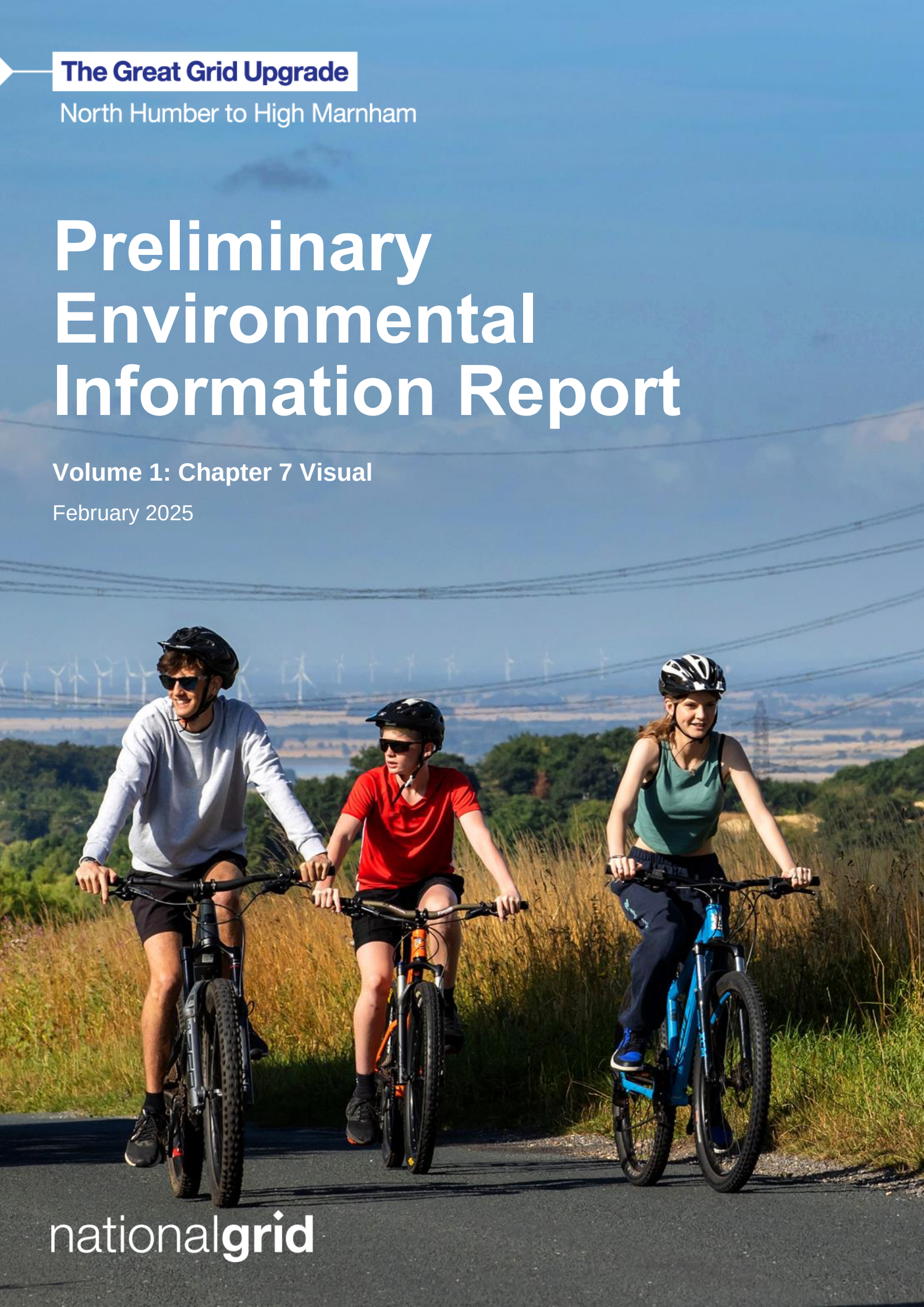
The Great Grid Upgrade

North Humber to High Marnham

Preliminary Environmental Information Report

Volume 1: Chapter 7 Visual

February 2025



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7.1 Introduction

7.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant visual 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**.

7.1.2 **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.

7.1.3 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.

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

7.1.5 In visual assessment, the terms views and visual amenity are related but distinct concepts, each addressing different aspects of how a development might affect the visual experience of an area:

- Visual effects refer to specific vantage points or lines of sight from which the landscape or development is visible and are concerned with how a particular scene or part of the landscape appears from a specific location. It can also refer to the visual effects experienced by a receptor as they move through a landscape, such as when travelling along a footpath. These sequential effects occur as a development comes into view from multiple locations in succession, creating a series of changing views. This type of effect is assessed to understand how the visual experience evolves over time or distance for people moving through the landscape.
- Visual amenity refers to the overall aesthetic quality and attractiveness of a landscape or environment as experienced by individuals or communities. It considers how the physical features of a location, such as natural elements or man-made structures and the interplay of these features impact people's visual experience and perception.

7.1.6 Visual amenity is an important consideration because it influences the enjoyment, value, and quality of an area for those who live, work, or visit there.

7.1.7 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**.

7.1.8 There are interrelationships related to the potential effects on visual amenity and other environmental topics. Therefore, please also refer to the following chapters:

- **Chapter 6 Landscape**;
- **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**.

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

- **Figure 7.1 Visual Receptors and Viewpoints**;
- **Figure 7.2 Zone of Theoretical Visibility**;
- **Appendix 7.1 Visual Assessment Methodology**; and
- **Appendix 7.2 Proposed Viewpoints.**

7.1.10 A series of photomontages have been produced to illustrate what the Project could look like from selected locations across the Project. These are presented in Volume 4.

7.2 Regulatory and Planning Context

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

7.2.2 **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 visual effects associated with the construction, operation and maintenance of the Project is presented below.

Legislation

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

- European Landscape Convention 2007 (Ref 7.1) was ratified in the UK in 2006. In Article 1 (definitions), 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 7.2) 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'.

- The Town and Country Planning Act 1990 (particularly sections 197-214 as amended) (Ref 7.3) and the Town and Country Planning (Trees) Regulations 1999 (Statutory Instrument number 1892) (Ref 7.4). 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 (NPSs)

7.2.4 **Chapter 2 Regulatory and Planning Context** sets out the overarching policy context relevant to the Project, including the Overarching NPS for Energy (EN-1) (Ref 7.5). This is supported by the NPS for Electricity Networks Infrastructure (EN-5) (Ref 7.6).

7.2.5 EN-1 sets out broad guidance in relation to visual amenity in section 5.10. The following paragraphs from EN-1 summarise what should be included in the Applicant's assessment, and which are therefore considered in this chapter:

- 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 issues'*.

- 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 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*'.

- Paragraph 5.10.21 states:

  'The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on dark skies, local amenity, and nature conservation'.

- 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'*.

- Paragraph 5.10.25 states:

  '*In considering visual effects it may be helpful for applicants to draw attention, in the supporting evidence to their applications, to any examples of existing permitted infrastructure they are aware of with a similar magnitude of impact on equally sensitive receptors. This may assist the Secretary of State in judging the weight they should give to the assessed visual impacts of the proposed development'.*

7.2.6 EN-5 contains more specific guidance. The following paragraphs from EN-5 relate to the assessment of visual effects, and are considered in this chapter:

- 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'*.

- 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'.*

- 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*'.

- 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*'.

- 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*'.

- 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. Applicants should note the position on nationally designated landscapes at section 2.9.20 below'.

- 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

7.2.7 Although the Project will be tested in line with National Policy stated above, the preliminary assessment has also been undertaken 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 7.3) and accompanying planning practice guidance.

7.2.8 The NPPF (Ref 7.3) does not set specific policies for NSIPs and is not applicable to NSIP where the requirements of the NPS apply. Its policies may however be material to decision making. The NPPF has limited relevance for the visual assessment.

Regional and Local Policy

7.2.9 **Chapter 2 Regulatory and Planning Context** lists relevant regional and local policy documents. Key local policies relevant to visual effects, that have informed this preliminary assessment and will inform the assessment presented in the ES, comprise:

- East Riding Local Plan 2012-2029, Adopted 2016 (Ref 7.8)
  - 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 7.9)
  - 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 7.45)
  - CS5 Delivering Quality Design in North Lincolnshire; and
  - CS16 North Lincolnshire's Landscape, Greenscape and Waterscape.
- North Lincolnshire Local Plan Saved Policies, 2008 (Ref 7.11)

  - 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, Adopted 2023 (Ref 7.10)
  - Policy S62 Areas of Outstanding Natural Beauty and Areas of Great Landscape Value.
- Doncaster Local Plan 2015-2035, Adopted 2021 (Ref 7.11)
  - Policy 32 Woodlands, Trees, and Hedgerows;
  - Policy 33 Landscape.
- Bassetlaw District Local Plan 2020-2038, Adopted 2024 – (Ref 7.12)
  - Policy ST37 Landscape Character;
  - Policy ST39 Green and Blue Infrastructure; and
  - Policy 41 Trees, Woodlands, and Hedgerows.
- Headon, Upton, Grove and Stokeham Plan (HUGS) Neighbourhood Plan 2018-2035, Adopted March 2018 (Ref 7.13)
  - Policy 2 Local Design Principles;
  - Policy 3 Landscape Character; and
  - Policy 6 Dark Skies.
- Rampton and Woodbeck Neighbourhood Plan 2019-2037, Adopted 2021 (Ref 7.14)
  - Policy 5 Development Principles; and
  - Policy 10 The Protection of the Parish Landscape.
- Walkeringham Neighbourhood Plan 2019–2035, Adopted 2021 (Ref 7.15)
  - Policy 2 Protecting the Natural Environment and Landscape Character.
- Misterton Neighbourhood Plan 2022 – 2028 (Ref 7.16)
  - 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.

7.2.10 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 7.10), North Lincolnshire Local Development Framework Core Strategy 2011 (Ref 7.45) from the adopted Development Plan and have been considered in the PEIR where relevant.

7.2.11 Relevant policies in the above regional and local plans have been considered as part of the preliminary visual 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.

7.3 Scoping Opinion and Consultation

Scoping Opinion

7.3.1 The scope of the assessment has been informed by the Scoping Opinion (Ref 7.36) provided by the Planning Inspectorate on behalf of the Secretary of State, following submission of the EIA Scoping Report (Ref 7.35). The scope has also been informed through consultation and engagement with relevant stakeholders. A summary of the Scoping Opinion (Ref 7.36) together with a response from National Grid against each point of relevance to visual assessment, is provided in Table 7.1.

Table 7.1 - Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.2.1	**Perceptible effects on views from permanent loss of roadside vegetation due to localised widening of public highways – Operation (maintenance activity)** The Scoping Report proposes to scope this matter out from further assessment on the basis that any roadside vegetation lost during widening works would be reinstated like for like and therefore unlikely to result in significant effects. The Inspectorate agrees with scoping this matter out, on the basis of like for like reinstatement of vegetation. The ES should provide further detail on the planting strategy proposed; the Applicant is referred to ID 2.1.8 of this Scoping Opinion.	Noted. A planting strategy will be provided in the ES which will set out proposals for reinstatement of roadside vegetation either in its original location (for temporary widening) or on the new highway boundary (where permanent widening is proposed).
3.2.2	**Perceptible effects on views from routine maintenance activities including temporary access tracks, storage compounds, vehicle and personnel movements due to periodic vehicle/helicopter/drone access for routine maintenance and emergency repairs – Operation (maintenance activity)** The Scoping Report proposes to scope this matter out from further assessment on	This matter has been scoped out of further assessment as agreed.

ID	Inspectorate's comments	Response
	the basis that maintenance activities would be temporary, of short duration and therefore unlikely to result in significant effects. The Inspectorate agrees with scoping this out on the basis that activities would be temporary in nature and any impacts would therefore be short term.	
3.2.3	**Perceptible effects on views from general maintenance activities including cutting back of vegetation along wayleave corridor to ensure safety clearances – Operation (maintenance activity)** The Scoping Report proposes to scope out this matter on the basis that vegetation management is unlikely to have ongoing significant effects, and that the main effect would be from the initial loss during the construction phase. On the basis of the above, the Inspectorate is content that this matter can be scoped out, with reference to the phase identified.	This matter has been scoped out of further assessment as agreed.
3.2.4	**Perceptible effects on views – Receptors outside the ZTV – Construction and operation (maintenance activity)** The Scoping Report proposes to scope out this matter in relation to the receptors and phases identified on the basis that there would be no likelihood for any visual effects on these receptors as a result of the Proposed Development. The Inspectorate is content that receptors outside the ZTV would be unlikely to experience significant effects as a result of the Proposed Development and therefore agrees that this matter can be scoped out of further assessment. However, the Applicant should seek agreement from relevant consultation bodies regarding ground-truthing of the ZTV and the selection of viewpoints to be assessed.	A series of representative viewpoints has been prepared which has informed the preliminary assessment of effects people living and moving around communities based on parish boundaries presented later in this chapter. Agreement on the location of these viewpoints will be sought from relevant consultation bodies prior to the full visual assessment being undertaken.
3.2.5	**Perceptible effects on views - People living and moving around communities and engaging in recreational activities**	The matter of specific maintenance activities has been scoped out by the

ID	Inspectorate's comments	Response
	including people using Public Rights of Way (PRoW) and waterways (within 3 km of the Project) – Operation (maintenance activity) The Applicant proposes to scope out maintenance activity in Table 7.6 although the operational phase is scoped into the EIA. No explanation is provided in Table 7.6 why the maintenance phase is scoped out. Table 7.4 states that periodic helicopter/vehicle/drone activities arising from routine maintenance are unlikely to lead to significant effects. Similarly, Table 7.4 states that significant effects from vegetation clearance along the wayleave are likely to be derived from the construction phase and it is therefore unlikely that ongoing significant effects will arise from the maintenance phase. The Inspectorate is in agreement that these specific maintenance activities that are proposed to occur during the operational phase can be scoped out of the operation assessment.	Inspectorate. It is considered that there are no other maintenance activities that could result in a significant effect and, as such, maintenance is not considered further in this assessment.
3.2.6	**Perceptible effects on views – People living and moving around communities and engaging in recreational activities including people using PRoW and waterways (beyond 3 km of the Project) – Construction and operation (including maintenance activity)** The Scoping Report proposes to scope out this matter for the receptors identified on the basis that the construction activities are unlikely to be perceptible beyond 3km, and, if they are, the short term and temporary nature of the works is highly unlikely to result in significant effects. In addition, the Applicant proposes that, with reference to the operational phase, including maintenance activity, the potential for significant effects as a result of the Proposed Development would not be likely. The Inspectorate is content that this matter can be scoped out on the basis of the explanation provided.	This matter has been scoped out of further assessment as agreed.

ID	Inspectorate's comments	Response
3.2.7	**Perceptible effects on views - Occupants of individual properties – Construction and Maintenance activity during Operation** The Scoping Report proposes to scope out this matter for the receptors identified on the basis that construction activities would be temporary and short term and therefore unlikely to result in significant effects. In addition, the Applicant proposes that, with reference to maintenance activity, the potential for significant effects as a result of the Proposed Development would not be likely. Although it is acknowledged that the proposed construction works would be temporary in nature, the Inspectorate notes that temporary works can lead to significant effects. Given the early stage of design the Inspectorate does not consider that sufficient information is currently available to determine that significant effects would be unlikely during the construction phase of the Proposed Development. In regard to the Scoping Report's reference to scoping of the maintenance phase, as set out in the ID 3.2.5 of this Scoping Opinion, the Inspectorate is content to scope out these specific proposed maintenance activities.	We acknowledge PINS response, and the need to assess construction effects on the visual amenity of occupants of individual properties will remain under review once we have established more information/details concerning Project construction. Accordingly, we have not been able to undertake such a detailed assessment within this preliminary assessment, due to the absence of full construction details to understand with confidence how occupants might have their visual amenity temporarily affected by construction activities.
3.2.8	**Perceptible effects on views – Road and rail users – Construction and operation (including maintenance activity)** The Scoping Report proposes to scope out this matter for the receptors and phases identified on the basis that people travelling by road or rail are not anticipated to experience significant effects because of the glimpsed nature of the views, speed of travel and the short term, temporary nature of works at each pylon. The Inspectorate is content that this matter can be scoped out on the basis of the explanation provided.	This matter has been scoped out of further assessment as agreed.

ID	Inspectorate's comments	Response
3.2.9	**Perceptible effects on views – People at work – Construction and Operation (including maintenance activity)** The Scoping Report proposes to scope out this matter for the receptors and phases identified on the basis that people at work are not anticipated to experience significant effects because their attention is likely to be focussed on their work rather than their surroundings and because of the short term and temporary nature of the construction works at each pylon. The Inspectorate is content that this matter can be scoped out on the basis of the explanation provided.	This matter has been scoped out of further assessment as agreed.
3.2.10	**Perceptible effects on views – People at protected viewpoints, panoramas and viewing corridors – Maintenance activity** Please refer to ID 2.1.11:	The Project phases are set out in **Chapter 4 Description of the Project**.
3.2.11	**Production of a ZTV – Construction phase** The Scoping Report proposes to scope out preparation of a ZTV for the construction phase of the Proposed Development on the basis that there is a great degree of variability in the extent and timeframes of visibility of construction activity and tall construction plant (for example tower cranes and piling rigs) rarely gives rise to significant visual effects, as it is present at each pylon location for a short period of time. The Applicant proposes that construction plant will, however, be considered in the assessment of construction effects on visual receptors. Although the Inspectorate appreciates the variable nature of the construction activities proposed, a worse-case ZTV should be prepared in order to fully assess the potential for significant effects for the phase identified.	The tallest equipment is anticipated to be the mobile cranes for pylon erection. The crane would be lifting all sections of each pylon into place; however it would be extended for several hours only, and would be retracted when not in use. Cranes would be moved consecutively along the route so any effects would be transient and short term. The erection method for the two taller river crossing pylons either side of the River Ouse 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 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

ID	Inspectorate's comments	Response
		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 is based on the assumption that the greatest effects on the landscape would be during the operational phase and would arise from the presence of tall pylons in the landscape. The assessment of construction effects presented in the ES will use professional judgement to take account of the presence of cranes where relevant.
3.2.12	**Methodology – Viewpoints and Photomontages** The Applicant should make the effort to agree the number and location of viewpoints and subsequent photomontages to be produced with relevant consultation bodies. Evidence of this agreement should be provided within the application documents.	A series of representative viewpoints has been prepared which has informed the preliminary assessment of effects on people living and moving around parishes presented later in this chapter. Agreement on the selection of these viewpoints will be sought from relevant consultation bodies prior to the full visual assessment being undertaken.
3.2.13	**Definitions – Perceptible effects** The term 'perceptible effects' with regards to this section has not been defined. The Inspectorate advises that the Applicant clearly define this term in future documentation.	In LVIA terms, 'perceptibility' refers to how change is perceived by the senses. However, in LVIA terms it is often used to describe a noticeable change. The term 'perceptible effects' will be defined in the Glossary which will accompany the ES.
3.2.14	**Visual impact of cable crossings on canals and waterways** The Inspectorate advises that consideration should be given within the ES to the visual impact of cable crossings	Canals and navigable waterways used for recreation have been identified and have been included as receptors in the baseline in section 7.5 and

ID	Inspectorate's comments	Response
	of the canal network, particularly where the landscape does not provide for easy visual mitigation of the works, and any specific mitigation which may be required. The visual impact of users of the waterways should be considered within the ES.	the preliminary assessment provided in section 7.7.
3.2.15	**Visual Impact Assessment** The Inspectorate recommends that canals should be included as viewpoints within the Visual Impact Assessment and that an assessment of the proposed changes to the landscape at proposed canal crossing locations should be included.	Canal crossings have been included as representative viewpoints within the viewpoint assessment and the information used to inform the preliminary assessment. Agreement on the selection of these viewpoints will be sought from relevant consultation bodies prior to the full visual assessment being undertaken.
3.2.16	**The effect of lighting on canals and waterways** The Inspectorate recommends that the impact of lighting near to the canal and waterway network should be specifically assessed, including the potential for distracting boaters at dusk.	During construction, some lighting may be used at dusk, however it will be of the lowest luminosity necessary to safely perform each task and will be designed, positioned, and directed to avoid any potential for impacts on boaters at dusk. There is no lighting associated with the overhead line in operation.

Project Engagement and Consultation

7.3.2 The visual assessment has and will continue to be informed by consultation and engagement with stakeholders, 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.

7.4 Assessment Approach and Methods

7.4.1 **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 visual assessment. This section also identifies further assessment needed to be undertaken and reported within the ES.

Guidance Specific to the Visual Assessment

7.4.2 Relevant guidance, specific to views and visual amenity, 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 7.17).
- Technical Guidance Note (TGN) 01/24 Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3), 2024 (Ref 7.18).
- Technical Guidance Note (TGN) 02/19 Residential Visual Amenity Assessment (RVAA) (Ref 7.19).
- Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment, 2024 (Ref 7.20).
- Technical Guidance Note 06/19 Visual Representation of Development Proposals, 2019 (Ref 7.21).

Study Area

7.4.3 As explained in the visual methodology for the Project in **Appendix 7.1 Visual Assessment Methodology**, the study area for the preliminary visual assessment (based upon the same approach that will be adopted when defining the study area for the detailed visual assessment) 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.

7.4.4 Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3) (Ref 7.17) states at paragraph 5.2 that the study area should include:

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

7.4.5 Based on this guidance, the study area for the preliminary assessment extends 5 km from the Limits of Deviation (LoD)[1].

7.4.6 To inform the assessment, a preliminary Zone of Theoretical Visibility (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.

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

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

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

7.4.8 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.

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

Baseline Data Gathering and Forecasting Methods

7.4.10 The visual assessment is structured around parish boundaries and reflects the changes in views and overall visual amenity experienced by individuals living in and moving around their local area. Effects are assessed using representative viewpoints, which will be agreed in consultation with the relevant authorities.

Data sources

7.4.11 The baseline assessment has been informed by a desk study which has drawn on the following key 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 (DTM);
  - Google Earth Pro aerial photography, and Google Maps Street View;
  - base mapping from ArcGIS Map Service;
  - Open Source GIS data; and
  - Aerial imagery 2024, Google Earth, and Google Maps Street View.
- Landscape Character Assessment
  - Natural England National Character Area Profiles (Ref 7.22);
  - East Riding of Yorkshire Landscape Character Assessment (Ref 7.23);
  - North Lincolnshire Landscape Character Assessment and Guidelines (Ref 7.24);
  - North Lincolnshire Countryside Design Summary (7.25Ref 7.25);
  - North Lincolnshire Landscape Character Assessment (Ref 7.26);
  - Doncaster Landscape Character Assessment and Capacity Study (Ref 7.27);
  - East Midlands Regional Landscape Character Assessment (Ref 7.28);
  - Doncaster Landscape Character Assessment Update – Sensitivity to Wind Energy Development (Ref 7.29);

- The Historic Landscape Characterisation Project for Lincolnshire (Ref 7.30); and
- Walkeringham Character Study and Design Guide, 2018 (Ref 7.37).

- Designated landscape publications
  - East Riding of Yorkshire Important Landscape Areas Boundary Refinement (Ref 7.31);
  - Isle of Axholme and Hatfield Chase Landscape Partnership Landscape Character Assessment (Ref 7.32);
  - Review of Isle of Axholme Historic Landscape Character Assessment (Ref 7.33);
  - The Isle of Axholme, Historic Landscape Characterisation Project (Ref 7.34); and
  - Central Lincolnshire Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value Evidence Report, 2022 (Ref 7.38).

Site visit and surveys

7.4.12 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 7.1 Visual Receptors and Viewpoints** to consider likely visual effects. The work was undertaken during Summer and Winter months to fully understand the maximum level of visibility as part of the visual baseline.

7.4.13 The surveys included visits to a selection of representative public viewpoints, which are presented in **Appendix 7.2 Proposed Viewpoints**. This document presents the proposed viewpoint locations and sets out the reasons for their selection. A description of the baseline view and a professional judgement on the value of the view and susceptibility of the receptors to the Proposed Overhead Line is provided for each viewpoint.

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

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

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

7.4.17 Within the ES, each viewpoint will include wireline visualisations. A selection of viewpoints will be illustrated with photomontage visualisations to provide a photorealistic illustration of the change in views.

Further data to be collected to inform the Environmental Statement

7.4.18 Where relevant in the ES, the visual assessment will consider any inter-relationship of baseline information and impacts from the Project between different aspects of the environment.

The visual chapter of the ES will include baseline data gathered from the following:

- **Chapter 6 Landscape** will be cross referenced and used to inform the visual 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, which will report on impacts on trees. Both documents will inform the visual assessment.
- **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 a view.
- **Chapter 14 Traffic and Transport** will be cross referenced in relation to increased traffic flows which may influence the appreciation of a view through 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 a view, and the outputs of the visual assessment will inform the assessment of effects on recreation and tourism.

7.4.19 Further seasonal site surveys and photography will be undertaken to inform the final assessment reported in the ES.

7.4.20 Existing and emerging Neighbourhood Plans and Village Design Statements (or their equivalents) will be used in the final assessment to inform the visual baseline and help the assessment of effects on the visual amenity experienced by people within each parish. This will include an assessment of the impact on any views identified as locally important.

Assessment Methods and Criteria

7.4.21 The methodology for undertaking the visual assessment is presented in **Appendix 7.1 Visual Assessment Methodology** and builds on the general assessment methodology presented in **Chapter 5 Approach to Preparing the PEIR**.

7.4.22 The methodology is based on the principles set out in GLVIA3 (Ref 7.17) and associated Notes and Clarifications (Ref 7.18).

7.4.23 GLVIA3 (Ref 7.17) is the established good practice guidance for the visual impact assessment and complies with the requirements of EN-1 (Ref 7.5) and EN-5 (Ref 7.6). GLVIA3 (Ref 7.17) 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.

7.4.24 As explained in **Appendix 7.1 Visual Assessment Methodology**, the visual assessment focuses on public views experienced by those groups of people who are likely to be most sensitive to the construction and operation of the Proposed Overhead Line. This comprises local communities in each of the parishes within the study area

where views contribute to the landscape setting enjoyed by residents and people using recreational routes, or visiting features, and attractions.

7.4.25 A RVAA will be conducted and reported within the ES for any properties where occupants are likely to experience major adverse visual effects, following the methodology outlined in **Appendix 7.1 Visual Assessment Methodology**.

7.4.26 A draft ZTV map has been produced to inform the visual assessment. This illustrates the theoretical visibility of the Proposed Overhead Line during the operational phase and is show on **Figure 7.2 Zone of Theoretical Visibility**.

Sensitivity

7.4.27 As explained in **Appendix 7.1 Visual Assessment Methodology**, the sensitivity of visual receptors is determined through separate consideration of the value attached to a view (which is established and reported as part of the baseline) and the susceptibility of the viewer to change arising from the Project. These are determined through informed professional judgement guided by the indicative criteria set out in Table 3 and Table 4 of **Appendix 7.1 Visual 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 7.17) and its associated Notes and Clarifications (Ref 7.18).

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

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

Magnitude

7.4.30 As explained in **Appendix 7.1 Visual Assessment Methodology**, judgements on the magnitude of predicted change are made through consideration of the likely size and scale of the change, the geographical extent of the area influenced, and its duration and reversibility, and informed by professional judgement and guided by the indicative criteria set out in Table 4 of **Appendix 7.1 Visual Assessment Methodology**.

7.4.31 Judgements are recorded as either large, medium, small, or very small. The magnitude of change likely to be experienced by each visual receptor is not presented in this chapter 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 visual chapter of the ES.

Significance of effects

7.4.32 The 'overall profile' approach described in GLVIA3 Page 92, para 5.55 (Ref 7.17) is used to assess the likely significance of visual effects, as explained in **Appendix 7.1 Visual Assessment Methodology**. The approach involves compiling all the judgements made against the individual criteria related to visual effects to provide a comprehensive overview or ‘profile’ of the likely significant effects on each parish. This allows for a more complete understanding of how various factors collectively contribute to the overall visual impact of the Project.

7.4.33 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 7.39).

7.4.34 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.

7.4.35 In accordance with GLVIA3 (Ref 7.17) and associated Notes and Clarifications (Ref 7.18), the use of an overly mechanistic approach through reliance upon a matrix is avoided. Instead, judgements are made on a case-by-case basis guided by 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.

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

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

Approach to defining significance in the PEIR

7.4.38 As explained in **Chapter 5 Approach to Preparing the PEIR**, the general approach taken to determining the significance of effect in 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.

7.4.39 Judgments regarding the value and susceptibility of visual receptors at each representative viewpoint are detailed in **Appendix 7.2 Proposed Viewpoints**, while the preliminary assessment of whether the visual effects on each parish are likely to be significant is presented later in this chapter. The likely magnitude of change experienced by each parish will be outlined in the visual chapter of the ES.

7.4.40 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 professional judgement.

Preliminary Assessment Assumptions and Limitations

7.4.41 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.

7.4.42 Several assumptions and limitations are made 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 identifies parishes where people are likely to experience significant effects, whereas the final assessment reported in the ES will identify the likely level of significance i.e., moderate or major. Also, the preliminary assessment does not make reference to the representative viewpoints within each parish as more assessment work is needed before we can be confident of the likely changes to the view.
- The preliminary visual assessment has only included users of waterways where they are navigable' (or 'where rights of navigation exist').
- 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

7.4.43 The ES will present a full and detailed assessment on the significance of identified effects based on guidance in GLVIA3 (Ref 7.17) and associated Notes and Clarifications (Ref 7.18). It 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 visual effect and will include an assessment of effects at each representative viewpoint location as well as on communities within each parish.

7.4.44 The key parameters and assumptions will be reviewed based on the design to be presented in the 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.

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

7.4.46 Users of tourism accommodation have higher susceptibility to the Project but typically only experience the view for a few days or maximum 1-2 weeks. They are, therefore, not assessed further in this preliminary assessment as the short duration of the effects experienced by these receptors is highly unlikely to give rise to a significant effect. However, these will continue to be reviewed, and should there be any locations where significant effects are likely to arise, they will be assessed and the results presented in the visual chapter of the ES.

7.4.47 An assessment of the cumulative landscape effects of the Project in conjunction with those associated with other proposed developments, as well as visual 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.

7.5 Baseline Conditions

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

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

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

7.5.4 Detailed baseline information for the proposed representative viewpoints is provided in **Appendix 7.2 Proposed Viewpoints**. This includes an evaluation of the relative value of the views from each viewpoint, as well as an assessment of the susceptibility of viewers at these locations to potential visual changes resulting from the Proposed Overhead Line. Visual receptors are illustrated on **Figure 7.1 Visual Receptors and Viewpoints**.

Route Section 1: Creyke Beck to Skidby

7.5.5 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.

7.5.6 Parishes in this Route Section include Tickton, Wawne, Woodmansey, Bishop Burton, Walkington (east), Rowley (to the north of Risby), Skidby (to the east of Skidby Village) and Cottingham.

Representative viewpoints

7.5.7 The following viewpoint locations, shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP1.1 - View from Bentley Road (Bentley);
- VP1.2 - View from Dunflat Road (Bentley); and
- VP1.3 - View from High Hunsley Circuit (Skidby).

Visual receptors

7.5.8 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents on the edge of Beverley, Cottingham and Hull and in the settlements associated with the parishes listed above, as well as those residing in the smaller villages and dispersed properties.
- People using the PRoW network which includes the Beverley 20, High Hunsley Circuit and National Cycle Network Routes 1 and 65.
- Visitors to Cottingham Parks Golf and Leisure Club, which includes the Skidby Lakes Golf Course and Cottingham Park Golf Course.

- Visitors to the Lazaat Hotel, a wedding venue next to Cottingham Parks Golf and Leisure Club.

General visibility

7.5.9 Throughout much of this Route Section, there are opportunities for expansive views to the east across open farmland and the River Hull corridor, and to the west towards the Yorkshire Wolds. However, these views are frequently framed or enclosed by woodland, field boundary hedgerows and trees, particularly close to the villages. Beverley Minster frequently appears in these longer views.

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

7.5.11 Designed landscapes, such as the Grade II Registered Park and Garden at Risby Hall, located near the Proposed Overhead Line to the north of this Route Section, contribute positively to the value of the views.

7.5.12 West of the A164, the entire Route Section lies within the Yorkshire Wolds Important Landscape Area (ILA), designated under Policy ENV2 of the East Riding Local Plan (7.8). This designation reflects the high value placed on the scenic quality of the views in this area.

7.5.13 Generally, views tend to be of medium value within the study area for this Route Section. Although there are pockets of higher value away from existing overhead lines, the presence of the existing 400 kV and 275 kV overhead lines which converge on Creyke Beck reduce the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 2: Skidby to A63 Dual Carriageway

7.5.14 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.

7.5.15 Parishes in this Route Section include Walkington (west), Rowley (south of Risby), Skidby (west of Skidby Village), Newbald, Willerby, South Cave (north of A63), Ellerker (north of A63), Brantingham (north of A63), Elloughton-cum-Brough (north of A63), Kirk Ella, Swanland, and Welton (north of A63). Other larger settlements in this Route Section include Little Weighton, Riplingham, South Cave and Welton.

Representative viewpoints

7.5.16 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP1.3 - View from High Hunsley Circuit (Skidby) (on boundary with Route Section 1);
- VP2.1 - View from Rowley Road (Little Weighton);
- VP2.2 - View from crossroads near Little Weighton;

- VP2.3 - View from South Cave Road (Riplingham);
- VP2.4 - View from Yorkshire Wolds Way (High Hunsley);
- VP2.5 - View from Hunsley Circuit (Swinescaif Road);
- VP2.6 - View from Yorkshire Wolds Way (Ellerker Wold Lane);
- VP2.6A - view from Yorkshire Wolds Way (Mount Airy); and
- VP2.7 - View from Spouts Hill (Brantingham).

Visual receptors

7.5.17 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the small villages and farmsteads that are dispersed across the sparsely settled higher ground, as well as those residing in villages situated along the base of the western scarp slope to the east of the A63.
- People using the PRoW network including the Yorkshire Wolds Way (National Trail which forms part of European Long Distance Path E2), Beverley 20, High Hunsley Circuit, and National Cycle Network Routes 1 and 65.
- Visitors to Rowley Manor hotel.
- Visitors to Hessle Golf Club which is located to the southwest of Skidby.

General visibility

7.5.18 Away from the steep wooded dales incised into the western scarp slope of the Yorkshire Wolds, the farmland in this Route Section is sparsely wooded, with a fragmented hedgerow network contributing to an open landscape characterised by expansive views and big skies. Above the scarp slope, long easterly views extend across the farmland of the dip slope towards Holderness. In contrast, from the scarp slope looking west, there are panoramic views over the Humberhead Levels and the Vale of York. Views are influenced by the existing 400 kV overhead line, which crosses the high ground south of Little Weighton before descending the scarp slope near Bilks Hill. The villages, often nestled in valleys or hollows, are typically surrounded by dense tree cover, helping to partially screen views of the existing overhead line.

7.5.19 Most of this Route Section lies within the Yorkshire Wolds ILA, designated under Policy ENV2 of the East Riding Local Plan (Ref 7.8). This designation reflects the high value placed on the scenic quality of the views in this area.

7.5.20 Generally, views tend to be of medium value within the study area for this Route Section. Although there are pockets of higher value away from existing overhead line and where the edge of the Wolds affords wide panoramic views across the Humber Estuary for example from the Yorkshire Wolds Way, the presence of the existing 400 kV overhead line reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 3: A63 Dual Carriageway to River Ouse Crossing

7.5.21 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.

7.5.22 Parishes in this Route Section include Hotham, North Cave, South Cave (south of A63), Ellerker (south of A63), Brantingham (south of A63), Elloughton-cum-Brough (south of A63), Welton (south of A63), Newport, Broomfleet, Gilberdyke, Blacktoft (north of Blacktoft Lane), Eastrington, Kilpin, Winteringham, and Whitton

Representative viewpoints

7.5.23 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints,** have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints:**

- VP3.1 - View from Cave Road;
- VP3.2 - View from Ellerker north;
- VP3.3 - View from B1230 (Newport);
- VP3.4 - View from Sleights Lane (Broomfleet);
- VP3.5 - View from Scalby Lane (Gilberdkye);
- VP3.6 - View from Trans Pennine Trail at Weighton Lock;
- VP3.7 - View from Trans Pennine Trail at Faxfleet; and
- VP3.8 - View from Ellerker east.

Visual receptors

7.5.24 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above, which are mainly situated along the A63 corridor, as well as those residing in the dispersed properties and farmsteads within the lower-lying farmland to the west of the A63.
- Users of the PRoW network which includes the Trans Pennine Trail and National Cycle Network Route 65.
- Users of the Market Weighton Canal which is partially navigable within this Route Section.
- Visitors to Cave Castle Hotel and Golf Club which is located to the north of West End and South Cave.

General visibility

7.5.25 The arable farmland in this Route Section is generally large-scale and open. The sparse tree and hedgerow cover allows for expansive views across the landscape, with the Wolds providing a backdrop to the east. To the south and west, distant views include the cooling towers at Drax, the tall pylons at the existing River Ouse crossing, and several wind farms. Other discordant elements include buildings and structures on the edge of the villages including those relating to the horticultural industry, and other light storage/industry. The existing 400 kV overhead line crosses the farmland to the south and east, with its pylons frequently visible on the skyline. To the east, the line of pylons descending the scarp slope in Route Section 2 is particularly noticeable from the edge of Ellerker and Brantingham.

7.5.26 The M62 crosses the area, often on raised embankments, which increases its prominence in the open landscape and also affords viewing opportunities. However, people using motorways and main roads are considered to have low susceptibility to new overhead line development and have been scoped out of further assessment, as agreed in the Scoping Opinion (Ref 7.36).

7.5.27 An area to the north of Ellerker and to the north of the M62 falls within the Yorkshire Wolds ILA, designated under Policy ENV2 of the East Riding Local Plan (Ref 7.8) and the Local Plan Update (Ref 7.9). The presence of this designation enhances the value of the views experienced although the visual experience is very much influenced by the presence and extent of the discordant elements listed above.

7.5.28 Generally, views tend to be of medium value within the study area for this Route Section. The presence of the existing 400 kV overhead line, wind turbines and lack of other features reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 4: River Ouse Crossing

7.5.29 Route Section 4 comprises the corridor of the River Ouse with an area of farmland to either side of the river.

7.5.30 Parishes in this Route Section include Swinefleet (south of A161), Reedness (south of A161), Twin Rivers (which includes Adlingfleet) (south of Black Plantation), Eastoft (north), Luddington and Haldenby (north of Luddington), Burton upon Stather, Garthorpe and Fockerby and West Halton.

Representative viewpoints

7.5.31 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints,** have been selected to represent the typical views experienced across the study area in this Route Section**.** Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints:**

- VP4.1 - View from Julian's Bower (Alkborough);
- VP4.2 - View from Blacktoft Sands;
- VP4.3 - View from Ousefleet;
- VP4.4 - View from Whitgift;
- VP4.5 - View from Trans Pennine Trail at Yokefleet; and

- VP4.6 - View from Trans Pennine Trail at Blacktoft.

Visual receptors

7.5.32 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the small settlements associated with the parishes listed above, which are mainly located on the south side of the River Ouse, with Alkborough to the east of the River Trent.
- Users of the small PRoW network which includes the Trans Pennine Trail, the Trent Valley Way, and National Cycle Network Route 65.
- People using the River Ouse for recreational activities such as fishing and boating.
- Visitors to Blacktoft Sands RSPB Reserve, Whitgift Lighthouse, and Whitgift Caravan Park to the West of Ousefleet.
- Visitors to the promoted viewpoint at Julian's Bower at Alkborough.

General visibility

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

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

7.5.35 Generally, views tend to be of medium value within the study area for this Route Section. Although there are high values views associated with specific viewpoints such as Julian's Bower at Alkborough, the presence of the existing 400 kV overhead line and taller pylons associated with crossing of the River Ouse, wind turbines and lack of other features reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 5: River Ouse Crossing to Luddington

7.5.36 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.

7.5.37 Parishes in this Route Section include Swinefleet (south of A161), Reedness (south of A161), Twin Rivers (which includes Adlingfleet) (south of Black Plantation), Eastoft (north), Luddington and Haldenby (north of Luddington), Burton upon Stather, Garthorpe and Fockerby and West Halton.

Representative viewpoints

7.5.38 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across

the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP5.1 - View from Luddington Road (Garthorpe);
- VP5.2 - View from Stather Road (Burton upon Stather);
- VP5.3 - View from St Oswald Church (Luddington);
- VP5.4 - View from Eastoft Road (Luddington); and
- VP5.5 - View from Hoggard Lane (Adlingfleet).

Visual receptors

7.5.39 The following receptors are considered to have a higher susceptibility to changes in their views because of the Proposed Overhead Line:

- Residents in the small settlements associated with the parishes listed above, which are mainly located on the east side of this Route Section, as well as those residing in the individual properties and farmsteads dispersed through the area.
- Users of the PRoW network which includes the Trent Valley Way to the east of the River Trent, but public access is very limited throughout this Route Section. This may be due to the lack of settlement and limited road network, as well as the dense network of artificial drains which restrict access.
- Visitors to Normanby Hall Country Park and Golf Course.

General visibility

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

7.5.41 Generally, views tend to be of low value within the study area for this Route Section. Although there are some medium value views away from existing overhead lines, the presence of the existing 400 kV overhead lines and wind turbines reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 6: Luddington to M180 Motorway

7.5.42 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.

7.5.43 Parishes in this Route Section include Eastoft (south), Luddington and Haldenby (south of Luddington), Amcotts, Flixborough, Crowle and Ealand, Keadby with Althorpe, Gunness, Burringham, and Belton (north of M180).

Representative viewpoints

7.5.44 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP6.1 - View from Middle Lane (Amcotts);
- VP6.2 - View from A18 (Althorpe);
- VP6.3 - View from Mill Road (Crowle);
- VP6.4 - View from edge of Ealand;
- VP6.5 - View from the Peatlands Way (A161 at Crowle);
- VP6.6 - View from the Peatlands Way (M180 crossing);
- VP6.7 - View from Washinghall Lane (Eastoft); and
- VP6.8 - View from Stainforth and Keadby Canal.

Visual receptors

7.5.45 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above, which are typically situated on slightly higher ground, as well as those residing in the individual properties and farmsteads dispersed through the area.
- Users of the PRoW network which includes the Trent Valley Way, Peatlands Way and National Cycle Network Route 169.
- People using the Stainforth and Keadby Canal for recreational activities such as fishing and boating.
- Visitors to 7 Lakes Country Park and Hirst Priory Park Golf Course.

General visibility

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

7.5.47 In some areas, views are contained by a higher coverage of woodland and trees, especially around the villages, along transport corridors and waterways, and throughout the Isle of Axholme.

7.5.48 The character and quality of views experienced vary depending on the presence and extent of any notable elements or features. For example, the Isle of Axholme features important skyline landmarks such as windmills and churches, which enhance the value of the views.

7.5.49 Designated landscapes that may increase the value of the views experienced in this Route Section include the Isle of Axholme Area of Special Historic Landscape Interest, which is locally designated under Policy HE2 of the North Lincolnshire Local Plan (Ref 7.12). Elsewhere, detracting elements and features include A-roads, wind farms, and the multiple 400 kV overhead lines radiating out from the substation adjacent to Keadby Power Station. Views are also locally influenced by industry associated with the larger settlements, particularly along the Trent Valley and the western edge of Scunthorpe.

7.5.50 Generally, views tend to be of low value within the study area for this Route Section. Although there are some medium value views to the south of this Route Section due to

associations with the Isle of Axholme, the presence of the existing 400 kV overhead line, wind turbines and Keadby Power Station reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 7: M180 Motorway to Graizelound

7.5.51 Route Section 7 extends from the M180 to the small village of Graizelound and includes land on both sides of the River Trent, although most of this Route Section lies to the west of the river.

7.5.52 Parishes in this Route Section include Belton (south of the M180 and which also includes Beltoft), West Butterwick, East Butterwick, Messingham, Epworth, Haxey (Isle of Axholme), Owston Ferry (Isle of Axholme), Scotter, East Ferry, Laughton, Wildsworth, and Blyton.

Representative viewpoints

7.5.53 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP7.1 - View from Newlands Lane (Melwood Grange);
- VP7.2 - View from Newlands Lane (Epworth);
- VP7.3 - View from Low Burnham;
- VP7.4 - View from Peatlands Way (High Burnham);
- VP7.5 - View from East Lound Road (Owston Ferry);
- VP7.6 - View from East Lound Road (East Lound);
- VP7.7 - View from East Lound Road (Haxey);
- VP7.8 - View from Peatlands Way (Near Belton); and
- VP7.9 - View from Belton Road (Beltoft).

Visual receptors

7.5.54 The following receptors are considered to have a higher susceptibility to changes in their views because of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above, which are mainly located within the Isle of Axholme, as well as those residing in the individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Peatlands Way and Trent Valley Way.
- Visitors to Laughton Forest and Scotton Common.

General visibility

7.5.55 Throughout much of this Route Section, the farmland is mainly large-scale and open, offering expansive views across the landscape. However, in some areas, these views

are more contained due to the gently undulating landform and a higher density of woodland and trees, particularly around settlements. Woodland coverage is notably more prevalent to the west of the Isle of Axholme. The linear tree belts along two disused railway lines that cross this Route Section further contain the views.

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

7.5.57 The value of the views in this Route Section varies depending on the presence and extent of discordant elements or features. Key factors influencing visual quality include the M180 to the north and the two 400 kV overhead line that follow the eastern side of the Isle of Axholme and are prominent on the skyline. Views are also locally impacted by industrial elements, particularly around Sandtoft. Designated landscapes that may increase the value of the views experienced in this Route Section include the Isle of Axholme Area of Special Historic Landscape Interest (ASHLI), which is locally designated under Policy LC14 of the North Lincolnshire Local Plan and covers most of this Route Section to the west of the River Trent. Also, the eastern part of this Route Section falls within the Laughton Woods and Scotton Common Area of Great Landscape Value, which is locally designated under Policy S62 of the Central Lincolnshire Local Plan (Ref 7.38).

7.5.58 Generally, views tend to be of medium value within the study area for this Route Section. The presence of the existing 400 kV overhead lines reduces the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Route Section 8: Graizelound to Chesterfield Canal

7.5.59 Route Section 8 extends from the small village of Graizelound to the Chesterfield Canal.

7.5.60 Parishes in this Route Section include Wroot, Haxey (south), Owston Ferry (south), West Stockwith, East Stockwith, Misterton, Misson, Everton, Gringley on the Hill (north), Walkeringham (west), Walkerith and Morton.

Representative viewpoints

7.5.61 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP8.1 - View from Ferry Road (Graizelound);
- VP8.2 - View from Haxey Gate Road;
- VP8.3 - View from Gringley Road (Misterton);
- VP8.4 - View from Haxey Water Tower; and
- VP8.5 - View from the Chesterfield Canal.

Visual receptors

7.5.62 The following receptors are considered to have a higher susceptibility to changes in their views because of the Proposed Overhead Line:

- Residents in the villages associated with the parishes listed above, which are primarily located along the A161, and residents on the edge of the larger settlements of Westwoodside and Graizelound, as well as those residing in individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Peatlands Way, Trent Valley Way and the Cuckoo Way.
- Users of the Chesterfield Canal.

General visibility

7.5.63 Much of the farmland in this Route Section has only sparse coverage tree or hedgerow cover, allowing for expansive views that extend to distant horizons. To the east, there are views to the wooded Lincolnshire Edge and the urban edge of Gainsborough, while to the west, the flat drained landscapes of Misterton and Gringley Carr dominate the scene. In contrast, the areas around the River Idle, Warping Drain, and the northern parts of the Isle of Axholme feature a higher coverage of trees and woodland, which provide localised containment of views.

7.5.64 The sky plays a significant role in the vistas, with the two existing 400 kV overhead lines and cooling towers of the former West Burton Power Station prominent on the skyline.

7.5.65 Designated landscapes that may increase the value of the views experienced in this Route Section include the Isle of Axholme ASHLI, which is locally designated under Policy LC14 of the North Lincolnshire Local Plan and is located in the northern part of this Route Section. Also, the eastern part of this Route Section falls within the Northeast and East of Gainsborough Area of Great Landscape Value, which is locally designated under Policy S62 of the Central Lincolnshire Local Plan (Ref 7.38).

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

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

7.5.67 Route Section 9 extends from the Chesterfield Canal to the A620 Gainsborough Road, located northeast of North Wheatley.

7.5.68 Parishes in this Route Section include Walkeringham (east), Gringley on the Hill (south), Wiseton, Mattersey, Beckingham, Saundby, Gainsborough, Clayworth, North and South Wheatley (north of the A620) and Bole (north).

Representative viewpoints

The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP9.1 - View from Woodlane (Beckingham);
- VP9.2 - View from Gainsborough (Edge of River Trent);

- VP9.3 - View from Cave's Lane (Walkeringham);
- VP9.4 - View from Beacon Hill (Gringley on the Hill); and
- VP9.5 - View from Fountains Hill.

Visual receptors

7.5.69 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above and residents on the edge of the larger settlements of Gainsborough and Morton, as well as in the individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Cuckoo Way and Trent Valley Way.
- People using the Chesterfield Canal for recreational activities such as fishing and boating.

General visibility

7.5.70 The landscape across much of the study area within this Route Section is more undulating, with higher levels of visual containment provided by the tree and hedgerow cover. Gringley on the Hill which is situated on a promontory at the end of a long range of low hills, affords sweeping panoramic views across the surrounding farmland, reaching as far as Lincoln Cathedral.

7.5.71 In the area between the Chesterfield Canal and the A620, farmland is typically enclosed by hedgerows with occasional hedgerow trees. This, combined with the undulating landform, helps to locally contain views. Conversely, nearer to the River Trent and the valley of the River Idle, the farmland becomes more open, with fewer hedgerows and fields separated by drainage dykes and drains, resulting in more expansive views.

7.5.72 To the east, several existing 400 kV overhead lines converge near the former West Burton Power Station and are seen against the backdrop of Gainsborough and the well-wooded higher ground of the Lincolnshire Edge. Other detractors include the cooling towers of the former West Burton Power Station to the south.

7.5.73 Designated landscapes that may increase the value of the views experienced in this Route Section include Northeast and East of Gainsborough Area of Great Landscape Value, which is locally designated under Policy S62 of the Central Lincolnshire Local Plan (Ref 7.38) and overlaps the eastern edge of the study area.

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

Route Section 10: A620 east of North Wheatley to Fledborough

7.5.75 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.

7.5.76 Parishes in this Route Section include North and South Wheatley (south of the A620), Bole (south), Hayton, Lea, West Burton, Clarborough and Welham, Sturton le Steeple,

Knaith, Gate Burton, Marton, North Leverton with Habblesthorpe, Cottam, South Leverton, Treswell, Grove, Eaton, Headon cum Upton, Rampton and Woodbeck, Stokeham, Gamston, West Drayton, Askham, East Drayton, Laneham, Kettlethorpe, East Markham, Darlton, Ragnall, Dunham-on-Trent, Newton on Trent, Fledborough (west), Marnham (west), Tuxford and Egmanton.

Representative viewpoints

7.5.77 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in **Appendix 7.2 Proposed Viewpoints**:

- VP10.1 - View from North Wheatley;
- VP10.2 - View from Muspitt Lane (South Wheatley);
- VP10.3 - view from Wheatley Road (Sturton-le-Steeple);
- VP10.4 - View from Springs Lane (Sturton-le-Steeple);
- VP10.5A - View from the Trent Valley Way (Maumhill Wood) (northeast);
- VP10.5B - View from the Trent Valley Way (Maumhill Wood) (east);
- VP10.6A - View from North Leverton Windmill;
- VP10.6B - View from Mill Lane;
- VP10.6C - View from Retford Road (North Leverton);
- VP10.7 - View from Retford Road (South Leverton);
- VP10.8 - View from Grove;
- VP10.9 - View from Treswell Wood;
- VP10.10 - View from Town Street (Treswell);
- VP10.11 - View from Treswell Road (Rampton);
- VP10.12 - View from Retford Road (Woodbeck);
- VP10.13 - View from Lambwell Road;
- VP10.14 - View from Main Street (Stokeham);
- VP10.15 - View from Dunham Road (Laneham);
- VP10.16 - View from Darlton Road (East Drayton);
- VP10.17 - View from Rayner’s Field (East Markham);
- VP10.18 - View from A57 (Darlton);
- VP10.19 - View from Laneham Road (Dunham on Trent);
- VP10.20 - View from Bole;
- VP10.21 - View from Main Street (Ragnall);
- VP10.22 - View from Fledborough Beck; and

- VP10.23 - View from Green Lane / Far Road.

Visual receptors

7.5.78 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above and residents on the edge of the larger settlements of Retford and Sibthorpe, as well as those residing in the individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Trent Valley Way, Cuckoo Way and National Cycle Network Route 647.
- Visitors to Millfield Golf Complex which is located to the south of this Route Section.
- Visitors to the North Leverton Windmill which is located to the west of North Leverton with Habblesthorpe.

General visibility

7.5.79 This Route Section is marked by relatively sparse settlement, with villages, hamlets, and farms dispersed throughout the farmland. These small, nucleated settlements are often tucked into valleys where belts of trees offer local visual containment. In areas where the farmland is more open, the rising terrain allows for expansive easterly views across the low-lying floodplain of the River Trent. In these views, the existing 132 kV and 400 kV pylon lines and the cooling towers of the former West Burton and Cottam power stations create a distant but more noticeable backdrop.

7.5.80 There are no designated landscapes in this Route Section to influence the value of the views experienced.

7.5.81 The value of views within this Route Section varies. Generally, views tend to be of medium value, although there are pockets of higher value to the west where the landform rises and allows for longer distance views and are less influences by existing infrastructure. To the south there are some low value views where the existing 400 kV overhead line become more prominent.

Route Section 11: Fledborough to High Marnham

7.5.82 Route Section 11 extends from Fledborough to High Marnham.

7.5.83 Parishes in this Route Section include Weston, Normanton on Trent, Marnham (east), Fledborough (east), Grassthorpe, Thorney, North Clifton, Wigsley, South Clifton, Spalford, Girton, Sutton-on-Trent, and Meering.

Representative viewpoints

7.5.84 The following viewpoint locations, which are shown on **Figure 7.1 Visual Receptors and Viewpoints**, have been selected to represent the typical views experienced across the study area in this Route Section. Detailed descriptions of these views are provided in:

- VP11.1 - View from Fledborough Viaduct;
- VP11.2 - View from NCR647 Crabtree Lane; and

- VP11.3 - View from High Marnham.

Visual receptors

7.5.85 The following receptors are considered to have a higher susceptibility to changes in their views as a result of the Proposed Overhead Line:

- Residents in the settlements associated with the parishes listed above and residents on the edge of the larger settlements of Ragnall and North Scarle, as well as those in the individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Trent Valley Way and National Cycle Network Route 647.
- Visitors to Marnham Meadows Holiday Park and Girton Sailing Lake which are located to the south of this Route Section.

General visibility

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

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

7.5.88 There are no designated landscapes in this Route Section to influence the value of the views experienced.

7.5.89 Generally, views tend to be of low value within the study area for this Route Section. Although there are pockets of medium value away from existing overhead lines, the presence of the existing 400 kV and 275 kV overhead lines which converge on High Marnham reduce the aesthetic and perceptible qualities of views in closer proximity to the Proposed Overhead Line.

Future Baseline

7.5.90 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.

7.5.91 Consideration was given to the following types of change that could potentially change the landscape and visual environment:

- The natural evolution of the landscape, for example whether the growth or dieback of existing vegetation would alter existing landscape character and this vegetation features as a component in existing views.
- The loss of existing elements and features in the landscape, for example due to land take from planned developments in the area, leading to changes in landscape character and the opening of existing views for visual receptors.

- The introduction of new 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.
- The introduction of new receptors, for example residents of new dwellings under construction that are expected to become occupied and subsequently be exposed to views of the Project during construction and/or operation.

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

- The identification of any permitted (i.e., consented) development projects in the assessment 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.

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

Construction year baseline (2028)

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

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

7.5.96 A review of the visual 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. This is turn would affect views from parishes and towards the Project where both may be seen in combination.
- 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. This is turn would affect views from parishes and towards the Project where both may be seen in combination.

- 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 site's influence on the surrounding landscape and views. The site will be redeveloped. A 50 MW battery storage facility is assumed to be completed prior to 2028 and may be visible in combination with the Project from surrounding parishes.

7.5.97 Other developments due to be in construction or complete by 2028 are either too far from the Project, too small scale or would not be seen in combination with the Project or from the chosen representative viewpoint locations.

Operational year baseline (2031)

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

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

7.6 Mitigation

7.6.1 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 visual effects are set out below.

Embedded Mitigation Measures

7.6.2 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.

7.6.3 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.

7.6.4 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 Visual chapter include:

- Sensitive routeing and siting in accordance with the Holford Rules (Ref 7.40) and Horlock Rules (Ref 7.41_) - as far as practicable effects on identified landscape receptors have been avoided and reduced.
- Selection of a standard 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 7.40). 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

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

7.6.6 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 visual 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 Recommendations (Ref 7.42). 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.

7.6.7 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 in the DCO. Best practicable means to reduce construction noise and limit effects on perceptual aspects of landscape such as tranquillity, will be set out in the CoCP.

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

Additional Mitigation Measures

7.6.9 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.

7.6.10 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 and reduce the visual effects on people living in and moving around Rowley and Skidby Parishes.
- Proposed woodland planting at Woodale to provide mitigation for tree loss on the edge of the Wolds and reduce the visual effects on people living in and moving around Ellerker Parish.
- Proposed woodland planting to the north of Sturton-le-Steeple and along Gainsborough Road to reduce the visual effects on people approaching the village from the north.
- Proposed intermittent tree planting along Station Road to the west of Sturton-le-Steeple to reduce the effects on views from the western edge of the village.
- Proposed woodland planting around pylon 4AF221 to reduce the visual effects on people visiting North Leverton Windmill.

7.7 Preliminary Assessment

7.7.1 This section first identifies the potential effects that could occur because of the construction, 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**, with each section providing a list of receptor groups likely to experience significant effects from changes in their views. A brief explanation is included for each group to clarify the reasons behind these anticipated impacts. The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

7.7.2 The preliminary assessment takes account of the embedded, control and management, and additional mitigation measures as set out in section 7.6 of this chapter.

7.7.3 As noted previously an assessment of effects at each viewpoint location is not included at this preliminary stage as there is insufficient design information.

Potential Effects

7.7.4 The potential for the Project to result in likely significant effects on visual receptors was determined through the EIA Scoping process. This section lists those potential effects that have been scoped into the assessment through the EIA Scoping Report (Ref 7.35) taking into account the comments received in the Scoping Opinion (Ref 7.36). Where the scope has been amended since the Scoping Report, explanatory text has been

included to provide justification for this change. Information is provided regarding how confident the assessment team is in the assessment of significance. For information on confidence level definitions please see Table 5.6 in **Chapter 5 Approach to Preparing the PEIR**. Throughout the 11 Route Sections the confidence level is identified as Moderate in all cases, this is because the pylon locations and proposed planting are not yet finalised.

Construction

7.7.5 The potential effects that could result from the construction of the Proposed Overhead Line are:

- Potential for indirect effects on the composition and character of views experienced by the people living and moving around communities and engaging in recreational activities, including people using PRoW and navigable waterways.
- Potential for indirect effects on the composition and character or views, which may impact the residential visual amenity of the occupants of individual properties.
- Potential for indirect effects on composition and character of views experienced by people at protected viewpoints, panoramas and viewing corridors.

Operation

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

- Potential for indirect effects on the composition and character of the views experienced by people living and moving around communities and engaging in recreational activities, including people using PRoW and waterways.
- Potential for indirect effects on the composition and character or views, which may impact the residential visual amenity of the occupants of individual properties.
- Potential for indirect effects on composition and character of views experienced by people at protected viewpoints, panoramas and viewing corridors.

Permanent loss of roadside vegetation

7.7.7 The Inspectorate has agreed that an assessment of any likely significant physical and perceptible effects on visual receptors from the loss of roadside vegetation due to the localised widening of public highways can be scoped out because the planting would either be replaced in situ, or else replaced on the new highway boundary. A planting strategy setting out proposals for reinstatement of any vegetation that must be removed will be provided in the ES. This planting will be in accordance with the outline vegetation reinstatement plans included in the LEMP.

Nighttime lighting

7.7.8 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 consider 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.

7.7.9 For the effects of temporary and permanent lighting associated within the substation refer to **Chapter 20 Substation and Associated Works**.

Maintenance

7.7.10 Potential visual effects from the maintenance of the Proposed Overhead Line during operation have been scoped out of the assessment as noted in ID 3.1.1 of the Scoping Opinion (Ref 7.36).

Route Section 1: Creyke Beck to Skidby

7.7.11 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**.

7.7.12 Route Section 1 extends from the proposed new Birkhill Wood Substation near Creyke Beck, where the new overhead line would 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

7.7.13 There is the potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. The new 400 kV overhead line would be some 600 m to the north of the existing 400 kV overhead line through this Route Section. It would therefore extend the visual effects of high-voltage infrastructure across a wider geographical area than the existing overhead line, leading to a reduction in the scenic quality experienced in some views.

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

- Woodmansey Parish would have views of construction and operation of gantries 4AF1 and 4AF2 and pylon 4AF3 which are located within this parish, and views of the overhead line in Route Section 1 as it routes east away from the parish. The Proposed Overhead Line would connect into the proposed Birkhill Wood Substation in the southwest corner of the parish (see **Chapter 20 Substations and Associated Works**).
- The part of Rowley Parish to the north of Risby would have views of construction and operation of pylons within Route Section 1. This includes pylons 4AF4-4AF5 and 4AF9-4AF13 which are located within the southern part of this parish or very close to its boundary but also views of pylons to the east towards Birkhill Wood Substation and to the southwest as the Proposed Overhead Line passes over higher ground around Little Weighton Road in Route Section 2. The Proposed Overhead Line is closer to this parish than the existing overhead line and would look more prominent in views, particularly where is passes over higher ground than the existing overhead line to the north of Skidby.
- The eastern part of Skidby Parish, beyond the village, would have views of the construction and operation of pylons within Route Section 1 including 4AF6-4AF8 which are located within northern part of the parish but also views of pylons to the east towards Birkhill Wood Substation and to the southwest as the Project passes over higher ground around Little Weighton Road in Route Section 2. Although broadly parallel within this parish, between 300 m and 680 m from the existing

overhead line, the Proposed Overhead Line would spread the effects of overhead line infrastructure across a wider area of the parish and increase the numbers of pylons visible for people living and moving around the parish.

7.7.15 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of Beverley 20 and the High Hunsley Circuit would have views of construction and operation of the Proposed Overhead Line, which would cross the trail between Skidby and Risby Park. Sequential effects would be experienced along an approximately 3 km section of Beverley 20 in Route Section 1, the Proposed Overhead Line crossing the to the north of Skidby, where it is contiguous with the High Hunsley Circuit.

Effects unlikely to be significant

7.7.16 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed 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, including an unsurfaced access road used for temporary maintenance activities, in most instances the combination of distance and the presence of intervening landform and vegetation would limit the effects on receptors.

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

- Tickton Parish is situated near the northeastern edge of the study area and includes the village of Weel along the River Hull. The flat topography, combined with field boundary vegetation, would limit southwesterly views toward the Proposed Overhead Line. The existing 400 kV overhead lines leading to the Creyke Beck Substation are barely perceptible, with the Proposed Overhead Line located further beyond them.
- Wawne Parish is located close to the eastern edge of the study area on the River Hull. The area's flat topography, combined with field boundary vegetation, would restrict westerly views towards the Proposed Overhead Line. An existing 275 kV overhead line passing across the southern edge of the parish is prominent in views, which means that a new 400 kV overhead line would not be a new element in the landscape. Existing 400 kV overhead lines leading to the Creyke Beck Substation are barely perceptible, with the Proposed Overhead Line located further beyond them.
- Beverley Parish is located some 2 km north of the nearest point on the LoD[2]. The urban edge of the town would have no intervisibility with the Proposed Overhead Line due to recent housing developments on the southern edge of Beverley (within the parish of Woodmansey) and further assessment as part of the visual assessment for the ES is not therefore considered necessary.
- Bishop Burton Parish is located over 3 km north of the nearest point on the LoD. The combination of the undulating Wolds landform, together with several woodlands, would substantially restrict southerly views toward the Proposed Overhead Line from

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

much of the parish. A new 400 kV overhead line would increase the number of pylons present in views south from the higher ground, but these would be seen in the context of existing 400 kV overhead line.

- The eastern part of the parish of Walkington is located 1.5 km north of the nearest point on the LoD. The combination of the undulating Wolds landform, together with several woodlands and hedgerow field boundaries, would limit southerly views towards the Proposed Overhead Line. A new 400 kV overhead line would increase the number of pylons present in views south from the higher ground, but these would be seen in the context of existing 400 kV overhead lines and occasional telecommunications masts and wind turbines.
- Cottingham Parish is located 1 km south of the nearest point on the LoD. The built-up nature of this parish, combined with the presence of several existing overhead lines, means the Proposed Overhead Line would not change the character of views experienced. Views would also be partially obscured by the tree belts along field boundaries and by vegetation within the Skidby Lakes Golf Course at Cottingham Parks Golf and Leisure Club.
- The urban parish of Hull is located to the east of the study area. It would have no intervisibility with the Proposed Overhead Line and further assessment as part of the visual assessment for the ES is not therefore considered necessary.

7.7.18 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- National Cycle Network Route 1 crosses Route Section 1 adjacent to Creyke Beck Substation. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 2 km of the trail, these would be seen in the context of several existing overhead lines and would not change the character of the views experienced.
- Views from the Lazaat Hotel are already affected by the existing 400 kV overhead line which passes within 50 m to the south of the hotel. Although the Proposed Overhead Line would be visible, it would be less prominent than the existing and therefore would not change the character of the views experienced.
- Skidby Lakes Golf Course at Cottingham Parks Golf and Leisure Club is enclosed by mature trees that screen views to the north. The golf course lies south of the existing 400 kV overhead line, which would appear more prominent than the Proposed Overhead Line in any glimpsed views.

Route Section 2: Skidby to A63 Dual Carriageway

7.7.19 Route Section 2 extends from the village of Skidby to the A63 dual carriageway on the western edge of the Yorkshire Wolds. The route converges with the existing 4ZQ 400 kV overhead line west of Little Weighton Road and then closely follows a parallel alignment with this overhead line for the remainder of Route Section 2.

7.7.20 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.

Potentially significant effects

7.7.21 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section due to the presence of the new 400 kV overhead line and consequent reduction in scenic quality. 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.

7.7.22 The loss of trees at Socken Wood, Brantingham Dale and Bilks Hill and subsequent need to maintain a suitable safety clearance distance either side of the new line by managing vegetation regeneration would be noticeable.

7.7.23 Potential significant effects are predicating for the following parishes. The confidence level for this prediction is Moderate.

- The western part of Skidby Parish, located beyond the village, would have views of construction and operation of pylons 4AF14 to 4AF21 which are located within the northern part of the parish, but also views of pylons to the east towards Birkhill Wood Substation and to the southwest as the Proposed Overhead Line passes over higher ground around Riplingham in Route Section 2. Although partly parallel within this parish, the section of the Proposed Overhead Line near Little Weighton Road is approximately 600 m from the existing overhead line and properties would be located between the two overhead lines.
- Rowley Parish to the south of Risby would have views of construction and operation of pylons 4AF22 to 4AF31 which are located within the southern part of the parish but also views of pylons to the northeast towards Skidby and to the southwest before the Proposed Overhead Line disappears down the scarp slope near Brantingham. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line cuts through woodland at Socken Wood which may open up some localised views along the Proposed Overhead Line and towards the existing overhead line. Mitigation planting is proposed for Socken Wood which would help to filter views looking north and northeast but for the main residential areas at Riplingham and Rowley, the Proposed Overhead Line would appear more prominent than the existing overhead line.
- Brantingham Parish to the north of the A63 would have views of construction and operation of pylon 4AF32 which is located within the northern edge of the parish, but also views of the Proposed Overhead Line to the north and west of the village where the Proposed Overhead Line routes down the scarp slope and crosses the A63, with some longer distance views west into Route Section 3. Existing woodland helps to screen views for many individual receptors, but there would be an increase in the number of pylons visible from the parish due to its location on the scarp slope which allows longer distance views across the landscape to the west.
- Ellerker Parish to the north of the A63 would have views of construction and operation of pylons 4AF33 to 4AF40 and works to the existing 400 kV overhead line between 4ZQ75 and 4ZQ80 which are located within the central part of the parish to the north of the A63 in the area known as Woodale. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would require the removal of areas of woodland on the scarp slope which may open up views along the existing and proposed overhead lines. The Proposed Overhead

Line is also at a slightly higher elevation as it routes down the scrap slope which means pylons may be more prominent than the existing overhead line in views.

7.7.24 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of Yorkshire Wolds Way (National Trail which forms part of European Long-Distance Path E2) would have views of construction and operation of the Proposed Overhead Line, which would cross the trail on the edge of the Wolds above Brantingham. Sequential effects would be experienced along approximately 3 km of the trail.
- Users of the High Hunsley Circuit would have views of construction and operation of the Proposed Overhead Line, which would cross the trail at two locations, on the edge of the Wolds above Brantingham where this trail is contiguous with the Yorkshire Wolds Way and also close to Socken Wood. Sequential effects would be experienced along approximately 5 km of the trail.
- Users of Beverley 20 would have views of construction and operation of the Proposed Overhead Line, which would cross the trail close to Socken Wood where it is contiguous with the High Hunsley Circuit. Sequential effects would be experienced along approximately 5 km of the trail.

Effects unlikely to be significant

7.7.25 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed 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, including an access road temporarily affecting Little Weighton, in most instances the combination of distance and the presence of intervening landform and vegetation would limit their impact on receptors.

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

- The western part of Walkington Parish is located 1.5 km north of the nearest point on the LoD and is an area where there is little settlement and few visual receptors. The combination of the undulating Wolds landform, together with several woodlands and hedgerow field boundaries, would limit views south towards the Proposed Overhead Line. Where visible, a new 400 kV overhead line would increase the number of pylons present in views south from the higher ground, but these would be seen in the context of the existing 400 kV overhead lines, occasional telecommunications masts and wind turbines.
- Willerby Parish is located between Cottingham and Kirk Ella to the east of the A164. The main residential areas within the parish would have little intervisibility with the Proposed Overhead Line. Although the Proposed Overhead Line may be visible from some locations to the north of the parish and would increase the number of pylons present in the views, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.
- South Cave Parish to the north of the A63 is located some 200 m north of the nearest point on the LoD, with the settlement of South Cave itself located on the A1034 to the north of the A63. To the east the landform rises to the edge of the Wolds where there are several large areas of woodlands. Although the Proposed Overhead Line may be visible from some locations to the south and would increase

the number of pylons present in the view, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.

- Elloughton-cum-Brough Parish to the north of A63 is located some 1.3 km south of the nearest point on the LoD. The northern part of the parish is crossed by the A63. Woodland on the edge of the Wolds at Brantingham and vegetation along the A63 would limit views towards the Proposed Overhead Line. Although the Proposed Overhead Line may be visible from some locations to the north and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.
- Welton Parish to the north of A63 is located some 1.2 km south of the nearest point on the LoD near the A63. While a new 400 kV overhead line may be visible from the northern edge of the parish and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.
- The parish of Kirk Ella is located towards Hull between Willerby and Swanland to the east of the A164, some 2.6 km south of the nearest point on the LoD. The landform slopes away from the parish towards the Humber Estuary to the southeast. Views north towards the Proposed Overhead Line would be filtered by vegetation along and to the north of the A164, resulting in very little intervisibility with the Proposed Overhead Line.
- Swanland Parish is located some 2 km south of the nearest point on the LoD near the A63. While a new 400 kV overhead line may be visible from the northern edge of the parish and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line, maintaining the overall character of the views.
- Newbald Parish is located over 3 km north of the nearest point on the LoD. The flat topography, combined with the screening provided by several woodlands, would result in minimal intervisibility with the Proposed Overhead Line.

7.7.27 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- National Cycle Network Route 1 crosses Route Section 2 through the built-up areas of Willerby and therefore views would not be affected by the Proposed Overhead Line.
- National Cycle Network Route 65 follows a route close to the River Humber in Route Section 2. There would be little intervisibility with the Proposed Overhead Line and views typically focus on the river to the south.
- Hessle Golf Club is surrounded by mature trees which obscures views to the north. The golf club is located to the south of the existing 400 kV overhead line which would be more prominent than the Proposed Overhead Line in any glimpsed views.

Route Section 3: A63 Dual Carriageway to River Ouse Crossing

7.7.28 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.

7.7.29 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

7.7.30 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section, although throughout this Route Section, the new 400 kV overhead line would broadly be in close parallel alignment to the existing 400 kV overhead line. This would concentrate the visual impacts resulting from the changes to the landscape within an already affected corridor, reducing the overall effect on the views experienced.

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

- Brantingham Parish to the south of the A63 would have views of construction activity as a site compound would be located off Cave Road. During operation, the properties within this southern half of the parish would have limited views due to the surrounding vegetation present within Brough Golf Club and along Cave Road, however there would be open views of the Proposed Overhead Line from the southern areas of the parish and to the north toward pylons in Route Section 2 as they route down the scarp slope.
- Ellerker Parish to the south of the A63 would have views of construction and operation of pylons 4ZQ67 to 4ZQ74 and 4AF48 and works to the existing 400 kV overhead line between 4AF41 to 4AF47, which are located within the central part of the parish, but also views of pylons to the northeast towards the scarp slope in Route Section 2 and to the west towards Broomfleet. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish, although it is noted that the Proposed Overhead Line is south of the existing overhead line and therefore more distant in views from the village itself.
- South Cave Parish to the south of the A63 would have views of construction and operation of pylons 4AF49 to 4AF54 and works to the existing 400 kV overhead line between 4ZQ61 and 4ZQ66, which are located within the southern part of the parish but also views of pylons to the east towards Ellerker and to the west towards Broomfleet. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish.
- Broomfleet Parish would have views of construction and operation of pylons 4AF55 to 4AF62 which are located within the central part of the parish passing close to the north side of the village of Broomfleet, but also views of pylons to the northeast towards Ellerker, to the southwest towards the River Ouse crossing in Route Section 4 and to the south across the river to pylons within Route Section 5. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish.

- The parish of Blacktoft (north of Blacktoft Lane) would have views of construction and operation of pylons 4AF63 to 4AF76 which are located within the central part of the parish and between the villages of Yokefleet and Blacktoft, but also views of pylons to the east towards Broomfleet and to the west towards the River Ouse crossing in Route Section 4. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish.

7.7.32 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of the Trans Pennine Trail would have views of construction and operation of the Proposed Overhead Line, which would cross the trail on the north side of the River Ouse. Sequential effects would be experienced along approximately 10 km of the trail in Route Section 3, where it comes close to the Proposed Overhead Line to the south of Broomfleet for approximately 3 km.
- Users of National Cycle Network Route 65 would have views of construction and operation of the Proposed Overhead Line, which would cross the trail on the north side of the River Ouse where it is contiguous with the Trans Pennine Trail. Sequential effects would be experienced along approximately 10 km of the cycle route in Route Section 3 as is passes through Brantingham, Ellerker and Broomfleet.
- Users of the Market Weighton Canal would have views of construction and operation in close proximity as it crosses the canal to the west of Broomfleet. Sequential effects would be experienced along approximately 2.5 km of the canal between the Humber Estuary and the railway to the south of Newport.

Effects unlikely to be significant

7.7.33 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities, including the presence and movement of plant. In most instances however, the combination of distance, and the presence of intervening landforms and vegetation, would limit their impact.

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

- Hotham Parish is located to the north of the nearest point on the LoD on the very edge of the 5 km study area. While a new 400 kV overhead line may be visible from the northern edge of this slightly elevated parish and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line, maintaining the overall character of the views.
- North Cave Parish is located some 1.5 km north of the nearest point on the LoD, near the M62. The part of the parish south of the motorway consists of motorway services and industrial units. The Proposed Overhead Line would not be visible from North Cave itself. While a new 400 kV overhead line may be distantly visible from the slightly elevated areas of the parish south of the M62, particularly from the A1034, it would increase the number of pylons present but would appear within the context of the existing 400 kV overhead line and would not change the overall character of the views.

- Elloughton-cum-Brough Parish to the south of the A63 is located some 1.3 km south of the nearest point on the LoD. Woodland and vegetation associated with Brough Golf Club and along Cave Road would limit views towards the Proposed Overhead Line. While a new 400 kV overhead line may be visible from some locations to the northwest and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.
- Welton Parish to the south of the A63 is located some 3.6 km southeast of the nearest point on the LoD. The areas of Brough and Elloughton would screen views of the Proposed Overhead Line from most locations. While the Proposed Overhead Line may be visible from the southern edge of the parish and would increase the number of pylons present in more distant views, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.
- Newport Parish is located some 1.5 km north of the nearest point on the LoD near the M62. The combination of the low elevation, together with hedgerows and hedgerow trees, would filter views south towards the Proposed Overhead Line. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of the existing 400 kV overhead line which is noticeable on the skyline, including from the Market Weighton Canal, and would not change the overall character of the views.
- Gilberdyke Parish is located some 2.3 km north of the nearest point on the LoD and the M62. The combination of the low elevation, together with hedgerows and hedgerow trees, would filter views south towards the Proposed Overhead Line. The existing 400 kV overhead line is visible on the skyline, particularly along roads orientated north to south including Staddlethorpe Board Lane. The taller pylons at the River Ouse crossing are also prominent in some views. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views. A proposed construction access route would provide access to the Proposed Overhead Line from Main Road. This is an existing road and the additional vehicle movements would be temporary and are not expected to result in significant visual effects.
- Eastrington Parish is located some 4 km northwest of the nearest point on the LoD. The eastern part of the area experiences disturbance from vehicles on the M62, although views are typically filtered by roadside vegetation. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of wind turbines and the existing 400 kV overhead line, including the taller pylons at the River Ouse crossing, and would not change the overall character of the views.
- Kilpin Parish is located some 3.4 km northwest of the nearest point on the LoD near the M62 and is dominated by the large Sixpenny Wood Wind Farm. There are glimpsed views of the existing 400 kV overhead line, although the two taller pylons at the River Ouse crossing are more prominent. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of wind turbines and the existing 400 kV overhead line and would not change the overall character of the views.
- Winteringham Parish is located some 4 km south of Route Section 3 and 8 km east of the nearest point on the LoD in Route Section 4, with only a small part of the parish falling within the 5 km study area. The main visual receptors are people using

the footpaths along the Humber, where there are open views across the river. The existing 400 kV overhead line is already a noticeable feature on the skyline. While a new 400 kV overhead line would introduce more pylons, these would be very distant and seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.

- The small parish of Whitton is located some 2.5 km south of Route Section 3 of the nearest point on the LoD and to the south of the River Ouse. There are open views across the river, where the existing 400 kV overhead line and taller pylons at the existing River Ouse crossing are visible on the skyline. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of the existing 400 kV overhead line and would not change the overall character of the views.

7.7.35 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- Cave Castle Golf Club is located over 2 km from the nearest point on the LoD and to the north of South Cave. Intervening landform and vegetation mean there would be no intervisibility with the Proposed Overhead Line.

Route Section 4: River Ouse Crossing

7.7.36 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

7.7.37 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. The Proposed Overhead Line would increase the influence of the existing 400 kV overhead lines in this Route Section, making pylons a more prominent element in the landscape and resulting in a further loss of scenic quality in some views. This impact is particularly notable because two taller pylons are required on either side of the River Ouse. These new pylons are likely to be between 120 – 130 m high and would compound the visual effect of the existing 110 m high pylons at the river crossing.

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

- Blacktoft Parish to the south of Blacktoft Lane would have views of construction and operation of pylon 4AF77, which is the taller pylon on the north side of the River Ouse crossing and located within this parish, but also views of pylons to the northeast through the rest of the parish towards Broomfleet and to the south beyond the river to the other tall river crossing pylon 4AF78 and beyond to Route Section 5. Although broadly parallel within this section of the parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish.

- Twin Rivers Parish to the north of Black Plantation would have views of construction and operation of pylons 4AF78 to 4AF83 which are located within a central part of the parish. Pylon 4AF78 is the taller pylon on the south side of the River Ouse crossing. Including the villages of Ousefleet and Whitgift along the southern bank of the River Ouse, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish. This includes views to the north towards the other tall river crossing pylon 4AF77 and northeast towards Broomfleet in Route Section 3 and south to pylons in Route Section 5. Although broadly parallel within this parish, the section of the Proposed Overhead Line near Ousefleet is approximately 600 m from the existing overhead line and properties would be located between the two overhead lines.

7.7.39 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of the Trans Pennine Trail would have views of construction and operation of the Proposed Overhead Line, which would cross the trail on the north side of the River Ouse. Sequential effects would be experienced along approximately 6 km of the trail.
- Users of National Cycle Network Route 65 would have views of construction and operation of the Proposed Overhead Line, which would cross the trail on the north side of the River Ouse. Sequential effects would be experienced along approximately 15 km of the trail.

Effects unlikely to be significant

7.7.40 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed 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 landforms and vegetation would limit their impact.

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

- Laxton Parish is located 800 m northwest of the nearest point on the LoD on the River Ouse. There are glimpsed views of the existing 400 kV overhead line, although the two taller pylons at the existing River Ouse Crossing are more prominent. Wind turbines are highly visible in views to the north and south. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure and would not change the overall character of the views.
- Alkborough Parish is located some 3.3 km west of the nearest point on the LoD and east of the River Trent. This parish comprises Alkborough Flats, wetlands at the confluence of the River Ouse and River Trent, and the north end of ‘the Lincolnshire Edge’, an escarpment which extends south to Lincoln and beyond. Settlement tends to be located at the top of the escarpment but many of the views to the west towards the Proposed Overhead Line are obscured or filtered by the high woodland cover across the slope. The occasional longer view includes the existing 400 kV overhead lines to the west, including the taller pylons at the River Ouse crossing, existing 400 kV overhead lines to the south as they head east towards South Humberside, several windfarms, and Drax Power Station which is visible over 20 km away. While a new 400 kV overhead line would introduce more pylons, these would be seen in

the context of this existing infrastructure and would not change the overall character of the views.

- Reedness Parish to the north of the A161 is located some 1.5 km west of the nearest point on the LoD and south of the River Ouse. The main settlement is located adjacent to the river and except for the A161 there is very little access to the southern part of the area. The openness of the landscape means the existing 400 kV overhead line and Twin Rivers Wind Farm are prominent in many views. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure and would not change the overall character of the views.
- Swinefleet Parish to the north of the A161 is located some 3.2 km west of the nearest point on the LoD and south of the River Ouse. The main settlement is located adjacent to the river, and except for the A161 there is very little public access to the southern part of the area. The openness of the landscape means that the existing 400 kV overhead line, Twin Rivers Wind Farm, and Goole Fields Wind Farm, are prominent in many views. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure and would not change the overall character of the views.

7.7.42 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Trent Valley Way follows the base of the escarpment to the east of the River Trent, as far as Alkborough. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 3 km of the trail in Route Section 4, these would be seen in the context of the existing overhead lines and wind turbines and would not change the overall character of the views.
- Visitors to Blacktoft Sands RSPB Reserve are unlikely to be affected by the nearest point on the LoD. While a new 400 kV overhead line would introduce more pylons, these would be further away from Blacktoft Sands than the existing 400 kV overhead line, which includes the taller pylons at the existing River Ouse crossing.
- Recreational receptors using the River Ouse would pass under the nearest point on the LoD where the overhead line crosses the river. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 5 km of the river, these would be seen in the context of the existing overhead lines and would not change the overall character of the views.
- Visitors to Julian's Bower promoted viewpoint at Alkborough would have distant views of the Proposed Overhead Line seen in context of the existing 400 kV overhead lines, including the taller pylons at the River Ouse crossing, several windfarms, and Drax Power Station which is visible over 20 km away. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure and would not change the overall character of the views from this viewpoint.

Route Section 5: River Ouse Crossing to Luddington

7.7.43 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

7.7.44 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. The Proposed Overhead Line would increase the influence of the existing 400 kV overhead lines in this Route Section, making pylons a more prominent element in the landscape and resulting in a further loss of scenic quality in some views. However, by following a close parallel alignment to the existing 400 kV overhead line, the scale of visual effect is expected to be less pronounced than if the new infrastructure were introduced independently. Aligning with the existing infrastructure, 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.

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

- Twin Rivers Parish, including the settlement of Adlingfleet to the south of Black Plantation would have views of the construction and operation of pylons 4AF84 to 4AF88 which are located within a central part of the parish, but also views of pylons to the north towards River Ouse Crossing in Route Section 4 and beyond and to the south towards Luddington. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish, although it is noted that the Proposed Overhead Line is south of the existing 400 kV overhead line and therefore slightly more distant in views from Adlingfleet itself.
- Garthorpe and Fockerby Parish would have views of construction and operation of pylons 4AF88 to 4AF98 which are located within the western part of the parish, but also views of pylons to the north towards the River Ouse Crossing and to the southwest where the Proposed Overhead Line starts to move away from the existing 400 kV overhead line in Route Section 6. Although close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish, although it is noted that the Proposed Overhead Line is west of the existing overhead line and therefore slightly more distant in views from Garforth and Fockerby.
- Luddington and Haldenby Parish to the north of Luddington would have views of construction and operation of pylon 4AF93 which is located within the northeastern corner of the parish, but also pylons to the north towards Adlingfleet within Route Section 5 and to the south and southwest where the Proposed Overhead Line starts to move away from the existing 400 kV overhead line in Route Section 6. Although the Proposed Overhead Line is close parallel as it routes to the east of this parish which helps limit the visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish, and would be closer in views from Luddington than the existing 400 kV overhead line. To the south, pylons would be seen over a greater extent within views as the Proposed Overhead Line routes southwest, although noted that views already contain wind turbines at Keadby Wind Farm.

Effects unlikely to be significant

7.7.46 Construction and operational effects of the Proposed Overhead Line on the following groups of visual receptors are unlikely to be significant. While there may be some views of the construction activities and the new 400 kV overhead line, including an access

road temporarily affecting Garthorpe, in most instances, the combination of distance and the presence of intervening landform and vegetation would limit their impact on receptors.

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

- Reedness Parish, to the south of the A161 and some 3.2 km west of the nearest point on the LoD, has few visual receptors, consisting primarily of agricultural land with a few scattered properties. The openness of the landscape makes the Twin Rivers Wind Farm prominent in many views, with the existing 400 kV overhead line visible in more distant views. While a new 400 kV overhead line would introduce more pylons, these would be seen at a distance and in the context of this existing infrastructure and would not change the overall character of the views.
- Swinefleet Parish to the south of the A161 and some 4.8 km of the nearest point on the LoD has few visual receptors, consisting primarily of agricultural land with a few scattered properties. The openness of the landscape makes the Twin Rivers Wind Farm prominent in many views, with the existing 400 kV overhead line visible in more distant views. While a new 400 kV overhead line would introduce more pylons, these would be seen at a distance and in the context of this existing infrastructure line and would not change the overall character of the views.
- The northern part of the parish of Eastoft is located some 3 km to the east of the nearest point on the LoD. The low-lying topography and lack of trees or woodland affords long views towards the existing 400 kV overhead line to the east and Twin Rivers Wind Farm and Goole Fields Wind Farm to the west. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure and would not change the overall character of the views.
- Burton upon Stather Parish is located 1 km east of the nearest point on the LoD, with the village of Burton upon Stather located at the top of the Lincolnshire Edge. Views from the top of the scarp slope are typically obscured by the high tree cover across the slope. Where views are available, they include the existing 400 kV overhead line, and taller pylons at the River Ouse crossing, several windfarms, and Drax Power Station which is visible over 20 km away. There are also views of Grange Wind Farm which is located to south of the parish. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure line and would not change the overall character of the views.
- West Halton Parish is located some 3 km to the east of the nearest point on the LoD. Only a small part of this parish lies within the study area. Public access is limited to one bridleway and there are no residential properties within the parish. Views would be substantially filtered by vegetation. Given this, and the distance from the Proposed Overhead Line, significant visual effects are not anticipated.

7.7.48 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Trent Valley Way follows the base of the escarpment to the east of the River Trent, as far as Alkborough. Existing wind turbines at Grange Wind Farm are prominent in views from the trail. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 6 km of the trail, these would be seen in the context of the existing overhead lines and wind turbines and would not change the overall character of the views.

- Normanby Hall Country Park and Golf Course is located in the farmland to the east of the Lincolnshire Edge and some 4 km from the nearest point on the LoD. Views would be substantially filtered by the woodland in and around the country park. Given this, and the distance from the Proposed Overhead Line, significant visual effects are not anticipated.

Route Section 6: Luddington to M180 Motorway

7.7.49 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.

7.7.50 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

7.7.51 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. Divergance from the existing 400 kV overhead line would extend the visual effects of high-voltage electricity infrastructure across a wider geographical area than the existing overhead lines, leading to a reduction in the scenic quality experienced in some views.

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

- Amcotts Parish would have views of construction and operation of pylons 4AF99 and 4AF100 which are located within the northern part of the parish, but also pylons to the east. The Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the eastern side of the parish, although it is noted that the Proposed Overhead Line being west of existing 400 kV overhead line would be more distant in views from the village of Amcotts itself.
- Luddington and Haldenby Parish to the south of Luddington would have views of construction and operation of pylons 4AF101 to 4AF109 which are located in the southern part of the parish to the north of Keadby Wind Farm, but also pylons to the north towards Garthorpe and Fockerby within Route Section 5 and to the southwest towards Ealand. The Proposed Overhead Line introduces new pylons where, although views already contain more distant pylons, currently there are no pylons and would be prominent in views, although noted that views already contain wind turbines at Keadby Wind Farm.
- The southern part of Eastoft Parish would have views of construction and operation of pylons 4AF110 to 4AF114 which are located in the southern part of the parish, but also to the east towards Luddington and the south where pylons would be seen routed around Keadby Wind Farm. The parish does not currently have any pylons located within it and although views already contain more distant pylons, the Proposed Overhead Line would be prominent in views.

- Crowle and Ealand Parish would have views of construction and operation of pylons 4AF115 to 4AF125 and works to the existing ZDA overhead line between ZDA116 and ZDA123 which are located within the eastern part of the parish. Views from Crowle and Ealand to the east already contain the ZDA overhead line, however the Proposed Overhead Line would be visible in views to the northeast and southeast where pylons are currently more distant and beyond Keadby Wind Farm. Works to the ZDA line for it to be able to 'duck under' the new 400 kV overhead line would remove a pylon, it would introduce four lower height pylons which would be noticeable in views east, particularly from eastern edge of Ealand.
- Belton Parish to the north of the M180 would have views of construction and operation of pylons 4AF126 to 4AF133 which are located in the central part of the parish. Although the main villages within this parish are located to the south of the M180 in Route Section 7, the Proposed Overhead Line introduces new pylons into an area where pylons are currently viewed more distantly to the east where two existing 400 kV overheads cross the far eastern edge of the parish.

7.7.53 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of the Trans Pennine Trail would have views of construction and operation of the Proposed Overhead Line. The trail broadly follows the route of the Proposed Overhead Line between Ealand and the M180 and sequential views are currently affected by the several existing 400 kV overhead lines which converge on Keadby Power Station. The new 400 kV overhead line would be closer and more prominent in sequential views along approximately 3 km of the trail.

Effects unlikely to be significant

7.7.54 Construction and operational effects of the Proposed Overhead Line on the following groups of visual receptors are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities, including the presence and movement of plant and activity on temporary construction zones and access roads through Crowle and Keadby, that also run through the Peatlands Way. In most instances, however, the combination of distance and the presence of intervening landforms and vegetation would limit their impact.

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

- Flixborough Parish is located some 1 km east of the nearest point on the LoD east of the River Trent. The parish includes some large industrial sites, a solar farm and Grange Wind Farm, alongside residential areas on the outskirts of Scunthorpe. To the west, Keadby Wind Farm, Keadby Substation and five 400 kV overhead lines dominate views. Additionally, three 132 kV overhead lines crossing the River Trent from Keadby are clearly visible, reinforcing the infrastructure-heavy nature of the existing views. Given the Proposed Overhead Line's location and the presence of existing infrastructure, a new 400 kV overhead line would not change the overall character of the views.
- Keadby with Althorpe Parish is located some 1.3 km east of the nearest point on the LoD. This parish contains Keadby Wind Farm, Keadby Substation, five 400 kV overhead lines and three 132 kV overhead lines, which dominate views. The main settlement is along the River Trent to the east of Keadby Substation. Given the

Proposed Overhead Line's location and the infrastructure-heavy nature of the views, a new 400 kV overhead line would not change the overall character of the views.

- Gunness Parish is located some 2.8 km east of the nearest point on the LoD and east of the River Trent. It is a low-lying parish and views west from the settlement of Gunness include Keadby Wind Farm, Keadby Substation and five 400 kV overhead lines. Three existing 132 kV overhead lines cross the river from Keadby and are also very noticeable. Given the Proposed Overhead Line's location and the infrastructure-heavy nature of the views, a new 400 kV overhead line would not change the overall character of the views.
- Burringham Parish is located some 2.8 km east of the nearest point on the LoD and east of the River Trent. It is a very low-lying parish with flood banks limiting views west towards the Proposed Overhead Line. An existing 132 kV overhead line crosses the area and there are occasional views of the existing 400 kV overhead lines to the west. Keadby Wind Farm and Keadby Power Station are only visible from the higher ground to the east. Given the distance of the Proposed Overhead Line from this parish and the presence of the existing 132 kV overhead line, the new 400 kV overhead line would not change the overall character of the views.

7.7.56 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Trent Valley Way follows the base of the escarpment to the east of the River Trent. Existing views are dominated by Keadby Wind Farm, Keadby Substation, and existing overhead lines, some of which cross the trail. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 10 km of the trail, these would be seen in the context of the existing wind turbines and overhead lines and would not change the overall character of the views.
- National Cycle Network Route 169 is located on the eastern edge of the 5 km study area, passing through the built-up parts of Scunthorpe and the industrial areas within Flixborough. As such, there would be little intervisibility with the Proposed Overhead Line.
- 7 Lakes Country Park is located approximately 1.3 km from the Proposed Overhead Line within the Crowle and Ealand parish. Views out from this low-lying park are largely screened by the surrounding holiday accommodation, buildings in Ealand, and vegetation along the A161. Most views are typically focused on Clearwater Lake. As a result, the new 400 kV overhead line, along with modifications to the existing ZDA overhead line to the north, is unlikely to be visible.
- Hirst Priory Park Golf Course is located approximately 1.4 km from the nearest point on the LoD within the Belton parish. Tree belts along the A161 screen most views to the east and the Proposed Overhead Line is unlikely to be visible.

Route Section 7: M180 Motorway to Graizelound

7.7.57 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

7.7.58 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section, although the new 400 kV overhead line would follow a 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.

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

- Belton Parish to the south of the M180 would have views of construction and operation of pylons 4AF134 to 4AF138 which are located within the parish between Belton and Beltoft. Between the two villages, the Proposed Overhead Line passes over slightly elevated ground at Belton Road. Two existing 400 kV overheads cross the parish to the east of Beltoft, the Proposed Overhead Line passing to west means Beltoft would have pylons both sides of the village, introducing pylons into views east which currently do not contain any overhead line infrastructure.
- Epworth Parish would have views of construction and operation of pylons 4AF139 to 4AF145 which are located within the eastern part of the parish but there would be views north towards pylons passing between Belton and Beltoft and to the south where new pylons would be seen on the more elevated ground near High Melwood. Although the Proposed Overhead Line moves to close parallel within this parish which helps limit the extent of visual effects, the Proposed Overhead Line would increase the numbers of pylons in views for people living and moving around the parish.
- Owston Ferry Parish on the Isle of Axholme would have views of construction and operation of pylons 4AF146 to 4AF154, 4AF159 and 4AF160 which are located within the western part of the parish, but also pylons within the adjacent parish of Haxey, in views to the north where the Proposed Overhead Line would result in a triple section of overhead line, and in views to the southwest where the Proposed Overhead Line diverges from the two existing overhead lines. Pylons would be seen over a greater extent within views as the Proposed Overhead Line routes southwest and properties would be located between the existing and proposed overhead lines.
- Haxey Parish on the Isle of Axholme, including the settlement of East Lound would have views of construction and operation of pylons 4AF155 to 4AF168, 4AF161 and 4AF162 which are located within the eastern part of the parish, but also pylons within the adjacent parish of Owston Ferry, in views to the north where the Proposed Overhead Line would result in a triple section of overhead line, and in views to the southwest where the Proposed Overhead Line diverges from the two existing overhead lines. Pylons would be seen over a greater extent within views as the Proposed Overhead Line routes southwest, introducing new pylons where, although views already contain more distant pylons, currently there are no pylons and would be prominent in views.

7.7.60 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- The Peatlands Way broadly follows the route of the Proposed Overhead Line between the M180 and Haxey and views are currently affected by the existing 400 kV overhead lines to the west. A new 400 kV overhead line would be in broad parallel alignment to the existing 400 kV overhead lines through much of this Route

Section. It would however be closer and more prominent in sequential views along approximately 8 km of this trail.

Effects unlikely to be significant

7.7.61 Construction and operational effects of the Proposed Overhead Line on the following groups of visual receptors are unlikely to be significant. While there may be some views of construction activities and the new 400 kV overhead line, including the presence and movement of plant and activity on temporary construction access routes through Owston Ferry, in most instances, the combination of distance and presence of intervening landform and vegetation would limit their impact.

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

- West Butterwick Parish is located some 500 m east of the nearest point on the LoD and to the west of the River Trent. The settlement of West Butterwick is located on the River Trent with scattered properties along the riverfront further south. There are open westerly views towards the existing 400 kV overhead lines. While a new 400 kV overhead line would introduce more pylons, these would be broadly parallel with and beyond the existing overhead lines and would not change the overall character of the views.
- The parish of East Butterwick Parish is located some 2.9 km east of the nearest point on the LoD and to the east of the River Trent. Views from the settlement of East Butterwick are typically focussed on the river and West Butterwick, with existing 400 kV overhead lines to the west only visible from limited locations. While a new 400 kV overhead line would introduce more pylons, these would be broadly parallel with and beyond the existing overhead lines and would not change the overall character of the views.
- Messingham Parish is located some 3.2 km east of the nearest point on the LoD and east of the River Trent. Much of this parish is low lying, which restricts views to the west towards the Proposed Overhead Line. While Messingham is slightly more elevated, its views are largely filtered by vegetation, and it is over 8 km away from the nearest point on the LoD. Properties along the riverside also experience limited views due to the flood embankments and vegetation, with the existing 400 kV overhead line to the west being barely perceptible. While a new 400 kV overhead line would introduce more pylons, these would be broadly parallel with and beyond the existing overhead lines and would not change the overall character of the views.
- Scotter Parish is located some 2.5 km east of the nearest point on the LoD and east of the River Trent. Much of this parish is at a low elevation, which restricts views to the west towards the Proposed Overhead Line. While the village of Scotter is slightly more elevated, outward views are largely filtered by vegetation, and it is over 8 km east of the nearest point on the LoD. Residential properties along the riverside also experience limited views due to flood embankments and vegetation, with the existing 400 kV overhead line to the west being barely perceptible. While a new 400 kV overhead line would introduce more pylons, these would be broadly parallel and beyond the existing overhead lines and would not change the overall character of the views.
- East Ferry Parish is located some 2 km east of the nearest point on the LoD and east of the River Trent. This low-lying parish has westerly views that are partially obscured by vegetation and buildings, particularly around Owston Ferry, a linear

settlement west of the River Trent. Views of the existing 400 kV overhead lines are intermittent. While a new 400 kV overhead line would introduce more pylons, these would be broadly parallel and beyond the existing overhead lines and would not change the overall character of the views.

- Laughton Parish is located some 3.1 km east of the nearest point on the LoD and east of the River Trent. The heavily wooded nature of the landscape, which includes Laughton Forest means that it would have little intervisibility with the Proposed Overhead Line, the village being completely screened by the surrounding woodland.
- Wildsworth Parish is located some 1.7 km east of the nearest point on the LoD and east of the River Trent. It is a low-lying parish and views from residential properties along the riverside are partially filtered by vegetation, although there are some longer views towards the existing 400 kV overhead lines to the west. While a new 400 kV overhead line would introduce more pylons, these would be some 200 m to 700 m beyond the existing overhead lines and would not change the overall character of the views.
- Blyton Parish is located some 2.5 km southeast of the nearest point on the LoD and east of the River Trent. Much of this parish is low lying which limits westerly views. Although the village of Blyton itself is slightly elevated, views are mainly filtered by vegetation, and it is located over 7 km away from the Proposed Overhead Line. While the Proposed Overhead Line would introduce additional pylons, these would be up to 3 km beyond the existing overhead lines and would not change the overall character of the views.

7.7.63 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Trent Valley Way follows the eastern side of the River Trent through Route Section 7. The existing 400 kV overhead lines are prominent in westerly views from the trail. While a new 400 kV overhead line would introduce more pylons in sequential views along approximately 11 km of the trail, these would be seen in the context of the existing overhead lines and would not change the overall character of the views.

Route Section 8: Graizelound to Chesterfield Canal

7.7.64 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

7.7.65 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. The proposed 400 kV overhead line is routed up to 4 km to the west of the two existing 400 kV overhead lines. It would therefore extend the visual effects of high-voltage infrastructure across a wider geographical area than the existing overhead line, leading to a reduction in the scenic quality experienced in some views.

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

- The southern part of Owston Ferry Parish would have views of construction and operation of pylons 4AF163 to 4AF165 which are located within the northern part of this section of the parish, but also pylons within the adjacent parish of Haxey, in views to the north where the Proposed Overhead Line would result in a triple section of overhead line, and in views to the southwest where the Proposed Overhead Line diverges from the two existing overhead lines. Pylons would be seen over a greater extent within views as the Proposed Overhead Line routes southwest as views west and southwest do not currently contains any overhead line infrastructure.
- The southern part of Haxey Parish would have views of construction and operation of pylons 4AF166 to 4AF169 which area located within the southern corner of the parish, but also pylons within the adjacent parish of Owston Ferry, in views to the north where the Proposed Overhead Line would result in a triple section of overhead line, and in views to the southwest where the Proposed Overhead Line diverges from the two existing overhead lines. Pylons would be seen over a greater extent within views as the Proposed Overhead Line routes southwest, introducing new pylons where, although views already contain more distant pylons, currently there are no pylons and would be prominent in views.
- Misterton Parish would have views of construction and operation of pylons 4AF170 to 4AF180 which are located within the central part of the parish to the west of the village, but also to the north towards Haxey and south as pylons pass over the higher ground between Gringley on the Hill and Beckingham. Views west from the village of Misterton do not currently contains any overhead line infrastructure so pylons would be a new feature within views.
- The western part of the Walkeringham Parish would have views of construction and operation of pylons 4AF181 and 4AF182 which area located within the western part of the parish, but also to the north towards Haxey and south as pylons pass over the higher ground between Gringley on the Hill and Beckingham. Views west from this parish do not currently contains any overhead line infrastructure so pylons would be a new feature within views.
- Gringley on the Hill Parish to the north of the Chesterfield Canal would have views of construction and operation of pylons 4AF183 to 4AF185 which are located within the eastern part of the parish, but also to the north towards Haxey and south as pylons pass over the higher ground between Gringley on the Hill and Beckingham. Although the existing overhead lines are distantly visible to the east, views north and south from this section of the parish do not currently contains any overhead line infrastructure so pylons would be a new feature within views.

7.7.67 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of the Trent Valley Way would have views of construction and operation of the Proposed Overhead Line, which would cross the trail at the Chesterfield Canal. Sequential effects would be experienced along approximately 2 km of the trail.
- Users of the Cuckoo Way would have views of construction and operation of the Proposed Overhead Line, which would cross the trail at the Chesterfield Canal. Sequential effects would be experienced along approximately 2 km of the trail.

- Users of the Chesterfield Canal would have views of construction and operation in close proximity as it crosses the canal to the east of Walkeringham. Sequential effects would be experienced along approximately 2 km of the canal.

Effects unlikely to be significant

7.7.68 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities, including movement of plant and vehicles on temporary construction access routes through Misterton. In most instances however, the combination of distance and the presence of intervening landforms and vegetation would limit their impact.

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

- Wroot Parish is located some 2.9 km west of the nearest point on the LoD. Only the southernmost part of this parish lies within the study area, with the settlement of Wroot itself being over 8 km from the Proposed Overhead Line. The existing 400 kV overhead lines are partially screened by the higher ground between Westwoodside and Haxey and where present in views, are barely perceptible due to the intervening distance. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of this existing infrastructure line and would not change the overall character of the views.
- West Stockwith Parish is located some 500 m west of the nearest point on the LoD and west of the River Trent. The linear settlement of West Stockwith is located on the west bank of the River Trent. Views out from this low-lying parish are filtered by intervening trees. Two existing 400 kV overhead lines cross the centre of the parish. Although the Proposed Overhead Line would be visible to the west and north, and would increase the number of pylons present, these would be seen in the context of this existing infrastructure and would not change the overall character of the views.
- East Stockwith Parish is located some 2.2 km southeast of the nearest point on the LoD and east of the River Trent. Much of this parish is very low lying which limits westerly views, although the existing 400 kV overhead lines are prominent in some views. Views from East Stockwith are typically focussed on the river and West Stockwith on the western riverbank. While a new 400 kV overhead line would introduce more pylons, these would be some 3 km beyond the existing overhead lines and would not change the overall character of the views.
- Misson Parish is located some 2.8 km west of the nearest point on the LoD, with the settlement of Misson itself being over 5 km from the Proposed Overhead Line. Much of the parish is very flat with large areas of trees at Misson Carr Nature Reserve, Line Bank, and along the River Idle, which filter views to the east. These natural features means that there would be little intervisibility with the Proposed Overhead Line.
- Everton Parish is located some 2.8 km west of the nearest point on the LoD, south of the River Idle, with the settlement of Everton itself being located just over 5 km from the Proposed Overhead Line. The parish is mainly flat, although it rises along the A631 near Drakeholes and Everton. While there may be the occasional view of the new 400 kV overhead line, it would appear distant and partially obscured by hedgerows and vegetation along the Chesterfield Canal. The high ground at Gringley on the Hill would further restrict visibility of the Proposed Overhead Line.

- Walkerith Parish is located some 4.1 km east of the nearest point on the LoD and the River Trent. The low-lying topography limits westerly views, although the existing 400 kV overhead lines are prominent on the skyline from some locations. While a new 400 kV overhead line would introduce more pylons, these would be some 3.5 km beyond the existing 400 kV overhead lines and would not change the overall character of the views.
- Morton Parish is located some 4.3 km east of the nearest point on the LoD and the River Trent, with the settlement of Morton being located some 5 km from the Proposed Overhead Line. The combination of low-lying topography, riverside vegetation and field boundary trees limits westerly views, although the existing 400 kV overhead lines to the west are prominent on the skyline from some locations. While a new 400 kV overhead line would introduce more pylons, these would be over 3 km beyond the existing overhead lines and would not change the overall character of the views.

7.7.70 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Peatlands Way crosses the higher ground near Westwoodside and the low-lying parts of Haxey Carr. The existing 400 kV overhead lines in Route Section 7 are noticeable in easterly views from the trail. While a new 400 kV overhead line would introduce more pylons, these would be seen in the context of the existing overhead lines and would not change the overall character of the views.

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

7.7.71 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

7.7.72 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. 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 visual effects of high-voltage infrastructure across a wider geographical area than the existing overhead lines, leading to a reduction in the scenic quality experienced in some views.

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

- Gringley on the Hill Parish to the south of the Chesterfield Canal would have views of construction and operation of pylons 4AF186 to 4AF192 which are located within the eastern part of the parish. Due to its elevated location there would also be long distance view north and south where, although distant pylons are visible, pylons would be a new prominent feature within views. From within the centre of the village itself, views are filtered by surrounding vegetation, but for people living and moving around the parish, pylons would become a prominent feature in views to the north and south.

- The eastern part of Walkeringham Parish would have views of construction and operation of the Proposed Overhead Line, introducing a new overhead line into westerly views where no overhead line currently exists. The elevated ground at Fountains Hill allows for longer distance views where pylons within Route Section 9 would be visible.
- Beckingham Parish would have views of construction and operation of pylons 4AF193 to 4AF196 which are located within the western part of the parish. Although the majority of the village itself benefits from screening vegetation along the A631 and views east already contain two existing 400 kV overhead lines, for people moving around the parish pylons would become a feature within views to the west which do not currently contains any overhead line infrastructure.
- Saundby Parish would have views of construction and operation of pylons 4AF197 to 4AF199 which are located within the western part of the parish, but also to the north as pylons pass over the higher ground between Gringley on the Hill and Beckingham and to the south as the Proposed Overhead Line and existing overhead lines converge on West Burton. Although the existing overhead lines pass through the eastern side of the parish, views west do not currently contain any overhead line infrastructure so pylons would be a new feature and properties would be located between the existing and proposed overhead lines.
- Bole Parish would have views of construction and operation of pylons 4AF200 and 4AF201 which are located within the western part of the parish, but also to the north as pylons pass over the higher ground between Gringley on the Hill and Beckingham and to the south as the Proposed Overhead Line and existing overhead lines converge on West Burton. Although the existing overhead lines pass through the eastern side of the parish, surrounding the village of Bole itself, views west of Saundby Road and Sturton Road do not currently contains any overhead line infrastructure so pylons would be a new feature. Properties would be located between the existing and proposed overhead lines.
- North and South Wheatley Parish (north of the A620) would have views of construction and operation of pylon 4AF202 which is located in the eastern part of the parish, but also in views to the northeast towards Beckingham and to the south towards West Burton. Pylons are already a feature within views to the east, however the Proposed Overhead Line, being located at a higher elevation along the edge of the parish, would be a more prominent feature within views.

7.7.74 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of Trent Valley Way would have views of construction and operation of the Proposed Overhead Line, which would cross the trail at the Chesterfield Canal. There would also be longer views from the section of the trail which passes over the high ground at Gringley on the Hill. Sequential effects would be experienced along approximately 9 km of the trail.

Effects unlikely to be significant

7.7.75 Construction and operational effects of the Proposed Overhead Line on the groups of visual receptors listed in this Route Section are unlikely to be significant. There may be some views of the new 400 kV overhead line and construction activities, including the presence and movement of plant and activity, including the presence and movement of plant and activity on temporary construction access routes through Gringley on the Hill.

In most instances, however, the combination of distance and the presence of intervening landforms and vegetation would limit their impact.

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

- Wiseton Parish is located approximately 2.4 km west of the nearest point on the LoD near the Chesterfield Canal, benefits from vegetation cover associated with Wiseton Hall and its parkland, as well as vegetation along the Canal and surrounding woodland blocks. This vegetation substantially limits easterly views from the parish. Additionally, the nearest part of the Proposed Overhead Line would be obscured by the high ground at Gringley on the Hill. As a result, the new 400 kV overhead line is highly unlikely to be visible.
- Mattersey Parish is located some 4.4 km west of the nearest point on the LoD. Only a very small part of the parish within the study area and comprises the low-lying areas and lakes in the floodplain of the River Idle. Northeasterly views towards the Proposed Overhead Line are filtered by the vegetation cover associated with Wiseton Hall and its parkland, with views to the east obscured by the intervening landform.
- Gainsborough Parish is located some 3.7 km east of the nearest point on the LoD and the River Trent. Most of the parish is located outside of the study area. Industrial areas and vegetation along the river filter views to the west, with only the tops of the pylons on the existing 400 kV overhead lines visible on the skyline. The Proposed Overhead Line would be some 3 km beyond these existing overhead lines and is unlikely to be visible.
- Clayworth Parish is located some 1 km west of the nearest point on the LoD, with the settlement of Clayworth located adjacent to the Chesterfield Canal over 3 km from the Proposed Overhead Line. The higher ground between Gringley on the Hill and North Wheatley would obscure views of the Proposed Overhead Line to the east.

7.7.77 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Cuckoo Way follows the Chesterfield Canal through Wiseton and Clayworth some 3.5 km from the Proposed Overhead Line. Landform and vegetation between the trail and the Proposed Overhead Line would obscure views of the new 400 kV overhead line to the east.

Route Section 10: A620 east of North Wheatley to Fledborough

7.7.78 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**.

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

Potentially significant effects

7.7.80 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section.

7.7.81 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.

7.7.82 In this Route Section, the Proposed Overhead Line would introduce a new 400 kV overhead line into views that are currently unaffected by high-voltage electricity infrastructure, except at the northern and southernmost 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.

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

- North and South Wheatley Parish south of the A620 would have views of construction and operation of pylons 4AF203-4AF207 which are located within the eastern part of the parish, but also in views to the northeast towards Saundby, to the southeast towards West Burton and Sturton le Steeple. Pylons are already a feature within views to the east, however the Proposed Overhead Line, being located at a higher elevation along the edge of the parish, would be a more prominent feature within views.
- Sturton le Steeple Parish would have views of construction and operation of pylons 4AF208-4AF217 which are located within the parish to the west of the village. Pylons are already a feature within views to the east, three existing overhead lines heading south from West Burton, however views west do not currently contain any overhead line infrastructure so pylons would be a new feature.
- North Leverton with Habblesthorpe Parish would have views of construction and operation of pylons 4AF218-4AF223 which are located on the higher ground in the western part of the parish, but also to the north as pylons converge on West Burton and to the south as the Proposed Overhead Line passes over the elevated landform to the west of South Leverton and Treswell. Although the existing overhead lines pass through the eastern side of the parish, views west do not currently contain any overhead line infrastructure so pylons would be a new feature, being noticeable on the skyline.
- South Leverton Parish would have views of construction and operation of pylons 4AF224-4AF228 which are located within the parish to the west of South Leverton Village, but also to the north as pylons converge on West Burton and to the south as the Proposed Overhead Line passes over the elevated landform to the west of Treswell. Although the existing overhead lines pass through the eastern side of the parish, views west do not currently contain any overhead line infrastructure so pylons would be a new feature, being noticeable on the skyline.
- Grove Parish would have views of construction and operation of the Proposed Overhead Line which would be located some 1 km to the east. The new 400 kV overhead line would be more prominent in views than the existing overhead lines which are over 5 km away and at a lower elevation. The village itself is located on

elevated landform but benefits from mature trees along property boundaries and within the fields to the east of the village which would help to filter views, but pylons may be visible from locations where the existing overhead lines are not visible.

- Treswell Parish would have views of construction and operation of pylons 4AF229-4AF232 which are located within the western part of the parish between Treswell Wood and the village, but also to the north as pylons converge on West Burton and to the south as the Proposed Overhead Line passes within the elevated undulating landform toward Woodbeck. Although the existing overhead lines pass through the far eastern side of the parish, views west do not currently contain any overhead line infrastructure so pylons would be a new feature and noticeable on the skyline. Although existing overhead lines are distantly visible in views east from the edge Treswell Wood, the Proposed Overhead Line would be prominent.
- Rampton and Woodbeck Parish would have views of construction and operation of pylons 4AF233-4AF235 which are located within the western edge of the parish to the west of the village of Woodbeck. Although the existing overhead lines pass through the far eastern side of the parish which also contains part of the former Cottam Power Station, views west do not currently contain any overhead line infrastructure so pylons would be a new feature and noticeable on the skyline.
- Headon cum Upton Parish would have views of construction and operation of pylon 4AF236 which is located on the eastern edge of the parish, but also to the north towards South Leverton and the southeast towards East Drayton. The villages of Upton, Headon and Nether Headon are located within undulating landform where some boundaries contain mature trees which help to filter views, however for people moving about the parish the Proposed Overhead Line would be more prominent than the existing overhead lines which are over 4 km away and at a lower elevation.
- Stokeham Parish would have views of construction and operation of pylons 4AF237-4AF238 which are located within the western part of the parish but also views to the north towards Treswell Wood and to the south towards East Drayton and Darlton. The parish does not currently contain any overhead line infrastructure, and although there are views of the existing overhead lines to the east within Laneham Parish, the Proposed Overhead Line would introduce views of pylons to the west which would be noticeable on the skyline.
- Laneham Parish would have views of the Proposed Overhead Line within Route Section 10. Although the parish already contains two existing 400 kV overhead lines, the new 400 kV overhead line would be some 900 m from the parish and would introduce additional infrastructure into the westerly views where pylons would be a new feature and noticeable on the skyline.
- Askham Parish would have views of construction and operation of the Proposed Overhead Line in Route Section 10. The new 400 kV overhead line would be some 600 m from the parish and would be more prominent than the existing overhead lines which are over 4 km away and at a lower elevation. The village itself is located on elevated landform but benefits from mature trees along property boundaries and within the fields to the east of the village which would help to filter views, but pylons may be visible from locations where the existing overhead lines are not visible.
- East Drayton Parish would have views of construction and operation of pylons 4AF239-4AF246 which are located which route over the higher ground to the west and south of East Drayton Village. There would also be views of pylons to the north towards Treswell Wood and to the south towards Darlton. The parish does not

currently contain any overhead line infrastructure, and although there are views of the existing overhead lines to the east towards Laneham and Dunham-on-Trent, those pylons are seen more as a distant feature. The Proposed Overhead Line would introduce views of pylons to the west and south which would be noticeable on the skyline.

- East Markham Parish would have views of construction and operation of the Proposed Overhead Line some 700 m to the east of the parish. The new 400 kV overhead line would be more prominent than the existing overhead lines which are over 4 km away and at a lower elevation. The settlement of East Markham itself has limited views due to vegetation within gardens and along the railway line, is located on elevated landform but benefits from mature trees along property boundaries and within the fields to the east of the village which would help to filter views, but pylons may be visible from locations where the existing overhead lines are not visible.
- Darlton Parish would have views of construction and operation of pylons 4AF247-4AF252 which are located within the parish to the north and east of the village of Darlton. There would also be views of pylons to the north towards Treswell Wood and to the southeast towards High Marnham. The parish does not currently contain any overhead line infrastructure, and although there are views of the existing overhead lines to the east towards Dunham-on-Trent and Ragnall, those pylons are seen more as a distant feature. The Proposed Overhead Line would introduce views of pylons to the east and south which would be noticeable on the skyline.
- Ragnall Parish would have views of construction and operation of the Proposed Overhead Line in Route Section 10 which passes close to the western edge of the parish. Although views to the east feature several existing 400 kV overhead lines, a new 400 kV overhead line would introduce pylons into westerly views where they would be noticeable on the skyline.
- The western part of Fledborough Parish would have views of construction and operation of pylons 4AF253-4AF256 which are located within the central part of the parish but also views of pylons to the northwest towards Darlton and to the south towards High Marnham. Although the eastern areas of the parish already contain a number of pylons converging on High Marnham, the Proposed Overhead Line would spread the effects of overhead line infrastructure across a wider area of the parish and increase the numbers of pylons visible for people living and moving around the parish. Properties would be located between the existing and proposed 400 kV overhead lines although not in close proximity in this part of the parish but would introduce pylons into views to the west where they would be a new feature.

7.7.84 Potential significant effects are predicted for the following recreational routes and receptors. The confidence level for this prediction is Moderate.

- Users of the Trent Valley Way would have views of the construction and operation of the Proposed Overhead Line, which would cross the trail west of Sturton le Steeple. Sequential effects would be experienced along approximately 2 km of the trail. although many of these views already include several existing overhead lines.

Effects unlikely to be significant

7.7.85 Construction and operational effects of the Proposed Overhead Line on the following groups of visual receptors are unlikely to be significant. While there may be some views of the new 400 kV overhead line and construction activities, including the presence and movement of plant and activity on a temporary construction access road through

Headon cum Upton, North and South Wheatley, and East Drayton, in most instances however, the combination of distance and the presence of intervening landforms and vegetation would limit their impact.

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

- Hayton Parish is located some 3 km west of the nearest point on the LoD. An existing 132 kV overhead line crosses the area. The combination of the sloping landform leading down to the Chesterfield Canal and the surrounding tree and woodland cover substantially restricts easterly views toward the Proposed Overhead Line from much of this parish. While there may be some visibility of the new 400 kV overhead line from several PRoW that traverse the higher ground to the east, the existing 132 kV overhead line would be more prominent in these views. Consequently, the Proposed Overhead Line is not expected to change the overall character of the views experienced.
- Lea Parish is located some 2.2 km east of the nearest point on the LoD and the River Trent. Vegetation along the river and field boundary trees screen and filter many views out from this parish. Where views are more open, the existing 400 kV overhead lines are visible on the skyline to the west, alongside the cooling towers of the former West Burton Power Station, which are due to be removed in the future. While the Proposed Overhead Line would introduce more pylons, these would be some 700 m beyond the existing overhead lines and would not change the overall character of the views.
- West Burton Parish comprises the former West Burton Power Station and West Burton 400 kV and 132 kV substations. The Proposed Overhead Line would cross the southwestern corner of this parish. Given the infrastructure-heavy nature of the existing views and the presence of several existing overhead lines, a new 400 kV overhead line would not change the overall character of the views.
- Clarborough and Welham Parish is located some 800 m west of the nearest point on the LoD. The landform within this area slopes down in a westerly direction toward the Chesterfield Canal. An existing 132 kV overhead line crosses the north of the parish. The combination of the sloping landform and the surrounding tree and woodland cover substantially restricts easterly views toward the Proposed Overhead Line from much of this parish. While there may be some visibility of the new 400 kV overhead line from the several PRoW that traverse the higher ground to the east, the existing 132 kV overhead line would be more prominent in these views. Consequently, the Proposed Overhead Line is not expected to change the overall character of the views.
- Knaith Parish is located some 3.5 km east of the nearest point on the LoD and the River Trent. Vegetation along the river and field boundary trees screen and filter many views out from this parish. Where views are more open, the existing 400 kV overhead lines are visible on the skyline to the west alongside the cooling towers of the former West Burton Power Station. While the Proposed Overhead Line would introduce more pylons, these would be some 700 m to 2 km beyond the existing overhead lines and would not change the overall character of the views.
- Gate Burton Parish is located some 4.5 km east of the nearest point on the LoD and the River Trent. Vegetation along the river and field boundary trees screen and filter many views out from this parish. Where views are more open, the existing 400 kV overhead lines are visible on the skyline to the west alongside the cooling towers of

the former West Burton Power Station and Cottam Power Station which will be removed in the future. While the Proposed Overhead Line would introduce more pylons, these would be seen some 1 km to 3.6 km beyond the existing overhead lines and would not change the overall character of the views.

- Marton Parish is located some 4.7 km east of the nearest point on the LoD and the River Trent. Vegetation along the river and field boundary trees screen and filter many views out from this parish. Where views are more open, the existing 400 kV overhead lines are visible on the skyline to the west alongside the cooling towers of the former West Burton Power Station and Cottam Power Station. While the Proposed Overhead Line would introduce more pylons, these would be some 3 km beyond the existing overhead lines and would not change the overall character of the views.
- Retford Parish is located 950 m west of the nearest point on the LoD. Although close, the vast majority of this parish has no intervisibility with the Proposed Overhead Line as shown on the ZTV. The only visibility would be for those using Leverton Road travelling east over Schrog Hill where a telecommunications mast is also a feature of views.
- Cottam Parish is located immediately to the north of Cottom Power Station which dominates views from this parish. Existing 400 kV and 132 kV overhead lines to the north and west are also prominent in views. Given the infrastructure-heavy nature of the existing views and the presence of several existing overhead lines, a new 400 kV overhead line would not change the overall character of the views. The Proposed Overhead Line would also be located approximately 3 km beyond the existing overhead lines, further reducing its visual impact.
- Eaton Parish is located close to the western edge of the study area, with the settlement of Eaton being over 5.5 km from the nearest point on the LoD. The combination of the high ground at Askham, Headon and Grove and the large Eaton Wood and Gamston Wood means that the Proposed Overhead Line is highly unlikely to be visible as shown on the ZTV.
- Gamston Parish is located close to the western edge of the study area, with the settlement of Gamston being over 5.5 km from the nearest point on the LoD. The combination of the higher ground at Askham and Headon and the large Gamston Wood means that the Proposed Overhead Line is highly unlikely to be visible as shown by the ZTV.
- West Drayton Parish is located close to the western edge of the study area, with the settlement of West Drayton being some 4.8 km from the nearest point on the LoD. There would be no views of the Proposed Overhead Line from this area due to the intervening high ground with the exception of the higher ground south of the village where there are no visual receptors present.
- Kettlethorpe Parish is located some 4.5 km east of the nearest point on the LoD and east of the River Trent. Field boundary trees and vegetation within the Millfield Golf Complex screen and filter westerly views. Where views are more open, the existing 400 kV overhead lines are prominent on the skyline, including one overhead line located within the parish. The Proposed Overhead Line would be some 4 km beyond the existing overhead lines and is unlikely to be visible.
- Dunham-on-Trent Parish is located some 1.5 km east of the nearest point on the LoD and is influenced by two existing 400 kV overhead lines which pass either side of Dunham-on-Trent Village which is located on the A57. While the Proposed

Overhead Line would introduce more pylons, these would be seen in the context of the existing overhead lines and would not change the overall character of the views.

- Newton on Trent Parish is located some 3.1 km east of the nearest point on the LoD and the River Trent. Field boundary and roadside trees screen and filter westerly views. Where views are more open, the existing 400 kV overhead lines are prominent on the skyline, including one overhead line located within the parish. The Proposed Overhead Line would be some 2.3 km beyond the existing overhead lines and is unlikely to be visible.
- The western part of Marnham Parish is located to the west of the nearest point on the LoD and is heavily influenced by High Marnham Substation and existing overhead line infrastructure. Although the Proposed Overhead Line crosses the northern part of this parish, given the infrastructure-heavy nature of the existing views, a new 400 kV overhead line would not change the overall character of the views experienced.
- Tuxford Parish is located some 2.1 km southwest of the nearest point on the LoD. Views to the east from the parish are dominated by an existing 400 kV overhead line. While the Proposed Overhead Line would introduce more pylons, at this distance these would not change the overall character of the views.
- Egmanton Parish is located close to the southwestern edge of the study area. Northeasterly views from the parish are dominated by an existing 400 kV overhead line. While the Proposed Overhead Line would introduce more pylons, these would be some 4.5 km beyond the existing 400 kV overhead line and would not change the overall character of the views.

7.7.87 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Cuckoo Way follows the Chesterfield Canal through Wiseton and Clayworth some 3.5 km from the Proposed Overhead Line. Landform and vegetation between the trail and the Proposed Overhead Line would obscure views of a new 400 kV overhead line to the east.

Route Section 11: Fledborough to High Marnham

7.7.88 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**.

7.7.89 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

7.7.90 There is potential for significant construction and particularly operational effects on the groups of visual receptors listed in this Route Section. As this is in an area already affected by high-voltage electricity infrastructure, including several overhead lines that converge on existing 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 views is reduced.

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

- The eastern part of Fledborough Parish would have views of construction and operation of pylons 4AF256 and 4AF257 which are located in the western part of the parish but also views of pylons to the northwest towards pylons in Route Section 10. Although the eastern areas of the parish already contain a number of pylons converging on High Marnham, the Proposed Overhead Line would spread the effects of overhead line infrastructure across a wider area of the parish and increase the numbers of pylons visible for people living and moving around the area. Properties would be located between the existing and proposed 400 kV overhead lines and would introduce pylons into views to the west where they would be a new feature.

Effects unlikely to be significant

7.7.92 Construction and operational effects of the Proposed Overhead Line on the following groups of visual receptors 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 however, the combination of distance and presence of intervening landform and vegetation would limit their impact.

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

- The eastern part of Marnham Parish is heavily influenced by High Marnham Substation and existing overhead line infrastructure. The settlements of High and Low Marnham, including Marnham Meadows Holiday Park, are to the south of the existing overhead lines. While the Proposed Overhead Line would introduce more pylons, these would be seen in the context of the existing converging lines at High Marnham and the proposed new 400 kV overhead lines associated with the proposed High Marnham Substation (see **Chapter 20 Substations and Associated Works**). Given this, and infrastructure-heavy nature of the existing views, the Proposed Overhead Line would not change the overall character of the views experienced.
- Weston Parish is located some 2 km southwest of the nearest point on the LoD and south of High Marnham Substation. The parish is crossed by three existing 400 kV overhead lines, with views of several more overhead lines to the north. While the Proposed Overhead Line would introduce more pylons, these would be beyond the existing overhead lines and would be barely perceptible. The existing pylons would continue to be much more prominent.
- Normanton on Trent Parish is located some 1.3 km to the south of the nearest point on the LoD and south of High Marnham Substation. The parish is crossed by three existing 400 kV overhead lines, with views of several more overhead lines to the north. While the Proposed Overhead Line would introduce more pylons, these would be some 900 m beyond the existing overhead lines and would be barely perceptible. The existing pylons would continue to be much more prominent.
- Thorney Parish is located some 4.4 km east of the nearest point on the LoD and the River Trent and on the eastern edge of the study area. Woodland at West Wood and

Carr Wood screen and filter many westerly views from this parish. However, in areas where views are more open, the existing 400 kV overhead lines are prominent on the skyline. While the Proposed Overhead Line would introduce more pylons, these would be some 1.8 km beyond the existing overhead lines and would not change the overall character of the views.

- North Clifton Parish is located some 2.6 km east of the nearest point on the LoD and the River Trent. Field boundary trees and roadside vegetation screen and filter many westerly views from this parish. However, in areas where views are more open, the existing 400 kV overhead lines are prominent on the skyline, including one overhead line located within the parish. While the Proposed Overhead Line would introduce more pylons, these would be some 1.5 km beyond the existing overhead lines and would not change the overall character of the views.
- Wigsley Parish is located some 4.3 km east of the nearest point on the LoD and the River Trent and on the eastern edge of the study area. Woodland at Wiglsey Wood screens many westerly views from this parish but the existing 400 kV overhead lines are prominent on the skyline from the western edge of the parish. While the Proposed Overhead Line would introduce more pylons, these would be some 900 m beyond the existing overhead lines and would not change the overall character of the views.
- South Clifton Parish is located some 1 km east of the nearest point on the LoD and the River Trent. Field boundary trees and roadside vegetation screen and filter many westerly views from this parish. However, in areas where views are more open, the existing 400 kV overhead lines are prominent on the skyline, including one overhead line located within the parish. While the Proposed Overhead Line would introduce more pylons, these would be some 900 m beyond the existing overhead lines and would not change the overall character of the views.
- Spalford Parish is located some 2.8 km southeast of the nearest point on the LoD and east of the River Trent. Field boundary trees and roadside vegetation screen and filter many westerly views from this parish. However, in areas where views are more open, the existing 400 kV overhead lines are prominent on the skyline. While the Proposed Overhead Line would introduce more pylons, these would be some 1.8 km beyond the existing overhead lines and would not change the overall character of the views.
- Girton Parish is located some 2.6 km south of the nearest point on the LoD and east of the River Trent. Vegetation around Girton Sailing Club filters views west from this parish. However, in areas where views are more open, the existing 400 kV overhead lines are prominent on the skyline, including one overhead line located within the parish. While the Proposed Overhead Line would introduce more pylons, these would be some 2 km beyond the existing overhead lines and would not change the overall character of the views.
- Grassthorpe Parish is located some 2.6 km south of the nearest point on the LoD and High Marnham Substation. The parish is crossed by an existing 400 kV overhead line, with views of several more overhead lines to the north. While the Proposed Overhead Line would introduce more pylons, these would be some 700 m beyond the existing overhead lines and would be barely perceptible. The existing pylons would continue to be more prominent.
- Sutton-on-Trent Parish is located some 3.6 km from the nearest point on the LoD to the south of High Marnham Substation. The parish is crossed by two existing 400 kV

overhead lines, with views of several more overhead lines to the north. While the Proposed Overhead Line would introduce more pylons, these would be some 700 m beyond the existing overhead lines and would be barely perceptible. The existing pylons would continue to be more prominent.

- Meering Parish is located on the southern edge of the study area. There is very little public access and no residential properties within the area. Given the distance between the parish and the Proposed Overhead Line it is highly unlikely that there would be any intervisibility.

7.7.94 Effects on the following recreational routes and receptors are unlikely to be significant. The confidence level for this prediction is Moderate.

- The Trent Valley Way lies to the east of the River Trent. Several existing 400 kV overhead lines are prominent in westerly views from the trail. While the Proposed Overhead Line would introduce more pylons in sequential views along an approximately 3 km section of the trail, these would be seen in the context of the existing overhead lines and would not change the overall character of the views.
- National Cycle Network Route 647 is located on the Fledborough Viaduct and routes past High Marnham Substation. While the Proposed Overhead Line would introduce more pylons, these would be seen in the context of the existing 400 kV overhead lines which converge on the existing substation and would not change the overall character of the views.

Proposed Overhead Line with the Proposed Substation Works

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

7.7.96 Shared receptors associated with the Proposed Substation Works at Birkhill Wood include:

- Yorkshire Wolds ILA, designated under Policy ENV2 of the East Riding Local Plan;
- Residents on the edge of Beverley and Hull and in the settlements associated with Tickton, Wawne, Woodmansey, Bishop Burton, Walkington (east), Rowley (to the north of Risby), Skidby (to the east of Skidby Village) and Cottingham, as well as those residing in the smaller villages and dispersed properties.
- People using the PRoW network, which includes the Beverley 20, High Hunsley Circuit and National Cycle Network Routes 1 and 66.

7.7.97 Visitors to Cottingham Parks Golf and Leisure Club, which includes the Skidby Lakes Golf Course and Cottingham Park Golf Course.Shared receptors associated with the Proposed Substation Works at High Marnham include:

- Residents in the settlements associated with the parishes Weston, Normanton on Trent, Marnham (east), Fledborough (east), Grassthorpe, Thorney, North Clifton, Wigsley, South Clifton, Spalford, Girton, Sutton-on-Trent, and Meering and residents on the edge of the larger settlements of Ragnall and North Scarle, as well as those in the individual properties and farmsteads dispersed throughout the area.
- Users of the PRoW network which includes the Trent Valley Way and National Cycle Network Route 647.
- Visitors to Marnham Meadows Holiday Park and Girton Sailing Lake.

7.7.98 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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