southern edge of this LCT

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.7.12 Components of the Project in this LCT include 1.66 km of the proposed overhead line (pylons 4AF2-4AF8). A temporary satellite construction compound would be located to the northwest of Creyke Beck Substation.

4.7.13 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP A-01: View from Bentley Road (Bentley)
- VP A-31: View from Beverley 20 footpath near A1079
- VP A-32: View from Park Lane at Creyke Beck

Construction

4.7.14 An area within the LCT between Creyke Beck and A164 would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible.

4.7.15 Lighting may be required at construction compound during winter months, however lighting 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.

4.7.16 Due to the large amount of vegetation and mature trees along field boundaries, not all vegetation cover could be avoided during the routeing process. Works to trees within this LCT also includes works to prune veteran trees (T13 and T14). It is noted that if the southern part of the LoD is utilised, then veteran tree (T5) may require removal.

4.7.17 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity but due to the undulating landform and number of mature woodland blocks would be limited within the LCT to those areas in closer proximity to the Project.

4.7.18 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be large for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced and includes the removal of trees on boundaries. The magnitude of change would reduce to small between 500 m and 1 km where there would only be indirect effects where longer distance views from within the LCT would be affected. The magnitude would be very small elsewhere within LCT 16, woodland blocks and undulating landform limiting the influence of construction activities within the wider landscape. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 13 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 16.

Operation - Year 1

4.7.19 The proposed overhead line would predominantly be seen alongside the existing 400 kV overhead line within this LCT, although routes approximately 300 m to the north of the existing to connect to the substation. This would extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. However, this LCT contains a number of existing overhead lines which converge on the existing substations, battery storage and converter stations which are present within the areas closer to the Project.

4.7.20 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m where the Project would not be as discernible due to the undulating landform and mature woodland blocks. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 16 at Year 1 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **negligible (not significant)** for the rest of LCT 16.

Mitigation

4.7.21 The main form of embedded mitigation in Route Section A is to keep the Project close to the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.7.22 The following mitigation planting is proposed within this LCT:

- New woodland planting adjacent A164 (Ref 01). This planting is to mitigate for the vegetation removed along the A164 and the loss of trees on field boundaries.

Operation - Year 15

4.7.23 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover.

4.7.24 The magnitude of change would small for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over the rest of the LCT. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 16 at Year 15 would be **minor adverse (not significant)** for those areas within 500 m of the LoD, reducing to **negligible adverse (not significant)** for the rest of LCT 16.

4.8 LCT 17: Farmed Urban Fringe

Context

4.8.1 The part of this LCT within the study area is located on the northwestern edge of Hull and includes the large settlement of Cottingham in Route Section A. The LCT is covered by the following NCA and LCA:

- NCA 40: Holderness
- LCA 17B: North Cottingham Farmland
- LCA 17C: South Cottingham Farmland.

Key Characteristics

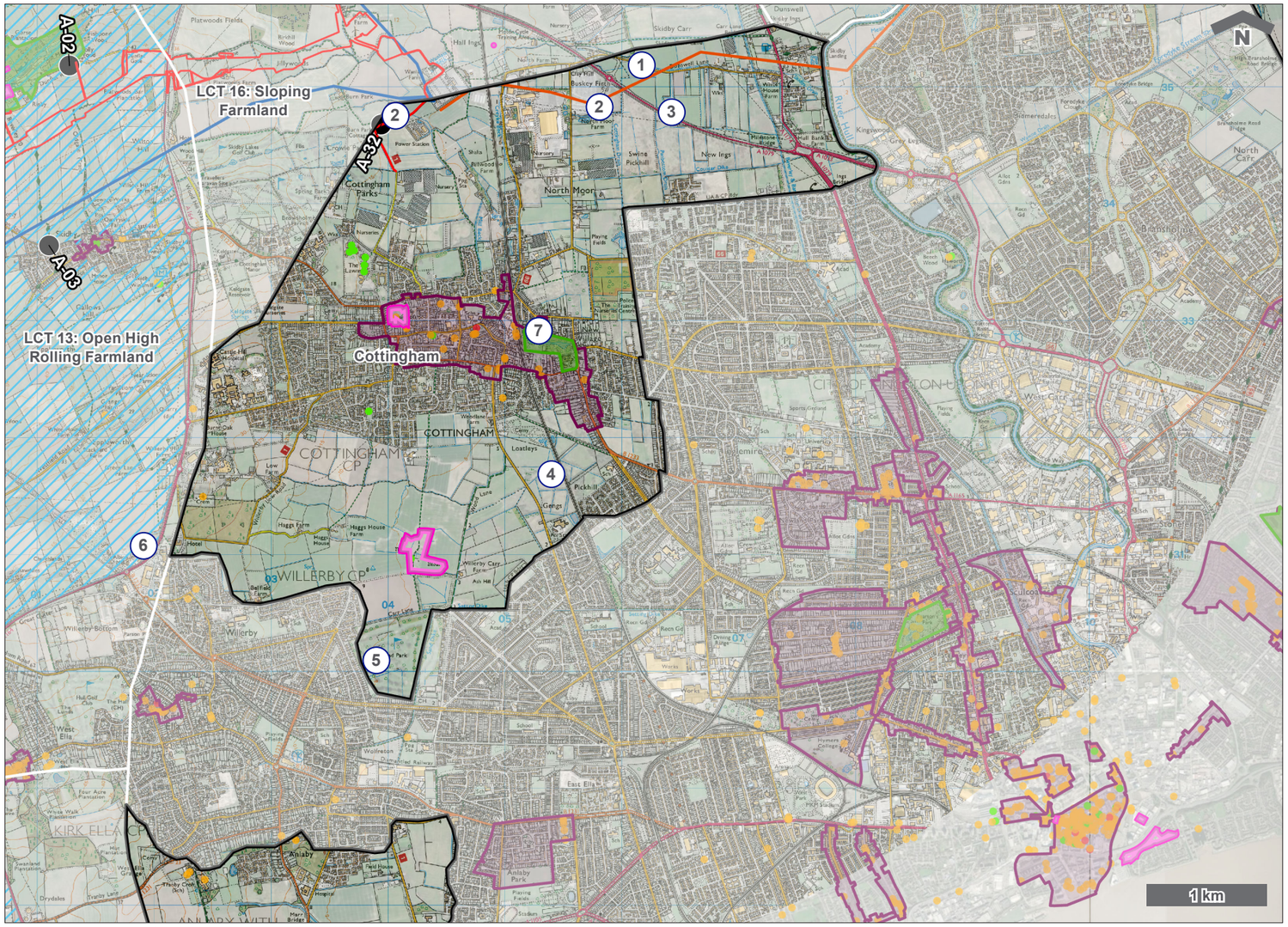
- Gently undulating to flat landform generally below 20 m AOD but gently rising towards the Yorkshire Wolds to the west.
- Integration of the urban edge with the rural landscape is good in places.
- Community land use e.g. sports pitches, allotments, cemeteries.
- Occasional woodlands.
- Hedgerow boundaries around medium to large sized fields.
- Mixed land use including agriculture, horticulture and recreational uses.
- Lighting along major roads and in settlements.
- Neglected appearance of some fields and hedgerows.
- Presence of recreation activities both formal and informal, including horse grazed grassland.
- Enclosed character with many areas surrounded by urban development on three sides.

Baseline Description

4.8.2 The main land use in this LCT is arable farmland with some areas of improved horse grazed grassland. Fields are medium to large-scale and generally bordered by ditches and hedgerows. Many of the fields have a neglected appearance as a result of reduced management. Cottingham and its surrounding urban fringe landscapes occupy much of the LCT. Willerby Business Park is associated with existing areas of woodland. Horticultural glasshouses, industrial buildings, residential properties, farmsteads and university accommodation are all found in this LCT together with associated infrastructure including roads, railways, pylons and communications masts.

4.8.3 The diversity of development contributes to the complex appearance of this LCT and in places creates a small-scale, almost intimate

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- Yorkshire Wolds Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. YYW 275 kV overhead line
2. Existing 132 kV overhead line
3. A1079
4. Scarborough to Hull Railway
5. Springhead Park Golf Course
6. Willerby Business Park
7. Thwaite Hall Registered Park and Garden

character to the landscape, which contrasts with the more open farmland.

Key Landscape Value Attributes

4.8.4 The characteristics that contribute to the character of the LCT such as field pattern and hedgerows are fragmented due to the influence of urban development. There are low levels of tranquillity across much of the LCT. The varied landscape pattern and landform imparts a good level of landscape quality, and the area plays an important role separating and providing a setting for settlement. Pockets of the urban fringe maintain their rural character particularly where hedgerow boundaries are intact, and hedgerows have been allowed to grow tall. In places, the integration of the urban edge with the surrounding landscape is good due to areas of woodland cover, and the mature trees associated with the golf courses and gardens.



Farmland separates the settlements of Willerby and Cottingham
Photo © JThomas (cc-by-sa/2.0)

4.8.5 Recreational use and access to the countryside is an important characteristic of the urban edge. Other community uses include allotment gardens, cemeteries and schools. There are few public rights of way but the Trans Pennine Trail and National Cycle Routes 1, 65 and 164 cross the LCT. Cultural features include Thwaite Hall Registered Park and Garden (Grade II) and Haltemprice Augustinian Priory.

4.8.6 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **medium**.

Key Landscape Susceptibility Attributes

4.8.7 A proposed overhead line would add to the influence of existing infrastructure but would not fundamentally alter the quality and character of this landscape, which has a mix of rural and urban character and low levels of tranquillity. The landscape setting and views to and from the historic elements and features in the landscape are susceptible to visual intrusion.

4.8.8 Based on the above and the judgements made against factors listed in landscape susceptibility table below, the susceptibility of the landscape within the study area to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.8.9 The landscape within this LCT would not be directly affected by construction or operation of the proposed overhead line. The LCT lies 650 m to the south of the LoD at its closest point.

Construction

4.8.10 There would be no direct effects on the landscape within LCT 17. Indirect effects would include slightly increased visual disturbance from construction activities to the north of the LCT, however there is limited intervisibility due to vegetation and the larger buildings in this part of the LCT. Taller equipment including cranes may be perceptible, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary. The works would also be seen in the context of the existing 400 kV overhead line.

4.8.11 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be very small. Taking account of the **medium** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 17 would be **negligible adverse (not significant)**.

Operation - Year 1

4.8.12 There would be no direct effects on the landscape of LCT 17 from the presence of the proposed overhead line as it lies outside the character area. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT as the Project would only be seen distantly and in combination with the existing 400 kV overhead line and 132 kV overhead line, both of which are in closer proximity to the LCT.

4.8.13 It is anticipated that there would be no change on the landscape during operation and therefore **no effect**.

Mitigation

4.8.14 The main form of embedded mitigation in Route Section A is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

4.8.15 The presence of the proposed overhead line would continue to have **no effect** on the landscape within this LCT, as described for Year 1.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **medium**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

4.9 LCT 23: Humber Banks

Context

4.9.1 The part of this LCT within the study area is located along the River Humber around the confluence of the Rivers Ouse and Trent in Route Sections A and B. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- NCA 41: Humber Estuary
- LCA 23A: Brough to Yokefleet Riverbank
- LCA 23B: Blacktoft Sands.

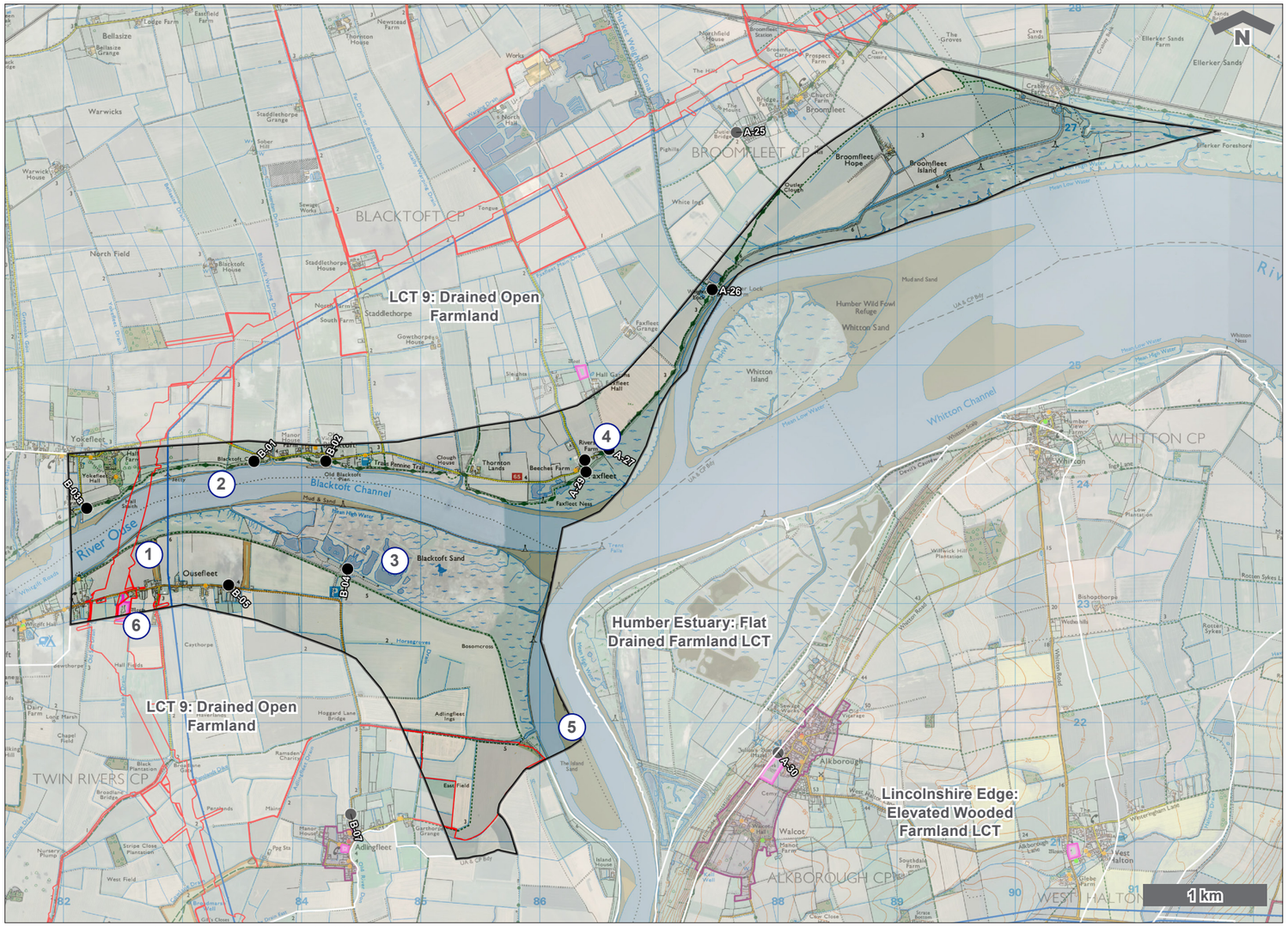
Key Characteristics

- The area is very flat with most of the land below 10 m AOD. Artificial embankments prevent tidal flooding of the surrounding farmland.
- Intertidal landscape of historic importance.
- Tidal reed beds are a unique feature within the LCTs assessed.
- Broad river corridors with grazed grass embankments.
- Extensive views across the river and adjoining low-lying farmland, particularly from top of the embankments.
- Embankment vegetation adds to habitat diversity and contrasts with the arable farmland.
- The navigable River Humber has a steady flow of traffic.
- No large-scale industry to detract from tranquil and isolated character.
- Wind turbines and pylons are prominent skyline elements.

Baseline Description

4.9.2 This LCT is located where the Rivers Ouse, and the section known as the Blacktoft Channel, and River Trent meet before broadening out to become the Humber Estuary. The landscape is dominated by the rivers and the artificial embankments that protect the neighbouring farmland from flooding. The dominant land use is arable farmland with its large scale rectilinear field patterns and grazing close to the river. Blacktoft Sands is a nature reserve managed by the Royal Society of the Protection of Birds (RSPB). The nature reserve includes Whitton Sand, a series of sand bars that provides valuable habitat for wildfowl.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4ZQ 400 kV overhead line
2. River Ouse/Blacktoft Channel
3. Blacktoft Sands RSPB Reserve
4. Trans Pennine Trail
5. River Trent
6. Hall Garth Moated Site

4.9.3 Settlement comprises the small villages of Yokefleet (on the edge of the LCT), Blacktoft and Faxfleet. The Market Weighton Canal enters the river Humber south of Broomfleet

4.9.4 The landscape is characterised by occasional, widely dispersed farmsteads which reinforces the sense of remoteness and isolation. Access to villages and farmsteads is limited to small country lanes and private tracks, further enhancing the area's remote character. This landscape is dynamic, constantly changing with the tide, weather and time of day. At low tide, mudflats are exposed, while at high tide, large boats slowly navigate the River Ouse and River Humber, adding to the area's ever-changing perceptual qualities.

4.9.5 Detracting features include several large wind farms and pylons associated with multiple overhead lines. The two very tall pylons at the crossing of the River Ouse are prominent skyline features.



The existing 400 kV overhead line crossing the River Ouse from the Trans Pennine Trail

Key Landscape Value Attributes

4.9.6 The River Humber is the unifying feature in the landscape of this LCT and is protected by several important ecological designations (Ramsar, SPA, SAC and SSSI) which contribute to its value and rarity. The Blacktoft Sands RSPB site is the largest area of inter-tidal reedbed in England. The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.



Embankments indicate the location of the River Ouse in the views across the flat farmland

4.9.7 Important historic sites include Hall Garth moated site and Weighton Lock both of which are Scheduled Monuments.

4.9.8 Recreation and tourism are increasingly important in the area. The River Ouse is used by some pleasure craft, and fishing opportunities available along the river corridor contribute to the river's recreational appeal. Blacktoft Sands RSPB Reserve is a popular attraction with and is promoted with brown tourist road signs.

4.9.9 The network of public rights of way includes the Trans Pennine Trail along the river's north bank and National Cycle Route 65. Blacktoft Sands RSPB Reserve is a popular attraction with brown signposts from Goole.

4.9.10 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

4.9.11 This is a flat low-lying landscape which has a very distinctive sense of place due to the presence of the Humber with its riverbanks and riparian habitats. The landscape is generally attractive, remote in places and relatively tranquil due to the low density of development and settlement. A new overhead line would not fundamentally alter the perceptual qualities and character of the landscape across the LCT, but it would locally increase the effects of the existing wind turbines and pylons on views. The sense of remoteness and tranquillity would be further reduced.

4.9.12 The landscape setting and views to and from the historic elements associated with the Garth Hall moated site and Weighton Lock Scheduled Monuments are also susceptible to visual intrusion.

4.9.13 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCT within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

4.9.14 Components of the Project in this LCT include 1.55 km of the proposed overhead line (pylons 4AF77 – 4AF79). This includes the pylons either side of the River Ouse.

4.9.15 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP A-26: View from Trans Pennine Trail at Weighton Lock
- VP A-29: View from Trans Pennine Trail at Faxfleet
- VP B-02: View from Trans Pennine Trail at Blacktoft
- VP B-03: View from Trans Pennine Trail at Yokefleet
- VP B-04: View from Blacktoft Sands
- VP B-05: View from Ousefleet

Construction

4.9.16 The western areas of LCT 23 to the north and south of the River Ouse would be directly affected by construction of the proposed overhead line. Due to the sizes of the crossing pylons, the working areas would be larger than the standard working areas for a pylon and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths and construction access tracks would be short term and reversible.

4.9.17 Little vegetation would require removal within this LCT during construction, much of the area comprises the river and open banks to either side, although some would be required around the 4AF77 working area. Works to trees within this LCT also includes works to prune a veteran tree (T98) near Ousefleet.

4.9.18 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality, and sense of tranquillity/rural isolation, but would be limited to those areas in closer proximity to the Project. Movement of construction vehicles and plant along the road through Ousefleet would introduce some visual disturbance outside the main working areas and construction access tracks.

4.9.19 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within LCT 23. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within LCT 23 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of LCT 9.

Operation - Year 1

4.9.20 The pylons on the proposed overhead line over the River Ouse would be seen on the skyline alongside the existing 400 kV overhead line and would include the river crossing pylons which would be of a similar height to the existing. As the proposed overhead line is not parallel within this LCT, this would extend the influence of overhead lines, locally affecting the character of views and resulting in some loss of scenic quality. The effects would be focussed on the western parts of the LCT only.

4.9.21 There would be indirect effects on the northern parts of the LCT in Route Section A where the proposed overhead line would be visible to the north, but seen in the context of the existing 400 kV overhead line which would remain closer and more prominent. The Project would therefore would not fundamentally alter the perceptual qualities and character of the landscape across the northern parts of character area.

4.9.22 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 23 at Year 1 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** for the rest of LCT 23.

Mitigation

4.9.23 The main form of embedded mitigation in Route Section B is to keep the Project close to the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

4.9.24 The following mitigation planting is proposed within this LCT:

- Individual tree planting along the northern side of the road through Ousefleet (Ref 09 an 10). This planting is primarily to filter views toward the river crossing but would add to the vegetation cover within the LCT.

Operation - Year 15

4.9.25 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1. Reinstatement and mitigation planting would be maturing which would help reduce the effects on vegetation cover. Just due to the height of the crossing pylons, there would continue to be an effect on the scenic qualities of the LCT when in close proximity to the Project.

4.9.26 The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD. The magnitude of change would reduce to very small over 500 m from the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within LCT 23 at Year 15 would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** for the rest of LCT.

5. North Lincolnshire

5.1 Lincolnshire Edge: Steep Wooded Scarp Slope LCT

Context

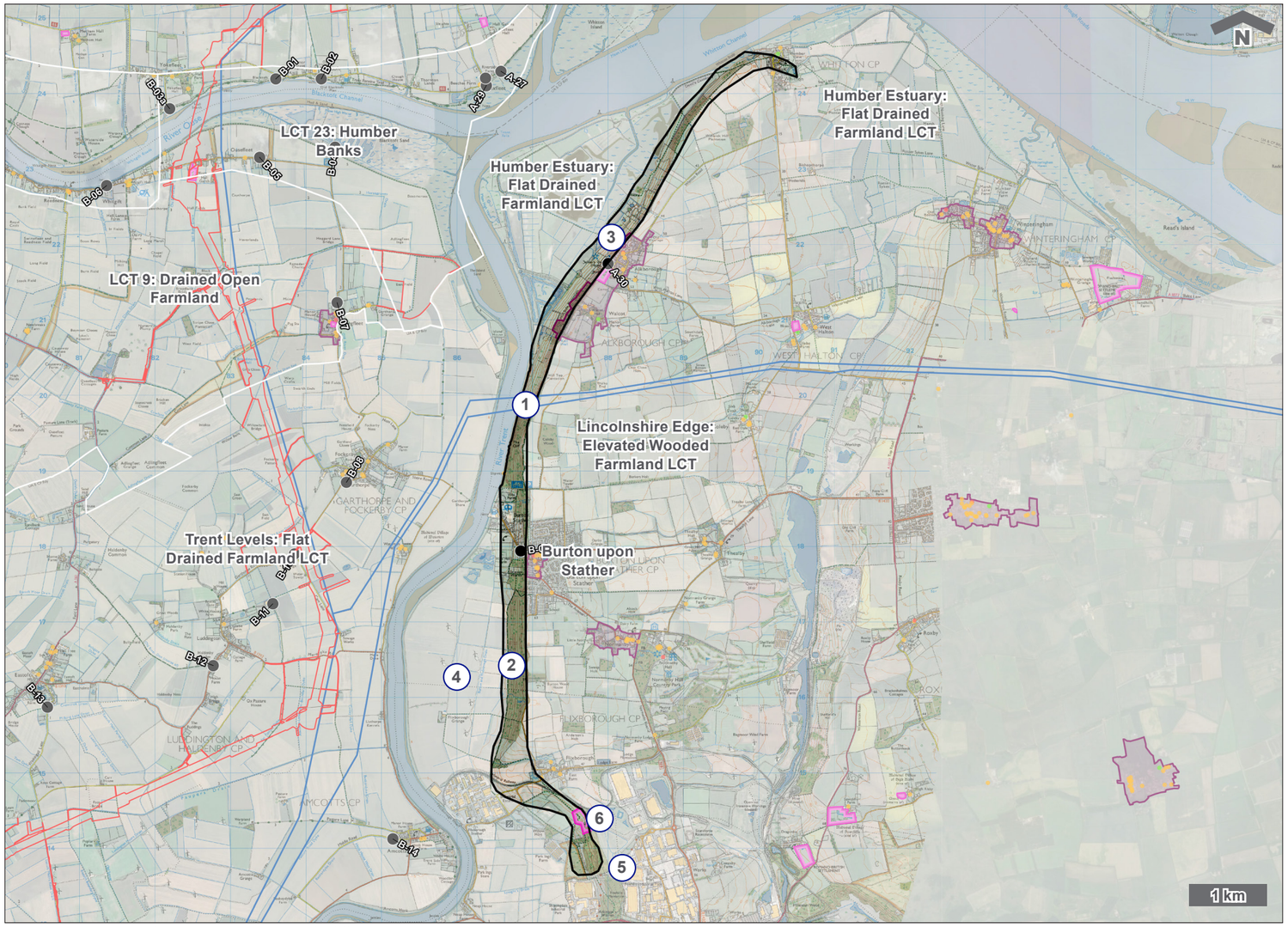
5.1.1 Located wholly within the study area to the east of Route Section B, this LCT is a narrow strip of well vegetated steep scarp slope, locally known as 'The Cliff'. The LCT is covered by the following NCA and LCA:

- NCA 45: Northern Lincolnshire Edge with Coversands
- NCA 39: Humberhead Levels
- LCA: Lincolnshire Edge.

Key Characteristics

- A steep, west-facing scarp slope rising from around 2 m AOD in the Trent Levels to 60 m AOD.
- Extensively wooded, with patches of pasture, scrub, and rough grassland.
- The landscape is intimate in scale, often-enclosed by vegetation, with few local roads and tracks.
- Built development is largely absent from steeper areas, with settlements mainly at the top, except for Burton upon Stather.
- To the north, the scarp runs through Whitton as it tapers to the Humber Estuary.
- Industrial estates at the southern end of the LCT include Flixborough Stather to the west and Foxhills Industrial Estate to the south.
- The public rights of way network follows local roads and often skirts woodland edges.
- The large woodland named The Cliff is north of Burton upon Stather, with similarly sized Burton Wood to the south and an unnamed woodland southwest of Whitton.
- The ecologically rich slope features a mosaic of woodland, scrub, and neutral grassland habitats.
- Cultural heritage includes the Flixborough Saxon nunnery and All Saints medieval church Scheduled Monument, along with the nearby Julian's Bower turf-cut maze at Alkborough.
- The LCT overlaps exists with the Conservation Areas of Alkborough and Burton upon Stather.
- Long views across the Trent Levels and the confluence of the Rivers Trent, Ouse, and Humber.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4KG and 2KN 400 kV overhead lines
2. Burton Wood
3. Julian's Bower
4. Grange Wind Farm
5. Industrial estates
6. Flixborough Saxon nunnery

Baseline Description

5.1.2 This LCT features a prominent west-facing scarp slope, rising steeply from around 2 m AOD in the Trent Levels to 60 m AOD at the top. The slope is ecologically rich with extensive woodland, pasture, scrub, and rough grassland. The landscape feels intimate, enclosed by dense vegetation, with few roads. Settlements are mainly at the top of the slope except for Burton Stather on the banks of the River Trent. The edges of Alkborough and Burton upon Stather provide visual interest as houses, interspersed with vegetation extend across part of the slope. At the shallower northern end, the scarp tapers to the Humber Estuary and runs through the centre of Whitton. At the southern end there are industrial estates on the periphery of the LCT with Flixborough Stather to the west and Foxhills Industrial Estate to the south and southeast. A railway line crosses the LCT, heading east near Flixborough.

5.1.3 From the top of the slope, there are expansive views across the Trent Levels, as well as the confluence of the Rivers Trent, Ouse, and Humber.

Key Landscape Value Attributes

5.1.4 The Lincolnshire Edge features dramatic topography emphasised by the high woodland cover interspersed with small areas of pasture, scrub and rough grassland which all contribute to its scenic quality.

5.1.5 Due to the high woodland coverage, ecological integrity is strong and gives the landscape functional strength overall. Interspersed with the woodland are areas of scrub and neutral grassland which add to the overall ecological diversity. Ecological designations include Phoenix LNR at the very southern end of the LCT. The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

5.1.6 Culturally, the area is noted for its heritage sites, including the Flixborough Saxon nunnery and the Scheduled Monument of All Saints medieval church, located just south of Flixborough. Julian's Bower turf-cut maze Scheduled Monument, while just outside the LCT, is linked to the prominent viewpoint at the top of the scarp slope. The landscape also intersects with the Conservation Areas of Alkborough and Burton upon Stather, enhancing its cultural richness.

5.1.7 The elevated landform affords long-ranging views across the Trent Levels from the top of the slope as well as across the confluence of the River Trent, Ouse and Humber. Wind turbines and overhead lines are present and are prominent in these views. The public right of way network includes the Trent Valley Way.

5.1.8 Based on the above, and the judgement made against the factors in Table A, the value of the LCT within the study area is considered to be **medium**.



The steep wooded scarp slope beyond the River Trent and Grange Wind Farm Photo © Mat Fascione (cc-by-sa/2.0)



Expansive view from promoted viewpoint at Julian's Bower

Key Landscape Susceptibility Attributes

5.1.9 The area's distinctive character arises from its dramatic landform and wooded character, which contrasts strongly with the flat low-lying valley of the River Trent. Panoramic views out across the Trent Levels from the top of the slope and across the confluence of the Rivers Trent, Ouse and Humber are a key characteristic of this LCT and are vulnerable to intrusion from a new overhead line. However, while a new line would contribute to the existing infrastructure, it would not fundamentally change the overall quality and character of the landscape, which is already affected by views of wind turbines and pylons.

5.1.10 The landscape setting of the Scheduled Monument and views to and from Alkborough and Burton upon Stather Conservation Areas are susceptible to visual intrusion.

5.1.11 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape to a proposed overhead line is considered to be **high**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **medium**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

5.1.12 The landscape within this LCT would not be directly affected by construction or operation of the proposed overhead line. The LCT lies 2.3 km to the east of the LoD at its closest point in Route Section B.

5.1.13 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

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

Construction

5.1.14 There would be no direct construction effects on the landscape within this LCT. Due to the topography, there may be views out from the LCT towards construction of the proposed overhead line to the west but would be distant and seen in the context of wide panoramic views. From the majority of the LCT, the works would be barely perceptible due to the high level of vegetation cover with limited consequences for the baseline landscape. From the top of the scarp slope where views allow, works associated with the crossing of the River Ouse may be more noticeable. This would include cranes and taller equipment associated with the construction of the crossing pylons, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary.

5.1.15 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be very small for this LCT. Taking account of the **medium** value and **high** susceptibility, the construction effects of the Project on the landscape within Lincolnshire Edge: Steep Wooded Scarp Slope LCT would be **negligible adverse (not significant)**.

Operation - Year 1

5.1.16 There would be no direct effects on the landscape of this LCT from the presence of the proposed overhead line as it lies outside the character area. The proposed overhead line to the west of the LCT would not fundamentally alter the perceptual qualities and character of the landscape across the character area, the LCT directly affected by two existing overhead lines and the Project being further from the LCT than the existing 400 kV overhead line.

5.1.17 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be very small. Taking account of the **medium** value and **high** susceptibility, the operational effects of the Project on the landscape within the Lincolnshire Edge: Steep Wooded Scarp Slope LCT at Year 1 would be **negligible adverse (not significant)**.

Mitigation

5.1.18 The main form of embedded mitigation in Route Section B is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

5.1.19 The presence of the proposed overhead line would continue to have limited effect on the landscape within this LCT, as described for Year 1. The magnitude of change would remain very small. Taking account of the **medium** value and **high** susceptibility, the operational effects of the Project on the landscape within the Lincolnshire Edge: Steep Wooded Scarp Slope LCT at Year 15 would be **negligible adverse (not significant)**.

5.2 Trent Levels: Flat Drained Farmland LCT

Context

5.2.1 Most of this LCT is within the study area and located either side of the River Trent. It is the largest LCT within the Trent Levels and is located within Route Sections B, C and D. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA: Trent Levels.

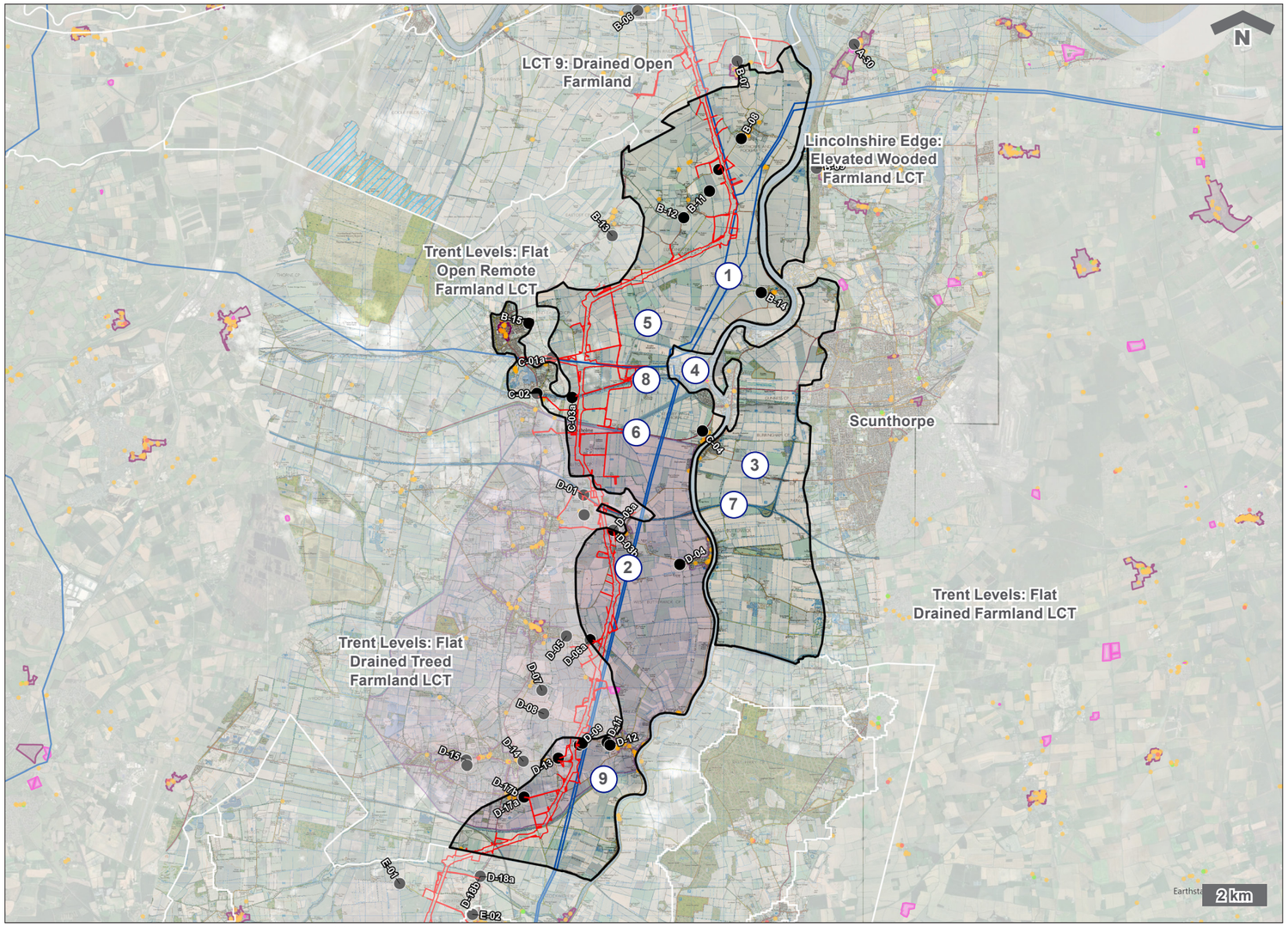
Key Characteristics

- Expansive, flat, low-lying farmland flanking the embanked River Trent.
- West bank of the Trent and south of the A18 to Warping Drain is part of the ASHLI and includes evidence of relic strip farming.
- Intensive arable farmland with pockets of grassland and grazing marsh.
- The few field boundary hedgerows are tightly clipped and fragmented.
- Many of the dykes and drains are Local Wildlife Sites (LWS).
- Sparse tree cover, with shelterbelts around farmsteads and settlements.
- Occasional field trees break the expansive views.
- Central area bisected by M180, A18, rail lines, and Stainforth and Keadby Canal, which provide distant enclosure.
- Roads are located to the edge of the area or follow the River Trent, with smaller lanes and tracks edged by field drains crossing the floodplain.
- Views to the east and west are enclosed by rising land.
- Multiple overhead lines dominate the skyline, converging at Keadby Power Station.
- Windfarms north of Keadby Power Station and Flixborough, and pockets of industrial and wharfside development along the Trent disrupt views.

Baseline Description

5.2.2 This LCT consists of expansive, flat farmland flanking the River Trent, lying just 1–2 m AOD and protected by raised flood embankments. Arable farming dominates, with scattered pockets of grassland and grazing marsh. Tree cover is sparse, with small enclosures around farmsteads and settlements. Occasional field trees break the wide

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Isle of Axholme ASHLI
- Thorne and Crowle Moors Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4ZQ and 4KG 400 kV overhead line
2. 4TM and ZDA 400 kV overhead line
3. Existing 132 kV overhead line
4. Keadby Power Station
5. Keadby Wind Farm
6. A18
7. M180
8. Keadby Canal
9. Warping Drain and Ferry Drain

views, while the few field boundary hedgerows are typically tightly clipped and fragmented. Dykes and drains, many recognised as LWS divide the fields. Pockets of strip farming survive on the west bank of the river and are characteristically open as these areas have never been planted with hedgerows.

5.2.3 Settlements, often obscured by tree cover, are located away from the flood embankments. From a distance it is the tree cover that defines the presence of settlements within the open landscape, rather than the buildings themselves. Roads follow the edges of the area or the River Trent, with small lanes and tracks crossing the open floodplain, often edged by field dykes and drains. A central belt is intersected by transport infrastructure, including the M180, A18, rail lines and the Stainforth and Keadby Canal, which creates a sense of enclosure with its raised embankments.

5.2.4 Wind turbines, concentrated to the north and west of the river, form a semi-continuous horizon, while industrial and wharfside developments along the river introduce a sense of urban development, especially when seen in closer proximity.



Keadby Windfarm with Keadby Substation on the skyline

Key Landscape Value Attributes

5.2.5 The landscape has been heavily altered by modern farming practices and flood defence schemes. Intensive arable farming with its open fields and large scale modern farm units has resulted in the almost total loss of landscape structure, leaving the open floodplain areas lacking in tree and hedgerow cover with only scattered pockets of grassland and grazing marsh occurring in locations such as Gunness Common, Butterwick Hale and Keadby Common. Some ecological connectivity is maintained through a network of field drains and dykes, many recognised as LWS due to their diverse aquatic flora. The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape

5.2.6 The west bank of the Trent, south of the A18 to Warping Drain, falls within the Isle of Axholme ASHLI. Pockets of strip farming persist here, remaining open as they were never enclosed by hedgerows.



Overhead lines are visible throughout the LCT, and the water tower at Garthorpe is also a distinctive element

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

5.2.7 The rising scarp slope provides visual enclosure to the east, while elevated land to the west creates distant enclosure. These views are interrupted many wind turbines to the north of Keadby Power Station and east of the river near Flixborough, forming a semi-continuous horizon of turbines. Pylons are also prominent, particularly where multiple overhead lines converge at Keadby. Industrial and wharfside developments along the River Trent further detract from the landscape's character.

5.2.8 The few public rights of way include the Trent Valley Way and The Peatlands Way.

5.2.9 Based on the above, and the assessments made against the factors in Table A, the value of the LCT within the study area is considered to be **high**. This is mainly due to the Isle of Axholme ASHLI, which acknowledges the character and heritage of the landscape to the west of the river.

Key Landscape Susceptibility Attributes

5.2.10 The area's distinctive character arises from its flat landform, openness and sense of remoteness. The landscape offers high visibility, but the long views towards the rising land of the Trent valley sides are interrupted and dominated by the many wind turbines and pylons within the valley. Therefore, while a proposed overhead line would contribute to the existing infrastructure, it would not fundamentally change the overall quality and character of the landscape.

5.2.11 The landscape of Isle of Axholme ASHLI as well as the surviving areas of strip farming systems are susceptible to further visual intrusion and erosion of their historically open character.

5.2.12 The landscape setting and views from Crowle Conservation Area are susceptible to visual intrusion.

5.2.13 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape to a proposed overhead line is considered to be **medium**. This is mainly due to the susceptibility of the landscape within the Isle of Axholme ASHLI to the west of the river.

Assessment of Effects

5.2.14 Components of the Project in this LCT include 23.91 km of the proposed overhead line (pylons 4AF88 – 4AF130, 4AF136 – 4AF146 and 4AF155 – 4AF168). A number of roads would undergo temporary highway widening to facilitate construction including Meredyke Road (PAR 135), Carr Lane (PAR 42), Washinghall Lane (PAR 41), Bonnyhale Moor Road (PAR 46), East Lound Road (PAR 69), Ferry Road (PAR 72) and Stockwith Road (PAR 73). A main construction compound is located near the diamond duck under.

5.2.15 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP B-08: View from Luddington Road (Garthorpe)
- VP B-11: View from St Oswald Church (Luddington)
- VP B-12: View from Eastoft Road (Luddington)
- 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
- VP C-04: View from A18 (Althorpe)
- VP D-11: View from Church Street (Owston Ferry)
- VP D-13: View from East Lound Road (East Lound)
- VP D-17: View from Ferry Road (Graizelound)

Construction

5.2.16 The Project is located along the western boundary of the LCT, along nearly its entire length so construction activities would be present across a wide area. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible.

5.2.17 Lighting may be required at construction compound during winter months, however lighting 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.

5.2.18 Due to its scattered nature, not all vegetation cover could be avoided during the routeing process and some tree and shrub removal would be required during construction. However, effects of vegetation are quite minimal due to the openness of the LCT.

5.2.19 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity over nearly the entire length of the LCT.

5.2.20 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be large for the areas in the LCT within approximately 1 km of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small over 1 km where there would only be indirect effects and where longer distance views from within the LCT would be affected. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within Trent Levels: Flat Drained Farmland LCT would be **major adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** over 1 km.

Operation - Year 1

5.2.21 North of Keadby in Route Section B, the proposed overhead line would predominantly be seen alongside the existing 400 kV overhead line. This would slightly extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. As the Project runs parallel to the existing 400 kV overhead line, the scale of change is reduced and the overall character of the landscape within this part of the LCT would remain largely unchanged.

5.2.22 In Route Section C near Crowle and Ealand, the proposed overhead line would be seen in the context of the existing ZDA overhead line, which would be modified with a diamond duck under and associated gantries. The proposed overhead line would spread the amount of infrastructure within the LCT which would result in loss of scenic quality.

5.2.23 To the south of the M180 in Route Section D, the proposed overhead line would predominantly be seen alongside the two existing 400 kV overhead lines within this LCT. Being close to the existing overhead lines limits the extent of the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. The scale of change is reduced and the overall character of the landscape within the southern parts of the LCT would remain largely unchanged.

5.2.24 It is anticipated that the effect on the landscape would be adverse during operation. For the areas in Route Sections B and D which run parallel with the existing 400 kV overhead lines, the magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km from the LoD

5.2.25 Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Drained Farmland LCT at Year 1 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

5.2.26 For the areas in Route Section C which are away from the existing 400 kV overhead lines, the magnitude of change would be large for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km where the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Drained Farmland LCT at Year 1 would be **major adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

Mitigation

5.2.27 The main form of embedded mitigation in Route Sections B and D is to keep the Project parallel with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape.

5.2.28 The following mitigation planting is proposed within this LCT:

- Tree planting on field boundary to the south of 4AF93 to mitigate for loss of trees between 4AF93 and 4AF94 (Ref 11)
- Tree planting on field boundary to south of 4AF116 to mitigate for loss of trees between 4AF116 and 4AF117 (Ref 12)
- Tree planting to the west of Hollingsworth Lane adjacent 4AF138 to mitigate for loss of trees between 4AF137 and 4AF138 (Ref 17 and 18)
- Hedgerow and tree planting on field boundary to west of 4AF142 to mitigate for loss of trees between 4AF142 and

4AF143 (Ref 19)

- Woodland planting to west of 4AF156 to mitigate for loss of trees between 4AF155 and 4AF157 (Ref 21)
- Woodland planting to the south of Ferry Road south of 4AF158 to mitigate for loss of trees between 4AF158 and 4AF159 (Ref 22)
- Native scrub planting to the north and south of Warping Drain to mitigate for loss of vegetation between 4AF161 and 4AF162 along Warping Drain (Ref 23, 24 and 25)
- Woodland planting to east of Station Road near 4AF166 to mitigate for loss of vegetation along the railway between 4AF166 and 4AF167 (Ref 26)

Operation - Year 15

5.2.29 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1.

5.2.30 For the areas in Route Sections B and D which run parallel with the existing 400 kV overhead lines, the magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km where the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Drained Farmland LCT at Year 15 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

5.2.31 For the areas in Route Section C which are away from the existing 400 kV overhead lines, the magnitude of change would be large for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km where the Project. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Drained Farmland LCT at Year 15 would be **major adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

5.3 Trent Levels: Flat Drained Treed Farmland LCT

Context

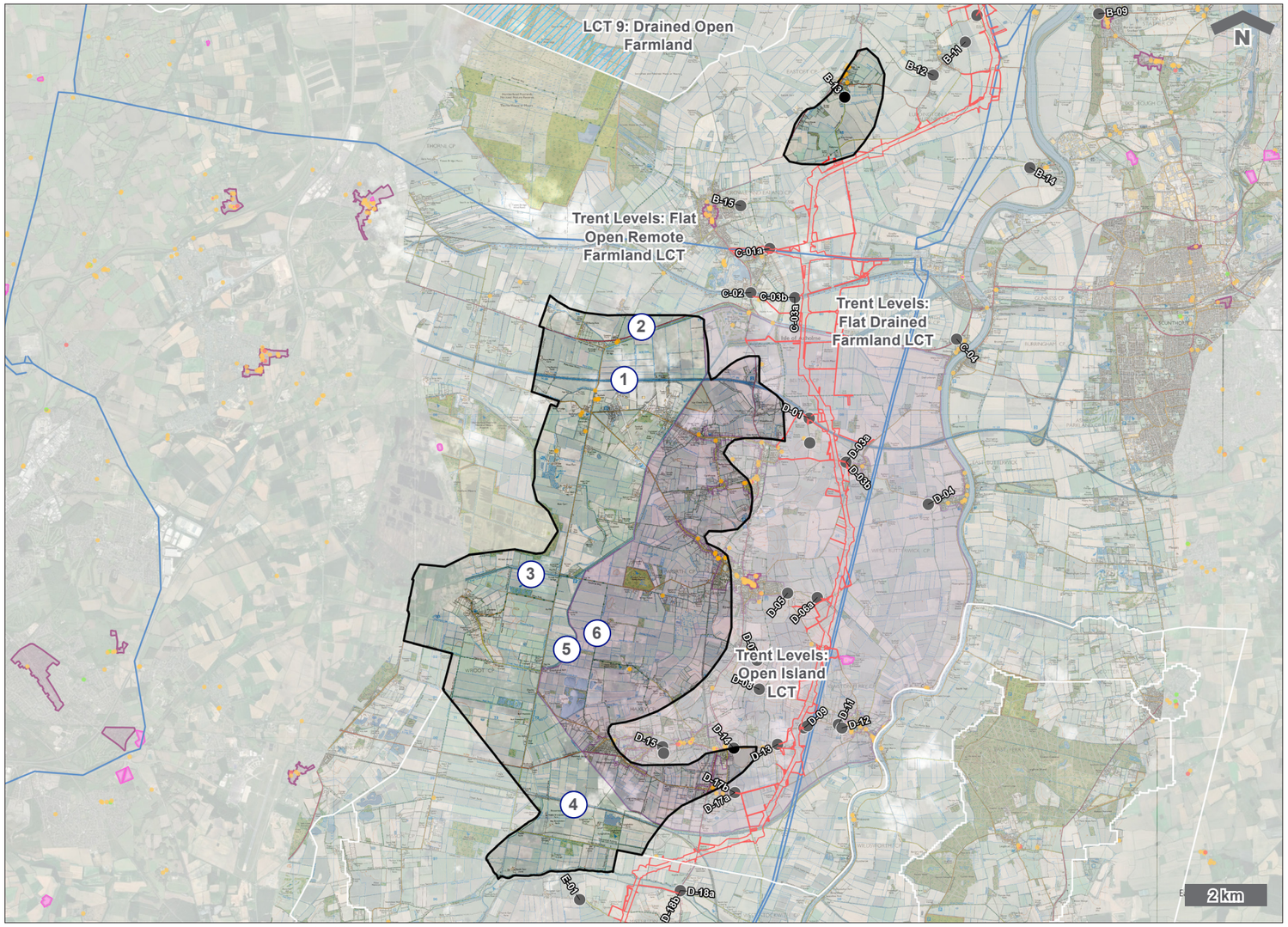
5.3.1 This LCT occurs in two distinct geographical areas both of which are included in the study area, a smaller area around Eastoft in Route Section B and a larger area west of Epworth, extending from Route Section C south to the River Idle Mother Drain in Route Section D. The larger area lies west of Epworth and extends from a short distance beyond the A18 south to the tree lined banks of the River Idle Mother Drain. A small 'satellite' area is located around the village of Eastoft, which is located to the northeast of Crowle. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA: Trent Levels.

Key Characteristics

- Flat topography, varying between 0-5 m AOD.
- Level and expansive arable landscape which is generally open although with longer views often contained by landform and tree cover.
- Tree belts around settlements, pockets of woodland, and the surrounding Hatfield Moors (outside the LCT) create a relatively well-treed landscape, particularly to the west.
- Settlements such as Eastoft are mostly linear and situated on slightly raised areas, with scattered farmsteads.
- The southern LCT lies within the Isle of Axholme ASHLI, with gently rising land creating visual enclosure and notable landmarks.
- Large, regular fields with few hedgerows but frequent boundary trees and woodland copses.
- Small pockets of early enclosed land and turbary landscape.
- Straight, slightly elevated roads edged by drainage ditches and with abrupt changes of direction are common in the southern LCT but around Eastoft, roads are more sinuous.
- Field boundaries generally indistinct or defined by ditches, occasionally more visibly defined by unmanaged and gappy hedgerows, boundary trees or berms.
- Views out from the LCT are affected by wind turbines, overhead lines and large farm units.
- Some areas feel more open due to industry for example at Sandtoft.
- Wetlands/open water created through sand and gravel extraction.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Isle of Axholme ASHLI
- Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. M180
2. A18
3. River Torne
4. Warping Drain
5. South Engine Drain
6. Peatlands Way

Baseline Description

5.3.2 The LCT is defined by its flat terrain, large geometric fields, straight embanked rivers and ditches, and expansive skies. In some areas, particularly near settlements, field boundaries are hedged, but they are more commonly marked by straight, well-maintained ditches and occasional large dykes such as Lister Dyke and Eastoft Main Parish Drain. Modern farming practices have led to the removal of boundaries, consolidating smaller enclosures into larger fields.

5.3.3 The landscape has an open quality despite a high tree cover due to the nearby Thorne and Hatfield Moors, wooded turbaries, shelterbelts, and planting around quarries and motorways. The rising land of the Isle of Axholme forms a distinctive eastern horizon, with landmarks such as water towers, windmills, and church spires.

5.3.4 Settlement consists of scattered farms, including large agricultural buildings, and the villages of Eastoft, Sandtoft, and parts of Epworth and Belton. These are often linear and include historic farms on the main street, infilled with more recent development. Surrounding them are irregular fields of early enclosed land with occasional green lanes.



Epworth Turbary, a word that describes the ancient right to cut turf or peat for fuel, and now a LNR Photo © Chris (cc-by-sa/2.0)

5.3.5 Although the LCT comprises mainly arable farmland, there are pockets of industrial development, notably around Sandtoft, where there is also a small airfield. Former and active sand and gravel extraction sites, often bordered by trees are now areas of open water. The M180 motorway has a localised impact in the north of the area.

Key Landscape Value Attributes

5.3.6 Much of the farmland has been heavily altered by modern farming practices and flood defence schemes. The large regular field pattern has few hedgerows, but relatively frequent boundary and field trees and woodland copses. Several of the Hatfield Chase ditches are designated as SSSI for their habitats supporting aquatic and emergent plants. Haxey and Epworth turbaries are designated SSSI and LNRs. Langholme Wood is designated as a LNR. There are no designations within the LCT around Eastoft. The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

5.3.7 The larger area of this LCT is partly within the Isle of Axholme ASHLI. The strong sense of history in this landscape is enhanced by the presence of historic settlements, churches, farms, roads, field patterns and sites. There are also small pockets of moorland allotments, early enclosed land and turbary landscape.

5.3.8 Unlike the neighbouring Flat Drained Farmland LCT, this LCT retains small areas of woodland, and boundary and woodland copse tree cover which contains longer views and provide a sense of enclosure.

5.3.9 Discordant elements include the large modern farm units and the wind turbines which lie outside the LCT but are prominent in views. Active aggregate extraction at Greenholme Bank Quarry and the former site at Langholme Farm are both well-screened by vegetation.

5.3.10 Based on the above and the judgements made against the factors listed in Table A, the value of the LCT within the study area is considered to be **high**. This is mainly due to the value of the Isle of Axholme ASHLI, which acknowledges the character and heritage of the landscape found on the eastern edge of the southern part of this LCT.



The River Torne
Photo © Jonathan Thacker (cc-by-sa/2.0)

Key Landscape Susceptibility Attributes

5.3.11 The landscape's open farmland and strong sense of place make it highly susceptible to overhead line development. Introduction of pylons would affect the strong horizontal form of the landscape.

5.3.12 The historic landscape, views towards the Isle of Axholme, and the wooded horizon of Hatfield Moors are vulnerable to visual intrusion from new overhead line development. Prominent ridge-top landmarks including the windmills, water towers, and churches within the LCT, and in views from surrounding farmland, are especially sensitive to new developments.

5.3.13 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCA within the study area to a proposed overhead line is considered to be **high**. This is mainly due to the susceptibility of the landscape within the Isle of Axholme ASHLI on the eastern edge of the southern part of this LCT.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

5.3.14 The landscape within this LCT would not be directly affected by operation of the proposed overhead line. During construction, an area of water vole mitigation is located within this LCT.

5.3.15 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP B-13: View from Washinghall Lane (Eastoft)
- VP D-14: View from East Lound Road (Haxey)

Construction

5.3.16 There would be very limited direct effects on the landscape within this LCT. An area of water vole mitigation located to the south of Eastoft near 4AF112. This is the only direct effect on the LCT. Indirect effects would include visual disturbance from construction activities to the south and east of the LCT. The further south, the more limited the effects due to an increase in vegetation cover and more undulating landform which reduces intervisibility. Taller equipment including cranes may be perceptible, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary.

5.3.17 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be small. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within Trent Levels: Flat Drained Treed Farmland LCT would be **minor adverse (not significant)**.

Operation - Year 1

5.3.18 There would be no direct effects on the landscape of this LCT from the presence of the proposed overhead line as it lies outside the character area. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT, although the Project would be seen in closer proximity than the existing 400 kV overhead line.

5.3.19 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be small. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within the Trent Levels: Flat Drained Treed Farmland LCT at Year 1 would be **minor adverse (not significant)**.

Mitigation

5.3.20 The main form of embedded mitigation in Route Sections B and D is to keep the Project parallel for as long as possible with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. The exception in Route Section B is the presence of Keadby Windfarm where the Project routed to the west of the turbines. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

5.3.21 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1. The magnitude of change would remain small. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within the Trent Levels: Flat Drained Treed Farmland LCT at Year 15 would be **minor adverse (not significant)**.

5.4 Trent Levels: Flat Open Remote Farmland LCT

Context

5.4.1 The part of this LCT within the study area is located to the north and west of Crowle on the boundary of Lincolnshire with the East Riding of Yorkshire in Route Sections B and C. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA: Trent Levels.

Key Characteristics

- Flat topography with very little variation, between 0-5 m AOD.
- Arable farmland with fields defined by a network of straight drainage ditches.
- Little settlement apart from scattered farmsteads and limited access across much of LCT.
- Woodland within the Humberhead Peatlands NNR contains longer views to the west.
- Areas of medieval strip farming system around Crowle and Crowle Commons.
- The elevated alignment of the railway line and Stainforth and Keadby Canal creates a distinct, albeit false boundary to the south.
- An existing pylon line follows the railway line and canal.
- Scenic quality and sense of remoteness have been eroded by pylons and the windfarm to the west of Medge Hall.
- Large agricultural buildings around Crowle do not detract from tranquil and isolated character.

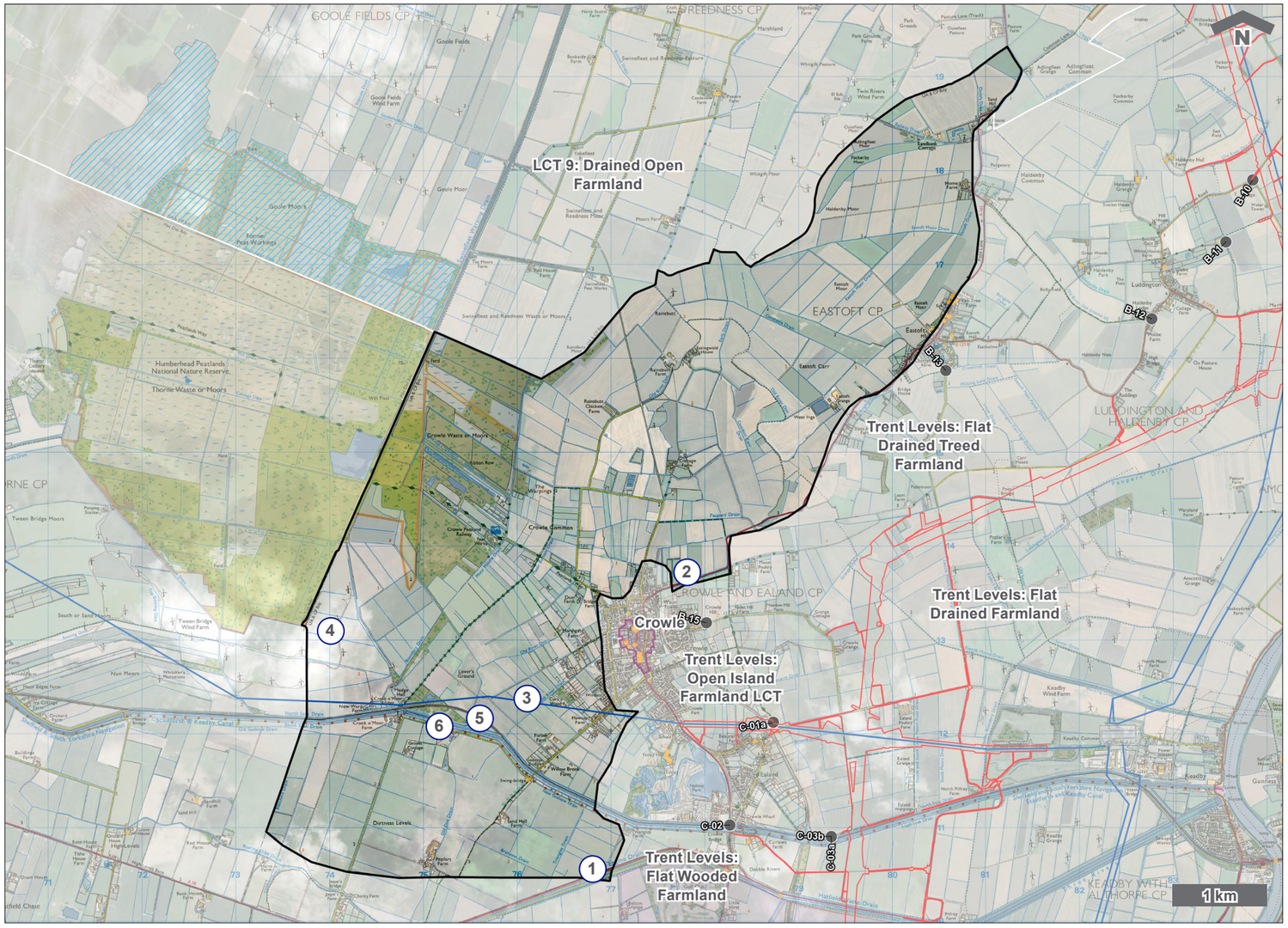
Baseline Description

5.4.2 This LCT is defined by its flat topography, large geometric arable fields, straight embanked rivers and ditches, straight roads, and expansive skies. Settlement consists of scattered farmsteads along the western edges of Eastoft and Crowle.

5.4.3 Remnants of the medieval strip farming system forming part of the Moorland Allotments and known as the Crowle Ribbons, is found around Crowle and Crowle Common. This system transformed areas of former peat extraction into farmland and contributes to the distinctive landscape.

5.4.4 The sense of openness varies from north to south. North of Eastoft, expansive views dominate due to the near absence of tree and

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Important Landscape Area
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. A18
2. A161
3. ZDA 400 kV overhead line
4. Tween Bridge Moor Wind Farm
5. Knottingley to Hull Railway
6. Stainforth and Keadby Canal

hedgerow cover, with well-maintained drainage ditches creating intricate networks across the fields, although they remain visually subtle. Moving south, tree cover increases, enclosing easterly views with the settlement of Crowle and the rising land beyond. A similar enclosure occurs to the west, formed by the woodlands of the Thorne and Crowle Moors, along with broadleaf woodlands around Medge Hall.

5.4.5 Just south of Medge Hall, the elevated railway line and Stainforth and Keadby Canal run east to west, adding to the enclosure with their embankments. Beyond the canal and railway, the LCT opens up again, restoring expansive views.

5.4.6 Few roads cross the area, and access to farms is typically via private tracks.



The Stainforth and Keadby Canal and railway line
Photo © Christine Johnstone (cc-by-sa/2.0)

Key Landscape Value Attributes

5.4.7 This LCT features a flat, low-lying, and large-scale agricultural landscape. Its quality is considered good, reflecting a strong sense of place and the historical significance of its land use patterns, as seen in its peat remains, drainage structures, and field systems.

5.4.8 The westernmost part of the LCT is within Thorne and Crowle Moors, an area of former peat extraction designated as SSSI, SPA, and SAC. The Moors are also part of the wider Humberhead Peatlands NNR and together with the Hatfield Moors are one of the largest lowland raised bogs in Britain.

5.4.9 Although it feels remote, peaceful, and largely inaccessible today, the Moors have been exploited for peat since at least the medieval period. Evidence of the medieval strip farming system, known as the Crowle Ribbons, can be found around Crowle and Crowle Common. This system converted former peat extraction areas into strip farming and is closely associated with the edge of Thorne and Crowle Moors.

5.4.10 The LCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

5.4.11 The Humberhead Peatlands NNR has waymarked trails and parking facilities and is crossed by the Peatlands Way. Elsewhere recreational access is more limited.

5.4.12 Based on the above and the judgements made against the factors listed in Table A, the value of the LCT within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

5.4.13 The landscape possesses a strong character due to the scale and simplicity of its features, including the flat topography and large rectilinear fields. While a new overhead line would contribute to the existing infrastructure, it would not fundamentally change the overall quality and character, which is already impacted by views of wind turbines and pylons. Other aspects of the landscape that are susceptible to the Project include the natural environment, Humberhead Peatlands NNR, and the medieval strip fields.



The Peatland Way on Crowle Moors
Photo © Jonathan Thacker (cc-by-sa/2.0)

5.4.14 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCA within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

5.4.15 The landscape within this LCT would not be directly affected by construction or operation of the proposed overhead line. The LCT lies 920 m to the west of the LoD for the proposed overhead line at its closest point in Route Section B.

Construction

5.4.16 There would be no direct effects on the landscape within this LCT. Indirect effects would include slightly increased visual disturbance from construction activities to the east of the LCT, however there is limited intervisibility due to vegetation and settlements along the A161 including Eastoft, Crowle and Ealand. Taller equipment including cranes may be perceptible, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary.

5.4.17 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be very small. Taking account of the **high** value and **medium** susceptibility, the construction effects of the Project on the landscape within Trent Levels: Flat Open Remote Farmland LCT would be **negligible adverse (not significant)**.

Operation - Year 1

5.4.18 There would be no direct effects on the landscape of this LCT from the presence of the proposed overhead line as it lies outside the character area. The introduction of a proposed overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT, although the Project would be seen in closer proximity than the existing 400 kV overhead line.

5.4.19 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be small. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within the Trent Levels: Flat Open Remote Farmland LCT at Year 1 would be **minor adverse (not significant)**.

Mitigation

5.4.20 The main form of embedded mitigation in Route Section B is to keep the Project parallel for as long as possible with the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape. The exception in Route Section B is the presence of Keadby Windfarm where the Project routed to the west of the turbines. As there are no direct effects within this LCT, no reinstatement of vegetation is required and no additional landscape mitigation is proposed.

Operation - Year 15

5.4.21 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1. The magnitude of change would remain small. Taking account of the **high** value and **medium** susceptibility, the operational effects of the Project on the landscape within the Trent Levels: Flat Open Remote Farmland LCT at Year 15 would be **minor adverse (not significant)**.

5.5 Trent Levels: Flat Wooded Farmland LCT

Context

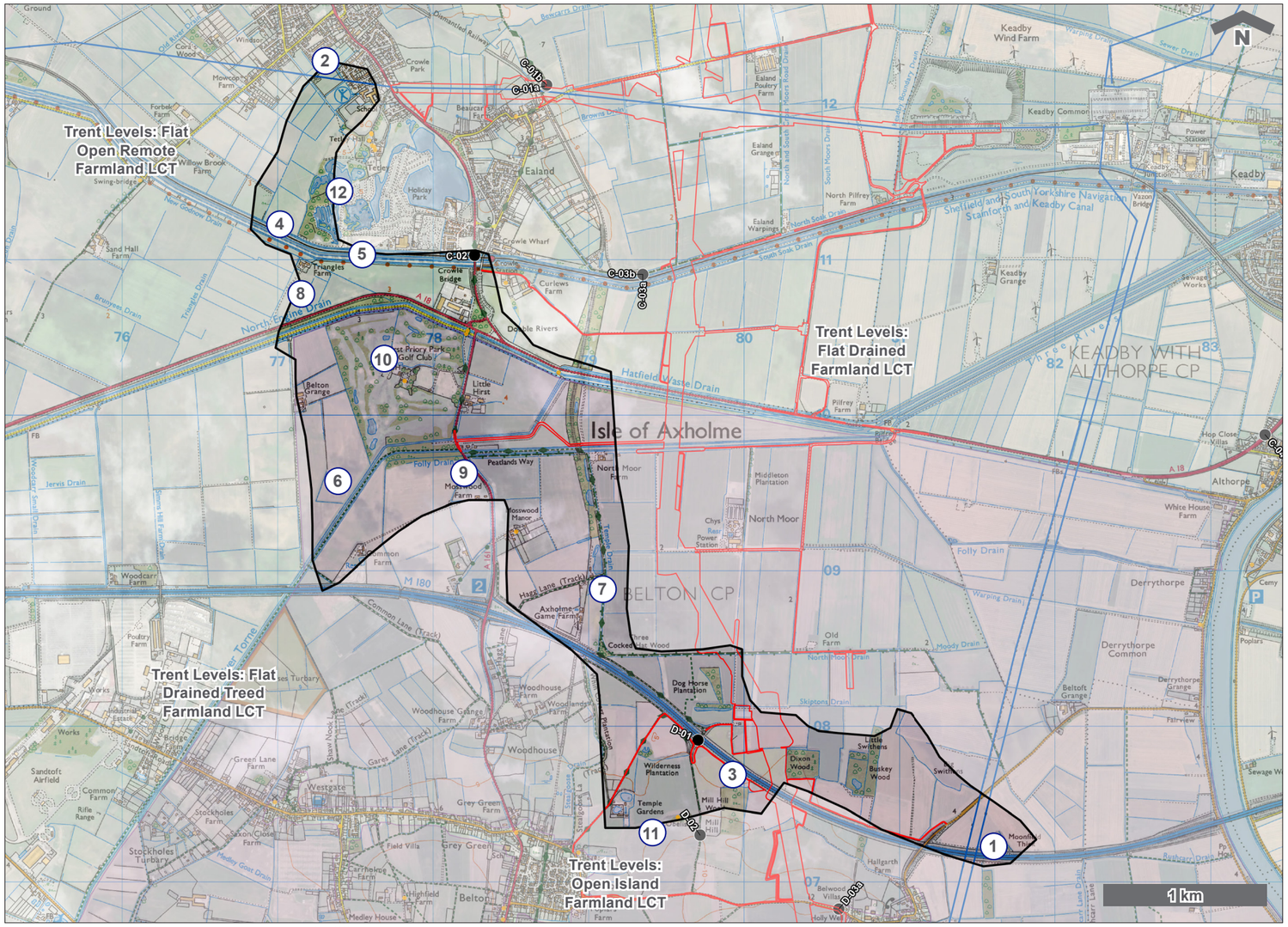
5.5.1 This small, narrow LCT extends from Crowle, near the western edge of 7 Lakes Country Park, then widens slightly as it continues south, encompassing Hirst Priory and Belton Grange. It is located in Route Section C and D. Around Mosswood Grange, it follows the sweep of the M180, briefly crossing the motorway to include woodland northeast of Belton. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA: Trent Levels.

Key Characteristics

- Flat, artificially drained land mostly below 5 m AOD.
- High woodland cover encloses a mix of pasture, grassland, and open arable fields with few hedgerows. Tree-lined avenues are a common feature.
- Minimal settlement comprises mainly scattered farmsteads.
- Key transport routes include the South Humberside railway, A18, M180 (east-west), and A161 (north-south).
- Remnants of earlier transport, including the former Crowle to Belton railway embankment, are located between Hatfield Waste Drain and the M180.
- Large man-made waterways include the Stainforth and Keadby Canal, Hatfield Waste Drain, and the River Torne, South Engine Drain and Folly Drain to the south of Hirst Priory.
- Hatfield Waste Drain and a section of South Engine Drain are designated as part of the Hatfield Chase Ditches SSSI. Many other drains are LWS.
- Much of the LCT is within the Isle of Axholme ASHLI.
- The Peatlands Way runs through this LCT and is well-connected to surrounding footpaths.
- Woodland along the M180 embankments and around 7 Lakes Country Park has a notable presence.
- Tree-lined avenues flank roads, drainage channels and former railways.
- Parkland at Hirst Priory and Temple Bellwood further influences the landscape.

Location Map



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Key

- Conservation Area
- Listed Building:
  - Grade II
- Isle of Axholme ASHLI
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. ZDA and 4TM 400 kV overhead lines
2. ZDA 400 kV overhead line
3. M180
4. Railway
5. Keadby Canal
6. River Torne/South Engine Drain
7. Peatlands Way
8. A18
9. A161
10. Hirst Priory
11. Temple Bellwood
12. 7 Lakes Country Park

Baseline Description

5.5.2 This LCT is characterised by enclosed farmland with mainly deciduous woodlands, some of which are amongst of the oldest in North Lincolnshire. These enclose a mix of pasture, grassland, and medium-sized arable fields. Hedgerows are either clipped and patchy or overgrown with intermittent tree cover. Tree-lined avenues are a distinctive feature, flanking roads, drainage channels, and former railway corridors.

5.5.3 Although much of the LCT is within the Isle of Axholme ASHLI, historic features are less prominent than in other LCT. Major transport infrastructure includes the South Humberside rail line, A18, M180, and A161. Maturing woodland around the M180 embankments and around the nearby landscape of 7 Lakes Country Park strongly influences the character of the LCT, with diverse tree species contributing to the area's character. The remnant parkland at Hirst Priory and Temple Bellwood adds time depth to the landscape.

5.5.4 Several large waterways, including the Stainforth and Keadby Canal, Hatfield Waste Drain, and River Torne, and a network of smaller drains cross the area. Despite the presence of two prominent overhead lines which cross the eastern end of the LCT, away from the influence of the main roads, the landscape retains a rural quality.



View from the Peatlands Way as it crosses the M180

Key Landscape Value Attributes

5.5.5 The LCT is within the Isle of Axholme ASHLI although the historic features are less noticeable than in other LCT. The historic landscape of Hirst Priory and Temple Bellwood parkland landscapes contribute to local landscape character. The landscape benefits from significant drainage engineering, similar to neighbouring floodplain areas, but retains a less intensively farmed appearance.



Footpath between South Engine Drain and the River Torne
Photo © Neil Theasby (cc-by-sa/2.0)

5.5.6 The condition of the landscape is moderate, with medium sized fields defined by tightly clipped and patchy, or overgrown hedgerows and small pockets of broadleaved woodland. Ecological connectivity is good. A section of South Engine Drain and the whole of the Hatfield Waste Drain are part of the Hatfield Chase Ditches SSSI. Many of the other drains are LWS. Crowle Borrow Pits SSSI overlaps the LCT.

5.5.7 The area is part of the Humberhead Levels Nature Improvement Area, which aims to develop a major multi-functional wetland landscape. The Peatlands Way runs through the centre of this LCT and is connected to a small public rights of way network. Hirst Priory Golf Course and 7 Lakes Country Park also add recreational value.

5.5.8 The presence of transport infrastructure and overhead lines which cross the easternmost boundary of the LCT detract from the otherwise rural character.

5.5.9 Based on the above and the judgements made against the factors listed in Table A, the value of the LCT within the study area is considered to be **high**. This is partly due to the value of the Isle of Axholme ASHLI, which acknowledges the character and heritage of the landscape across much of the LCT.

Key Landscape Susceptibility Attributes

5.5.10 The historic landscape, with its semi-enclosed mix of pastures, grassland, and arable fields, together with views towards the tree-lined horizons of the Isle of Axholme, is highly susceptible to visual intrusion from overhead line development. The parkland landscapes of Hirst Priory and Temple Bellwood are particularly vulnerable. Other susceptible features include the rural character, enhanced by woodland cover and tree-lined avenues, which could be diminished by the presence of new overhead lines, especially if vegetation is lost. However, these same woodlands and trees also offer potential to screen and filter views of a new overhead line.

5.5.11 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCT within the study area to a proposed overhead line is considered to be **high**. This is partly due to the semi-enclosed area of arable farmland, parkland and village fringe landscapes associated with the Isle of Axholme ASHLI.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

5.5.12 Components of the Project in this LCT include 920 m of the proposed overhead line (pylons 4AF131 – 4AF133). A stone construction access track linking the main construction areas to the A161 would also be located within this LCT.

5.5.13 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP C-02: View from the Peatlands Way (A161 at Crowle)
- VP D-01: View from the Peatlands Way (M180 crossing)

Construction

5.5.14 An area within the LCT between North Moor Drain and the M180 would be directly affected by construction of the proposed overhead line in Route Section D. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths and construction access tracks would be short term and reversible.

5.5.15 A small amount of vegetation removal would be required on field boundaries, routeing has avoided the bigger woodland blocks within this LCT.

5.5.16 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality, but would be limited to those areas in closer proximity to the Project. Movement of construction vehicles and plant along A161 would introduce some visual disturbance outside the main working areas and construction access tracks. There may also be views out from the LCT towards construction of the proposed overhead line to the east, however, the works would be barely perceptible with limited consequences for the baseline landscape. Taller equipment including cranes may be perceptible, however equipment would only be present at each pylon location for a short period of time and the effects would be temporary.

5.5.17 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within the LCT. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within Trent Levels: Flat Wooded Farmland LCT would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of the LCT.

Operation - Year 1

5.5.18 The pylons on the proposed overhead line to the north of the M180 would be seen in the context of two existing 400 kV overhead lines which cross the eastern part of this LCT. However, as the existing overhead lines are 1.3 km to the east, the Project would extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. The M180 already affects the tranquillity in the vicinity of the Project. As the Project runs along the eastern boundary of the LCT, the indirect effects of the Project would be seen from much of the LCT between Ealand and the M180.

5.5.19 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km from the Project. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Wooded Farmland LCT at Year 1 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

Mitigation

5.5.20 The following mitigation planting is proposed within this LCT:

- Woodland planting to south of M180 adjacent to Mill Hill Wood to mitigate for loss of trees between 4AF133 and 4AF134 along the M180 (Ref 13)

Operation - Year 15

5.5.21 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT. The magnitude of change would remain medium for the areas in the LCT within approximately 1 km of the LoD and small for the rest of the LCT. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Flat Wooded Farmland LCT at Year 15 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

5.6 Trent Levels: Open Island Farmland LCT

Context

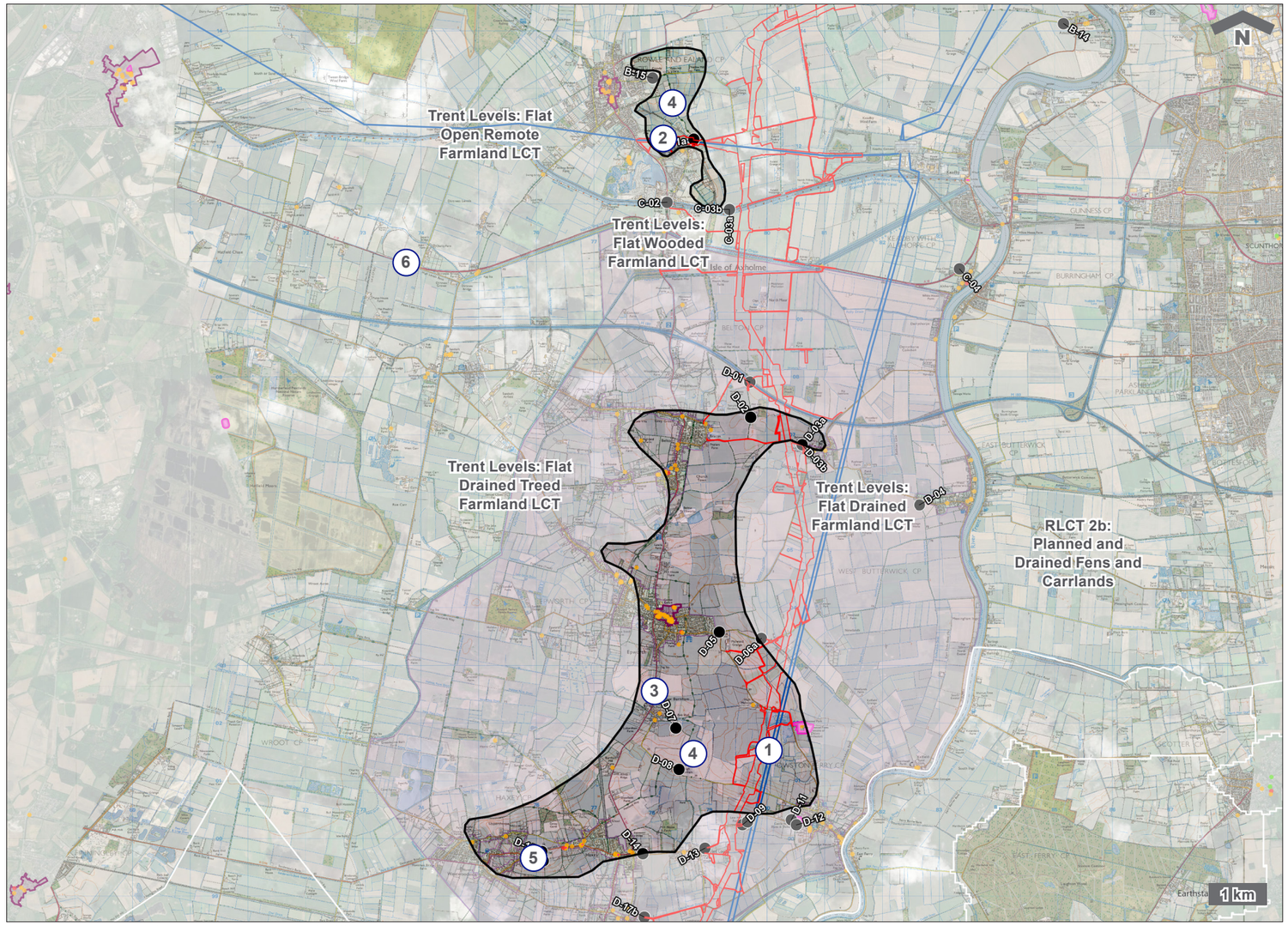
5.6.1 This LCT is found in two distinct areas, to the north of Ealand in Route Sections B and C and to the south of the M180 in Route Section D. The larger area, located south of the M180, extends from Belton in the north to Haxey in the south. The smaller area lies to the north of the M180, starting near the Stainforth and Keadby Canal and extending northward past the eastern edges of Ealand and Crowle, before tapering back to the lower-lying landscape adjacent to the A161 on the outskirts of Crowle. The LCT is covered by the following NCA and LCA:

- NCA 39: Humberhead Levels
- LCA: Trent Levels.

Key Characteristics

- Gently undulating landform ranging from 5-40 m AOD, forming an 'island' above lower-lying areas.
- Both parts of the LCT are part of the Isle of Axholme ASHLI, which features medieval open strip fields at its core, surrounded by early enclosed fields.
- The strip fields lack physical boundaries but create a distinctive ‘striped’ landscape, contrasting with the smaller hedged fields around the perimeter.
- Tree cover is limited to settlements and occasional woodland.
- The combination of historic influences and the high tree cover around the settlements creates a well-structured intimate landscape.
- Sandy, free-draining land does not require complex drainage systems, contributing to the area's unique character.
- The old ridge road (now the A161) links the historic villages to the market town of Epworth.
- A network of winding lanes connects farms and smaller settlements.
- The embankment of the former railway line from Crowle to Haxey Junction runs through both parts of the LCT.
- Linear strips of deciduous and inappropriate evergreen planting highlight the former rail route and border some strip fields.
- Prominent ridge-top buildings, such as windmills, water towers, and churches, serve as local landmarks.
- The former aggregate extraction at Low Melwood was set in a

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Isle of Axholme ASHLI
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4KG and 4TM 400 kV overhead lines
2. ZDA 400 kV overhead line
3. A161
4. Peatlands Way
5. Haxey Water Tower
6. A28

topographical depression, minimising visual impact. The Belton Household Recycling Centre is similarly screened by woodland.

- Views from the LCT are affected by development, including wind farms, overhead lines, and large farm units.

Baseline Description

5.6.2 Both parts of this LCT within the study area feature open arable fields and gently undulating landform with local hillocks and ridges, creating elevated 'islands' in a flat landscape. The larger area, south of the M180, extends from Belton to Haxey, while the smaller area is north of the M180 and extends between the Stainforth and Keadby Canal and the A161 on the Crowle fringes. The larger is part of the Isle of Axholme ASHLI, reflecting the region's well-preserved historic landscape which includes settlements, churches, farms, roads, field patterns, and sites such as the motte and bailey castle at Owston Ferry and the medieval priory at Melwood (Scheduled Monument).



The slight rises in landform allow for long distance views which contain overhead lines

The old ridge road (now the A161) connects the historic villages, including Haxey and Belton with the market town of Epworth, while a network of winding tree-lined lanes contrasts with the straight roads on the surrounding lower lying land. Prominent landmarks, including windmills and water towers, enhance views from surrounding areas.

5.6.3 The larger area is more densely populated than the northern area, with some of Crowle extending into the LCT. Overall, this LCT is the most diverse in the Trent Levels, combining expansive views across the arable landscape with more intimate enclosed pockets of historically important land surrounding the settlements. Both areas appear as low wooded ridges in views from the surrounding lowlands, with the water tower on Crowle Hill a local landmark.

Key Landscape Value Attributes

5.6.4 The larger area within this LCT is within the Isle of Axholme ASHLI and is rich with historic influences. Although much of the nationally important medieval strip farming system has diminished due to farm intensification and locations where strips have been fenced to provide pastures for horses, remnants can still be seen, particularly along ridges and surrounding the villages. Side slopes consist of historic enclosures, more irregularly patterned and bordered by hedgerows. Together with the high tree cover, these create a well-structured intimate landscape with high tree cover around settlements. The historic settlement of Epworth contains a Conservation Area. These and the churches, farms, and sites such as the medieval priory at Melwood (Scheduled Monument) further enhance the area's historic significance.

5.6.5 A 1.6 km section of the former railway embankment from Crowle to Haxey Junction is part of the Axholme Line



The water tower at Haxey is a prominent feature on elevated landform
Photo © Alan Murray-Rust (cc-by-sa/2.0)

LNR. The LCT lies within the Humberhead Levels Nature Improvement Area, promoting a multi-functional wetland landscape.

5.6.6 The larger area of this LCT has a dense network of public rights of way, while the smaller area has few footpaths but is crossed by the Peatlands Way.

5.6.7 Based on the above and the judgements made against the factors listed in Table A, the value of the LCT within the study area is considered to be **high**. This is partly due to the value of the Isle of Axholme ASHLI, which acknowledges the character and heritage of the landscape across much of the LCT.

Key Landscape Susceptibility Attributes

5.6.8 The Isle of Axholme has a very distinctive character and a strong sense of place. Long views from the slightly elevated terrain means that it is vulnerable to visual intrusion from new developments over a wide area. A new overhead line development would affect these views but would not necessarily alter the quality and character of the historic landscape within the LCA. The is because the landscape is already affected by the presence of nearby windfarms and the overhead lines, which run through the southeastern part of the larger of the two areas and stay in close proximity to the eastern edge of the LCT throughout. These influence the elevated views out from the LCT towards the east. The landscape setting and views to and from Epworth Conservation Area and the medieval priory at Melwood (Scheduled Monument) are susceptible to new overhead line development.

5.6.9 Prominent ridge-top buildings including windmills, water towers

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

and churches provide landmarks both within the LCA and in views from the surrounding farmland. These views are highly susceptible to visual intrusion.

5.6.10 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the LCA within the study area to a proposed overhead line is considered to be **high**.

Assessment of Effects

5.6.11 Components of the Project in the northern part of the LCT include the works to reconductor existing ZDA 400 kV overhead line (pylons ZDA115 – ZDA117).

5.6.12 Components of the Project in the southern part of the LCT include 3.13 km of the proposed overhead line (pylons 4AF134 – 4AF153 and 4AF147 – 4AF153). Temporary highway widening would be undertaken on Belton Road (PAR 57) and Melwood Hill (PAR 63).

5.6.13 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP C-01: View from edge of Ealand
- VP D-02: View from Peatlands Way (near Belton)
- VP D-05: View from Newlands Lane (Epworth)
- VP D-07: View from Low Burnham
- VP D-08: View from Peatlands Way (High Burnham)
- VP D-14: View from East Lound Road (Haxey)
- VP D-15: View from Haxey Water Tower

Construction

5.6.14 The northern area of this LCT near Crowle and Ealand in Route Section C would be directly affected by the modifications to the ZDA 400 kV overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working during reconductoring. The effects of works areas, together with the associated bellmouths and construction access tracks would be short term and reversible. As works are to an existing overhead line, there would be limited effects on vegetation.

5.6.15 The indirect effects on the landscape resulting from the construction activities associated within the diamond duck under would include a loss of scenic quality, but would be limited to those areas in closer proximity to the Project. Movement of construction traffic along Outgate would introduce some visual disturbance outside the main working areas and construction access tracks.

5.6.16 The southern area of this LCT to the south of the M180 in Route Section D would be directly affected by construction of the proposed overhead line. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible. A veteran tree (T168) would require pruning works but would be retained.

5.6.17 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 500 m of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small between 500 m and 1 km where the main change would be from the presence of construction traffic within the LCT. The magnitude would be very small elsewhere within the LCT. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within Trent Levels: Open Island Farmland LCT would be **moderate adverse (significant)** for those areas within 500 m of the LoD, reducing to **minor adverse (not significant)** between 500 m and 1 km and **negligible adverse (not significant)** for the rest of the LCT.

Operation - Year 1

5.6.18 In the northern part of this LCT near Crowle and Ealand in Route Section C, the ZDA overhead line would appear as it did before reconductoring, the existing pylons being retained. The pylons on the proposed overhead line to the east of the LCT and the diamond duck under with its associated gantries would result in loss of scenic quality, the Project being much closer to this LCT than existing overhead lines. As the Project runs along the eastern boundary of the LCT, the indirect effects of the Project would be seen from much of the LCT between the A161 and North Soak Drain.

5.6.19 In the southern part of this LCT, the pylons on the proposed overhead line pass over higher ground at Melwood. Pylons would be seen on the skyline alongside two existing 400 kV overhead lines compounding the effects of the overhead lines, but limiting the spread of infrastructure within the LCT. This would slightly extend the influence of overhead lines within the LCT, locally affecting the character of views and resulting in some loss of scenic quality. As the Project runs parallel to the existing 400 kV overhead line, the scale of change is reduced and the overall character of the landscape within this LCT would remain largely unchanged.

5.6.20 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km from the Project. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Open Island Farmland LCT at Year 1 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

Mitigation

5.6.21 The main form of embedded mitigation in Route Section D is to keep the Project close to the existing 400 kV overhead line to minimise the spread of infrastructure in the landscape, particularly as this LCT comprises the majority of the Isle of Axholme ASHLI.

5.6.22 The following mitigation planting is proposed within this LCT:

- Woodland planting to west of 4AF150 to mitigate for loss of trees between 4AF148 and 4AF151 (Ref 20)

Operation - Year 15

5.6.23 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT. The magnitude of change would remain medium for the areas in the LCT within approximately 1 km of the LoD and small for the rest of the LCT. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape within Trent Levels: Open Island Farmland LCT at Year 15 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** for the rest of the LCT.

6. East Midlands

6.1 RLCT 2b: Planned and Drained Fens and Carrlands

Context

6.1.1 This RLCT extends across nearly the full width of the study area south of West Woodside and Owston Ferry in Route Sections D and E.

6.1.2 The RLCT is covered by the NCA 39: Humberhead Levels and is classed as Group 2: Fenland and Fenland Margins in the East Midlands Region Landscape Character Assessment (East Midlands Landscape Partnership, 2010).

6.1.3 Relevant Bassetlaw Landscape Character Assessment (Bassetlaw District Council, 2009) Policy Zones are Idle Lowlands Policy Zones 01, 02 and 03.

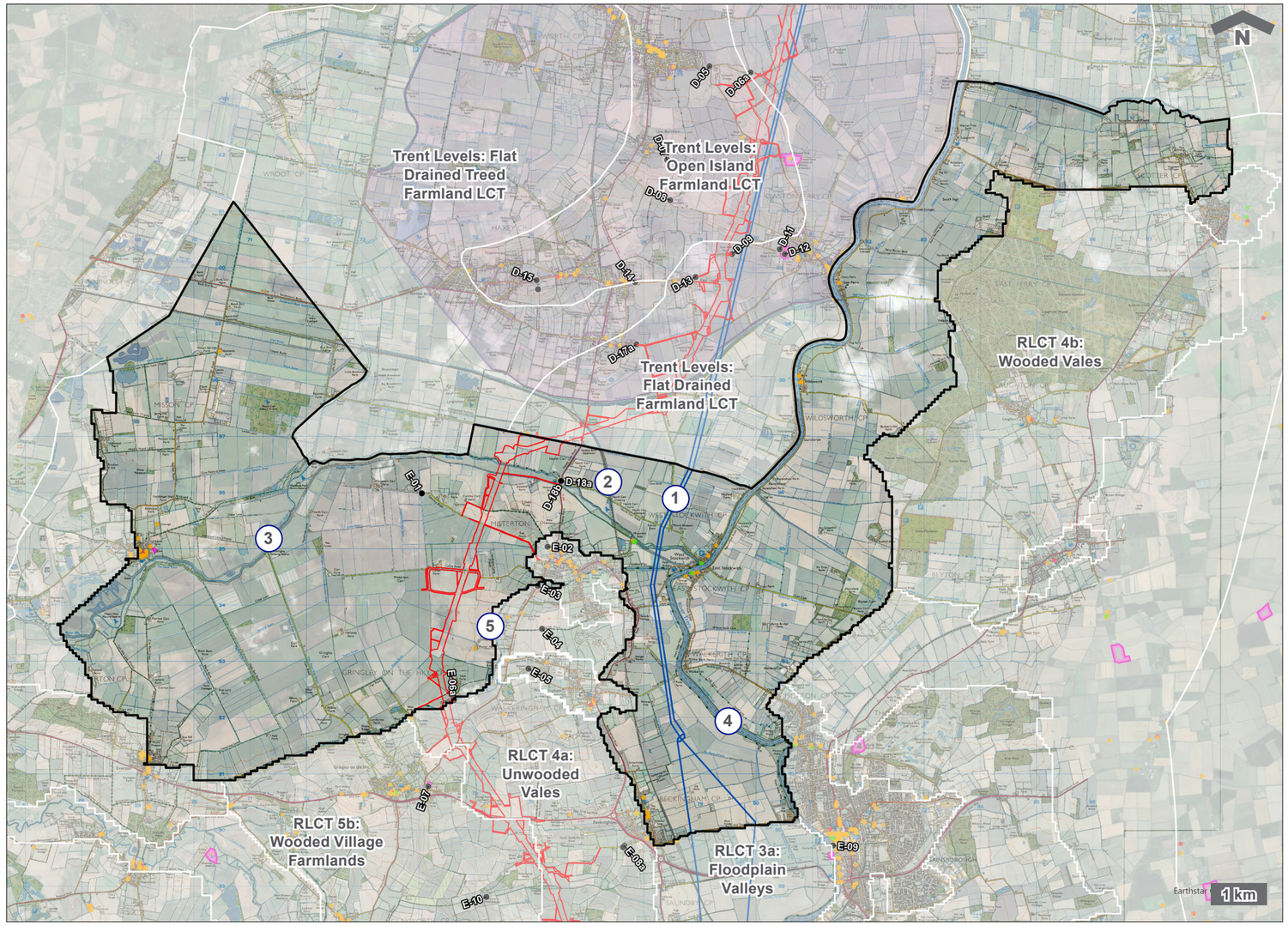
Key Characteristics

- Low-lying terrain often at or below sea level and simple land uses create visual unity and a strong sense of identity.
- Large, open flat farmland affords long views to distant horizons beneath vast skies.
- Historic landscape patterns are underpinned by a complex history of drainage and enclosure.
- Canalised rivers, drains, and ditches create rigid geometric patterns and have historically influenced the pattern of roads and settlements.
- Sparse settlement of isolated farms and linear villages, mostly brick buildings with tile roofs, reinforcing uniformity.
- Biodiversity interest with SSSIs associated with the River Idle.
- The arable crops create seasonal variations in colour and texture.
- Expansive, sparsely settled areas evoke a strong sense of remoteness.
- Large farm units and piecemeal roadside development with light industrial uses, such as garages, are eroding the sense of remoteness and causing localised visual intrusion.
- Overhead lines east of Misterton and Walkeringham are a discordant element.

Baseline Description

6.1.4 This RLCT has a strong landscape character and visual unity shaped by its low-lying terrain and simple land uses. The open arable farmland provides expansive, uninterrupted views toward distant horizons under vast skies, emphasising the landscape's scale and simplicity.

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Isle of Axholme ASHLI
- 5 km Study Area
- Existing 400 kV Overhead Line
- Order Limits

Notes

1. 4TM and ZDA 400 kV overhead line
2. Doncaster to Gainsborough railway
3. River Idle/Mother Drain
4. River Trent
5. Chesterfield Canal

6.1.5 Centuries of water management, including the canalisation of the River Idle and straightening of streams, have created a geometric pattern of fields defined by a network of drainage channels and ditches, allowing widespread use of the productive soils for arable farming. Agricultural intensification has led to the removal of hedgerows. Tree cover is limited to shelterbelts and plantations near farmsteads, and often comprises fast-growing conifers often planted around settlements.

6.1.6 Settlement consists of scattered, mainly isolated farms and linear groups of residential properties along the roads. Villages such as East Stockwith, West Stockwith, and Walkerith are positioned along the banks of the River Trent, highlighting their connection to the region's waterways. More recent piecemeal development along roads and pockets of light industrial uses such as garages, are eroding the sense of remoteness and causing localised visual intrusion. The industrialised nature of modern farming practices has led to a proliferation of large farm buildings, which reduce the sense of remoteness and create further visual intrusion. Overhead lines to the east of Misterton and Walkeringham further diminish the landscape's open character and introduce visual clutter.



The Chesterfield Canal forms the boundary of this RLCT, the Cuckoo Way and Trent Valley Way following the towpath

Key Landscape Value Attributes

6.1.7 This rural landscape has strong visual unity and identity, shaped by its low-lying terrain and predominantly intensive arable farmland. This focus on agriculture has left limited areas of biodiversity, although some remnant semi-natural habitats mainly along the River Idle, designated as SSSIs. Other semi-natural habitats are highly fragmented within the vast expanses of intensively managed farmland.

6.1.8 Although the RLCT has few designated historic sites aside from Conservation Areas in West and East Stockwith, the landscape reflects centuries of complex drainage and field enclosure.

6.1.9 The RLCT is in the Humberhead Levels Nature Improvement Area, a Natural England initiative which seeks to develop a major multi-functional wetland landscape.

6.1.10 The public rights of way network is limited, although the Trent Valley Way and Cuckoo Way follow the Chesterfield Canal.

6.1.11 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **medium**.

Key Landscape Susceptibility Attributes

6.1.12 Existing overhead lines cross the area east of Misterton and Walkeringham, and while these detract from the scenery, they do not diminish the farmland's integrity or the area's overall character. Introducing a new overhead line would not fundamentally alter the rural character that defines the landscape. However, it would be an additional skyline feature, disrupting the expansive rural vistas that define this area and affecting both scenic quality and the remote, tranquil character. Other aspects of the landscape that are susceptible to the Project include the wider landscape setting of Misterton and the landscape setting of the Conservation Areas, which are particularly vulnerable to visual intrusion.

6.1.13 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **medium**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

6.1.14 Components of the Project in this RLCT include 5.6 km of the proposed overhead line (pylons 4AF170 – 4AF184). Cornley Road (PAR 77) would undergo temporary highway widening to facilitate construction. A temporary satellite construction compound would be located north of Misterton off Tindale Bank.

6.1.15 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- 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-06a: View south from the Chesterfield Canal

Construction

6.1.16 The Project is located towards the centre of the RLCT to the west of Misterton. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible. A satellite construction compound would be located north of Misterton accessed from Tindale Bank.

6.1.17 Lighting may be required at construction compound during winter months and at the crossing of the Chesterfield Canal where night time working may be required, however lighting 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.

6.1.18 Due to its scattered nature, not all vegetation cover could be avoided during the routeing process and some tree and shrub removal would be required during construction. This would include removal of trees within the former Misterton Golf Club and trees to the north of the Chesterfield Canal. However, effects of vegetation are limited due to the general openness of the LCT. A veteran tree (T184) would require pruning works adjacent the River Idle.

6.1.19 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity. There is little screening across the flat landscape.

6.1.20 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small over 1 km where there would only be indirect effects and where longer distance views from within the LCT would be affected by the presence of taller equipment across the flat and open landscape. The magnitude would be very small within the areas to the east of the existing 400 kV overhead lines. Taking account of the **medium** value and **medium** susceptibility, the construction effects of the Project on the landscape within RLCT 2b Planned and Drained Fens and Carrlands would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** over 1 km. Effects on the areas to the east of the existing 400 kV overhead lines would be **negligible adverse (not significant)**.

Operation - Year 1

6.1.21 The pylons on the proposed overhead line would be seen across the flat fen and carrlands landscape. As the proposed overhead line is not parallel within this LCT, this would extend the influence of overhead lines, locally affecting the character of views and resulting in loss of scenic quality. These effects would be focussed on the western parts of the LCT only.

6.1.22 There would be indirect effects on the northeastern and eastern parts of the LCT where the proposed overhead line would be visible to the west, but seen in the context of two existing 400 kV overhead lines which would remain closer and more prominent. The slightly elevated areas around Misterton and Walkeringham also help to limit the indirect effects from the lower areas along the River Tent. The Project would therefore would not fundamentally alter the perceptual qualities and character of the landscape across the eastern parts of character area.

6.1.23 It is anticipated that the effect on the landscape would adverse be during operation. The magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km from the Project. The magnitude would be very small within the areas to the east of the existing 400 kV overhead lines. Taking account of the **medium** value and **medium** susceptibility, the operational effects of the Project on the landscape within RLCT 2b Planned and Drained Fens and Carrlands at Year 1 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** in areas over 1 km from the Project. Effects on the areas to the east of the existing 400 kV overhead lines would be **negligible adverse (not significant)**.

Mitigation

6.1.24 The following mitigation planting is proposed within this LCT:

- Tree planting on field boundary to south of 4AF172 to mitigate for loss of trees between 4AF172 and 4AF173 (Ref 27)
- Hedgerow with tree planting on field boundary to west of 4AF174 and to the north of Cornley Road to mitigate for loss of trees between 4AF173 and 4AF174 (Ref 28)
- Woodland planting to north of access to Leys Farm and 4AF184 to mitigate for loss of trees along the Project (Ref 29 and 31).

Operation - Year 15

6.1.25 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1.

6.1.26 The magnitude of change would be medium for the areas in the LCT within approximately 1 km of the LoD. The magnitude of change would reduce to small over 1 km from the Project. The magnitude would be very small within the areas to the east of the existing 400 kV overhead lines. Taking account of the **medium** value and **medium** susceptibility, the operational effects of the Project on the landscape within RLCT 2b Planned and Drained Fens and Carrlands at Year 15 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** in areas over 1 km from the Project. Effects on the areas to the east of the existing 400 kV overhead lines would be **negligible adverse (not significant)**.

6.2 RLCT 3a: Floodplain Valleys

Context

6.2.1 The part of this large RLCT within the study area covers much of the broad and low-lying River Trent floodplain south of Gainsborough in Route Sections E and F.

6.2.2 The RLCT is covered by the NCA 48: Trent and Belvoir Vales and is classed as Group 3: River Valley Floodplains in the East Midlands Region Landscape Character Assessment (East Midlands Landscape Partnership, 2010).

6.2.3 Relevant Bassetlaw Landscape Character Assessment (Bassetlaw District Council, 2009) Policy Zones are Mid-Nottinghamshire Farmland Policy Zone 02 and Trent Washlands Policy Zones 20-24 and 44-50.

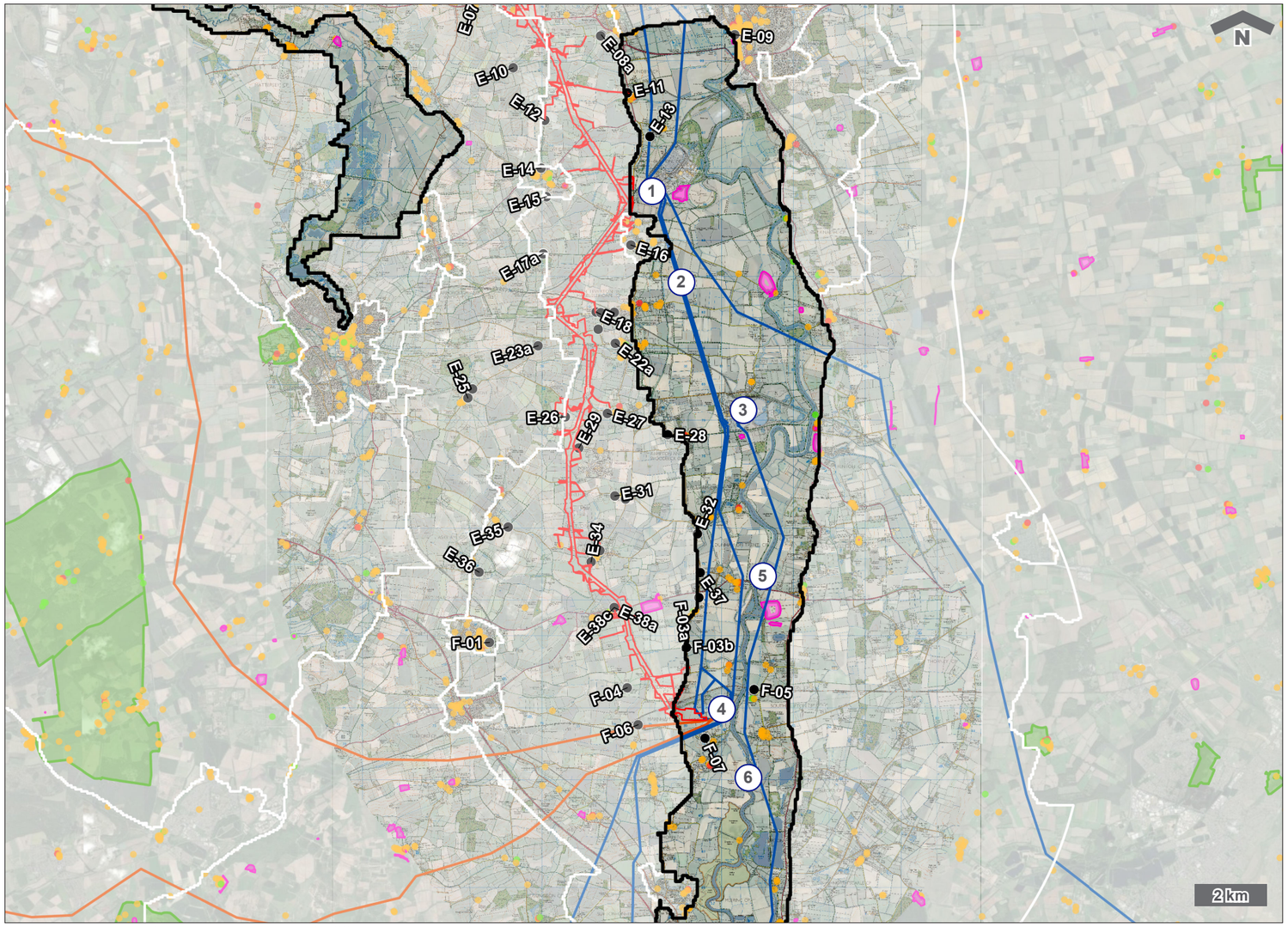
Key Characteristics

- Deep alluvium and gravel deposits cover the underlying bedrock, forming a wide, flat floodplains surrounded by rising land in adjacent landscapes.
- The River Trent channel is heavily managed and bordered by riparian habitats.
- Predominantly arable land with medium to large fields often defined by drainage ditches and roads.
- Some floodplain meadows and wet pastures designated as SSSI.
- Limited woodland cover, with more trees around settlements and on ash disposal sites such as Bole Ings.
- Hedgerow and riverside trees, including alder, willow, and poplar, are key landscape features.
- Sparse settlement and development in rural areas.
- Former power stations and overhead lines follow the Trent Valley and are defining skyline elements.
- Roads and communication routes often define the floodplain's edges.

Baseline Description

6.2.4 The River Trent floodplain features flat, expansive terrain with washlands along its eastern edge. Rising land and woodlands near Gainsborough, one of the river's few crossing points, provide some enclosure. The river course, which has been heavily managed for flood protection and drainage, has elevated flood banks that limit many views. Several villages on slightly higher ground to the west

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. Former West Burton Power Station
2. ZDA and 4VE 400 kV overhead lines
3. Cottam Power Station
4. Existing High Marnham Substation
5. A57/Dunham Toll Bridge
6. River Trent

and east of the floodplain maintain a traditional character and have a higher tree cover.

6.2.5 Arable farming predominates, with large geometric field patterns from the parliamentary enclosure period. Field amalgamation has led to the loss of many hedgerows, creating open farmland often defined by drainage ditches and roads. Where hedgerows remain, trees such as ash, oak, and willow enhance the landscape. Surviving meadowlands retain a pastoral character, with permanent pastures and flood meadows. Although woodland cover is sparse, hedgerow and riverside trees contribute to a perception of a well-treed landscape, particularly at ground level. Recent years have seen scrub and woodland regeneration around ash disposal sites such as Bole Ings.

6.2.6 One of the key influences on the landscape of this RLCT is the range of highly modified and disturbed landscapes created by the former West Burton and Cottam Power Stations and their associated physical and transport infrastructure. The former cooling towers and multiple overhead lines are prominent in the otherwise flat and open landscape.



Former power stations and overhead lines are defining features of this RLCT

Key Landscape Value Attributes

6.2.7 Within the study area, the landscape is largely defined by the distinctive floodplain landscape of large open fields often defined by drainage ditches and roads. Overall, the landscape is in moderate condition, with a coherent pattern of landscape elements. While the area has few designated historic sites aside from Conservation Areas in South Clifton, Girton and Besthorpe, it reflects centuries of complex drainage and field enclosure. The landscape offers long, open views, though these are frequently interrupted by the industrial nature of former power station sites and the multiple overhead lines that follow the Trent Valley in a broadly parallel alignment.

6.2.8 Ecological designations within this area include Lea Marsh SSSI, an important floodplain meadow and wet pasture, and Spalford Warren SSSI to the southeast. LWS include an old Trent oxbow and several drainage dikes. Patches of marginal wetland habitats along the river further enhance biodiversity and the riparian character. The ecological network is of moderate integrity. The area is part of the Humberhead Levels Nature Improvement Area, a Natural England initiative aimed at creating a multifunctional wetland landscape.

6.2.9 The public right of way network includes the Trent Valley Way which follow the River Trent throughout much of this RLCT, and other public rights of way along the river and drains. The highest concentration of footpaths is around Laneham and around Cottam.

6.2.10 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **medium**.

Key Landscape Susceptibility Attributes

6.2.11 The landscape has a large scale and simplicity of its elements and features, including flat topography and large rectilinear fields. While a new overhead line would contribute to the existing infrastructure, it would not fundamentally change the overall quality and character, which is already affected by the former power station sites and associated overhead lines However, it would introduce more pylons into skyline views and affect scenic quality and the tranquillity which is experienced away from the settlements and energy infrastructure. Other aspects of the landscape that are highly susceptible to the Project include the wider landscape setting of the Conservation Areas, which are vulnerable to visual intrusion.

6.2.12 Based on the above and the judgements made against the factors listed in Table B, the susceptibility of the landscape within the study area to a proposed overhead line is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **medium**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **medium**.

Assessment of Effects

6.2.13 Components of the Project in this RLCT include 500 m of the proposed overhead line (pylons 4AF257 – 4AF258 and gantries 4AF259 – 4AF260).

6.2.14 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP E-11: View from Crofthouse Farm (Saundby)
- VP E-28: View from Treswell Road (Rampton)
- VP E-32: View from Dunham Road (Laneham)
- VP E-37: View from Laneham Road (Dunham on Trent)
- VP F-02: View from Main Street (Ragnall)
- VP F-03a: View southeast from Fledborough Beck
- VP F-03b: View west from Fledborough Beck
- VP F-05: View from Fledborough Viaduct
- VP F-07: View from High Marnham

Construction

6.2.15 Only a short section of the proposed overhead line is located within the RLCT at the southern end where it connects to the new substation. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible.

6.2.16 Very little vegetation would be affected within the RLCT, with only minor removal associated with the bellmouth and scaffolding on Fledborough Road.

6.2.17 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity. There is little screening across the flat landscape and construction to the west would be at a slightly higher elevation. However, construction works would be seen at distance and for much of the RLCT in the context of multiple existing 400 kV overhead lines which connect West Burton power station, Cottam power station and High Marham substations.

6.2.18 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be small for the areas in the RLCT within approximately 1 km of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to very small over 1 km where there would only be indirect effects and where longer distance views from within the RLCT would be affected by the presence of taller equipment across the flat and open landscape. Taking account of the **medium** value and **medium** susceptibility, the construction effects of the Project on the landscape within RLCT 3a Floodplain Valleys would be **minor adverse (not significant)** for those areas within 1 km of the LoD, reducing to **negligible adverse (not significant)** over 1 km.

Operation - Year 1

6.2.19 The Project would mainly have indirect effects on this RLCT. The pylons on the proposed overhead line would be seen across the flat floodplain landscape. As the proposed overhead line routes away from the existing overhead lines in the Trent Valley, this would extend the influence of overhead lines, locally affecting the character of views and resulting in loss of scenic quality. These effects would be focussed on the western parts of the RLCT only, in those areas to the west of the existing overhead lines. The Project would therefore would not fundamentally alter the perceptual qualities and character of the landscape across the eastern parts of character area.

6.2.20 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be small for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to very small over 1 km from the Project and in those areas to the east of the existing 400 kV overhead lines. Taking account of the **medium** value and **medium** susceptibility, the operational effects of the Project on the landscape RLCT 3a Floodplain Valleys at Year 1 would be **minor adverse (not significant)** for those areas within 1 km of the LoD, reducing to **negligible adverse (not significant)** in areas over 1 km from the Project including those areas to the east of the existing 400 kV overhead lines.

Mitigation

6.2.21 With the exception of the embedded measures to reinstate vegetation, no additional mitigation is proposed within this RLCT.

Operation - Year 15

6.2.22 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this LCT as described for Year 1.

6.2.23 The magnitude of change would be small for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to very small over 1 km from the Project and in those areas to the east of the existing 400 kV overhead lines. Taking account of the **medium** value and **medium** susceptibility, the operational effects of the Project on the landscape RLCT 3a Floodplain Valleys at Year 15 would be **minor adverse (not significant)** for those areas within 1 km of the LoD, reducing to **negligible adverse (not significant)** in areas over 1 km from the Project including those areas to the east of the existing 400 kV overhead lines.

6.3 RLCT 4a: Unwooded Vales

Context

6.3.1 Much of this large RLCT is within the study area where it extends south from Misterton and west of the Trent floodplain in Route Sections E anf F. Initially relatively narrow, the RLCT widens out south of Woodbeck.

6.3.2 The RLCT is covered by the NCA 48: Trent and Belvoir Vales and is classed as Group 4: Lowland Vales in the East Midlands Region Landscape Character Assessment (East Midlands Landscape Partnership, 2010).

6.3.3 Relevant Bassetlaw Landscape Character Assessment (Bassetlaw District Council, 2009) Policy Zones are Mid-Nottinghamshire Farmland Policy Zone 02-03, 05-10 and 12.

Key Characteristics

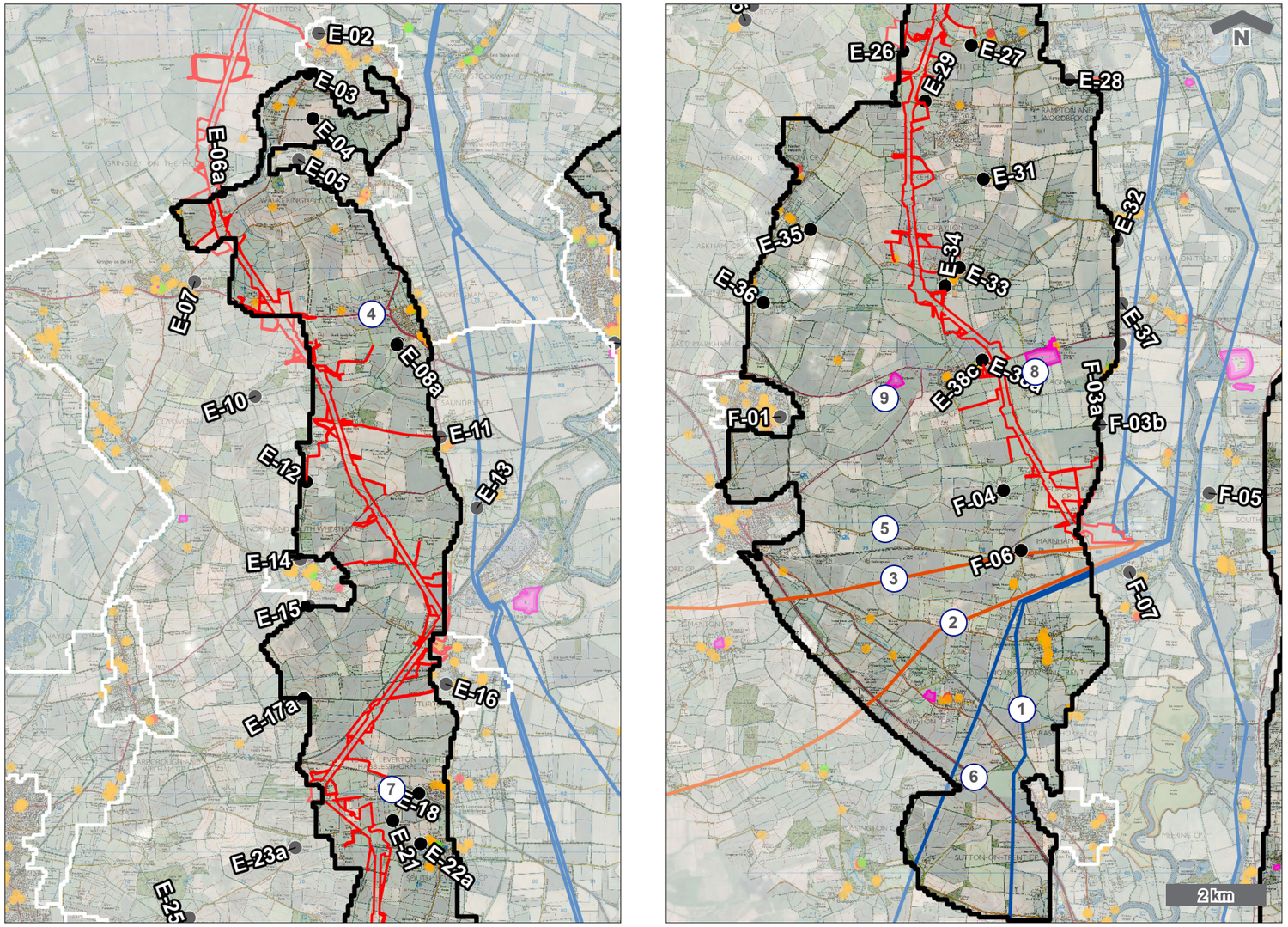
- Extensive, low-lying rural landscape lying around 30-60 m AOD.
- Expansive, panoramic views from higher ground at the vale margins create a sense of visual containment.
- Low hills and ridges gain prominence in an otherwise low-lying gently undulating landscape.
- Complex drainage patterns with watercourses flowing through shallow undulations, often flanked by pasture and riparian habitats.
- Limited woodland cover, with shelter belts and hedgerow trees provide visual interest and habitat value.
- Productive arable and pastoral farmland, with recent increases in arable cropping.
- Regular patterns of medium-sized arable fields enclosed by low, well-maintained hedgerows and ditches.
- Sparsely settled, featuring small villages and dispersed farms linked by quiet rural lanes.

Baseline Description

6.3.4 Belts of mudstones and clays underlying this RLCT have created a low, gently undulating terrain. Rising landform to the east and west create visual containment, with glimpses of neighbouring elevated areas contributing to a strong sense of place. While this is sometimes difficult to discern, glimpses of neighbouring elevated areas are often sufficient to provide a strong sense of place.

6.3.5 The broad vales, particularly along river and stream valleys, feature more intimate areas defined by low hills and ridges, which

Location Map



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Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. ZDF 400 kV overhead line
2. 4ZV 275 kV overhead line
3. XE 275 kV overhead line
4. A631
5. A57
6. A1
7. North Leverton Windmill
8. Whimpton Village
9. Kingshaugh Farm

foreshorten views and create subtle relief. Rivers and streams, though not immediately visible, can be traced by their sinuous riparian habitats and riverside trees.

6.3.6 The landscape is characterised by productive mixed agriculture within an enclosed landscape of low, well-maintained hedgerows. Permanent pastures, often grazed by dairy herds, are typical along alluvial belts, where rough grass and rushy pastures are common. Cereal and vegetable cropping is widespread and, in some locations, hedgerow removal has created some very large fields, often under a single crop. Although the remaining hedgerow network is generally strong, there is evidence of decline in a number of areas, with gaps and few hedgerow trees. The loss of pasture is particularly noticeable near settlements.

6.3.7 Woodland cover is generally low, with few remnants of ancient woodland. Despite this, the landscape appears well-treed due to hedgerows and moderately sized game coverts and shelter belts. While not common, hedgerow trees, notably oak and ash, are also important both to provide shelter and to add to the overall treed character of the landscape.



North Leverton Windmill remains a working mill with small museum located to the west of North Leverton with Habblesthorpe

6.3.8 The RLCT is relatively sparsely settled, with villages, hamlets and farms widely distributed throughout the rural landscape and connected by narrow winding lanes and more direct arterial routes. These settlements are typically small and nucleated, often integrated into the landscape by surrounding tree belts, with church spires or towers punctuating the skyline. The flat, open landscape also contains several former wartime airfields, including at West Burton.

Key Landscape Value Attributes

6.3.9 This RLCT presents a simple, unified landscape characterised by productive mixed farmland arranged in planned patterns of late 18th and early 19th century hedged and ditched enclosures. The landscape includes permanent pastures along watercourses, nucleated villages, and dispersed farmsteads connected by narrow winding lanes and more direct arterial routes. Its soft, gently undulating terrain, combined with low woodland cover, creates an open and expansive environment. Panoramic views are experienced from the low hills and ridges that separate the watercourses, while more intimate settings are found in lower-lying areas where intact hedgerow networks and riverside trees limit visibility.

6.3.10 Historic influences are present, with Scheduled Monuments at Whimpton Village and Kingshaugh Farm. There is a Conservation Area at East Drayton which covers much of the village. The Grade II* North Leverton Windmill is a notable feature in the landscape.

6.3.11 In this long settled and productive agricultural landscape there are typically low levels of woodland cover and very low levels of surviving ancient woodland. The shelterbelts and hedgerow trees gain greater visual significance and habitat value as a result. The landscape has also retained little semi-natural habitat, reflected in the low occurrence of areas designated for their nature conservation value. However, the wet soils along the alluvial belts bordering rivers and streams support valuable riparian habitats and rushy pastures. Designated areas include Chesterfield Canal SSSI to the north and Ashton's Meadow SSSI at the centre of the RLCT. The RLCT is also part of the Humberhead Levels Nature Improvement Area, an initiative by Natural England aimed at developing a multi-functional wetland landscape.



Hedgerows give a well-treed character despite the absence of larger blocks of woodland

6.3.12 The public rights of way network is relatively limited although the Trent Valley Way crosses this character area to the west of Sturton le Steeple, and locally promoted routes link to the Fledborough Viaduct to the east north of High Marnham.

6.3.13 Overall, the rural landscape maintains a harmonious character, with few discordant features. Pylons are distantly visible to the east but do not detract from the quality or tranquillity of the farmland. The exception to this is the area to the west of High Marnham north of Normanton on Trent, where four overhead lines converge from the west on route to the substation to the east.

6.3.14 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **medium**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **medium**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Key Landscape Susceptibility Attributes

6.3.15 Aspects of the RLCT which are of higher susceptibility to the Project include the strongly agricultural character, with wide areas retaining a sense of rural tranquillity. This is particularly evident where the landscape is intact, with farmland interspersed with small villages and hamlets.

6.3.16 The panoramic views from the high ground are susceptible to visual intrusion. Although pylons can be distantly seen on the skyline to the east, they do not significantly detract from the quality or tranquillity of the farmland. The landscape setting of the historic villages and views to and from the Scheduled Monuments and East Drayton Conservation Area are susceptible to visual intrusion.

6.3.17 Based on the above and the judgements made against factors listed in Table B, the susceptibility of the landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

6.3.18 Components of the Project in this RLCT include 24 km of the proposed overhead line (pylons 4AF185 – 4AF186, 4AF188 – 4AF191 and 4AF194 – 4AF256). A main construction compound would be located off the A631 between Beckingham and Gringley on the Hill, a temporary satellite construction compound off Retford Road to the west of North Leverton and a temporary satellite construction compound towards the south of the Project near Fledborough.

6.3.19 For information, baseline photography and wirelines for viewpoints within this RLCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP E-03: View from Gringley Road (Misterton)
- VP E-04: View from Fountains Hill
- VP E-06b: View southwest from the Chesterfield Canal
- VP E-08a: View northwest from Wood Lane (Beckingham)
- VP E-08b: View southwest from Wood Lane (Beckingham)
- VP E-12: View from Wood Lane (North Wheatley)
- VP E-15: View from Muspitt Lane (South Wheatley)
- VP E-16: View from Springs Lane (Sturton le Steeple)
- 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
- VP E-22: View northwest from Retford Road (South Leverton)
- VP E-27: View from Town Street (Treswell)
- VP E-29: View from Retford Road (Woodbeck)
- VP E-30: View from Drayton Road (Stokeham)
- VP E-31: View from Main Street (Stokeham)
- VP E-33: View from North Green at East Drayton
- VP E-34: View from Darlton Road (East Drayton)
- VP E-38a: View northwest from Darlton
- VP E-38b: View north from Darlton
- VP E-38c: View east from Darlton
- VP F-04: View from footpath near Wells Farm (Fledborough)
- VP F-06: View from Crabtree Lane (Skegby)

Construction

6.3.20 The Project routes along nearly the entire length of the part of this RLCT to the east of the River Trent and therefore a large proportion would be affected by construction activities. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible. A main construction compound would be located off the A631 between Beckingham and Gringley on the Hill, a temporary satellite construction compound off Retford Road to the west of North Leverton and a temporary satellite construction compound towards the south of the Project near Fledborough.

6.3.21 Lighting may be required at construction compounds during winter months and at the crossing of the Chesterfield Canal where night time working may be required, however lighting 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.

6.3.22 Due to its scattered nature, not all vegetation cover could be avoided during the routeing process and some tree and shrub removal would be required during construction. Some field boundaries contain mature trees which would be affected, for example along Wheatley Beck, Lee Beck, North Beck and other minor watercourses and road side vegetation for example at Darlton Road. Routeing has avoided larger areas of vegetation within the RLCT. Veteran trees (T283, T284, and T293) would require pruning works but would be retained.

6.3.23 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity. There is little screening across the flat landscape and being slightly elevated above the Trent Valley, allows for longer distance views within the RLCT.

6.3.24 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be medium for the areas in the RLCT within approximately 1 km of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to small over 1 km where there would only be indirect effects and where longer distance views from within the RLCT would be affected by the presence of taller equipment across the open landscape. Taking account of the **medium** value and **high** susceptibility, the construction effects of the Project on the landscape within RLCT 4a Unwooded Vales would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** over 1 km.

Operation - Year 1

6.3.25 The pylons on the proposed overhead line would be seen throughout the landscape of this RLCT. There are existing overhead lines within this RLCT to the south of High Marnham and overhead lines to the east within adjacent character areas influence the landscape. The proposed overhead line would extend the influence of overhead lines, affecting the character of views and resulting in loss of scenic quality.

6.3.26 Although the Project would be a new element within this RLCT, the proposed overhead line would not block the panoramic views which are a key characteristic. The field patterns would be retained, although at Year 1 there would still be some effects from the loss of vegetation on field boundaries where the Project crosses.

6.3.27 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be

large for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to medium over 1 km from the Project. Taking account of the **medium** value and **high** susceptibility, the operational effects of the Project on the landscape within RLCT 4a Unwooded Vales at Year 1 would be **major adverse (significant)** for those areas within 1 km of the LoD, reducing to **moderate adverse (significant)** in areas over 1 km from the Project.

Mitigation

6.3.28 The following mitigation planting is proposed within this RLCT:

- Tree planting on field boundaries to south of 4AF187 and 4AF188 to mitigate for loss of trees between 4AF187 and 4AF188 (Ref 34 and 35)
- Woodland planting to east of Wood Lane near 4AF194 to mitigate for loss of vegetation between 4AF193 and 4AF194 near Wood Farm (Ref 36)
- Woodland planting along watercourse to east of Wood Lane and north of 4AF195 to mitigate for loss of vegetation between 4AF193 and 4AF194 near Wood Farm (Ref 37 and 38)
- Woodland planting along watercourse to east of Dogholes Wood and northeast of 4AF195 to mitigate for loss of vegetation between 4AF195 and 4AF196 (Ref 39)
- Tree planting on field boundary to south of Gainsborough Road near 4AF202 to mitigate for loss of trees between 4AF202 and 4AF203 (Ref 40)
- Hedgerow and tree planting on field boundary to west of 4AF205 and south of High House Farm to mitigate for loss of trees between 4AF205 and 4AF206 (Ref 41)
- Woodland planting and hedgerow with tree planting at Sturton le Steeple (Ref 43-47). This planting is primarily to help screen the tension pylon at 4AF209 for people living and moving about Sturton le Steeple, but would also be of benefit by increasing woodland cover within the settlement.
- Tree planting on field boundaries to south of 4AF216 to mitigate for loss of trees between 4AF216 and 4AF217 (Ref 47 and 48)
- Woodland planting at 4AF220 and 4AF221 (Ref 49 and 50). This planting is primarily to help screen the tension pylon at 4AF220 for people living and moving about North Leverton and visiting the North Leverton Windmill, but would also be of benefit by increasing woodland cover wand connectivity with woodlands to the west.
- Woodland planting to west of Meeting House Lane near 4AF225 to mitigate for loss of trees along the Project (Ref 51)
- Hedgerow and tree planting to north of 4AF228 to mitigate for loss of trees between 4AF226 and 4AF228 and to increase connectivity between Lee Beck and wider landscape (Ref 52)
- Woodland planting adjacent to Lee Beck to the west of 4AF228 and north of Forewood Lane to mitigate for loss of trees between 4AF228 and 4AF229 (Ref 53)
- Woodland planting on field boundary between 4AF229 and 4AF230 to mitigate for loss of trees between 4AF229 and 4AF230 (Ref 54)
- Woodland planting and tree planting to east of North Beck near 4AF234 to mitigate for loss of trees between 4AF233 and 4AF235 along North Beck (Ref 55, 56 and 57)
- Tree planting on field boundary to south of 4AF238 to mitigate for loss of trees between 4AF238 and 4AF239 (Ref 58)
- Tree planting to the east of Darlton Road near 4AF244 to mitigate for loss of trees between 4AF243 and 4AF244 (Ref 59)
- Woodland planting to the west of Fledborough Road near 4AF255 to mitigate for loss of trees between 4AF255 and 4AF256 (Ref 60)

Operation - Year 15

6.3.29 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this RLCT as described for Year 1. Even with the reinstatement of vegetation and the additional mitigation measures above, the continued presence of the proposed overhead line in a landscape which does not contain any existing 400 kV overhead line would have a lasting effect on this RLCT.

6.3.30 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be large for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to medium over 1 km from the Project. Taking account of the **medium** value and **high** susceptibility, the operational effects of the Project on the landscape within RLCT 4a Unwooded Vales at Year 15 would be **major adverse (significant)** for those areas within 1 km of the LoD, reducing to **moderate adverse (significant)** in areas over 1 km from the Project.

6.4 RLCT 5b: Wooded Village Farmlands

Context

6.4.1 Much of this large RLCT is within the study area where it extends south from the Chesterfield Canal and west of the Trent floodplain in Route Sections E and F.

6.4.2 The RLCT is covered by the NCA 48: Trent and Belvoir Vales and is classed as Group 5: Village Farmlands in the East Midlands Region Landscape Character Assessment (East Midlands Landscape Partnership, 2010).

6.4.3 Relevant Bassetlaw Landscape Character Assessment (Bassetlaw District Council, 2009) Policy Zones are Mid-Nottinghamshire Farmland Policy Zone 01, 04, 10 and 11.

Key Characteristics

- Varied topography, ranging from gently undulating farmlands to rolling hills lying around 50-80 m AOD.
- Scattered farm woodlands, ancient woodlands on prominent hills and tree lined valleys contribute to a well wooded character.
- Well maintained pattern of small to medium hedged fields enclosing pasture and arable fields, with evidence of decline close to urban areas.
- Sparsely settled, with traditional pattern of farms and small rural villages linked by quiet country lanes.
- Strong sense of landscape history.

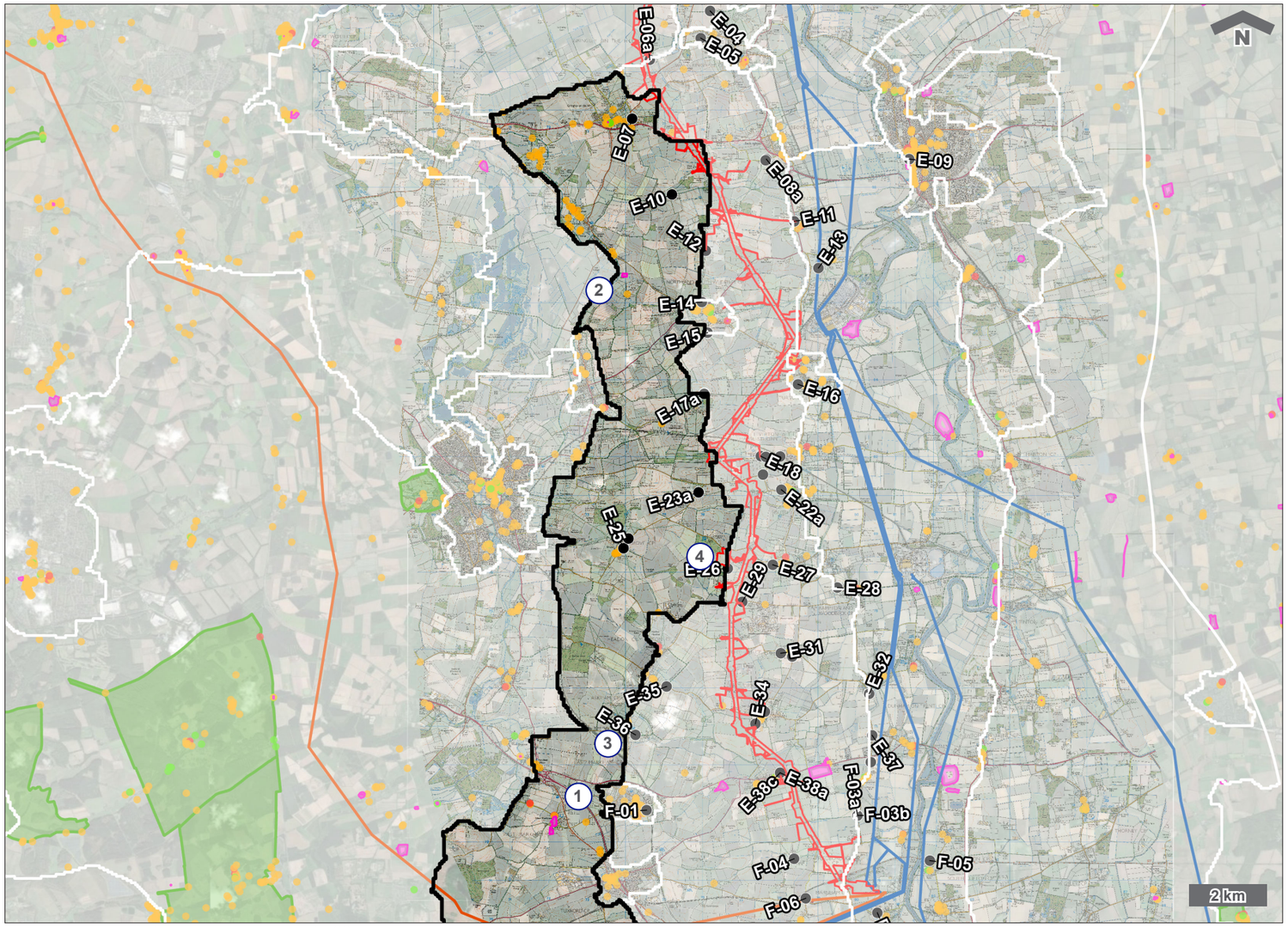
Baseline Description

6.4.4 The RLCT features productive, well-wooded rolling farmlands and valleys, drained by a network of small rivers and streams that occupy defined valleys with narrow alluvial floodplains. The landscape is marked by mixed farmland within an enclosed area of low, well-maintained hedgerows, with permanent pastures, often grazed by dairy herds, common along the floodplains. Where intensive arable production dominates, hedgerows are often gappy, low, and heavily clipped, with few hedgerow trees.

6.4.5 Woodlands are typically deciduous or mixed and are generally small to medium size. Of particular importance is the wide distribution of ancient woodlands, often prominently sited on hilltops and higher ground. Parklands and estate copses and coverts further add to the well-wooded character of the landscape, as do the many willow lined streams and hedgerow trees.

6.4.6 Villages, hamlets and farmsteads are dispersed throughout the rural landscape and linked by a network of often narrow winding lanes.

Location Map



Background Mapping information has been reproduced from the OS map by permission of OS on behalf of The controller of His Majesty's Stationery Office. ©Crown Copyright Ordnance Survey. National Grid Electricity - 100024241

Key

- Conservation Area
- Scheduled Monument
- Listed Building:
  - Grade I
  - Grade II
  - Grade II*
- Registered Park and Garden
- 5 km Study Area
- Existing 400 kV Overhead Line
- Existing 275 kV Overhead Line
- Order Limits

Notes

1. A1
2. Chesterfield Canal
3. Railway
4. Treswell Wood

6.4.7 The landscape retains a relatively intact historic character, with sinuous hedgerow patterns and winding rural lanes that evoke historic land management practices.

Key Landscape Value Attributes

6.4.8 The landscape is in good condition, with rolling landform, mixed agriculture, and relatively high woodland cover creating a strong visual unity. It retains a rural character, particularly in areas where ancient hedgerows, woodlands, and winding lanes remain largely unchanged. However, in places where agriculture has changed to intensive arable farming, gappy hedgerows and reduced woodland suggest declining landscape quality.

6.4.9 Semi-natural habitats are limited, but broadleaved woodlands and local species-rich meadows remain, contributing to nature conservation. Ecological connectivity is variable, with hedgerows, hedgerow trees, and riparian habitats serving as vital links between woodlands and unimproved grasslands.



Expansive views north from Beacon Hill Scheduled Monument which sits within Gringley on the Hill Conservation Area

However, in areas of intensive arable production, hedgerows are often gappy, low, and heavily clipped, with few hedgerow trees. In contrast, hedgerows on steeper terrain and estate farmlands are generally better maintained, forming continuous habitat networks.

6.4.10 Where field patterns remain intact, and local villages have seen limited late 20th century growth and development, the landscape retains a strong historic character, with tangible evidence of land use and settlement stretching back into the medieval period. Of particular significance are the ancient woodlands, organic field patterns and winding rural lanes between long established villages and hamlets. Historic sites, such as Beacon Hill and Hayton Castle Scheduled Monuments and numerous conservation areas including Gringley on the Hill, North Wheatley and East Markham, enhance the area's cultural value.

6.4.11 Recreational value is added by the Trent Valley Way, Cuckoo Way, and a well-connected public rights of way network, along with the Chesterfield Canal. Overall, the rural landscape maintains a harmonious character, with few discordant features.

6.4.12 Based on the above and the judgements made against the factors listed in Table A, the value of the landscape within the study area is considered to be **high**.

Key Landscape Susceptibility Attributes

6.4.13 The landscape has a strong agricultural character, with much of it retaining a sense of rural tranquillity and visual unity. Where the field patterns, woodlands and winding rural lanes remain intact, and local villages have seen limited late 20th century growth and development, the landscape also retains a strong historic character, with tangible evidence of land use and settlement. These elements and features are all susceptible to a proposed overhead line, which would alter the perceptual qualities and character of the landscape.



The Chesterfield Canal located on the western boundary of the character area, the Cuckoo Way following the towpath

6.4.14 The undulating landform and woodlands generally combine to create visual containment and sense of enclosure. Despite this, some panoramic and extensive views are possible from elevated locations where views are uninterrupted by intervening vegetation. These views are susceptible to visual intrusion from a proposed overhead line.

6.4.15 The surroundings of the villages and the landscape setting and views to and from the historic elements including the conservation areas, as well as the Beacon Hill and Hayton Castle Scheduled Monuments are also susceptible to visual intrusion.

6.4.16 Based on the above and the judgements made against factors listed in Table B, the susceptibility of the landscape to a proposed overhead line is considered to be **high**.

Table A: Landscape Value

Factors used to judge value	Judgements on value Lower ⟷ Higher
Landscape character and quality	
Scenic quality	
Conservation interests	
Recreation value	
Perceptual aspects and tranquillity	
Associations	
Overall Value	The value of this landscape is judged to be **high**.

Table B: Landscape Susceptibility to a 400 kV Overhead Line

Factors used to judge susceptibility	Judgements on susceptibility Lower ⟷ Higher
Landform (Holford Rules 4 and 5)	
Landcover (Holford Rules 5 and 6)	
Scale	
Skylines (Holford Rule 4)	
Human influence	
Overall Susceptibility	The susceptibility of this landscape to a proposed overhead line is considered to be **high**.

Assessment of Effects

6.4.17 Components of the Project in this RLCT include 950 m of the proposed overhead line (pylons 4AF192 – 4AF193).

6.4.18 For information, baseline photography and wirelines for viewpoints within this LCT are presented in **Application Document 6.7.A3 Appendix 7.3 Viewpoint Assessment** and include the following locations:

- VP E-07: View from Beacon Hill (Gringley on the Hill)
- VP E-10: View from Clayworth Woodhouse
- VP E-17a: View northeast from Maumhill Wood
- VP E-17b: View east from Maumhill Wood
- VP E-23a: View northeast from Grove Lane
- VP E-23b: View southeast from Grove Lane
- VP E-24: View from Main Street (Grove)
- VP E-25: View from Grove
- VP E-26: View from Treswell Wood

Construction

6.4.19 Only a short section of the proposed overhead line is located within the RLCT at the northern end to the west of Beckingham. A small working area around each pylon would be required and these would be accessed by construction access tracks. Most of the work is likely to be at ground level with some limited at-height working, including the use of mobile cranes. The effects of pylon construction, together with the associated bellmouths, construction access tracks would be short term and reversible.

6.4.20 Very little vegetation would be affected within the RLCT, with only minor removal between 4AF193 and 4AF194 where the Project passes over a belt of trees adjacent Wood Farm.

6.4.21 The indirect effects on the landscape resulting from the construction activities would include a loss of scenic quality and tranquillity. There are views east towards construction and due to the higher elevation within the RLCT, longer lengths of construction works may be visible. However, construction works would be seen at distance for much of the RLCT.

6.4.22 It is anticipated that the effect on the landscape would be adverse during construction. The magnitude of change would be small for the areas in the RLCT within approximately 1 km of the LoD where construction activities would be most pronounced. The magnitude of change would reduce to very small over 1 km where there would only be indirect effects and where longer distance views from within the RLCT would be affected by the presence of taller equipment across the landscape. Taking account of the **high** value and **high** susceptibility, the construction effects of the Project on the landscape within RLCT 5b Wooded Village Farmlands would be **minor adverse (not significant)** for those areas within 1 km of the LoD, reducing to **negligible adverse (not significant)** over 1 km.

Operation - Year 1

6.4.23 The Project would mainly have indirect effects on this RLCT. The pylons on the proposed overhead line would be seen across the landscape to the east. As the proposed overhead line routes away from the existing overhead lines in the Trent Valley, this would extend the influence of overhead lines, locally affecting the character of views and resulting in loss of scenic quality. These effects would be focussed on the eastern parts of the RLCT only, the west of the RLCT having less intervisibility due to landform and the presence of numerous larger woodland blocks.

6.4.24 It is anticipated that the effect on the landscape would adverse be during operation. The magnitude of change would be medium for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to very small over 1 km from the Project and in those areas to the east of the existing 400 kV overhead lines. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape RLCT 5b Wooded Village Farmlands at Year 1 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** in areas over 1 km from the Project.

Mitigation

6.4.25 With the exception of the embedded measures to reinstate vegetation, no additional mitigation is proposed within this RLCT.

Operation - Year 15

6.4.26 The presence of the proposed overhead line would continue to have an adverse effect on the landscape within this RLCT as described for Year 1.

6.4.27 It is anticipated that the effect on the landscape would be adverse during operation. The magnitude of change would be medium for the areas in the RLCT within approximately 1 km of the LoD. The magnitude of change would reduce to very small over 1 km from the Project and in those areas to the east of the existing 400 kV overhead lines. Taking account of the **high** value and **high** susceptibility, the operational effects of the Project on the landscape RLCT 5b Wooded Village Farmlands at Year 15 would be **moderate adverse (significant)** for those areas within 1 km of the LoD, reducing to **minor adverse (not significant)** in areas over 1 km from the Project.

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