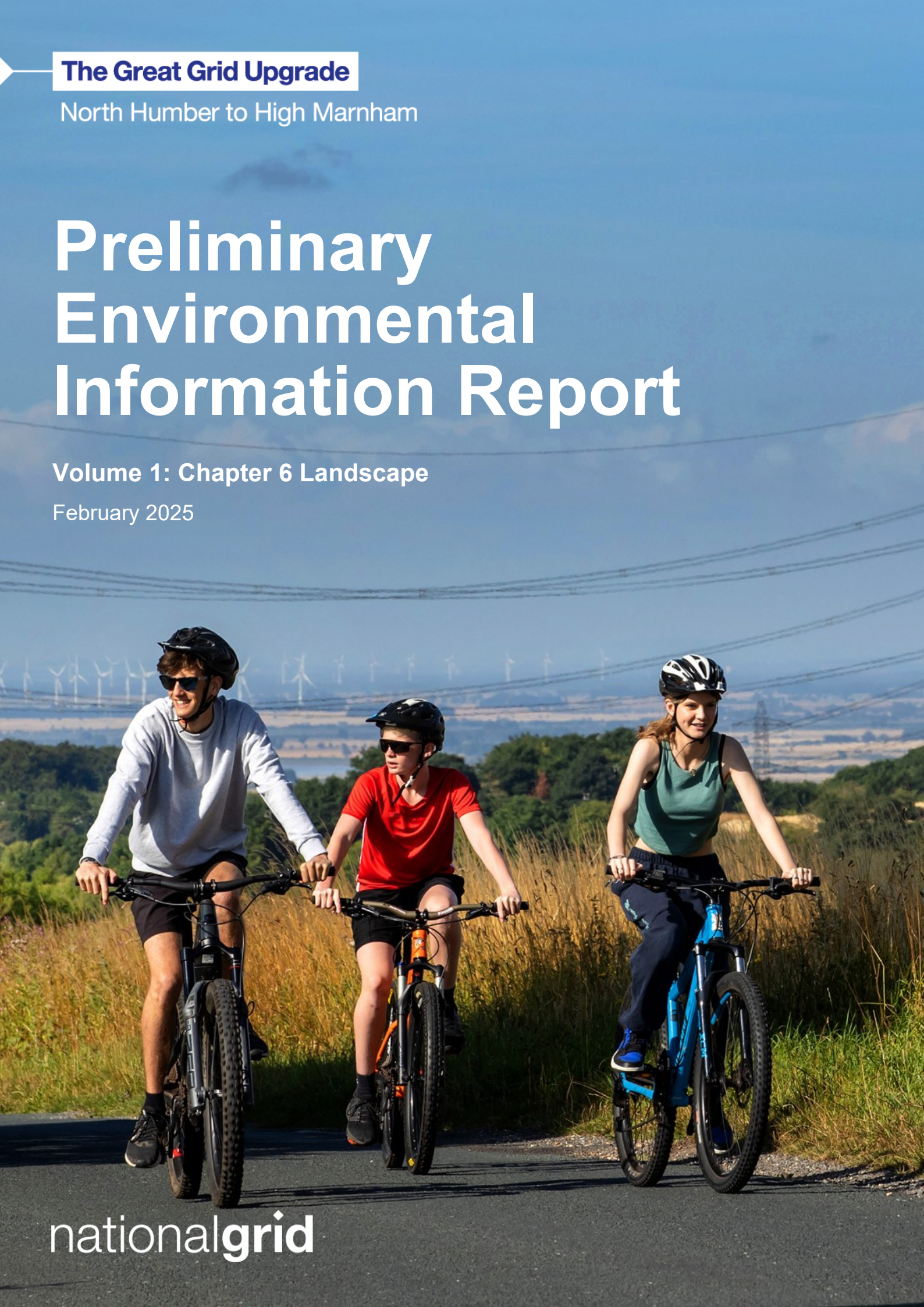
The Great Grid Upgrade

North Humber to High Marnham

Preliminary Environmental Information Report

Volume 1: Chapter 6 Landscape

February 2025



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6. Landscape

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6. Landscape

6.1 Introduction

6.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant Landscape effects identified to date, that could result from the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation as described in **Chapter 4 Description of the Project**.

6.1.2 **Chapter 1 Introduction** explains that the proposed Birkhill Wood Substation and proposed High Marnham Substation are proposed to be authorised through separate consenting procedures, however, they have also been included as part of the Project. As explained in **Chapter 5 Approach to Preparing the PEIR**, the environmental effects of these two substations including their associated overhead line reconfigurations, hereafter referred to as the Proposed Substation Works, have accordingly been considered within **Chapter 20 Substations and Associated Works**. For the purpose of this chapter the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation is hereafter referred to as the Proposed Overhead Line.

6.1.3 To ensure that the Project as a whole has been assessed a summary has been included within this preliminary assessment of the likely significant effects on landscape which brings together the assessment of the Proposed Overhead Line and Proposed Substation Works for landscape.

6.1.4 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, mitigation, and the preliminary landscape residual significant effects that could result from the Proposed Overhead Line.

6.1.5 The assessment of landscape effects considers potential effects on landscape character and resources, including direct effects on the physical elements of the landscape and indirect effects on the character and/or qualities of the landscape. Landscape character and resources are of importance in their own right and are valued independently of whether they are seen by people. Effects on views and visual amenity as perceived by people are clearly distinguished from, although closely linked to, effects on landscape character and resources. Landscape and visual impact assessment are therefore separate, although linked, processes.

6.1.6 This chapter should be read in conjunction with:

- **Chapter 4 Description of the Project**;
- **Chapter 5 Approach to Preparing the PEIR**; and
- **Chapter 20 Substations and Associated Works**.

6.1.7 There are interrelationships related to the potential effects on landscape character and other environmental topics. Therefore, please also refer to the following chapters:

- **Chapter 7 Visual**;
- **Chapter 8 Ecology**;

- **Chapter 10 Cultural Heritage**;
- **Chapter 14 Traffic and Transport**;
- **Chapter 17 Socio-economics, Recreation and Tourism**;
- **Chapter 18 Health and Wellbeing**; and
- **Chapter 21 Cumulative Effects**.

6.1.8 This chapter is supported by the following figures in Volume 2 and appendices in Volume 3:

- **Figure 6.1 Landscape Designations and Features**;
- **Figure 6.2 Landform and Drainage**;
- **Figure 6.3 National Landscape Character Areas**;
- **Figure 6.4 Landscape Character Types**;
- **Appendix 6.1 Landscape Assessment Methodology**; and
- **Appendix 6.2 Landscape Baseline**.

6.2 Regulatory and Planning Context

6.1.9 This section sets out the legislation and planning policy that is relevant to the preliminary landscape assessment. A full review of compliance with relevant national and local planning policy will be provided within the Planning Statement that will be submitted as part of the application for Development Consent.

6.1.10 **Chapter 2 Regulatory and Planning Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy and planning guidance relevant to the assessment of potential landscape effects associated with the construction, operation and maintenance of the Project is presented below.

Legislation

6.1.11 The legislation listed below has been considered when identifying potential constraints to the Project, design options and mitigation.

- European Landscape Convention 2007 (Ref 6.1). This was ratified in the UK in 2006. In Article 1, it defines landscape as '*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*'.

  The European Landscape Convention promotes an approach founded on the recognition of value in all landscapes. It recognises that the landscape is important as a component of the environment and of people's surroundings in both town and country and whether it is ordinary landscape or outstanding.

- Electricity Act 1989 (Ref 6.2). Section 38 and Schedule 9 Paragraph 1 (1) of the Electricity Act 1989 places a duty on all electricity transmission and distribution licence holders, in formulating proposals for new electricity networks infrastructure to:

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

- Town and Country Planning Act 1990 (Ref 6.3) (particularly sections 197-214, as amended) and the Town and Country Planning (Trees) Regulations 1999 (Ref 6.4). These are relevant as they can inform the development of mitigation proposals, in the event any individual trees, groups of trees or woodlands that are protected by a Tree Preservation Order (TPO) have to be removed.

National Policy Statements (NPS)

6.1.12 **Chapter 2 Regulatory and Planning Context** sets out the overarching policy context relevant to the Project including the NPS for Energy (EN-1) (Ref 6.5) and the NPS for Electricity Networks Infrastructure (EN-5) (Ref 6.6).

6.1.13 Section 5.10 of EN-1 (Ref 6.5) sets out broad guidance in relation to landscape. The following paragraphs from EN-1 (Ref 6.5) summarise what should be included in the Applicant's assessment which have been considered in this chapter:

6.1.14 Paragraph 5.10.16 states:

'*The applicant should carry out a landscape and visual impact assessment and report it in the ES, including cumulative effects (see Section 4.3). Several guides have been produced to assist in addressing landscape issue*s'.

6.1.15 Paragraph 5.10.17 states:

'*The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England and local development plans in Wales'*.

6.1.16 Paragraph 5.10.19 states:

'*The applicant should consider landscape and visual matters in the early stages of siting and design, where site choices and design principles are being established. This will allow the applicant to demonstrate in the Environmental Statement (ES) how negative effects have been minimised and opportunities for creating positive benefits or enhancement have been recognised and incorporated into the design, delivery and operation of the scheme'*.

6.1.17 Paragraph 5.10.20 states:

'*The assessment should include the effects on landscape components and character during construction and operation'*.

6.1.18 Paragraph 5.10.22 states:

'*The assessment should also address the landscape and visual effects of noise and light pollution, and other emissions (see Section 5.2 and Section 5.7), from construction and operational activities on residential amenity and on sensitive locations, receptors and views, how these will be minimised'*.

6.1.19 EN-5 (Ref 6.6) contains more specific guidance for electricity network infrastructure. The following paragraphs from EN-5 (Ref 6.6) relate to the assessment of landscape effects and have been considered within this chapter:

6.1.20 Paragraph 2.9.7 states:

'*While the government does not believe that the development of overhead lines is incompatible in principle with applicants' statutory duty under Schedule 9 to the Electricity Act 1989, to have regard to visual and landscape amenity and to reasonably mitigate possible impacts thereon, in practice new overhead lines can give rise to adverse landscape and visual impacts'*.

6.1.21 Paragraph 2.9.8 states:

'*These impacts depend on the type (for example, whether lines are supported by towers or monopole structures), scale, siting, and degree of screening of the lines, as well as the characteristics of the landscape and local environment through which they are routed'*.

6.1.22 Paragraph 2.9.9 states:

'*New substations, sealing end compounds (including terminal towers), and other above-ground installations that serve as connection, switching, and voltage transformation points on the electricity network may also give rise to adverse landscape and visual impacts*.'

6.1.23 Paragraph 2.9.10 states:

'*Cumulative adverse landscape, seascape and visual impacts may arise where new overhead lines are required along with other related developments such as substations, wind farms, and/or other new sources of generation*.'

6.1.24 Paragraph 2.9.11 states:

'*Landscape and visual benefits may arise through the reconfiguration, rationalisation, or undergrounding of existing electricity network infrastructure. Though mitigation of the landscape and visual impacts arising from overhead lines and their associated infrastructure is usually possible, it may not always be so, and the impossibility of full mitigation in these cases does not countermand the need for overhead lines*.'

6.1.25 Paragraph 2.9.14 states:

'*Where the nature or proposed route of an overhead line will likely result in particularly significant landscape and visual impacts, as would be assessed through landscape, seascape and visual impact assessment, the applicant should demonstrate that they have given due consideration to the costs and benefits of feasible alternatives to the overhead line. This could include – where appropriate – rerouting, underground or subsea cables and the feasibility e.g. in cost, engineering or environmental terms of these*.'

6.1.26 Paragraph 2.9.15 states:

'*The ES should set out details of this consideration, including the applicant's rationale for eschewing feasible alternatives to the overhead line, and the mitigation cost-calculation methodology that this rationale may rely upon*.'

Other National Policy

6.1.27 Although the Project will be tested in line with the National Policy stated above, the preliminary assessment has also been undertaken in accordance with, and with reference to, the following national legislation and policy which may be considered both important and relevant to the determination of the application for Development Consent:

- National Planning Policy Framework (NPPF) (Ref 6.7) sets out the Government's planning policies for England and how these are expected to be applied in decision making. The key aim of the NPPF is the *'presumption in favour of sustainable development'.* This means that development should not be prevented, provided that it is sustainable and does not affect local environmental protections.

Regional and Local Policy

6.1.28 **Chapter 2 Regulatory and Planning Context** lists relevant regional and local policy documents. Key local policies relevant to landscape effects, that have informed this preliminary assessment and will inform the assessment reported within the ES, comprise:

- East Riding Local Plan 2012-2029, Adopted 2016 (Ref 6.8):
  - Policy A1 Beverley and Central sub area;
  - Policy EC5 Supporting the energy sector;
  - Policy ENV1 Integrating high quality design; and
  - Policy ENV2 Promoting a high quality landscape.
- East Riding of Yorkshire Local Plan Update 2020 – 2039 (Ref 6.9)
  - Policy A1 Beverley and Central sub area;
  - Policy EC5 Supporting the renewable and low carbon energy sector;
  - Policy ENV1 Integrating high quality design; and
  - Policy ENV2 Promoting a high quality landscape.
- North Lincolnshire Local Development Framework Core Strategy 2006 – 2026, Adopted 2011 (Ref 6.10)
  - Policy CS5 Delivering Quality Design in North Lincolnshire; and
  - Policy CS16 North Lincolnshire's Landscape, Greenscape and Waterscape.
- North Lincolnshire Local Plan Saved Policies, 2024 (Ref 6.11)
  - Saved Policy LC7 Landscape Protection;
  - Saved Policy LC11 Areas of Amenity Importance;
  - Saved Policy LC12 Protection of Trees, Woodland, and Hedgerows;
  - Saved Policy LC13 Parks, Gardens and Landscape of Special Historic Interest;
  - Saved Policy LC14 Area of Special Historic Landscape Interest; and
  - Saved Policy RD2 Development in the Open Countryside.

- Central Lincolnshire Local Plan, 2023 (Ref 6.12)
  - Policy S62 Areas of Outstanding Natural Beauty and Areas of Great Landscape Value.
- Doncaster Local Plan 2015-2035, Adopted 2021 (Ref 6.13)
  - Policy 32 Woodlands, Trees and Hedgerows; and
  - Policy 33 Landscape.
- Newark and Sherwood Amended Core Strategy DPD, Adopted March 2019 (Ref 6.14)
  - Core Policy 13 Landscape Character.
- Bassetlaw District Local Plan 2020-2038, Adopted 2024 – (Ref 6.15)
  - Policy ST35 Landscape Character; and
  - Policy ST39 Trees, Woodlands and Hedgerows
- Headon, Upton, Grove and Stokeham Plan (HUGS) Neighbourhood Plan 2018-2035, Adopted March 2018 (Ref 6.16)
  - Policy 2 Local Design Principles;
  - Policy 3 Landscape Character; and
  - Policy 6 Dark Skies.
- Rampton and Woodbeck Neighbourhood Plan 2019-2037, Adopted 2021 (Ref 6.17)
  - Policy 5 Development Principles; and
  - Policy 10 The Protection of the Parish Landscape.
- Walkeringham Neighbourhood Plan 2019–2035, Adopted 2021 (Ref 6.18)
  - Policy 2 Protecting the Natural Environment and Landscape Character.
- Misterton Neighbourhood Plan Review 2022 – 2028 (Ref 6.19)
  - Policy 2R Improving Green and Blue Infrastructure and Biodiversity;
  - Policy 3R Protecting and Enhancing the Landscape Character; and
  - Policy 6R Renewable Energy, Energy Efficiency and Low Carbon Technologies.

6.1.29 North Lincolnshire Council submitted the New Local Plan for Examination in November 2022. The Examination progressed however the authority took the decision to formally withdraw the New Local Plan from the Examination in September 2024. The Saved Policies in the Local Plan (2003) as updated in October 2024 (Ref 6.11), North Lincolnshire Local Development Framework Core Strategy (2011) (Ref 6.10) from the adopted Development Plan and have been considered in the PEIR where relevant.

6.1.30 Relevant policies in the above regional and local plans have been considered as part of the preliminary landscape assessment. They have informed the assessment methodology, the identification of receptors and their value and susceptibility to the Project and the potential for significant adverse effects.

6.1.31 These local policies have a common thread of seeking to conserve, protect and enhance the landscape and on good design based on an understanding of the landscape context. They also require that negative impacts should be addressed through appropriate mitigation.

6.3 Scoping Opinion and Consultation

Scoping Opinion

6.1.32 The scope of the assessment has been informed by the Scoping Opinion (Ref 6.21) provided by the Planning Inspectorate on behalf of the Secretary of State, following submission of the Environmental Impact Assessment (EIA) Scoping Report (Ref 6.22). The scope has also been informed through consultation and engagement with relevant stakeholders. A summary of the Scoping Opinion (Ref 6.21) together with a response from National Grid against each point of relevance to landscape, is provided in Table 6.1.

Table 6.1 - Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.1.1	**Maintenance activities during Operation** Paragraph 6.8.6 states that it is anticipated that no significant effects will arise from the maintenance activities. For the landscape assessment the maintenance activities are set out in Table 6.4. As per ID 2.1.11 of this Scoping Opinion, the Inspectorate is of the view that the maintenance phase is not a separate phase and that maintenance activities associated within this phase form part of the operational phase. Given the nature of the proposed maintenance activities proposed, the Inspectorate is content to scope these specific maintenance activities from the operational assessment.	This matter has been scoped out of further assessment as agreed.
3.1.2	**Yorkshire Wolds Provisional Candidate Area – Construction and Operation** The Scoping Report proposes to scope out the Yorkshire Wolds Provisional Candidate Area, an area with the potential to be designated as an Area of Outstanding Natural	Natural England's consultation on the proposed designation of the Yorkshire Wolds as an Area of Outstanding Natural Beauty

ID	Inspectorate's comments	Response
	Beauty (AONB), during the construction and operation phases on the basis that at its closest point it lies some 14 km from the Proposed Development site. Table 6.3 states that at a distance of 14 km, the 110 m high pylons would "*appear to be 48 mm tall in the landscape*" and so even if these were visible alongside the existing pylons in views out from the Provisional Candidate Area, they would not fundamentally alter the character of those views or indirectly influence the character of the landscape. On the basis of the distance between the Proposed Development site and the Provisional Candidate Area the Inspectorate considers that it is unlikely significant effects would occur. However, it is understood that the boundary of the Provisional Candidate Area has not yet been confirmed and could be subject to change. The Inspectorate considers that the potential for an impact pathway to this receptor should be kept under review regarding the designation of this Provisional Candidate Area. The Applicant's attention is drawn to the consultation response from Natural England (Appendix 2 of this Opinion). Furthermore, the Inspectorate notes a discrepancy between the height stated here and the calculations provided within footnote 2 in Appendix 6.5A of the Scoping Report. The ES should clarify the apparent height of the proposed infrastructure from the Provision Candidate Area.	(AONB[1]) closed on 13 January 2025. The Consultation Document and associated material on the Yorkshire Wolds Designation Project website at https://www.yorkshire-wolds-designation-project.org/have-your-say. The Applicant acknowledges that the Scoping Opinion refers to a distance of 14 km between the provisional Candidate Area and the Scoping Boundary as this was the distance provided in the Scoping Report (Ref 6.22). However, the Candidate Area currently proposed for the Yorkshire Wolds AONB is slightly larger than the provisional Candidate Area originally published, which means that the distance between the Candidate Area boundary to the nearest point on the Limit of Deviation (LoD) is 11.9 km. At this distance, the special qualities and statutory purposes of the AONB (if designated) are unlikely to be significantly affected by the Project, and no further assessment is proposed at this time. However, the boundary will continue to be monitored as the AONB designation process[2] progresses, and a formal assessment will be carried out if the boundary moves closer to the Project. The calculation should read 4.8 mm based on a 110 m high

[1] AONBs were recently rebranded as 'National Landscapes'. Legally however, Natural England can only designate an AONB. If the Yorkshire Wolds AONB is subsequently designated, it will become known as a National Landscape.

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

ID	Inspectorate's comments	Response
		pylon at 14 km distance. However, the distance between the taller pylons and the River Ouse crossing and the closest area proposed for designation is approximately 19 km from the Project. This means that the pylons would appear to be 3.5 mm tall in the landscape, which would not give rise to significant effects. The calculations in the footnotes on page 5 of Appendix 6.A and on page 5 of Appendix 7.A of the Scoping Report (Ref 6.22) are also correct. The calculation is set out in Appendix 5 of a 2015 Report entitled 'Wind Turbines and Pylons: Guidance on the Application of Separation Distances from Residential Properties' (Ref 6.20).
3.1.3	**Lincolnshire Wolds AONB and proposed extension area – Construction and Operation** The Scoping Report proposes to scope out the Lincolnshire Wolds AONB and proposed extension area during the construction and operation phases of the Proposed Development on the basis that at its closest point the Lincolnshire Wolds lies some 30 km from the nearest point to the Scoping Boundary. The Scoping Report proposes to exclude the Area from assessment given the distance to the Proposed Development and lack of potential intervisibility, the potential for significant effects is not likely. In addition, the Scoping Report proposes to exclude the Proposed AONB extension area on the basis that it has no formal status at this time (paragraph 6.2.24). The Inspectorate agrees that the impact of the Proposed Development upon the extension area, whilst not designated, can be scoped out in	The Lincolnshire Wolds AONB will be kept under review as the landscape assessment progresses. This will also be captured by regular planning policy review and updates.

ID	Inspectorate's comments	Response
	relation to the phases identified, on the basis of the evidence presented. However, should the area in question become designated, the Applicant should undertake further assessment work.	
3.1.4	**Isle of Axholme – Consideration of area as a nationally designated landscape** The Scoping Report proposes that the study area encompasses part of the Isle of Axholme, an area of raised ground locally designated by North Lincolnshire Council as an Area of Historic Landscape Interest (AHLI) and that an assessment of effects on the AHLI will be included within Cultural Heritage and informed by the Landscape and Visual Impact Assessment (LVIA). The Scoping Report explains, however, that North Lincolnshire Council has stated their intention to submit a bid for the Isle of Axholme to be designated as an AONB. At the time of the scoping submission Natural England had not undertaken any consultation on this matter, therefore the Applicant proposes not to include the Isle of Axholme as a potential nationally designated landscape. The Inspectorate agrees that consideration of the area as a nationally designated landscape can be scoped out, on the basis of the evidence presented. However, should the area in question become nationally designated, the Applicant should undertake further assessment work as part of the Development Consent application. If possible, the Applicant should also seek to agree the sensitivity of the Isle with North Lincolnshire Council	To clarify, the designation is an Area of Special Historic Landscape Interest (ASHLI). The potential landscape designation of the Isle of Axholme ASHLI will be kept under review as the landscape assessment progresses. This will also be captured by regular planning policy review and updates. Judgements on the landscape sensitivity of the Isle of Axholme will be discussed with North Lincolnshire Council. A description and preliminary assessment of the effects of the Project on the Isle of Axholme ASHLI is presented in **Chapter 10 Cultural Heritage**. The preliminary assessment of the effects on the landscape of the Isle of Axholme is presented under the following LCT: • North Lincolnshire Landscape Character Assessment (Ref 6.33) – Trent Levels: Flat Drained Farmland – Trent Levels: Open Island Farmland – Trent Levels: Flat Drained Treed Farmland – Trent Levels: Flat wooded Farmland.
3.1.5	**Thorne, Crowle and Goole Moors Important Landscape Area (ILA) – Construction** The Scoping Report proposes to scope out the Thorne, Crowle and	The Thorne, Crowle and Goole Moors ILA lies outside but close to the 5 km study area boundary shown on **Figure 6.1 Landscape Designations and**

ID	Inspectorate's comments	Response
	Goole Moors ILA during the construction phases of the Proposed Development on the basis that construction activities would be distant and only present at each pylon location for a short period of time, therefore the works would not fundamentally alter the composition or character of the views out from the ILA or indirectly influence the character of the landscape within the ILA. The Inspectorate does not consider that there is sufficient information and certainty regarding the proposed location of the pylons or the definition of a 'short period of time' at this stage to scope out the construction phase from further assessment.	**Features**. Given the sensitivity of the landscape, a preliminary assessment of the construction and operational effects of the Project on the landscape has been undertaken and the results presented in this chapter at paragraph 6.4.44 under Route Section 5.
3.1.6	**Areas of Great Landscape Value (AGLVs) around Gainsborough – Construction and Operation** The Applicant proposes to exclude AGLVs around Gainsborough during the construction and operational phases. It is stated that significant effects are not likely to occur on the basis that construction activities and the 400 kV pylons once operational would be distant and therefore would not fundamentally alter the composition or character of the views out from the AGLV or indirectly influence the character of the landscape. It also stated that construction works would only be present at each pylon location for a short period of time. The Inspectorate does not consider that there is sufficient information on the figures provided regarding this area. Moreover, there is a lack of certainty regarding the proposed location of the pylons to conclude that significant effects upon the receptors identified would not be likely. As such the Inspectorate does not agree to scope this matter out at this stage.	A preliminary assessment of the likely effects on the AGLVs is presented in this chapter at paragraphs 6.4.54 under Route Section 7 and 6.4.66 under Route Section 9.

ID	Inspectorate's comments	Response
3.1.7	**National Character Areas (NCAs) within/close to scoping boundary** Eight NCA profiles lie within or close to the Proposed Development. The Scoping Report proposes to scope out an assessment of the effects of the Proposed Development on these NCA on the basis that the assessment of effects on regional and local character areas will provide a more detailed prediction of the likely effects. The Applicant proposes, however, that the NCA will be included in the baseline assessment to provide relevant background information. The Inspectorate considers that given the linear route, length, and geographical coverage of the Proposed Development, that a landscape character assessment at a wider level than district level is required as part of the ES in order to understand the potential for likely significant effects to occur. On this basis, the Inspectorate agrees that NCAs can be scoped out of the ES.	The assessment provided in this chapter includes an assessment of effects on Landscape Character Types (LCT) and Regional Landscape Character Types (RLCT). An assessment of the effects of the Project on the NCAs, which cover a wider area, will be provided in the summary assessment of landscape effects presented in the ES once the assessments of the more detailed regional and local character areas have been completed.
3.1.8, 3.1.9 and 3.1.10 (Duplicated comment)	**Local Character Types (LCTs) – Construction and Operation** The Applicant proposes to scope out various Local Character Types (LCTs), including Regional LCTs (RLCTs), from the assessment on the basis of composition of views and that they would be distant from the works. Given the uncertainty regarding the likely location of the pylons, as well as the limited information regarding the baseline conditions within these areas and the specific distances from LCTs/ RLCTs, the Inspectorate is not in a position to scope out impacts during the construction or operational phases at this stage. However, based on the description of the proposed maintenance activities provided within Section 4.5 of the Scoping Report, the Inspectorate is content to scope out maintenance activities on the basis that these are unlikely to lead to	A preliminary assessment of construction and operational effects on the landscape of all LCTs (East Riding and North Lincolnshire) and RLCTs (East Midlands) within the 5 km study area is presented in Section 6.8. The assessment of maintenance effects during operation of the Project has been scoped out in line with the Inspectorate's comment. The figures that accompany this chapter of the PEIR are all now clearly labelled, including **Figure 6.3 National Landscape Character Areas and Figure 6.4 Landscape Character Types**.

ID	Inspectorate's comments	Response
	significant effects. Figure 6.5 does not clearly label the LCT numbers; the ES should include plans which are clearly labelled.	
3.1.11	**Doncaster Landscape Character Assessment – Effects on Landscape Character and/or setting from night-time lighting of construction activities – All landscape receptors** Within Table 6.5 the Scoping Report proposes to scope out this matter on the basis that no night-time construction activity is anticipated. However, at Table 6.6, the Applicant scopes this matter into the assessment. The Inspectorate would be content to scope out this matter on the basis that no overnight working is anticipated in the area identified. However, due to discrepancies within the documentation provided, the Inspectorate requests that the Applicant clarify its position regarding the presence of any night-time working, including its duration, as per ID 2.1.10 of this Scoping Opinion.	Since scoping, some specific construction operations are proposed that may take place outside of the proposed core working hours. These are set out in section 4.5 of **Chapter 4 Description of the Project**. The preliminary assessments have considered the proposed core working hours and those operations that may take place outside of them as appropriate. The ES will present the full assessment of night-time lighting although given the temporary nature of the works which may require nighttime lighting this is highly unlikely to result in significant landscape effects.
3.1.12	**Zone of Theoretical Visibility (ZTV) – Construction** The Scoping Report proposes to scope out preparation of a ZTV for the construction phase of the Proposed Development on the basis that there is a great degree of variability in the extent and timeframes of visibility of construction activity. In addition, the Applicant proposes that tall construction plant (for example tower cranes and piling rigs) rarely gives rise to significant landscape effects as it is present at each pylon location for a short period of time. Although the Inspectorate appreciates the transient nature of the construction activities proposed, a worse-case ZTV should be prepared in order to fully assess the potential for significant effects for the phase identified.	The tallest equipment is anticipated to be the mobile cranes for pylon erection. The crane would be used to lift all sections of each pylon into place. However, the cranes would be extended for several hours only and would be retracted when not in use. Cranes would be moved consecutively along the route so any effects would be short term and transient. The erection method for the two taller river crossing pylons either side of the Ouse has yet to be confirmed but could require the use of a taller crane. As with other projects of this type, the Applicant does not propose preparing a zone of

ID	Inspectorate's comments	Response
		theoretical visibility (ZTV) for the construction phase of the Project. This is because the information on crane height will not be known until post consent, after a contractor has been appointed. Also, the cranes would only be present for a short period at each pylon site, which would substantially moderate any effects on the landscape. The ZTV production assumes that the greatest effects on the landscape would arise from the presence of tall pylons in the landscape during the operational phase. The assessment of construction effects presented in the ES will use professional judgement to take account of the presence of cranes where relevant.
3.1.13	**Heritage Assets** The Scoping Report proposes that there are several heritage assets within the study area including conservation areas, areas of historic interest and registered parks and gardens, however the designations will not be assessed as part of the landscape assessment. Instead, the Applicant proposes that, as they contribute to the value and susceptibility of the landscape, the effects of the Proposed Development on these receptors is considered in the Cultural Heritage chapter and, where assets are open to the public, they will be included in the visual assessment as described in **Chapter 7 Visual**. The Inspectorate is content with this approach, subject to adequate cross-referencing to the LVIA and ZTV, photomontages, and any relevant landscape management plans, where appropriate.	The Applicant agrees.

ID	Inspectorate's comments	Response
3.1.14	**Planning Policy** The Inspectorate recommends that Lincolnshire County Council policy should be included as it lies within 10 km of the Project. The Applicant's attention is drawn to the consultation response from Lincolnshire County Council (Appendix 2 of this Opinion).	The Central Lincolnshire Local Plan (CLLP) 2018-2040 is listed under regional and local policy earlier in this chapter. Reference is made to the Historic Landscape Characterisation Project in the list of data sources used for the assessment.
N/A	**Receptors** The Inspectorate advises that the ES should consider the potential impacts on coastal margin in the vicinity of the development, where relevant, in line with National Planning Policy Framework (NPPF) paragraph 100.	A preliminary assessment of construction and operational effects on the landscape within the 5 km study area is presented in Section 6.8. This includes the coastal margin along the Humber Estuary.

Project Engagement and Consultation

6.1.33 The landscape assessment has, and will continue to be, informed by consultation and engagement with relevant stakeholders and consultees, including Bassetlaw District Council, East Riding of Yorkshire Council, Newark and Sherwood District Council, North Lincolnshire Council and Nottinghamshire County Council. Correspondence of these discussions will be presented in the ES.

6.4 Assessment Approach and Methods

6.1.34 **Chapter 5 Approach to Preparing the PEIR** sets out the overarching approach which has been used in developing the preliminary environmental information. This section describes the technical methods used to determine the baseline conditions, sensitivity of receptors and magnitude of change and sets out the criteria that have been used for the preliminary landscape assessment. This section also identifies further assessment needed to be undertaken and reported within the ES.

Guidance Specific to the Landscape Assessment

6.1.35 Relevant guidance, specific to landscape that has informed this preliminary assessment and will inform the final assessment reported within the ES, comprises:

- Guidelines for Landscape and Visual Impact Assessment – 3rd Edition (GLVIA3), 2013 (Ref 6.23);
- Technical Guidance Note 01/24 Notes and Clarifications on aspects of the 3rd Edition Guidelines for Landscape and Visual Impact Assessment (GLVIA3) (Landscape Institute, 2024) (Ref 6.24);
- Technical Information Note (TIN): Landscape Character Assessment (Technical Information Note 08/15), 2016 (Ref 6.25);

- Technical Guidance Note (TGN) 02/21 Assessing landscape value outside national designations, 2021 (Ref 6.26);
- Technical Guidance Note (TGN) 06/19 Visual Representation of Development Proposals, 2019 (Ref 6.27);
- Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment, 2024 (Ref 6.28);
- An Approach to Landscape Sensitivity Assessment – to inform spatial planning and land management Natural England, 2019 (Ref 6.29); and
- An Approach to Landscape Character Assessment, 2014 (Ref 6.30).

Study Area

6.1.36 As explained in the landscape methodology for the Project in **Appendix 6.1 Landscape Assessment Methodology**, the study area for the preliminary landscape assessment (based upon the same approach that will be adopted when defining the EIA study area) was determined by the potential visibility of the Project in the landscape and is proportionate to the size and scale of the Project and nature of the surrounding landscape. This is presented for the Project inclusive of both the Proposed Overhead Line and Proposed Substation Works.

6.1.37 Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3) (Ref 6.23) states that the study area should include:

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

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

6.1.39 To inform the extent of the study area, a preliminary ZTV map was produced based on the pylon heights for the Proposed Overhead Line, as set out in **Appendix 4.2 Indicative Pylon Schedule** and following the approach set out in **Appendix 7.1 Visual Methodology**. The ZTV map is shown on **Figure 7.2 Zone of Theoretical Visibility** and indicates the geographical area over which the Proposed Overhead Line could potentially give rise to landscape effects up to a maximum distance of 10 km from the LoD.

6.1.40 Although significant effects at this distance are unlikely, the 10 km radius for the ZTV is used to:

- Assess cumulative landscape effects with other developments.
- Ensure that taller elements like the pylons at the River Ouse crossing are fully evaluated.
- Identify effects on distant landscapes which are very susceptible to change arising from the Project.

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

6.1.41 To ensure that all likely significant effects are captured in the assessment, the study area will continue to be reviewed in the light of feedback received during statutory consultation, ongoing site surveys, and following the production of updated ZTV as the Project develops.

6.1.42 Detailed information on production of the ZTV is provided in **Appendix 7.1 Visual Assessment Methodology**.

Baseline Data Gathering and Forecasting Methods

6.1.43 The landscape assessment is based on the landscape character types (LCT) and regional landscape character types (RLCT) defined in the documents below and verified through site survey.

6.1.44 LCT or RLCT are general categories that describe broad, recurring patterns of landform, vegetation, land use, and settlement across a region or country. These types are typically defined by shared characteristics (like open moorland, coastal plains, or wooded valleys) and can be found in multiple locations. Landscape character areas such as National Character Areas (NCA) are specific geographic areas where a particular landscape character type is expressed uniquely. Each character area is distinct, with particular local features, cultural history, and sense of place that make it unique even if it belongs to a broader character type. For example, two different valleys might be part of the same landscape character type but are classified as separate character areas due to their unique local qualities.

Data sources

6.1.45 The baseline information has been informed by a desk study which has drawn on the following information sources:

- Mapping and Data
  - Ordnance Survey (OS) 1:10,000, 1:25,000, 1:50,000 and 1:250,000 base mapping;
  - OS Terrain® 50 mid-resolution and LIDAR Composite 2017– 50 cm Digital Terrain Model (DTM);
  - Google Earth Pro aerial photography, and Google Maps Street View;
  - base mapping from ArcGIS Map Service;
  - Open Source GIS data;
  - national, regional, and local Landscape Character Assessments; and
  - Aerial imagery 2024, Google Earth, and Google Maps Street View.
- Landscape Character Assessment
  - Natural England - National Character Area Profiles (Ref 6.31);
  - East Riding of Yorkshire Landscape Character Assessment (Ref 6.32);
  - North Lincolnshire Landscape Character Assessment (Ref 6.33);
  - Doncaster Landscape Character Assessment and Capacity Study (Ref 6.34);
  - East Midlands Region Landscape Character Assessment (Ref 6.35);

- Doncaster Landscape Character Assessment Update – Sensitivity to Wind Energy Development (Ref 6.36);
- The Historic Landscape Characterisation Project for Lincolnshire (Ref 6.37); and
- Walkeringham Character Study and Design Guide, 2018 (Ref 6.38).

- Designated landscape publications
  - East Riding of Yorkshire Important Landscape Areas Boundary Refinement (Ref 6.39);
  - Isle of Axholme and Hatfield Chase Landscape Partnership Landscape Character Assessment (Ref 6.40);
  - Review of Isle of Axholme Historic Landscape Character Assessment (Ref 6.41);
  - The Isle of Axholme, Historic Landscape Characterisation Project (Ref 6.42);
  - Central Lincolnshire Local Plan, 2023 (Ref 6.12); and
  - Central Lincolnshire Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value Evidence Report, 2022 (Ref 6.43)[4].

6.1.46 Natural England's consultation on the proposed designation of the Yorkshire Wolds as an AONB closed on 13 January 2025. The Consultation Document and associated material on the Yorkshire Wolds Designation Project is available on the Yorkshire Wolds Designation Project website (Ref 6.44). At its closest near Market Weighton, the area proposed for designation is some 11.9 km from the LoD. At this distance (if designated), the special qualities and statutory purposes of the AONB would not be significantly affected by the Project and no further assessment is proposed. However, the proposed boundary will continue to be reviewed as the proposed Yorkshire Wolds National Landscape project progresses and an assessment will be undertaken should the boundary move closer to the Project.

Site visit and surveys

6.1.47 Field survey work was carried out during several visits under differing weather conditions between Spring 2023 and Summer 2024, and records were made in the form of field notes and photographs. Field survey work included extensive travel around the study area shown on **Figure 6.1 Landscape Designations and Features** to consider likely effects on locally designated landscapes and on landscape character. The work was undertaken during Summer and Winter months to fully understand the maximum level of visibility and therefore potential landscape effects as part of the landscape baseline.

Further data to be collected to inform the ES

6.1.48 As the EIA progresses, the landscape assessment will consider any inter-relationship of baseline information and impacts from the Project between different aspects of the environment.

[4] A preliminary assessment of the likely effects on the AGLVs within the study area is presented in this chapter at paragraphs 6.4.54 under Route Section 7 and 6.4.66 under Route Section 9.

6.1.49 The landscape chapter of the ES will include baseline data gathered from the following ES chapters:

- **Chapter 7 Visual** will be cross referenced and used to inform the landscape assessment.
- **Chapter 8 Ecology** will be cross referenced in relation to impacts on woodland. An Arboricultural Impact Assessment will be presented as an appendix in the ES. The assessment will report on impacts on trees. Both documents will inform the baseline description and assessment of effects on the landscape.
- **Chapter 9 Cultural Heritage** will be cross-referenced in relation to historic assets including historic landscapes and registered parks and gardens which may contribute to the value of the landscape.
- **Chapter 14 Traffic and Transport** will be cross referenced in relation to increased traffic flows that may influence the character of the landscape through noise and visual disturbance.
- **Chapter 17 Socio-economics, Recreation and Tourism** will be cross referenced in relation to areas of recreational importance, which may contribute to the value of the landscape and the outputs of the landscape assessment will inform the assessment of effects on recreation and tourism.

6.1.50 Further seasonal site surveys and photography will be undertaken to inform the ongoing assessment.

6.1.51 At the ES stage, existing and emerging Neighbourhood Plans and Village Design Statements (or their equivalent) will be used to inform the baseline landscape assessment and the identification of any locally important landscapes, which will then be assessed and the results presented in the ES.

Assessment Methods and Criteria

6.1.52 The methodology for undertaking the landscape assessment is presented in **Appendix 6.1 Landscape Assessment Methodology**. The approach builds on the general assessment methodology presented in **Chapter 5 Approach to Preparing the PEIR**.

6.1.53 The methodology is based on principles set out in GLVIA3 (Ref 6.23) and associated Notes and Clarifications (Ref 6.24).

6.1.54 GLVIA3 (Ref 6.23) is the established good practice guidance for landscape assessment and complies with the requirements of EN-1 (Ref 6.5) and EN-5 (Ref 6.6). GLVIA3 emphasises that the assessment should reflect the scale and complexity of the development, focusing on the likely significant effects rather than every possible effect. This approach allows for scoping out receptors where significant effects are unlikely, resulting in a more concise and meaningful assessment.

Sensitivity

6.1.55 As explained in **Appendix 6.1 Landscape Assessment Methodology**, the sensitivity of landscape receptors is determined through separate consideration of the value attached to the landscape (which is established and reported as part of the baseline) and the susceptibility of the landscape to change arising from the Project. These are determined through informed professional judgement guided by the indicative criteria set out in Table 4, and Table 5 of **Appendix 6.1 Landscape Assessment**

Methodology. In separating sensitivity into the two components of value and susceptibility, the approach differs slightly from the general assessment methodology presented in **Chapter 5 Approach to Preparing the PEIR**. It does however accord with guidance in GLVIA3 (Ref 6.23) and associated Notes and Clarifications (Ref 6.24).

6.1.56 Professional judgements on the value attached to a landscape are unrelated to the nature of the development being proposed, whereas professional judgements on susceptibility can vary depending on the nature of the landscape and the nature of the development being proposed.

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

Magnitude

6.1.58 As explained in **Appendix 6.1 Landscape Assessment Methodology**, professional judgements on the magnitude of predicted change are made through consideration of the likely size and scale of the change, which is informed by professional judgement and guided by the indicative criteria set out in Table 6 of **Appendix 6.1 Landscape Assessment Methodology**.

6.1.59 Professional judgements are recorded as either large, medium, small or very small. Consideration of the duration and reversibility of effect is used to further inform the final professional judgements.

6.1.60 The magnitude of likely change experienced by each landscape receptor is not presented in this chapter of the PEIR as it relies on more detailed knowledge of the Project which will become available as the Project develops. It will however be included in the landscape chapter of the ES.

Significance of effects

6.1.61 The 'overall profile' approach described in GLVIA3 Page 92, para 5.55 (Ref 6.23) is used to assess the likely significance of landscape effects, as explained in **Appendix 6.1 Landscape Assessment Methodology**. The approach involves compiling all the professional judgements made against the individual criteria related to landscape effects to provide a comprehensive overview or ‘profile’ of the effects on the landscape. This allows for a more complete understanding of how various factors collectively contribute to the overall impact of the Project.

6.1.62 Significance is categorised as major, moderate, minor, or negligible. Effects judged to be moderate or major are considered significant in the context of the EIA Regulations (Ref 6.44).

6.1.63 Each of the significance categories covers a broad range of effects and represents a continuum or sliding scale. Where an effect falls at the upper or lower end of the category, this will be noted and explained in the more detailed assessment presented in the visual chapter of the ES.

6.1.64 In accordance with GLVIA3 (Ref 6.23) and associated Notes and Clarifications (Ref 6.24), the use of an overly mechanistic approach through reliance upon a matrix is avoided. Instead, professional judgements have been made on a case-by-case basis guided, but not bound by, the matrix set out in **Chapter 5 Approach to Preparing the PEIR**. This determination requires the application of professional judgement and experience to balance the different variables.

6.1.65 Once the significance of effect likely to be experienced by each landscape receptor has been predicted, a separate description of the geographical distribution of significant effects across the study area is provided in the landscape assessment summary.

Approach to defining significance in the PEIR

6.1.66 As explained in **Chapter 5 Approach to Preparing the PEIR**, the general approach taken to determining the significance of effect at this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning significance levels, which will be undertaken as the assessment progresses and the results presented in the ES.

6.1.67 Judgments regarding the value and susceptibility of each landscape receptor are detailed in **Appendix 6.2 Landscape Baseline**, while the assessment of whether the effects on each landscape receptor are likely to be significant is presented later in this chapter. The likely magnitude of change experienced by each landscape receptor will be presented in the landscape chapter of the ES.

6.1.68 Following on from the identification of whether an effect is considered likely to be significant or not significant a confidence in the prediction has been given a rating of high, moderate, or low in line with the confidence level definitions presented in **Chapter 5 Approach to Preparing the PEIR**. These predictions are based on the preliminary assessment work undertaken to date, experience on similar projects, and the professional judgement.

6.1.69 The significant effects on landscape receptors reported in Section 6.8 are preliminary, and are based upon current available information regarding the Project. As these effects will continue to be reviewed as part of the assessment process, there is potential for their significance to reduce following further design-development, assessment and mitigation. The final effects, including their significance, will be reported in the ES.

Preliminary Assessment Assumptions and Limitations

6.1.70 The assessment has been undertaken based on preliminary design information for the Proposed Overhead Line as described in **Chapter 4 Description of the Project**. This information is likely to develop further in response to ongoing design, assessment and stakeholder feedback, and will be updated for the ES as the design evolves.

6.1.71 Several assumptions are made, and limitations identified, in relation to the information presented in this chapter. These reflect the evolving nature and preliminary stage of the Project:

- The survey and assessment work is ongoing. The preliminary assessment focuses on the identification of any likely significant effects on the landscape, whereas the final assessments reported in the ES will identify the likely level of significance i.e., moderate or major.
- The preliminary assessment assumes that vegetation removed during construction would be reinstated, except where there are planting restrictions associated with requirements to maintain the required safety clearance or other operational restrictions. Vegetation clearance assumptions are set out in **Chapter 4 Description of the Project**.

Further Assessment within the ES

6.1.72 The ES will present a full and detailed assessment of the significance of identified effects based on guidance in GLVIA3 (Ref 6.23) and associated Notes and Clarifications (Ref 6.24). The ES will be accompanied by a detailed methodology setting out the factors which will have been considered in forming a professional judgement on the significance of landscape effects.

6.1.73 The key parameters and assumptions will be reviewed based on the design presented in the Development Consent Order (DCO) application and, where required, updated, or refined. The ES will present the final key parameters and assumptions used within that assessment, particularly drawing attention to any areas that may have changed from what is presented in this preliminary assessment.

6.1.74 The ES will provide final details of embedded, control and management measures, and additional mitigation measures. These measures will be considered within the final landscape assessment, the development of which will be informed by the findings of the preliminary assessment and statutory consultation feedback.

6.1.75 An assessment of the cumulative landscape effects of the Project in conjunction with those associated with other proposed developments, as well as landscape receptors affected by more than one source of direct environmental impact resulting from the Project, will be presented in the cumulative chapter of the ES.

6.5 Baseline Conditions

6.1.76 This section describes the baseline Landscape in the study area where it relates to the Proposed Overhead Line. The baseline Landscape environment in the study area in relation to the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

6.1.77 Baseline conditions have been gathered from desk-based research and site surveys and are presented according to the specific Route Section of the Project in which they are located.

6.1.78 For more information on the Route Sections of the Project please read **Chapter 4 Description of the Project**.

6.1.79 Detailed baseline information for each of the National Character Areas and LCT across the landscape study area is presented in **Appendix 6.2 Landscape Baseline**. This includes a judgment on the relative value of the landscape and its susceptibility to change because of the Project.

6.1.80 National Character Areas and LCT are illustrated on **Figure 6.3 National Landscape Character Areas** and **Figure 6.4 Landscape Character Types**. Designated Landscapes are shown on **Figure 6.1 Landscape Designations**.

Route Section 1: Creyke Beck to Skidby

6.1.81 Route Section 1 lies north of the River Humber and extends from Creyke Beck near Beverley in the east to the village of Skidby in the west.

6.1.82 It is located in NCA 27 Yorkshire Wolds and NCA 40 Holderness as shown on **Figure 6.3 National Landscape Character Areas**. Much of the landscape comprises the undulating and rolling rural agricultural land between Hull and Beverley. To the south

around Cottingham, the farmland becomes more fragmented and interspersed with horse-grazed pastures, horticultural developments and other land uses. To the east, the landscape merges into the lower-lying, drained farmland around the River Hull, while to the west, it includes part of the east-facing dip slope of the Yorkshire Wolds.

6.1.83 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32), the rural farmland between Hull and Beverley is classed as LCT 16: Sloping Farmland. The more fragmented farmland to the south is LCT 17: Farmed Urban Fringe, while the valley of the River Hull is in LCT 18: Low Lying Drained Farmland. The east-facing dip slope of the Yorkshire Wolds is in LCT 13: Open High Rolling Farmland.

6.1.84 A description of the landscapes within this section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.85 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 27 Yorkshire Wolds;
  - NCA 40 Holderness; and
  - NCA 41 Humber Estuary.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 13: Open High Rolling Farmland;
  - LCT 16: Sloping Farmland;
  - LCT 17: Farmed Urban Fringe; and
  - LCT 18: Low Lying Drained Farmland.

Designated landscapes

6.1.86 Natural England's consultation on potential designation of a new Yorkshire Wolds AONB closed on 13 January 2025. The consultation was based on a proposed boundary set out in the consultation document published at the start of the consultation in October 2024 (Ref 6.44). The nearest part of the Candidate Area boundary is near Market Weighton some 11.9 km to the north of the nearest point on the LoD.

6.1.87 Risby Hall Grade II Registered Park and Garden lies some 380 m to the north of the nearest point on the LoD.

6.1.88 West of the A164, the whole Route Section falls within the Yorkshire Wolds ILA, which is designated under Policy ENV2 of the East Riding Local Plan (Ref 6.8) and Local Plan Update (Ref 6.9).

Route Section 2: Skidby to A63 Dual Carriageway

6.1.89 Route Section 2 lies north of the River Humber and extends from the village of Skidby in the east to the A63 dual carriageway on the western edge of the Yorkshire Wolds. It is located in NCA 27 Yorkshire Wolds and NCA 40 Holderness as shown on **Figure 6.3 National Landscape Character Areas**. The landscape comprises the open and gently rolling farmland of the Yorkshire Wolds dip slope. To the west this transitions quite

abruptly into the southwest facing scarp slope which is incised by many steep-sided, wooded dales.

6.1.90 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32), the farmland on the dip slope is classed as LCT 13: Open High Rolling Farmland while the scarp slope forms part of LCT 12: Sloping Wooded Farmland. A narrow section of LCT 11: Jurassic Hills Farmland lies between the A63 and the base of the scarp slope. A very small area of LCT 17: Farmed Urban Fringe is found between Cottingham and Kirk Ella.

6.1.91 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.92 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - Natural Character Area Profiles (Ref 6.31)
  - NCA 27: Yorkshire Wolds; and
  - NCA 40: Holderness.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 11: Jurassic Hills Farmland;
  - LCT 12: Sloping Wooded Farmland;
  - LCT 13: Open High Rolling Farmland; and
  - LCT 17: Farmed Urban Fringe.

Designated landscapes

6.1.93 The nearest part of the proposed Candidate Area boundary for the Yorkshire Wolds National Landscape is near Market Weighton some 11.9 km to the north of the nearest part of the LoD.

6.1.94 Most of this Route Section falls within the Yorkshire Wolds ILA, designated under Policy ENV2 of the East Riding Local Plan (Ref 6.8) and the Local Plan Update (Ref 6.9).

Route Section 3: A63 Dual Carriageway to River Ouse Crossing

6.1.95 Route Section 3 lies mainly to the north of the River Humber and extends from the A63 dual carriageway on the western edge of the Yorkshire Wolds to Blacktoft Lane, a minor road near the north bank of the River Ouse. It is located mainly in NCA 39 Humberhead Levels although the eastern part of the Route Section is in NCA 27 Yorkshire Wolds and a small area close to the River Humber is in NCA 41 Humber Estuary as shown on **Figure 6.3 National Landscape Character Areas**. The landscape is transitional between the Jurassic Hills to the east and the flat drained land of the Humberhead Levels around the confluence of the Rivers Ouse and Trent to the west.

6.1.96 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32), the farmland to the east forms part of the rising LCT 11: Jurassic Hills Farmland. This merges westwards into LCT 9: Drained Open Farmland with the LCT 8: M62 Corridor to the north. The landscape around the confluence of the rivers and along the north bank of the River Humber is part of LCT 23: Humber Banks with a small area of LCT 17:

Farmed Urban Fringe between North Ferriby and Brough. A small area of LCT 6: Wooded Open Farmland extends into this Route Section near North Cave.

6.1.97 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.98 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 27 Yorkshire Wolds;
  - NCA 39 Humberhead Levels; and
  - NCA 41 Humber Estuary.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 6: Wooded Open Farmland;
  - LCT 8: M62 Corridor;
  - LCT 9: Drained Farmland;
  - LCT 11: Jurassic Hills Farmland;
  - LCT 17: Farmed Urban Fringe; and
  - LCT 23: Humber Banks.

Designated landscapes

6.1.99 The eastern part of this Route Section falls within the Yorkshire Wolds ILA, designated under Policy ENV2 of the East Riding Local Plan (Ref 6.8) and the Local Plan Update (Ref 6.9).

Route Section 4: River Ouse Crossing

6.1.100 Route Section 4 comprises the corridor of the River Ouse with an area of farmland to either side of the river. It is located mainly in NCA 39 Humberhead Levels with a small part in NCA 41 Humber Estuary and NCA 45 Northern Lincolnshire Edge with Coversands as shown on **Figure 6.3 National Landscape Character Areas**. The landscape includes the River Ouse and its confluence with the River Trent, together with the adjoining flat open and low-lying arable farmland. The river is a unifying factor in this relatively simple expansive and artificially drained landscape.

6.1.101 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32) this Route Section mainly falls within LCT 4: River Corridors and LCT 9 Drained Open Farmland. A small part is within LCT 23: Humber Banks.

6.1.102 In terms of the North Lincolnshire Landscape Character Assessment (Ref 6.33), a very small part of this Route Section to the east of the River Trent lies within the Humber Estuary - Flat Drained Farmland LCT, Lincolnshire Edge - Steep Wooded Scarp Slope LCT and the Lincolnshire Edge - Elevated Wooded Farmland LCT.

6.1.103 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.104 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels;
  - NCA 41 Humber Estuary; and
  - NCA 45 Northern Lincolnshire Edge with Coversands.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 4: River Corridors;
  - LCT 9: Drained Open Farmland; and
  - LCT 23: Humber Banks.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Humber Estuary - Flat Drained Farmland;
  - Lincolnshire Edge - Steep Wooded Scarp Slope; and
  - Lincolnshire Edge - Elevated Wooded Farmland.

Designated landscapes

6.1.105 There are no designated landscapes in this Route Section.

Route Section 5: River Ouse Crossing to Luddington

6.1.106 Route Section 5 is located south of the Rivers Ouse and Humber, extending to either side of the River Trent, with much of the area situated to the west of the river. It is located mainly in NCA 39 Humberhead Levels with a small part to the east of the river in NCA 45 Northern Lincolnshire Edge with Coversands and a very small section to the north is in NCA 41 Humber Estuary as shown on **Figure 6.3 National Landscape Character Areas**. The landscape to the west of the River Trent forms part of NCA Humberhead Levels, a distinctive area of intensive arable farmland which has been shaped by artificial drainage over many centuries. Immediately to the east of the River Trent, is the well-wooded, narrow and steep scarp slope known as the Lincolnshire Edge, above which is an area of rolling upland arable farmland.

6.1.107 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32), this Route Section mainly falls within LCT 9: Drained Open Farmland and LCT 23: Humber Banks.

6.1.108 In terms of the North Lincolnshire Landscape Character Assessment (Ref 6.33), the Trent Levels – Flat Drained Farmland LCT covers the land to the west of the River Trent and a small area between the river and Burton upon Stather where the course of the river moves away from the Edge, which is in the Lincolnshire Edge - Steep Wooded Scarp Slope LCT. The rolling upland farmland above the Edge is part of the Lincolnshire Edge - Elevated Wooded Farmland LCT. To the west of the river in the southern part of this Route Section, there is a small area of Trent Levels - Flat Open Remote Farmland

LCT which is distinguished from the surrounding farmland by being more noticeably less settled.

6.1.109 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.110 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels;
  - NCA 41 Humber Estuary; and
  - NCA 45 Northern Lincolnshire Edge with Coversands.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 9: Drained Open Farmland; and
  - LCT 23: Humber Banks.
- 6.33North Lincolnshire Landscape Character Assessment (Ref 6.33)
  - Trent Levels: Flat Open Remote Farmland;
  - Trent Levels: Flat Drained Farmland;
  - Lincolnshire Edge: Steep Wooded Scarp Slope; and
  - Lincolnshire Edge: Elevated Wooded Farmland.

Designated landscapes

6.1.111 The Thorne, Crowle and Goole Moors ILA, designated under Policy ENV2 of the East Riding Local Plan (Ref 6.8), falls just outside the western edge of the study area in this Route Section.

Route Section 6: Luddington to M180 Motorway

6.1.112 Route Section 6 is mainly located to the west of the River Trent and extends from the B1392 Meredyke Lane near Luddington to the M180. Most of this Route Section lies within NCA 39 Humberhead Levels, with the eastern side in NCA 45 Northern Lincolnshire Edge with Coversands as shown on **Figure 6.3 National Landscape Character Areas**. The landscape comprises mainly flat, expansive and highly productive arable farmland which displays centuries of artificial drainage. The scarcity of tree cover means much of the farmland is very open, although tree and woodland cover increases to the west creating higher levels of enclosure. Elsewhere, small-scale variations in the underlying deposits create localised differences within the overall flat farmed landscape including lowland raised mires and lowland heathland, some of which are of international ecological and historical importance.

6.1.113 In terms of the East Riding of Yorkshire Landscape Character Assessment (Ref 6.32), this Route Section falls within LCT 9 Drained Open Farmland.

6.1.114 In terms of the North Lincolnshire Landscape Character Assessment (Ref 6.33), much of the area is covered by the Trent Levels – Flat Drained Farmland LCT with Trent

Levels - Flat Drained Treed Farmland LCT to the west. Smaller areas of Trent Levels - Open Island Farmland LCT, Trent Levels - Flat Wooded Farmland LCT and Trent Levels - Flat Open Remote Farmland LCT reflect the variations in the underlying deposits and landcover. East of the River Trent there is a section of the Lincolnshire Edge - Steep Wooded Scarp Slope LCT and Lincolnshire Edge - Elevated Wooded Farmland LCT which are a continuation of the LCTs from the sections of route to the north. Proximity to Scarborough and industrial development along the River Trent between Flixborough Stather and Scunthorpe is classed as Lincolnshire Edge - Despoiled Landscape LCT.

6.1.115 The area around the River Trent near Keadby and Gunness is identified as an industrial landscape.

6.1.116 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.117 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels; and
  - NCA 45 Northern Lincolnshire Edge with Coversands.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 9: Drained Open Farmland.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Farmland;
  - Trent Levels: Open Island Farmland;
  - Trent Levels: Flat Wooded Farmland;
  - Trent Levels: Flat Drained Treed Farmland;
  - Trent Levels: Flat Open Remote Farmland;
  - Lincolnshire Edge: Despoiled Landscape;
  - Lincolnshire Edge: Steep Wooded Scarp Slope; and
  - Lincolnshire Edge: Elevated Wooded Farmland.

Designated landscapes

6.1.118 The central part of this Route Section falls in the Isle of Axholme ASHLI, which is locally designated under Policy LC14 of the North Lincolnshire Local Plan (Ref 6.11).

Route Section 7: M180 Motorway to Graizelound

6.1.119 Route Section 7 extends from the M180 to the small village of Graizelound and includes land on both sides of the River Trent, although the majority lies to the west of the river. Most of this Route Section lies within NCA 39 Humberhead Levels with a narrow section to the east within NCA 45 Northern Lincolnshire Edge with Coversands as shown on **Figure 6.3 National Landscape Character Areas**. The landscape comprises mainly

flat, expansive and highly productive arable farmland which displays centuries of artificial drainage. The scarcity of tree cover means the farmland is very open. To the west is the distinctive and historic landscape of the Isle of Axholme with more wooded and enclosed flat and low-lying farmland beyond.

6.1.120 In terms of the North Lincolnshire Landscape Character Assessment (Ref 6.33), the area nearest the River Trent is classed as Trent Levels – Flat Drained Farmland LCT with the Trent Levels - Open Island Farmland LCT on the Isle of Axholme and the Trent Levels - Flat Drained Treed Farmland LCT covering the more wooded and enclosed farmland to the west. Near Belton, a very small part of the Trent Levels – Flat Wooded Farmland LCT extends into the northern part of this Route Section.

6.1.121 In terms of the East Midlands Region Landscape Character Assessment (Ref 6.35), the southern half of this Route Section east of the River Trent is classed as RLCT 2b: Planned and Drained Fens and Carrlands, with a narrow strip of RLCT 4b: Wooded Vales to the east.

6.1.122 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.123 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels; and
  - NCA 45 Northern Lincolnshire Edge with Coversands.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Open Island Farmland;
  - Trent Levels: Flat Drained Farmland;
  - Trent Levels: Flat Drained Treed Farmland; and
  - Trent Levels: Flat Wooded Farmland.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands; and
  - RLCT 4b: Wooded Vales.

Designated landscapes

6.1.124 The central part of this Route Section falls within the Isle of Axholme ASHLI, which is locally designated under Policy LC14 of the North Lincolnshire Local Plan (Ref 6.11).

6.1.125 The eastern edge of the study area overlaps the western edge of the Laughton Woods and Scotton Common AGLV between Scunthorpe and Gainsborough.

Route Section 8: Graizelound to Chesterfield Canal

6.1.126 Route Section 8 extends from the small village of Graizelound to the Chesterfield Canal. It lies within NCA 39 Humberhead Levels, with a narrow strip of NCA 45 Northern Lincolnshire Edge with Coversands to the east as shown on **Figure 6.3 National Landscape Character Areas**. The landscape is a continuation of the flat, expansive

and highly productive artificially drained arable farmland to the north, with the southern part of the Isle of Axholme providing some variation in character. Most of the landscape is very open with big skies, although to the east of the River Trent, woodland cover increases with some large woodlands at Laughton Woods and Scotton Common.

6.1.127 In terms of the North Lincolnshire Landscape Character Assessment (Ref 6.33), the flat and low-lying arable farmland to the north of this Route Section is classed as Trent Levels - Flat Drained Farmland LCT and Trent Levels - Flat Drained Treed Farmland LCT. The southern part of the Isle of Axholme is part of the Trent Levels: Open Island Farmland LCT.

6.1.128 In terms of the East Midlands Region Landscape Character Assessment (Ref 6.35), most of this is classed as RLCT 2b: Planned and Drained Fens and Carrlands although there a very small part of RLCT 3b: Sandland Farmlands overlaps the southwestern edge of the Route Section.

6.1.129 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.130 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels.
- NCA 45 Northern Lincolnshire Edge with Coversands North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Farmland; and
  - Trent Levels: Flat Drained Treed Farmland.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands; and
  - RLCT 3b: Sandland Farmlands.

Designated landscapes

6.1.131 The central part of this Route Section falls within the Isle of Axholme ASHLI which is locally designated under Policy LC14 of the North Lincolnshire Local Plan (Ref 6.11).

Route Section 9: Chesterfield Canal to A620 East of North Wheatley

6.1.132 Route Section 9 extends from the Chesterfield Canal to the A620 Gainsborough Road, located northeast of North Wheatley. Much of it lies within NCA 39 Trent and Belvoir Dales, with the southern parts of NCA 39 Humberhead Levels and NCA 45 Northern Lincolnshire Edge with Coversands to the north of the Route Section as shown on **Figure 6.3 National Landscape Character Areas**. flat or gently undulating and mainly arable farmland centred on the River Trent west of Gainsborough. It is a low-lying rural landscape with relatively little woodland cover where the redundant cooling towers of the former power stations and associated overhead lines are widely visible. To the west of the Trent floodplain, the landscape transitions into an area of rolling, well-wooded

farmland and valleys, featuring a diverse mix of pastoral and arable agriculture. Further west, this landscape gradually merges into the low-lying, drained farmland along the floodplain of the River Idle.

6.1.133 In terms of the East Midlands Region Landscape Character Assessment (Ref 6.35) the flat and low-lying arable farmland in the Trent floodplain is classed as RLCT 2b - Planned and Drained Fens and Carrlands, RLCT 3a: Floodplain Valleys and RLCT 4a: Unwooded Vales. A very small part of RLCT 4b: Wooded Vales occurs south of Gainsborough. The more diverse and smaller scale landscape to the west of the Trent floodplain is identified as RLCT 5b: Wooded Village Farmlands with RLCT 3a: Floodplain Valleys along the valley of the River Idle. A very small part of RLCT 3b: Sandland Farmlands extends into the most northwesterly corner of the Route Section.

6.1.134 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.135 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels;
  - NCA 45 Northern Lincolnshire Edge with Coversands; and
  - NCA 48 Trent and Belvoir Vales.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands;
  - RLCT 3a: Floodplain Valleys;
  - RLCT 3b: Sandland Farmlands;
  - RLCT 4a: Unwooded Vales;
  - RLCT 4b: Wooded Vales; and
  - RLCT 5b: Wooded Village Farmlands.

Designated landscapes

6.1.136 The eastern part of this Route Section falls within the Northeast and East of Gainsborough AGLV which lies to the north and east of Gainsborough.

Route Section 10: A620 East of North Wheatley to Fledborough

6.1.137 Route Section 10 extends from the A620 Gainsborough Road to Fledborough and includes land on both sides of the River Trent, although the majority lies to the west of the river. Most of this Route Section lies within NCA 48 Trent and Belvoir Vales, with the western edge within NCA 49 Sherwood and the northwestern corner in NCA 39 Humberhead Levels as shown on **Figure 6.3 National Landscape Character Areas**.

6.1.138 The landscape is a continuation of that to the north, with much of it comprising the flat or gently undulating and mainly arable farmland centred on the River Trent. Woodland cover is sparse, but hedgerow and riverside trees contribute to a perception of a well-treed landscape. The cooling towers of the former Trent Valley power stations and

associated overhead lines are widely visible. To the west of the Trent floodplain, the landscape transitions into an area of rolling, well-wooded farmland and valleys, featuring a diverse mix of pastoral and arable agriculture. Further west, this landscape gradually merges into the low rounded, wooded and heathy sandstone hills on the edge of Sherwood Forest.

6.1.139 In terms of the East Midlands Region Landscape Character Assessment (Ref 6.35), the flat and low-lying arable farmland in the Trent floodplain is classed as RLCT 3a: Floodplain Valleys and RLCT 4a: Unwooded Vales. The more diverse and smaller scale landscape to the west of the Trent floodplain is identified as RLCT 5b: Wooded Village Farmlands, while the western edge of the Route Section is covered by RLCT 3b: Sandland Farmlands and RLCT 10b: Sandstone Forests and Heaths. A very small part of RLCT 4b: Wooded Vales covers the northeastern edge of this Route Section.

6.1.140 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.141 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 39 Humberhead Levels;
  - NCA 48 Trent and Belvoir Vales; and
  - NCA 49 Sherwood.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3a: Floodplain Valleys;
  - RLCT 3b: Sandland Farmlands;
  - RLCT 4a: Unwooded Vales;
  - RLCT 4b: Wooded Vales;
  - RLCT 5b: Wooded Village Farmlands; and
  - RLCT 10b: Sandstone Forests and Heaths.

Designated landscapes

6.1.142 There are no designated landscapes in this Route Section.

Route Section 11: Fledborough to High Marnham

6.1.143 Route Section 11 extends from Fledborough to High Marnham and lies wholly within NCA 48 Trent and Belvoir Vales as shown on **Figure 6.3 National Landscape Character Areas**. The landscape comprises the flat, low-lying arable farmland, centred on the River Trent, which gradually merges into a more undulating and enclosed landscape away from the river. Woodland cover is sparse, but hedgerow and riverside trees contribute to a perception of a well-treed landscape. The cooling towers of the former Trent Valley power stations and associated overhead lines are widely visible.

6.1.144 In terms of the East Midlands Region Landscape Character Assessment (Ref 6.35), the flat and low-lying arable farmland in the Trent floodplain is classed as RLCT 3a:

Floodplain Valleys while the slightly higher ground to either side is RLCT 4a Unwooded Vales. A very small part of RLCT 5b: Wooded Village Farmlands covers the northeastern edge of this Route Section.

6.1.145 A description of the landscapes within this Route Section is provided in **Appendix 6.2 Landscape Baseline** and their location and extent is shown on **Figure 6.4 Landscape Character Types**.

6.1.146 The following published landscape character assessments cover the landscape study area in this Route Section:

- Natural England - National Character Area Profiles (Ref 6.31)
  - NCA 48 Trent and Belvoir Vales.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3a: Floodplain Valleys;
  - RLCT 4a: Unwooded Vales; and
  - RLCT 5b: Wooded Village Farmlands.

Designated landscapes

6.1.147 There are no designated landscapes in this Route Section.

Future Baseline

6.1.148 Predicting future baseline requires projecting forward any trends in change and considering how they may affect the baseline conditions over time. The nature of future baseline is influenced by a combination of natural and human processes, including climate change.

6.1.149 Consideration was given to the following types of change that could potentially alter the landscape environment:

- The natural evolution of the landscape, for example whether the growth or dieback of existing vegetation would alter existing landscape character.
- The loss of existing elements and features in the landscape, for example due to land-take from planned developments in the area, leading to changes in landscape character.
- The introduction of new buildings and infrastructure which changes the character, value and appreciation of the landscape and views, for example the demolition of the former West Burton Power station and its replacement with the Spherical Tokamak for Energy Production (STEP) prototype fusion energy plant.

6.1.150 The review included an evaluation of the planned development projects identified in **Chapter 21 Cumulative Effects** of the PEIR. This involved:

- The identification of any permitted (i.e., consented) development projects in the landscape study area that have yet to be implemented.
- Analysis of the likely environmental effects and planned timescales for each identified development project.

- An assessment of the potential for each identified development project to change the baseline in the construction year (2028), operational year (2031) and reinstatement works (complete by 2033) of the Project, in the manner described above.

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

Construction year baseline (2028)

6.1.152 The vegetation pattern would reflect the existing baseline, with a combination of roadside hedgerows and blocks of woodland interspersed across a predominantly open landscape. The impact of ash dieback (*Hymenoscyphus fraxineus*) on the landscape, particularly where there is a high proportion of ash in woodlands and hedgerows, will continue to be reviewed as the assessment progresses.

6.1.153 The settlement pattern would broadly reflect the existing spatial distribution. Although there are committed developments which extend residential and commercial areas, these tend to be within or adjacent to existing built up areas such as Beverley, Kirk Ella, Brough and Gainsborough and are not considered to affect the landscape character to an extent that would interact with the Project.

6.1.154 A review of the landscape study areas of committed developments, at the time of assessment, identified that the following are expected to alter the land use changes in the study area and may have an effect on baseline landscape character, affecting Route Sections 9 to 11:

- Bumble Bee Solar Farm and Battery Storage – Located near Saundby in Route Section 9, this development comprises a 49.9 MW solar farm. The development retains existing field patterns and includes for several new hedgerows and tree planting but would introduce solar panels across approximately 150 ha of open agricultural land.
- Wood Lane Solar Farm – Located in Route Section 10 between South Wheatley and Sturton le Steeple, this development comprises a 49.9 MW solar farm. The development retains existing field patterns and includes for several new hedgerows and tree planting but would introduce solar panels across approximately 95 ha of open agricultural land.
- Tuxford Road Solar Farm and Battery Storage – Located between Tuxford and Weston in Sections 10 and 11, this development comprises a 49.9 MW solar farm. The development retains existing field patterns includes for several new hedgerows and tree planting but would introduce solar panels across approximately 120 ha of open agricultural land.
- Cottam Power Station – The demolition of the former Cottam Power Station and its associated cooling towers is assumed to occur prior to 2028, reducing the sites influence on the surrounding landscape. The site would be redeveloped. A 50 MW battery storage facility is assumed to be completed prior to 2028 but would not be of a scale that would affect the wider landscape.

6.1.155 Developments due to be in construction or complete by 2028 are either too far from the Project, too small scale or would not affect the baseline landscape character in proximity to the Project.

6.1.156 Other development proposals have not received consent and are therefore not considered in the PEIR. Development proposals will be kept under review and other developments may be considered for the future baseline assessed in the ES.

Operational year baseline (2031)

6.1.157 Land cover, and land use would remain as reported above for the construction year baseline as the proposed developments listed are assumed to be complete by 2028.

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

6.6 Mitigation

6.1.159 As set out in **Chapter 5 Approach to Preparing the PEIR** mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional mitigation measures. Those measures relevant to the assessment of landscape effects are set out below.

Embedded Mitigation Measures

6.1.160 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable.

6.1.161 National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise have been experienced during construction and operation (and maintenance) of the Project.

6.1.162 Embedded measures are those that are intrinsic to, and built into, the design of the Project; these are presented in Table 4.2 in **Chapter 4 Description of the Project**. Measures of relevance to the Landscape chapter include:

- Sensitive routeing and siting in accordance with the Holford Rules (Ref 6.47) and Horlock Rules (Ref 6.48) - as far as practicable effects on identified landscape receptors have been avoided and reduced.
- Selection of a lattice pylon as the most appropriate pylon type to keep a consistent appearance with the existing 400 kV overhead line infrastructure in the landscape.
- Route Sections 2 to 5 and 7 of the Project has been designed to be parallel or close parallel with the existing overhead lines. This is to reduce the overall extent of environmental impacts arising from the Project by intensifying the degree of impact on receptors already affected by existing overhead, rather than spreading impacts to areas not currently affected. It also helps form a coherent appearance, in line with Holford Rule 6 (Ref 6.47). In Route Sections 1, 6 and 8 to 11, constraints such as wind farms and settlements have resulted in routeing further from the existing overhead lines. For further details of routeing refer to the **Design Development Report.**
- The crossing of the River Ouse has been routed to be broadly parallel with the existing 400 kV overhead line (taking into account the other environmental, socio-

economic and technical considerations) to minimise the potential for effects on the Humber Estuary designated sites and on visual amenity.

- The undergrounding of existing third party services which cross the draft Order Limits would provide benefit in terms of rationalisation of infrastructure.

Control and Management Measures

6.1.163 Control and management measures, comprising management activities and techniques, would be implemented during construction of the Project to limit effects via adherence to good site practices and achieving legal compliance.

6.1.164 A Draft Outline Code of Construction Practice (CoCP) is provided in **Appendix 4.1 Draft Outline Code of Construction Practice**. Measures contained in the Draft Outline CoCP that are relevant to the control and management of impacts that could affect the landscape assessment are:

- LV01: The contractor(s) will retain vegetation where practicable. Where vegetation is lost and trees cannot be replaced in situ due to the restrictions associated with land rights required for operational safety, replacement vegetation will be planted as close by as practicable and will complement landscape character and be sympathetic to the local habitat type in order to provide a high biodiversity value.
- LV02: The contractor(s) will apply the relevant protective principles set out in British Standard (BS) 5837:2012: Trees in relation to design, demolition and construction. All works to trees, including trees under Tree Preservation Orders and veteran trees, will be undertaken or supervised by a suitably qualified arboriculturist.
- LV03: A five-year aftercare period will be established for all reinstatement and mitigation planting.
- LV04: Construction lighting will be directional and minimised where possible.
- B10: Where the works require the crossing or removal of hedgerows, the gap will be reduced to a width required for safe working. Where hedge removals are necessary, ‘dead hedging’ should be used, where practicable, in the interim periods to retain connectivity during construction. Dead hedging can comprise vegetation arisings or artificial provision, such as willow screening panels or Heras fencing covered in camouflage netting. New hedgerow planting will contain native, woody species of local provenance.

6.1.165 Additional measures of potential relevance to the avoidance or reduction of effects on landscape character include the following:

- NV01: Construction working will be undertaken within the agreed working hours set out within the DCO. Best practicable means to reduce construction noise and limit effects on perceptual aspects of landscape, such as tranquillity, will be set out within the CoCP.

6.1.166 The Project has committed to producing an Outline LEMP (commitment GG03), which will set out the measures to protect existing vegetation as well as for reinstatement and additional planting.

Additional Mitigation Measures

6.1.167 Additional mitigation comprises measures over and above any embedded and standard mitigation measures, for which assessment within this PEIR has identified a requirement to further reduce significant environmental effects.

6.1.168 As a result of the preliminary assessment, and as defined in section 7.7, the following additional mitigation measures are required:

- Proposed woodland planting adjacent to Socken Wood to provide mitigation for trees lost.
- Proposed woodland planting at Woodale to provide mitigation for tree loss on the edge of the Wolds.

6.1.169 Other areas of mitigation planting, as illustrated in **Figure 4.1 Proposed project Design** whilst not specifically identified to mitigate landscape effects will provide some landscape benefit.

6.7 Preliminary Assessment

6.1.170 This section first identifies the potential effects that could occur because of the construction, and operation and maintenance of the Proposed Overhead Line. The preliminary assessment is then presented for the 11 Route Sections as described in **Chapter 4 Description of the Project**. The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

6.1.171 The preliminary assessment takes account of the embedded, control and management, and additional mitigation measures as set out in section 6.6.

Potential Effects

6.1.172 The potential for the Proposed Overhead Line to result in likely significant effects on landscape receptors was determined through the EIA Scoping process. This section lists those potential effects that have been scoped into the assessment through the Scoping Report (Ref 6.22) taking into account the comments received in the Scoping Opinion (Ref 6.21). Since scoping, some additional LCT and RLCTs have been included. Natural England's National Character Area Profiles (Ref 6.31) are not assessed at this preliminary stage. An assessment of the effects of the Project on the NCAs will be provided in the assessment of landscape effects presented in the ES once the more detailed assessments have been completed.

6.1.173 Where the scope has been amended since the Scoping Report, explanatory text has been included to provide justification for this change.

Construction

6.1.174 The potential effects that could result from the construction of the Proposed Overhead Line relate to physical and perceptible effects on landscape character and/or the setting of designated landscapes from construction, including vegetation removal and the presence of construction compounds, storage areas, access roads and tracks, plant (including mobile cranes), vehicles and personnel.

Operation

6.1.175 The potential effects that could result from the operation of the Proposed Overhead Line are:

- Physical and perceptible effects on landscape character and/or the setting of designated landscapes from the long-term loss of landscape elements and features, and introduction of new infrastructure.
- Physical and perceptible effects on landscape character and/or setting from the introduction of landscape elements such as trees and hedgerows.

Permanent loss of roadside vegetation

6.1.176 A detailed assessment of any likely significant physical and perceptible effects on landscape character and/or the setting of designated landscapes from the permanent loss of roadside vegetation due to the localised widening of public highways has not been undertaken at this preliminary assessment stage. However, this assessment will be undertaken where required and presented in the landscape chapter of the ES.

Night-time lighting

6.1.177 Since scoping, some specific construction operations are proposed that may take place outside of the proposed core working hours. These are set out in section 4.5 of **Chapter 4 Description of the Project**. The preliminary assessments have considered the proposed core working hours and those operations that may take place outside of them as appropriate. The ES will present the full assessment of nighttime lighting although given the temporary nature of the works which may require night-time lighting this is highly unlikely to result in significant landscape effects.

Maintenance

6.1.178 Potential landscape effects from the maintenance of the Proposed Overhead Line have been scoped out of the assessment, as noted in ID 3.1.1 of the Scoping Opinion (Ref 6.21)

Route Section 1: Creyke Beck to Skidby

6.1.179 This section provides a preliminary assessment of the Proposed Overhead Line. The preliminary assessment of the Proposed Substation Works at Birkhill Wood is presented in **Chapter 20 Substations and Associated Works**.

6.1.180 Route Section 1 extends from the proposed new Birkhill Wood Substation near Creyke Beck, where the new overhead line will connect, to the village of Skidby. Throughout this Route Section, the route gradually diverges from the existing 4ZQ 400 kV overhead line which lies to the south.

Potentially significant effects

6.1.181 There is the potential for significant construction and particularly operational effects on the landscapes identified in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on the overall composition and character of the landscape. The route runs approximately 600 m to the north of the existing 400 kV overhead line. It would therefore extend the effects of high-voltage infrastructure across a wider geographical area than the existing overhead line, leading to some loss of scenic quality and a diminished sense of tranquillity and remoteness.

6.1.182 Potential significant effects are predicted for the following landscapes. The confidence in this prediction is Moderate.

- Designated Landscapes
  - The Yorkshire Wolds ILA would be directly affected by construction and operation of the Proposed Overhead Line. The character of the landscape within the ILA and the way that it is experienced may also be indirectly affected by proximity to the Proposed Overhead Line. The new 400 kV overhead line would run largely parallel to the existing 400 kV overhead line, which would reduce the scale of likely change, but the value and susceptibility of the landscape is judged to be high. The presence of a second 400 kV overhead line in the ILA would extend the influence of the existing overhead line, affecting additional landscape elements (e.g., woodland blocks), the character of views and overall scenic quality.
  - Risby Hall Grade II Registered Park and Garden is assessed in **Chapter 10 Cultural Heritage.** The character of the wider landscape setting of the Registered Park and Garden and the way that it is experienced would be indirectly affected by proximity to the Proposed Overhead Line. The new 400 kV overhead line would run largely parallel to the existing 400 kV overhead line, which would reduce the scale of likely change, but the value and susceptibility of the landscape is judged to be high. The presence of a second 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 13: Open High Rolling Farmland - As per Route Section 2, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.183 Construction and operational effects on the landscapes listed below are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, including an unsurfaced access road used for temporary maintenance activities, in most instances the combination of distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.184 Effects on the following landscapes are unlikely to be significant. The confidence in this prediction is High.

- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 16: Sloping Farmland (edge of Wolds) would be directly affected by construction and operation of the Proposed Overhead Line and include the loss of trees on the scarp slope near Brantingham. The addition of a new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality, but the effects are unlikely to be significant. This is because the new 400 kV overhead line would run largely parallel to the existing 400 kV overhead line, which would reduce the scale of likely change. Also, although the value of the landscape is considered high, its susceptibility to change from the Proposed Overhead Line is considered medium

as scenic quality and rural character are diminished through proximity to settlement and industry, particularly to the south of Beverley.

- LCT 17: Farmed Urban Fringe occupies an area of lower-lying ground on the northern edge of Hull. It includes the settlement of Cottingham with its associated transport infrastructure and urban fringe land uses, resulting in a medium professional judgement for both value and susceptibility. The LCT would not be directly affected by the Proposed Overhead Line during construction or operation. At its closest point it is some 0.7 km from the nearest point on the LoD. The ZTV indicates potential intervisibility, but the pylons would only be distantly visible, and they would be seen beyond the existing 400 kV overhead line which already crosses the LCT. They would also be seen in the context of urban fringe land uses. The introduction of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT, and the overall effects are unlikely to be significant.
- LCT 18: Low Lying Drained Farmland is located on the east side of Beverley some 3 km from the nearest point on the LoD. The LCT would not be directly affected by the Proposed Overhead Line during construction or operation. The ZTV indicates potential intervisibility, but the pylons would only be distantly visible, and they would be seen alongside the existing 400 kV overhead line which already crosses the LCT. The value of the landscape is considered medium, and its susceptibility to change from the Proposed Overhead Line is considered medium as scenic quality and rural character are diminished due to the presence of the existing overhead line. The introduction of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT, and the overall effects are unlikely to be significant.

Route Section 2: Skidby to A63 Dual Carriageway

6.1.185 Route Section 2 extends from the village of Skidby to the A63 dual carriageway on the western edge of the Yorkshire Wolds. In this Route Section, the route converges with the existing 4ZQ 400 kV overhead line to the west of Little Weighton Road before following a close parallel alignment to this overhead line for the remainder of Route Section 2.

6.1.186 During construction, the line swap which is explained in **Chapter 4 Description of the Project**, would require two temporary pylons to maintain power while existing pylons are modified and reconductored and a new section of overhead line would be built in parallel. This would increase the landscape effects during construction, including loss of trees at Socken Wood and on the scarp slope at Brantingham. However, once constructed, a new 400 kV overhead line would run broadly in close parallel alignment to the existing overhead line. This would concentrate the visual impact resulting from the changes to the landscape within an already affected corridor, reducing the overall effect on the views experienced.

Potentially significant effects

6.1.187 There is potential for significant construction and operational effects on the landscapes in this Route Section due to direct impacts on landscape elements and features, including tree removal at Socken Wood, Brantingham Dale and Birkhill Wood, with a subsequent need to maintain a suitable safety clearance distance either side of the new

line by managing vegetation regeneration. There would also be indirect effects on the character and perception of the landscape.

6.1.188 Potential significant effects are predicating for the following landscapes. The confidence level for this prediction is High.

- Designated Landscapes
  - Yorkshire Wolds ILA – As per Route Section 1, where the potential effects of the Proposed Overhead Line on the Yorkshire Wolds ILA (covering all Route Sections) are summarised.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 11: Jurassic Hills Farmland – As per Route Section 3, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - LCT 12: Sloping Wooded Farmland occupies part of the southwest facing slope of the Yorkshire Wolds and is judged to be of high value and susceptibility. The landscape would be directly affected during construction and operation of the Proposed Overhead Line. Construction of the line swap would intensify the construction effects on this LCT although these effects would be temporary and reversible. During operation, the addition of a new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality. There would be permanent tree loss on the scarp slope near Brantingham due to the need to maintain a suitable safety clearance distance either side of the new line by managing vegetation regeneration.
  - LCT 13: Open High Rolling Farmland would be directly affected by construction and operation of the Proposed Overhead Line. While the new 400 kV overhead line would follow a similar alignment to the existing 400 kV overhead line, which would reduce the scale of likely change, the value and susceptibility of the landscape is considered to be high. The addition of a new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality.

Effects unlikely to be significant

6.1.189 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, in most instances, the combination of distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.190 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is High.

- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 17: Farmed Urban Fringe – As per Route Section 1, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Route Section 3: A63 Dual Carriageway to River Ouse Crossing

6.1.191 Route Section 3 extends from the A63 dual carriageway on the western edge of the Yorkshire Wolds to Blacktoft Lane, a minor road near the northern bank of the River Ouse.

6.1.192 Throughout this Route Section, the route generally follows a closely parallel alignment to the existing 4ZQ 400 kV overhead line. Initially, it runs to the south of the line until it reaches a point near Ings Lane, west of Ellerker, where it swops to the north of the existing line. Continuing from Route Section 2, the proposed conductor would be strung on existing pylons on the 4ZQ 400 kV overhead line to existing pylon 4ZQ68 (which would become 4AF47). To facilitate this, in this Route Section between the A63 and existing pylon 4ZQ63, eleven new pylons would be constructed to the south and a new section of conductor installed diverting/transferring the existing 4ZQ 400 kV overhead line route onto the eleven new pylons within this Route Section, as illustrated on **Figure 4.1 Proposed Project Design**.

Potentially significant effects

6.1.193 There is potential for significant construction and particularly operational effects on the following landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character.

6.1.194 Once constructed the new 400 kV overhead line would follow a close parallel alignment to the existing overhead line, meaning the scale of effect on the landscape is expected to be less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the new overhead line would integrate into the existing landscape rather than introducing a completely new and separate feature. This approach would help to minimise visual disruption and reduce the overall effect on the landscape.

6.1.195 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- Designated Landscapes
  - Yorkshire Wolds ILA - As per Route Section 1, where the potential effects of the Proposed Overhead Line on this the Yorkshire Wolds ILA (covering all Route Sections) are summarised.
- . East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 11: Jurassic Hills Farmland follows the edge of the Yorkshire Wolds and the A63 and is judged to be of high value and medium susceptibility. The landscape would be directly affected during construction and operation of the Proposed Overhead Line. Construction of the line swap would intensify the construction effects on this LCT although these effects would be temporary and reversible. During operation, the addition of a new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality.
  - LCT 23: Humber Banks – As per Route Section 4, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.196 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities. In most instances, however, a combination of distance and the presence of intervening landform and vegetation, would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.197 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 6: Wooded Open Farmland is located some 4 km to the north of the nearest point on the LoD. Only a very small part of the LCT lies within the study area. 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 new 400 kV 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 as part of the EIA process is therefore not considered necessary.
  - LCT 8: M62 Corridor is located some 1.2 km to the north of the nearest point on the LoD and is judged to be of low value and medium susceptibility. It would experience direct impacts during construction as a temporary access road would extend south from the B1230 near Gilberdyke. Movement of construction vehicles and plant along this would introduce some localised visual and noise disturbance but would not alter the character of the landscape within the LCT. 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 which already crosses the LCT. The introduction of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT and the overall effects are unlikely to be significant.
  - LCT 9: Drained Open Farmland which is judged to be of high value and medium susceptibility would be directly affected by construction and operation of the Project. Construction of the line swap in the far eastern part of the LCT would slightly intensify the construction effects on this LCT although these effects would be temporary and reversible. During operation, the addition of a new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality. The overall effects on the LCT are, however, unlikely to be significant. This is because the new 400 kV overhead line would run largely parallel to the existing 400 kV overhead line, which would reduce the scale of likely change. While the Proposed Overhead Line would introduce more pylons into the landscape, locally resulting in some loss of scenic quality, the overall character of the landscape within this large LCT would remain largely unchanged.
  - LCT 17: Farmed Urban Fringe – As per Route Section 1, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Route Section 4: River Ouse Crossing

6.1.198 Route Section 4 extends approximately 1 km on either side of the River Ouse, crossing the river to the west of the existing 400 kV overhead line between Whitgift and Ousefleet. The requirement to span the navigable river in this Route Section necessitates substantially taller pylons compared to those used along the rest of the route as noted in **Appendix 4.2 Indicative Pylon Schedule**. The route generally follows an alignment in the same broad corridor and to the west of the existing 4ZQ 400 kV overhead line.

Potentially significant effects

6.1.199 There is the potential for significant construction and particularly operational effects on the following landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character. The Proposed Overhead Line would increase the influence of the nearby existing 400 kV overhead lines, making pylons a more prominent element in the landscape and resulting in a further loss of scenic quality. This impact would be particularly notable because two taller pylons are required - one on either side of the River Ouse. These new pylons are likely to be between 120 – 130 m high and would compound the existing 110 m high pylons at the river crossing.

6.1.200 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is High.

- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 4: River Corridors has a distinctive sense of place due to the unifying influence of the River Ouse and is judged to have a high value and medium susceptibility. The LCT would not be directly affected by the Proposed Overhead Line but because of its proximity to the Proposed Overhead Line at the proposed River Ouse Crossing it would potentially experience significant effects on its composition and character. The addition of a new 400 kV overhead line, including the two taller pylons, would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality.
  - LCT 23: Humber Banks has a distinctive sense of place due to the unifying influence of the River Humber and is consequently judged to have a high value and medium susceptibility. The LCT would be directly affected by construction and operation of the Proposed Overhead Line. The addition of a new 400 kV overhead line would extend the influence of the existing overhead line including the River Ouse crossing, affecting the character of views and overall scenic quality.

Effects unlikely to be significant

6.1.201 Construction and operational effects on the following landscapes in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities. In most instances, however, the combination of distance and the presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.202 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)

LCT 9: Drained Open Farmland - As per Route Section 3, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Humber Estuary: Flat Drained Farmland is located some 3.8 km to the east of the nearest point on the LoD and to the east of the River Trent. It is judged to be of high value and medium susceptibility. The ZTV indicates potential intervisibility, but the pylons including the two taller pylons proposed 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 new 400 kV 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 as part of the EIA process is therefore not considered necessary.
  - Lincolnshire Edge: Steep Wooded Scarp Slope – As per Route Section 5, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Lincolnshire Edge: Elevated Wooded Farmland – As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Route Section 5: River Ouse Crossing to Luddington

6.1.203 Route Section 5 extends from the River Ouse crossing to Luddington, passing to the west of Garthorpe. In this Route Section, the new 400 kV overhead line would follow a close parallel alignment to the existing 4ZQ 400 kV overhead line which crosses the River Ouse to the east.

Potentially significant effects

6.1.204 There is the potential for significant construction and particularly operational effects on the following LCT, although this is because of the effects of the Proposed Overhead Line on the LCT in Route Section 6, rather than this Route Section.

6.1.205 By following a close parallel alignment to the existing 400 kV overhead line, the scale of effect on the landscape is expected to be less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the new overhead line would integrate into the existing landscape rather than introducing a completely new and separate feature.

6.1.206 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- North Lincolnshire Landscape Character Assessment (Ref 6.33):

  Trent Levels: Flat Drained Farmland – As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

- East Riding of Yorkshire Landscape Character Assessment (6.32)

- LCT 23: Humber Banks – As per Route Section 4, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.207 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, in most instances, the combination of distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.208 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is High.

- Designated Landscapes
  - The Thorne, Crowle and Goole Moors ILA lies outside but on the edge of the study area, some 8.6 km from the nearest point on the LoD. At this distance the new 400 KV 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 new 400 kV 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 as part of the EIA process is therefore not considered necessary.
- East Riding of Yorkshire Landscape Character Assessment (Ref 6.32)
  - LCT 9: Drained Open Farmland – As per Route Section 3, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Open Remote Farmland is located some 2.2 km to the west of the nearest point on the LoD and is judged to be of high value and susceptibility. It would not be directly affected by the Proposed Overhead Line during construction or operation. The ZTV indicates potential intervisibility, but the pylons would only be distantly visible, and they would be seen alongside the existing 400 kV overhead lines and multiple wind turbines. The introduction of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Overall, any effects are unlikely to be significant.
  - Trent Levels: Flat Drained Farmland – As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Lincolnshire Edge: Steep Wooded Scarp Slope is located some 2.2 km to the east of the nearest point on the LoD and is judged to be of medium value and high susceptibility. The ZTV indicates potential intervisibility, but the pylons 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 new 400 kV overhead line would not fundamentally alter the composition or

indirectly influence the character of the landscape within the LCT. Overall, any effects are unlikely to be significant.

- Lincolnshire Edge: Elevated Wooded Farmland is located some 2.5 km to the east of the nearest point on the LoD and is judged to be of medium value and susceptibility. It would not be directly affected by the Proposed Overhead Line during construction or operation. While the ZTV indicates potential visibility, the effects on the LCT would not be significant. The Proposed Overhead Line would introduce more pylons into westerly views out of the LCT, but these would be only distantly visible and would be seen beyond the three existing 400 kV overhead lines and alongside multiple wind turbines. The introduction of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Overall, any effects are unlikely to be significant.

Route Section 6: Luddington to M180 Motorway

6.1.209 Route Section 6 extends from the B1392 Meredyke Lane near Luddington south to the M180, passing between Crowle and Keadby. In this Route Section, the route diverges west from the two existing 400 kV overhead lines near Luddington. It then runs approximately 2.5 km west of these overhead lines for the rest of the Route Section.

6.1.210 During construction, the proposed crossing of the existing ZDA 400 kV overhead line would require six new pylons on the ZDA line, and around 520 m of the existing ZDA line, including two pylons, would be removed. To carry out the work, approximately 1.4 km of temporary overhead line, with two temporary pylons between ZDA117 and ZDA121, would be installed for the duration of the works. The crossing details are detailed in **Chapter 4 Description of the Project** and shown in **Figure 4.1 Proposed Project Design.**

Potentially significant effects

6.1.211 There is the potential for significant construction and particularly operational effects on the following landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character. In this Route Section the proposed 400 kV overhead line moves away from being in parallel or close parallel with the existing overhead line. It would therefore extend the influence of high-voltage electricity infrastructure across a wider geographical area leading to a further loss of scenic quality and landscape character.

6.1.212 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- Designated Landscapes
  - Isle of Axholme ASHLI - A preliminary assessment of the effects of the Proposed Overhead Line on the designated area is presented in **Chapter 10 Cultural Heritage**.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Farmland would be directly affected by construction and operation of the Proposed Overhead Line. The route diverges and runs approximately 3 km to the west of the two existing 400 kV overhead lines. Construction of the line crossing would intensify the construction effects on the

LCT although these effects would be temporary and reversible. The character of the landscape within this LCT is already affected by several existing 400 kV overhead lines, multiple wind turbines and Keadby Power Station and is judged to be of high value and medium susceptibility. The new 400 kV overhead line would however affect the western part of this LCT which is currently more rural and scenic and would extend the influence of the existing high voltage electricity infrastructure over a much wider geographic area.

- Trent Levels: Open Island Farmland is located close to this Route Section of the Proposed Overhead Line and is judged to be of high value and susceptibility. Construction of the line crossing would intensify the construction effects on the LCT although these effects would be temporary and reversible. During operation, the addition of a new 400 kV overhead line immediately to the east of the LCT would increase the effects of the existing overhead line that already crosses the centre of this small LCT, altering the character of the views and diminishing the overall scenic quality of the area.
- Trent Levels: Flat Wooded Farmland, which is judged to be of high value and susceptibility, would be directly affected by construction and operation of the Proposed Overhead Line. The addition of a new 400 kV overhead line would increase the effects of the existing overhead lines that already cross the northern and southern edges of this relatively small LCT, altering the character of the views and diminishing overall scenic quality of the area.

Effects unlikely to be significant

6.1.213 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, in most instances, the combination of distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.214 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Treed Farmland – As per Route Section 7, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Trent Levels: Flat Open Remote Farmland – As per Route Section 5, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Lincolnshire Edge: Despoiled Landscape - There would be no significant effects due to the current character and quality of the landscape. Further assessment as part of the EIA process is therefore not considered necessary.
  - Lincolnshire Edge: Steep Wooded Scarp Slope – As per Route Section 5, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Lincolnshire Edge: Elevated Wooded Farmland – As per Route Section 5, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.

Route Section 7: M180 Motorway to Graizelound

6.1.215 Route Section 7 extends from the M180 to the small village of Graizelound. The route converges on two existing 400 kV overhead lines to the south of the village of Beltoft. It then runs parallel and to the west of these two existing lines for much of the remainder of this Route Section, before diverging again near East Lound.

Potentially significant effects

6.1.216 There is the potential for significant construction and particularly operational effects on the following landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character. The new 400 kV overhead line would follow a close parallel alignment to the existing overhead line, meaning the scale of effect on the landscape is expected to be less pronounced than if the new infrastructure were introduced independently. By aligning with the existing infrastructure, the new overhead line would integrate into the existing landscape rather than introducing a completely new and separate feature. This approach helps minimise visual disruption and reduces the overall effect on the landscape.

6.1.217 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- Designated Landscapes
  - Isle of Axholme ASHLI – A preliminary assessment of the effects of the Proposed Overhead Line on the designated area is presented in **Chapter 10 Cultural Heritage**.
- North Lincolnshire Landscape Character Assessment (Ref 6.33)
  - Trent Levels: Open Island Farmland – As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Trent Levels: Flat Wooded Farmland - As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands - As per Route Section 6, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.218 Construction and operational effects on the following landscapes in this Route Section are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, in most instances, the combination of distance and presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.219 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is High.

- Designated Landscapes
  - Laughton Woods and Scotton Common AGLV is located some 6.2 km to the east of the nearest point on the LoD. It would not be directly affected by the Proposed Overhead Line during construction or operation. While the ZTV indicates potential visibility, the effects on the landscape of the AGLV although of high value and 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 Proposed Overhead Line 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 new 400 kV 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 as part of the EIA process is therefore not considered necessary.
- North Lincolnshire Landscape Character Assessment (Ref 6.33)
  - Trent Levels: Flat Drained Farmland - As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
  - Trent Levels: Flat Drained Treed Farmland at its closest near to the boundary with Route Section 6, is located some 2.3 km west of the LoD and is judged to be of high value and susceptibility. Here a very short section of temporary construction access road running east from the A161 would directly affect the northeastern corner of the LCT. The remainder of the LCT would not be directly affected either during construction or operation and is separated from the Proposed Overhead Line by the woodlands in the Flat Wooded Farmland LCT and by the Open Island Farmland. While the ZTV indicates potential visibility, the effects on the LCT are unlikely to be significant. The Proposed Overhead Line would introduce more pylons into easterly views out of the LCT, but these would be only distantly visible and would be seen alongside the existing overhead lines. The addition of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 4b: Wooded Vales extends into the eastern edge of the study area at two locations: north of Gainsborough including Scotton Common and Laughton Woods and south of Gainsborough including the small woodlands around Knaith. The landscape is judged to be of high value and medium susceptibility. Both areas of the RLCT are approximately 3.6 km from the nearest point on the LoD and would be separated from the Proposed Overhead Line by the intervening settlements, landform and vegetation. Distant views of a new 400 kV 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 as part of the EIA process is therefore not considered necessary.

Route Section 8: Graizelound to Chesterfield Canal

6.1.220 Route Section 8 extends from the small village of Graizelound to the Chesterfield Canal. A small part in the north of this Route Section falls within the Isle of Axholme Area of Historic Landscape Interest. The route crosses Warping Drain, the Spalding to Doncaster rail line, and Misterton Golf Course, and passes to the west of Misterton and Walkeringham. Two existing 400 kV overhead lines cross the eastern side of this Route Section approximately 3 km from the LoD.

Potentially significant effects

6.1.221 There is the potential for significant construction and, particularly, operational effects on the landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character.

6.1.222 In this Route Section the proposed 400 kV overhead line would diverge to the west and away from the two existing 400 kV overhead lines to distance of up to 4 km. It would therefore extend the influence of high-voltage infrastructure across a wider geographical area within the Trent Valley landscape, leading to a further loss of scenic quality. However, it is not expected to fundamentally alter the character of the landscape.

6.1.223 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- Designated Landscapes
  - Isle of Axholme Area ASHLI – A preliminary assessment of the effects of the Proposed Overhead Line on the designated area is presented in **Chapter 10 Cultural Heritage**.
- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Farmland – As per Route Section 6, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands would be directly affected during construction and operation of the Proposed Overhead Line. It is an intensively farmed flat landscape which is judged to be of medium value and susceptibility. The addition of a new 400 kV overhead line would extend the influence of the existing overhead lines across a much wider geographical area and into a more rural and scenic part of the LCT, affecting the character of views and overall scenic quality.

Effects unlikely to be significant

6.1.224 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities. In most instances however, the combination of distance and the presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.225 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- North Lincolnshire Landscape Character Assessment (Ref 6.33):
  - Trent Levels: Flat Drained Treed Farmland – As per Route Section 7, where the potential effects of the Proposed Overhead Line on this LCT (covering all Route Sections) are summarised.
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3b: Sandland Farmlands – As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 4b: Wooded Vales – As per Route Section 7, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Route Section 9: Chesterfield Canal to A620 east of North Wheatley

6.1.226 Route Section 9 extends from the Chesterfield Canal to the A620 Gainsborough Road, located northeast of North Wheatley. The route traverses between Gringley on the Hill and Beckingham, gradually moving eastward. Two existing 400 kV overhead lines cross the eastern side of this Route Section approximately 3.4 km from the LoD.

Potentially significant effects

6.1.227 There is the potential for significant construction and particularly operational effects on the landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character.

6.1.228 The new 400 kV overhead line would be approximately 2.8 km to the west of the two existing 400 kV overhead lines. It would therefore extend the effects of high-voltage infrastructure across a wider geographical area within the Trent Valley landscape, leading to a further loss of scenic quality.

6.1.229 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is Moderate.

- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 2b: Planned and Drained Fens and Carrlands – As per Route Section 8, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 4a: Unwooded Vales, which is judged to be of medium value and high susceptibility, would be directly affected by construction and operation of the Proposed Overhead Line. The addition of a new 400 kV overhead line would extend the influence of the existing overhead lines further west in the Trent Valley, affecting the character of views and overall scenic quality.
  - RLCT 5b: Wooded Village Farmlands – As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.230 Construction and operational effects on the landscapes in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities. In most instances however, the combination of distance and the presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.231 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- Designated Landscapes

  Northeast and East of Gainsborough Area of Great Landscape Value in this Route Section is located some 7 km west of the Proposed Overhead Line and southeast of Gainsborough and is considered to be of very high value and medium susceptibility. It would not be directly affected by the Proposed Overhead Line during construction or operation. While the ZTV indicates potential visibility, the effects on the designated landscape would not be significant. The Proposed Overhead Line would introduce more pylons into westerly views out of the LCT, but these would be only distantly visible, and visible and would be seen beyond the existing overhead lines and former Burton on Trent Power Station. The addition of a new 400 kV overhead line would not fundamentally alter the composition or indirectly influence the character of the landscape within the LCT. Further assessment as part of the EIA process is therefore not considered necessary.

- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3a: Floodplain Valleys – As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 3b: Sandland Farmlands – As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 4b: Wooded Vales - As per Route Section 7, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Route Section 10: A620 east of North Wheatley to Fledborough

6.1.232 This section provides a preliminary assessment of the Proposed Overhead Line. The preliminary assessment of the Proposed Substation Works at High Marnham is presented in **Chapter 20 Substations and Associated Works**.

6.1.233 Route Section 10 extends from the A620 Gainsborough Road to the northeast of North Clifton and Fledborough.

6.1.234 The Proposed Overhead Line runs southeast towards the former West Burton Power Station, passing east of South Wheatley and crossing the Sheffield to Lincoln rail line. From here, the route continues broadly southwards to Fledborough, moving east of South Wheatley and west of Sturton le Steeple, North Leverton with Habblesthorpe, South Leverton, Treswell, Rampton and Woodbeck, East Drayton, west of Darlton, and east of Ragnall. From West Burton southwards four existing overhead lines occupy various parts of this Route Section, generally following the Trent valley north-south

alignment. The Proposed Overhead Line diverges from these lines in the northern and southern part of this Route Section, routeing approximately 4 km to the west at its greatest extent.

Potentially significant effects

6.1.235 There is the potential for significant construction and particularly operational effects on the landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character.

6.1.236 The Proposed Overhead Line would introduce a new 400 kV overhead line into a landscape that is currently unaffected by high-voltage electricity infrastructure, except at the northern and southern extents of this Route Section. This introduction would cause pylons to become the most prominent vertical element in the landscape, leading to a noticeable loss of scenic quality and a diminished sense of tranquillity and rurality.

6.1.237 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is High.

- Designated Landscapes
  - None in this Route Section
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 4a: Unwooded Vales – As per Route Section 9, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 5b: Wooded Village Farmlands is located west of the Proposed Overhead Line and is judged to be of high value and susceptibility. It would experience direct impacts during construction and operation in two small areas: near Beckingham in Route Section 9 and west of North Leverton. While the rest of the RLCT would not be directly affected during construction or operation, the new 400 kV overhead line would run parallel to its eastern edge up to Woodbeck. The pylons would be closer and more prominent than the existing ones, impacting views and indirectly affecting the rurality and tranquillity of the landscape in this RLCT.

Effects unlikely to be significant

6.1.238 Construction and operational effects on the following landscapes in this Route Section are unlikely to be significant. While there may be some views of the new 400 kV overhead line, and related construction activities, in most instances the combination of distance and the presence of intervening landform and vegetation would help ensure that the composition and character of the landscape would not be fundamentally altered.

6.1.239 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is Moderate.

- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3a: Floodplain Valleys, which is judged to be of medium value and susceptibility, is located east of the Proposed Overhead Line. It would experience direct impacts during construction and operation in two small areas: north of Sturton-le-Steeple and near High Marnham in Route Section 11. The remainder

of the RLCT would not be directly impacted during construction or operation. However, the new 400 kV overhead line would run broadly parallel, although at varying distances (up to 4.5 km), from its western edge. The pylons would follow the rising ground on the western side of the Trent Valley, becoming the most prominent vertical feature in westward views from within the RLCT. Despite this the scale of change overall is considered to be small and any effects insignificant as one of the defining characteristics of this RLCT is the former West Burton and Cottam Power Stations and the multiple overhead lines which converge on them.

- RLCT 3b: Sandland Farmlands extends into the western edge of the study area near Everton in Route Section 9 and a larger area west of Hayton and Clarborough. The landscape is judged to be of high value and medium susceptibility. Both parts of the RLCT are approximately 3 km from the nearest point on the LoD and would be separated from the Proposed Overhead Line by the intervening settlements, landform and vegetation. Distant views of a new 400 kV overhead line 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 as part of the EIA process is therefore not considered necessary.
- RLCT 4b: Wooded Vales - As per Route Section 7, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
- RLCT 10b: Sandstone Forests and Heaths overlaps the western boundary of the study area between Retford and West Drayton. 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 5.3 km from the nearest point on the LoD, distant views of an additional overhead line in the Trent Valley would not affect the character or quality of the landscape. Any effects would not be significant and further assessment as part of the EIA process is therefore not considered necessary.

Route Section 11: Fledborough to High Marnham

6.1.240 This section provides a preliminary assessment of the Proposed Overhead Line. The preliminary assessment of the Proposed Substation Works at High Marnham is presented in **Chapter 20 Substations and Associated Works**.

6.1.241 Route Section 11 extends from Fledborough to the proposed High Marnham Substation, adjacent to the existing High Marnham Substation and former power station site. The Proposed Overhead Line enters into the section northwest of High Marnham, before turning east into the new proposed substation north of High Marnham.

Potentially significant effects

6.1.242 There is the potential for significant construction and particularly operational effects on the landscapes in this Route Section due to direct impacts on landscape elements and features, as well as indirect effects on their overall composition and character.

6.1.243 This Route Section is in an area already affected by high-voltage electricity infrastructure, including several overhead lines that converge on High Marnham Substation, the effects are expected to be less pronounced than if the new infrastructure

were introduced independently. By concentrating the impact within an already affected corridor, the overall change to the landscape is reduced.

6.1.244 Potential significant effects are predicted for the following landscapes. The confidence level for this prediction is High.

- Designated Landscapes
  - None in this Route Section
- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 4a: Unwooded Vales – As per Route Section 9, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.
  - RLCT 5b: Wooded Village Farmlands - As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Effects unlikely to be significant

6.1.245 Given that only a very short section of the route is in this Route Section and that the composition and character of the landscape is already affected by high-voltage electricity infrastructure, including the multiple overhead lines that converge on High Marnham Substation, it is highly unlikely that there would be any significant effects on the following landscapes.

6.1.246 Effects on the following landscapes are unlikely to be significant. The confidence level for this prediction is High.

- East Midlands Region Landscape Character Assessment (Ref 6.35)
  - RLCT 3a: Floodplain Valleys – As per Route Section 10, where the potential effects of the Proposed Overhead Line on this RLCT (covering all Route Sections) are summarised.

Summary of the Preliminary Assessments of the Proposed Overhead Line with the Proposed Substation Works

6.1.247 The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

6.1.248 Shared receptors associated with the Proposed Substation Works at Birkhill Wood include NCA: 40 Holderness, NCA 27: Yorkshire Wolds and LCT 16: Sloping Farmland.

6.1.249 Shared receptors associated with the Proposed Substation Works at High Marnham include NCA 48: Trent and Belvoir Vales and RLCT 3a: Floodplain Valleys

6.1.250 Taking account of the embedded measures set out in **Chapter 4 Description of the Project** and the control and management measures as set out **in Appendix 4.1 Draft Outline Code of Construction Practice** any potential effects from the Proposed Substation Works are not likely to be significant, and, when considered together are unlikely to change the preliminary significance that is presented in this Chapter.

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