UK Onshore Scheme

Environmental Statement

Volume 2 Document ES-2-B.07

Chapter 11

Landscape & Visual Amenity (Proposed Underground DC Cable)

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Environmental Statement Volume 2			
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Appendix 11.1 Landscape Character

Glossary & Abbreviations

Glossary of Terms	
Term	**Meaning**
Baseline	A description of the existing landscape character and visual resource of the study area, against which any future changes can be measured.
Designated Landscape	Areas of landscape identified as being of importance at international, national, or local levels, either defined by statute or identified in development plans or other documents.
Direct change	A change that is directly attributable to the proposed development i.e. physical alteration or removal of existing landscape components.
Elements	Individual components present within a landscape e.g. trees, hedges and buildings.
Feature	Particularly prominent or eye-catching elements in the landscape, such as tree clumps, church towers or wooded skylines; or a particular aspect of the project proposal.
Indirect change	Change that result indirectly from the proposed project i.e. change to the perceptual qualities or impression of a landscape.
Key characteristics	Individual elements or combinations of elements which have a strong or defining influence on the character of the landscape, contributing to a distinctive sense of place.
Land cover	The surface cover of the land; usually expressed in terms of vegetation cover or lack of it and strongly linked to land use.
Landform	The shape and form of the land surface which has resulted from combinations of geology, geomorphology, slope, elevation and physical processes.
Landscape character	A distinct, recognisable and consistent pattern of natural and/or man-made elements that makes one landscape different from another, contributing to a sense of place.
Visual receptor	Viewer at a particular location or viewpoint who may experience views of the proposed development.

List of Abbreviation	
Abbreviation	**Meaning**
AGLV	Area of Great Landscape Value
AONB	Area of Outstanding Natural Beauty
BBC	Boston Borough Council
DC	Direct Current
ELDC	East Lindsey District Council
ELDLCA	East Lindsey District Landscape Character Assessment
ES	Environmental Statement

List of Abbreviation	
Abbreviation	**Meaning**
GLVIA	Guidelines for Landscape and Visual Impact Assessment
km	kilometre
kV	kilovolt
LCA	Landscape Character Area
LCABB	Landscape Character Assessment of Boston Borough
LCT	Landscape Character Type
LoD	Limit of Deviation
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
LWCS	Lincolnshire Wolds Countryside Service
m	metre
NCA	National Character Area
NCR	National Cycle Route
NGVL	National Grid Viking Link
NKDC	North Kesteven District Council
NKLCA	North Kesteven Landscape Character Assessment
NPPF	National Planning Policy Framework
PRoW	Public Right of Way
RLCT	Regional Landscape Character Type
RPG	Registered Park and Garden
SHDC	South Holland District Council
SLCSSH	Strategy Landscape Capacity Study for South Holland
TCC	Temporary Construction Compound
TWA	Temporary Works Area
ZoI	Zone of Influence

1 Introduction

1.1 Introduction

1.1.1 This chapter has been prepared by AECOM. It reports the results of the baseline studies and the assessment of the potential impacts of the proposed Direct Current (DC) cable route on landscape character and visual amenity. Table 11.1 Environmental Statement: Landscape & Visual Amenity below sets out the structure of the Environmental Statement (ES) with respect to Landscape and Visual Amenity. Reference should be made to other documents which form part of the ES as appropriate.

1.1.2 Impacts on landscape and visual amenity are interrelated with impacts on archaeology and cultural heritage and tourism; therefore reference should also be made to ES-2-B.08, Volume 2, Chapter 12: Archaeology & Cultural Heritage and ES-2-B.09, Volume 2, Chapter 13: Socio-economics & Tourism of this ES.

Table 11.1 Environmental Statement: Landscape & Visual Amenity

ES Reference	ES Volume	ES Chapter	Content
ES-2-B.07	**2**	**11**	**Main Report: Proposed Underground DC Cable**
ES-2-C.06	2	22	Main Report: Proposed Converter Station
ES-3-B.07	3	11	Figures: Proposed Underground DC Cable
ES-3-C.06	3	22	Figures: Proposed Converter Station
ES-4-B.07	4	11	Technical Appendices: Proposed Underground DC Cable
ES-4-C.06	4	22	Technical Appendices: Proposed Converter Station

1.2 Chapter Structure

1.2.1 The remainder of this chapter is structured as follows:

- Section 2. Approach to Assessment. Sets out the approach and methodology which has been followed in undertaking the assessments of impacts.
- Section 3. Basis of Assessment. Sets out the key assumptions which have been made in undertaking the impact assessment.
- Section 4. Planning Policy and Legislative Considerations. Provides a summary of key planning policy and legislation of relevance to landscape and visual.

- Section 5. Baseline Conditions. Reports the results of desktop and field studies undertaken to establish existing conditions.
- Section 6. Potential Impacts. Identifies the potential impacts on landscape and visual amenity which may occur as result of construction and operation.
- Section 7. Mitigation. Identifies the mitigation which is proposed including measures which are incorporated into the siting, design and construction of the underground cable.
- Section 8. Residual Effects. Reports the residual effects which remain taking into account proposed mitigation and identifies whether these are significant or not.
- Section 9. Cumulative Effects. Identifies the inter-project cumulative effects which may occur in combination with other developments.
- Section 10. Summary of Assessment. Provides a summary of the key findings of the impact assessment.

2 Approach to Assessment

2.1 Introduction

2.1.1 This section describes the approach to the identification and assessment of landscape and visual impacts. It provides a summary of consultation, outlines the scope of the assessment, describes the approach to establishing the baseline conditions and details the methodology used in undertaking the assessment.

2.2 Summary of Consultation

Scoping Opinion Review

2.2.1 Table 11.2 summarises the issues raised in the scoping opinion of relevance to the proposed DC cable route, in relation to landscape and visual amenity, and outlines how and where they have been addressed in this chapter of the ES. A copy of the scoping opinion is included in ES-4-A.04, Volume 4, Appendix 4.1.

Table 11.2 Scoping Opinion (Landscape & Visual)

Consultee	Summary of Comment	How and where addressed
Boston Borough Council	The scoping opinion requests that the Guidelines for Landscape and Visual Impact Assessment (GLVIA) (Ref:11-1) is referred to in carrying out the assessments.	As detailed in Section 2: Approach to Assessment, the landscape and visual assessments have been undertaken in accordance with the principles set out in GLVIA.
	The scoping opinion also requested that consultation is undertaken with the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) Partnership, and the relevant AONB Management Plan.	Workshops have been held with the Lincolnshire Wolds AONB Partnership in relation to identification of key landscape features, the approach to cable routeing and the scope of the LVIA within the AONB area. Feedback received has been used to inform the assessment process.

Table 11.2 Scoping Opinion (Landscape & Visual)		
Consultee	**Summary of Comment**	**How and where addressed**
East Lindsey District Council	The scoping opinion requests that GLVIA (Ref:11-1) is referred to in carrying out the assessments. The scoping opinion also requested that consultation is undertaken with the Lincolnshire Wolds AONB Partnership, and the relevant AONB Management Plan.	As detailed in Section 2: Approach to Assessment, the landscape and visual assessments have been undertaken in accordance with the principles set out in GLVIA. Workshops have been held with the Lincolnshire Wolds AONB Partnership in relation to identification of key landscape features, the approach to cable routeing and the scope of the LVIA within the AONB area. Feedback received has been used to inform the assessment process.
Lincolnshire County Council	No comment relating to landscape and/or visual matters.	Not applicable.
Natural England	The scoping opinion requests that GLVIA (Ref:11-1) is referred to in carrying out the assessments. The scoping opinion also requested that consultation is undertaken with the Lincolnshire Wolds AONB Partnership, and the relevant AONB Management Plan.	As detailed in Section 2: Approach to Assessment, the landscape and visual assessments have been undertaken in accordance with the principles set out in GLVIA. Workshops have been held with the Lincolnshire Wolds AONB Partnership in relation to identification of key landscape features, the approach to cable routeing and the scope of the LVIA within the AONB area. Feedback received has been used to inform the assessment process.
North Kesteven District Council	The scoping opinion requests that representative viewpoint locations are agreed in conjunction with relevant local authorities.	NGVL undertook consultation on the DC cable route assessment viewpoints with relevant local authorities on 11th April 2017. A summary of comments and how they have been addressed is provided in Table 11.3

Table 11.2 Scoping Opinion (Landscape & Visual)		
Consultee	**Summary of Comment**	**How and where addressed**
South Holland District Council	The scoping opinion requests that GLVIA (Ref:11-1) is referred to in carrying out the assessments. The scoping opinion also requested that consultation is undertaken with the Lincolnshire Wolds AONB Partnership, and the relevant AONB Management Plan.	As detailed in Section 2: Approach to Assessment, the landscape and visual assessments have been undertaken in accordance with the principles set out in GLVIA. Workshops have been held with the Lincolnshire Wolds AONB Partnership in relation to identification of key landscape features, the approach to cable routeing and the scope of the LVIA within the AONB area. Feedback received has been used to inform the assessment process.

Additional Consultation

2.2.2 Table 11.3 summarises additional consultation undertaken with relevant statutory and non-statutory consultees of relevance to landscape character and visual amenity and outlines how and where they have been addressed in this chapter of the ES.

Table 11.3 Additional Consultation (Landscape & Visual)		
Consultee	**Nature of additional consultation**	**How and where addressed**
Boston Borough Council, East Lindsey District Council, North Kesteven District Council, and South Holland District Council	Additional consultation on the detailed scope of the landscape and visual assessments and viewpoint locations for the proposed DC cable route was undertaken on 11th April 2017. No response was received from these four Local Planning Authorities (LPAs).	N/A

Table 11.3 Additional Consultation (Landscape & Visual)		
Consultee	**Nature of additional consultation**	**How and where addressed**
Lincolnshire Wolds Joint Advisory Committee	Additional consultation with the Lincolnshire Wolds AONB Partnership on the detailed scope of the landscape and visual assessments and viewpoint locations for the proposed DC cable route was undertaken on 11th April 2017. The response identified that the viewpoints represented a good spread of locations across the AONB and its various local character areas, with no changes requested. It also requested that the landscape and visual assessments take account of seasonal variations.	As outlined in Paragraph 2.3.13, below, the landscape and visual assessments are undertaken on a clear bright day in winter, when neither haze nor deciduous foliage would obstruct visibility. The exception to this is the year 15 assessment which has been included to demonstrate how proposed mitigation planting would help reduce longer term impacts.
	Additional consultation was also conducted in respect of the detailed landscape feature mapping exercise undertaken as part of the cable routeing and assessment process. No written response was received from Lincolnshire Wolds Joint Advisory Committee on the landscape features information.	N/A
Natural England	Additional consultation on the detailed scope of the landscape and visual assessments and viewpoint locations for the proposed DC cable route was undertaken on 11th April 2017. The response received acknowledges that the viewpoint locations seemed reasonable, and requested no changes.	N/A
	Additional consultation was conducted with Natural England in respect of the detailed landscape feature mapping exercise undertaken as part of the cable routeing and assessment process. No written response was received from Natural England on the landscape features information.	N/A

2.3 Scope of Assessment

Aspects to be assessed

2.3.1 The landscape and visual assessments seek to identify potential effects on the landscape character and visual amenity resulting from the proposed DC cable route.

Landscape Character

2.3.2 The landscape character assessment considers potential effects on landscape designations and Landscape Character Areas (LCA).

2.3.3 Landscape designations are defined at a national, regional or local level in recognition of their importance, scenic interest or attractiveness, for example AONB, Registered Parks and Gardens (RPG), and Areas of Great Landscape Value (AGLV).

2.3.4 LCAs are recognisable distinct areas of countryside based on characteristics such as landform, geology, soils, land use, ecological associations, historical associations and urban and industrial activity. LCAs have a unity of character due to particular combinations of landform, land cover and a consistent and distinct pattern of constituent elements.

2.3.5 Effects on landscape character can arise as a result of the removal of existing features or the introduction of new elements that are not in keeping with the existing landscape pattern and features. The scale and form of new development can prove intrusive in the context of existing landform, settlement and planting structure. Introduced elements may also result in the loss or fragmentation of important and distinctive landscape components. In some circumstances the introduction of new elements can reinforce or enhance the existing landscape character, therefore resulting in beneficial effects.

2.3.6 Whilst the landscape assessment considers the contribution of historical elements and features to the character of the existing landscape it does not assess potential impacts on the cultural or historical value of these elements. Potential cultural heritage impacts are assessed in ES-2-B.08, Volume 2, Chapter 12: Archaeology & Cultural Heritage.

Visual Amenity

2.3.7 Visual amenity relates to the way in which people visually experience the surrounding landscape. Adverse visual effects may occur through the intrusion of new elements into established views, which are out of keeping with the existing structure, scale and composition of the view. Visual effects may also be beneficial, where an attractive focus is created in a previously unremarkable view or the influence of previously detracting features is reduced. The significance of effects will vary, depending on the nature and degree of change experienced and the perceived value and composition of the existing view.

2.3.8 The visual assessment is based on a series of representative viewpoints which cover a range of receptor (viewer) types including settlements and residential properties, transport and recreational routes, and other outdoor locations. Representative viewpoints are located within

publicly accessible locations and have been selected in consultation with LPAs, Natural England and the Lincolnshire Wolds Joint Advisory Board.

2.3.9 It should be noted that the visual assessment is limited to evaluating the change to views and does not consider effects on tourism or the historic context of locations. Potential cultural heritage impacts are assessed in ES-2-B.08, Volume 2, Chapter 12: Archaeology & Cultural Heritage and potential tourism impacts are assessed in ES-2-B.09, Volume 2, Chapter 13: Socio-economics & Tourism.

Spatial Scope

2.3.10 A Zone of Influence (ZoI) of 1 km from the proposed landfall and the proposed DC cable route has been identified for the landscape and visual assessments. The ZoI boundary is shown on Figure 11.1 and has been calculated as an offset from the outer boundary of the proposed DC cable route Limits of Deviation (LoD) and the proposed landfall site.

2.3.11 The extent of the ZoI has been informed by a review of the base scheme design of the proposed landfall site and the proposed DC cable route, and initial desk based research, field based appraisal, knowledge of the area and professional judgement.

2.3.12 The ZoI has been reviewed and confirmed at the detailed assessment stage to ensure a proportional approach, focused on potential significant effects. It is important to note that the ZoI defines the area within which potential effects could be significant, rather than defining the extent of visibility.

Temporal Scope

2.3.13 Landscape and visual effects change over time as the existing landscape external to the Scheme evolves and proposed mitigation and reinstatement planting establishes and matures. The assessments therefore report on potential effects during construction, at winter year one and at summer year 15 of operation. The assessments have been carried out, as is best practice, by assuming the worst case scenario, i.e. on a clear bright day, when haze would not interfere with the clarity of the view obtained. The following provides an overview of the type and duration of potential landscape and visual effects.

Temporary impacts

- Temporary physical change resulting from topsoil stripping, vegetation clearance and storage of material. These areas would be reinstated following completion of construction;
- Introduction of temporary elements and structures, such as fencing, lighting, site welfare and security facilities, Temporary Construction Compounds (TCCs) and Temporary Works Areas (TWAs). These elements would be removed following completion of construction, and land reinstated;

- Potential change to the impression of the landscape character or visual amenity within the wider ZoI as a result of visibility of construction activities and movement of machinery and vehicles; and
- Potential change resulting from partially completed cable trenching in various stages of construction; and
- Potential temporary cumulative change resulting from the construction of the Scheme in combination with the construction of other nearby developments.

Longer term, operational and permanent impacts

- Temporary physical change in land cover prior to re-establishment of vegetation or reseeding in the first growing season;
- Removal of existing landscape features (e.g. trees or hedgerows);
- Potential positive change through the creation of new landscape features, including planting and habitat enhancement as part of any landscape mitigation proposals; and
- Potential cumulative change resulting from the permanent elements of the Scheme in combination with other similar nearby developments.

2.4 Identification of Baseline Conditions

Desk Studies

2.4.1 Desk based research has been undertaken with the aid of various published documents, including landscape character assessments, designation citations, and policy documents, and computer tools/software, including Ordnance Survey maps, digital terrain models (DTM), the Multi-Agency Geographic Information for the Countryside website (Ref:11-2), Google Maps and ArcGIS.

Field Studies

2.4.2 Field survey visits have been undertaken during periods of clear visibility between November 2015 and May 2017. This has allowed the landscape character and visual amenity of the ZoI to be experienced in a range of different conditions and takes into account seasonal variation.

2.4.3 The landscape of the ZoI was surveyed to identify any particular features that contribute to its character or are important to the wider landscape setting.

2.4.4 The landscape character of the ZoI was reviewed and the key characteristics of each area identified and mapped. Field surveys are an important part in the assessment process in order to verify the findings of the desk studies and identify the existing key perceptual and physical qualities which contribute to the definition of different character units.

2.4.5 The visual amenity of the ZoI was surveyed to note the general characteristics and nature of existing views. This included identification of a comprehensive range of viewpoints that represent a cross section of locations, views and viewer types likely to experience views of the proposed

landfall and the proposed DC cable route. These viewpoints include locations at a variety of distances, aspects, elevations and visual extent and are representative of a range of receptor types, including residential areas and individual properties, principal transport routes, and recreational routes.

2.4.6 Field survey is essential to develop an understanding of the key characteristics of the existing landscape or view, in order to establish the baseline against which proposed change can be assessed.

2.4.7 A photographic record of the ZoI, consisting of 360 degree digital photography from selected viewpoints, was collated as part of the field studies.

2.5 Approach to Assessment

Assessment Guidance

2.5.1 The landscape and visual assessments have been undertaken in accordance with the principles set out in GLVIA (Ref:11-1).

2.5.2 The assessments are based on an evaluation of the sensitivity to change and the magnitude of change for each landscape or visual receptor. For clarity and in accordance with best practice, the assessment of potential effects on landscape character and visual amenity, although closely related, are undertaken separately.

Assessment Criteria

2.5.3 The following provides details of the process and classification criteria employed in undertaking the landscape and visual assessments. The criteria detailed in Table 11.4 to Table 11.13 are not intended to be prescriptive. Rather these examples are used to illustrate potential combinations of judgements which relate to the scales for value, susceptibility, sensitivity to change, magnitude of change and significance of effect as described subsequently.

Landscape Sensitivity to Change

2.5.4 The evaluation of landscape sensitivity to change involves consideration of the nature of the landscape and its ability to accommodate change without compromising its key elements or characteristics. Sensitivity to change has been defined through appraisal of landscape value, undertaken as part of the baseline study, and the susceptibility of the landscape to change.

Landscape value is frequently addressed by reference to international, national, regional and local designations, determined by statutory bodies and planning agencies. Absence of such a designation does not necessarily imply a lack of quality or value. Factors such as accessibility and local scarcity can render areas of nationally unremarkable quality, highly valuable as a local resource. The quality and condition has also been considered in the determination of the value of a landscape. The evaluation of landscape value has been undertaken with reference to a three point scale, as outlined in Table 11.4, below.

Table 11.4 Landscape Value	
Value	**Classification Criteria**
High	Protected by a statutory landscape designation, an iconic landscape contributing strongly to a sense of place, or an unspoilt landscape containing unique or scarce elements/features with few, if any, detracting elements/features.
Medium	Regionally or locally designated landscape or an undesignated landscape with locally important, but more commonplace, features and containing some detracting elements/features.
Low	Undesignated landscape with few, if any, notable elements/features, or containing several detracting elements/features.

2.5.5 The susceptibility to change is a measure of the ability of a landscape to "*accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies"* (Ref:11-1 para 5.40, GLVIA).

2.5.6 The guidance also refers to the fact that many existing assessments provide an evaluation of landscape character areas/types for their 'intrinsic' or 'inherent' sensitivity, with no reference to specific development types. Paragraph 5.42 of GLVIA (Ref:11-1) states that "*these cannot reliably inform assessment of the susceptibility to change since they are carried out without reference to any particular type of development and so do not relate to the specific development proposed*". Furthermore, it goes on to say "*since landscape effects in LVIA are particular to both the specific landscape in question and the specific nature of the proposed development, the assessment of susceptibility must be tailored to the project. It must not be recorded as part of the landscape baseline but should be considered as part of the assessment of the effects*".

2.5.7 Landscape susceptibility has been appraised through consideration of the baseline characteristics of the landscape, and in particular, the scale or complexity of a given landscape. The evaluation of landscape susceptibility has been undertaken with reference to a three point scale, as outlined in Table 11.5, below.

Table 11.5 Landscape Susceptibility	
Susceptibility	**Classification Criteria**
High	Attributes that contribute to a landscape which is considered to be intolerant of even minor change without fundamentally altering key characteristics.
Medium	Attributes that contribute to a landscape which offers some opportunities to accommodate change without fundamentally altering the key characteristics.
Low	Attributes that contribute to a landscape which is considered to be tolerant of a large degree of change without fundamentally altering the key characteristics.

2.5.8 Landscape sensitivity to change has been determined by employing professional judgement to combine and analyse the identified value and susceptibility and has been defined with reference to the five point scale outlined in Table 11.6, below.

Table 11.6 Landscape Sensitivity to Change

Sensitivity	Classification Criteria
Very High	Landscape of particularly highly valued character, considered very susceptible to relatively small change without fundamentally altering the key characteristics.
High	Landscape of national or regional value, considered to have a limited ability to absorb change without fundamentally altering the key characteristics.
Medium	Landscape of regional or local value, or rarity, exhibiting some distinct elements/features, considered tolerant of some degree of change without fundamentally altering the key characteristics.
Low	Landscape with few distinctive elements/features or valued characteristics and considered tolerant of a large degree of change without fundamentally altering the key characteristics.
Negligible	Landscape of limited value and considered resistant to change.

Visual Sensitivity to Change

2.5.9 Sensitivity to change has been defined through appraisal of the viewing expectation, or value placed on the view as identified in the baseline study, and its susceptibility to change.

2.5.10 Value of the view is an appraisal of the value attached to views and is often informed by the appearance on Ordnance Survey of tourist maps and in guidebooks, literature or art. Value can also be indicated by the provision of parking or services and signage and interpretation. The nature and composition of the view is also an indicator. Value of the view has been determined with reference to the three point scale and criteria outlined in Table 11.7, below.

Table 11.7 Value of the View

Value	Classification Criteria
High	Nationally recognised view, a view with cultural associations (recognised in art, literature, or other medium), or a recognised high quality view of the landscape with very few, if any detracting elements.
Medium	Regionally or locally recognised view, or unrecognised but pleasing and well composed view, with few detracting elements.
Low	Typical or poorly composed view, often with numerous detracting elements.

2.5.11 Visual susceptibility relates to the importance of views to receptors at a certain location and is informed by the type of receptor and the activity with which they are engaged. This considers the extent to which receptors' attention or interest is focused on the view or visual amenity. For example, residents in their home, walkers whose interest may tend to be focused on the landscape or a particular view, or visitors at an attraction where views are an important part of the experience, may indicate a higher level of susceptibility. Whereas, receptors occupied in outdoor sport where views are not important or at their place of work could be considered less susceptible to change. Visual susceptibility has been determined with reference to the three point scale and criteria outlined in Table 11.8, below.

Table 11.8 Visual Susceptibility

Susceptibility	Classification Criteria
High	Locations where the view is of primary importance and receptors are likely to notice even minor change.
Medium	Locations where the view is important but not necessarily the primary focus and receptors are tolerant of some change.
Low	Locations where the view is incidental or unimportant to receptors and tolerant of a high degree of change.

2.5.12 Visual sensitivity to change has been determined by employing professional judgement to combine and analyse the identified value and susceptibility and has been defined with reference to the five point scale outlined in Table 11.9, below.

Table 11.9 Visual Sensitivity to Change

Sensitivity	Classification Criteria
Very High	Locations where receptors experience a highly valued, impressive or well composed view, with very few, if any, detracting features and where even minor change is likely to be noticed.
High	Locations where receptors experience an impressive or well composed view containing few detracting elements, with limited ability to absorb change.
Medium	Locations where receptors experience a valued view which generally represents a pleasing composition but may include some detracting features and is tolerant of a degree of change.
Low	Locations where the view is incidental or not important to the receptors and the nature of the view is of limited value or poorly composed with numerous detracting features and is tolerant of a large degree of change.
Negligible	Locations where the view is unimportant and considered resistant to change.

Landscape Magnitude of Change

2.5.13 Magnitude of landscape change refers to the extent to which the Scheme would alter the existing characteristics of the landscape. Changes to landscape characteristics can be both direct and indirect.

2.5.14 Landscape magnitude of change refers to the extent to which the proposed development would alter the existing characteristics of the landscape. It is an expression of the size or scale of change to the landscape, the geographical extent of the area influenced and its duration and reversibility. The variables involved are described below:

- The extent of existing landscape elements that would be lost, the proportion of the total extent that this represents and the contribution of that element to the character of the landscape;
- The extent to which aesthetic or perceptual aspects of the landscape are altered either by removal of existing components of the landscape or by addition of new ones;
- Whether the change alters the key characteristics of the landscape, which are integral to its distinctive character;
- The geographic area over which the change will be felt (within the application boundary itself, the immediate setting, at the scale of the landscape character area, on a larger scale influencing several landscape character areas); and
- The duration of the change (short term (up to 1 year), medium term (1 to 5 years) or long term (greater than 5 years)) and its reversibility (whether it is permanent, temporary or partially reversible).

2.5.15 Magnitude of landscape change has been evaluated with reference to the four point scale and criteria outlined in Table 11.10, below.

Table 11.10 Landscape Magnitude of Change

Magnitude	Classification Criteria
High	The Scheme would result in considerable change over an extensive area, altering the key characteristics and the overall experience of the landscape.
Medium	The Scheme would result in noticeable change over a large area, or more intensive change over a limited area, altering some key characteristics and/or the experience of the landscape.
Low	The Scheme would result in a small change over a limited area affecting few characteristics, resulting in little or no change to the overall character.
Negligible	Introduction of development which would result in barely perceptible or not discernible change to the landscape character.

Visual Magnitude of Change

2.5.16 Visual magnitude of change relates to the extent to which the proposed development would alter the existing view and is an expression of the size or scale of change in the view, the geographical

extent of the area influenced and its duration and reversibility. The variables involved are described below:

- The scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the Scheme;
- The degree of contrast or integration of any new features or changes in the form, scale, composition and focal points of the view;
- The nature of the view of the Scheme in relation to the amount of time over which it will be experienced and whether views will be full, partial or glimpsed;
- The angle of view in relation to the main activity of the receptor, distance of the viewpoint from the Scheme and the extent of the area over which the changes would be visible; and
- The duration of the change (short term (up to 1 year), medium term (1 to 5 years) or long term (greater than 5 years)) and its reversibility (whether it is permanent, temporary or partially reversible).

2.5.17 Magnitude of visual change has been evaluated with reference to the four point scale and criteria outlined in Table 11.11, below.

Table 11.11 Visual Magnitude of Change

Magnitude	Classification Criteria
High	The Scheme would result in very noticeable change, occupying a wide extent of the view and/or becoming a prominent feature and /or main focus of the view.
Medium	The Scheme would result in noticeable change, occupying a more limited but important parts of the view, distracting from the existing focus.
Low	The Scheme would result in a small change, occupying a limited or unimportant part of the view, unlikely to distract from the existing focus.
Negligible	The Scheme would result in barely perceptible or no discernible change to the view.

Significance of Landscape Effects

2.5.18 Determination of the level and significance of landscape effects has been undertaken by employing professional judgement to combine and analyse the magnitude of change, against the identified sensitivity to change. The assessment takes account of direct and indirect change on existing landscape elements, features and key characteristics and evaluates the extent to which these would be lost or modified, in the context of their importance in determining the existing baseline character.

2.5.19 The levels of landscape effects are described with reference to the four point scale outlined in Table 11.12, below.

2.5.20 For the purposes of this assessment, effects of moderate or above are considered to be **significant**.

Table 11.12 Significance of Landscape Effects	
Significance	**Classification Criteria**
Major	Considerable change over an extensive area of a more sensitive landscape, fundamentally affecting the key characteristics and the overall impression of its character.
Moderate	Small or noticeable change to a more sensitive landscape or more intensive change to a less sensitive landscape, affecting some key characteristics and the overall impression of its character.
Minor	Small change to a limited area of more sensitive landscape or a more widespread area of a less sensitive landscape, affecting few characteristics and not altering the overall impression of its character.
Negligible	Minimal change to the existing landscape character.

Significance of Visual Effects

2.5.21 Determination of the level and significance of visual effects has been undertaken by employing professional judgement to combine and analyse the magnitude of change against the sensitivity to change. The assessment takes into account likely changes to the visual composition, including the extent to which new features would distract or screen existing elements in the view or disrupt the scale, structure or focus of the existing view.

2.5.22 The levels of visual effects are described with reference to the four point scale outlined in Table 11.13, below.

2.5.23 For the purposes of this assessment, effects of moderate or above are considered to be **significant**.

Table 11.13 Significance of Visual Effect	
Significance	**Classification Criteria**
Major	The Scheme would become a prominent feature and would result in a very noticeable change to a more sensitive and well composed view.
Moderate	The Scheme would introduce some noticeable features to a more sensitive and well composed view, or would be prominent within a less well composed and less sensitive view, resulting in a noticeable deterioration of the existing view.
Minor	The Scheme would form a perceptible feature within a more sensitive view or would be a more prominent feature within a poorly composed view of lesser sensitivity, resulting in a small deterioration of the existing view.
Negligible	Minimal change to the existing view.

Cumulative

2.5.24 In addition to landscape and visual effects, it is also important to consider potential cumulative effects. Significant cumulative effects may occur where a number of developments combine to increase the prevalence of that type of development within a landscape or view to the extent that they become a defining characteristic.

2.5.25 The assessment of landscape and visual cumulative effects follows a similar process to that for the non-cumulative assessments, as detailed previously. The key difference is that the cumulative assessment evaluates the additional change resulting from the Scheme in relation to a theoretical baseline scenario. For the purposes of the assessment of cumulative effects during construction, the cumulative baseline scenario assumes that all identified cumulative developments would also be under construction. The cumulative baseline scenario for the assessment of operational cumulative effects assumes that all other identified developments have been constructed.

2.5.26 The cumulative assessments consider the potential for combined effects from static locations which may be either simultaneous (where different developments would be visible at the same time) or successive (where an observer would be required to turn to experience multiple developments).

2.5.27 ES-2-C.06, Volume 2, Chapter 22 provides details on the approach to intra-project cumulative effects resulting from the proposed DC cable route in combination with the proposed converter stations, permanent access road and AC route. ES-2-D.01, Volume 2 Chapter 28: Cumulative Effects provides details of the approach to the assessment of potential cumulative effects resulting from different environmental aspects on a common receptor, such as visual and noise impacts on a residential property.

3 Basis of Assessment

3.1 Overview

3.1.1 As outlined in Section 2, above, the assessment reports on potential effects during construction, at winter year one and summer year 15 of operation. This allows the identification of those effects which are temporary, longer term and permanent and also demonstrates how proposed mitigation planting is anticipated to help reduce effects over time.

3.1.2 The prominence of the construction activity associated with the installation of proposed DC cable route in the landscape or view will vary according to the prevailing weather conditions. The assessments have been carried out, as is best practice, by assuming the 'worst case' scenario i.e. on a clear, bright day in winter, when haze and deciduous foliage would not interfere with the clarity of the view obtained. The exception to this is the year 15 assessment, which is based on a clear bright day in summer in order to demonstrate the contribution of proposed mitigation planting.

3.2 The Underground Cable

3.2.1 A full description of the construction and operation of the proposed landfall and the proposed DC cable route is provided in ES-2-B.01, Volume 2, Chapter 5: The Proposed Underground DC Cable.

3.2.2 The base scheme design would involve a typical working width corridor of 30 metres (m) within a 100 m wide LoD. In a number of locations, such as at trenchless crossings and other locations subject to engineering constraints, the working width and/or LoD corridor would require to be widened. For the purposes of the landscape and visual assessments the worst case scenario of total vegetation clearance within the proposed DC cable working width during construction is assumed, although this would be reduced locally down to 15 m to minimise the extent of hedgerow removal. The assessments also assume the worst case alignment of the proposed DC cable working width within the LoD, which would involve the maximum impact on existing hedgerows and trees. In reality it is likely that micro-siting within the LoD will help to minimise vegetation clearance as far as practical. Where removal of vegetation is unavoidable reinstatement planting, including hedgerows, will be undertaken except where prevented by operational requirements.

3.2.3 The proposed DC cable route will be installed by a combination of open cut and trenchless methods. Open cut methods will be utilised in open agricultural land and trenchless methods typically utilised where the proposed DC cable route crosses obstacles, such as roads and watercourses.

3.2.4 In sections installed using trenchless methods a duct or ducts will be installed through which the cables will be then pulled. In sections installed by open cut the cables could be laid in one of two ways; they could either be laid directly into the trench, or a duct could be laid into the trench which the cables will be then pulled through the pre-laid duct. The fully ducted solution would allow land to be reinstated more quickly, reducing the duration of potential change. For the purpose of this assessment installation of the cable directly into the trench is assumed as this is considered to be the worst case solution due to the slight increase in duration.

3.3 Design Mitigation

3.3.1 Landscape and visual constraints have helped to inform the route selection process. This has involved avoiding key landscape features such as woodland and trees, following the grain of the landscape, avoiding smaller scale landscapes immediately adjacent to settlement and minimising crossing field boundaries, while balancing the desire to minimise the length of cable route and therefore area of disturbance. Further details of the route selection process is provided in ES-2-A.02, Volume 2, Chapter 2: Development of the UK Onshore Scheme (Alternatives) and a detailed description of the proposed DC cable route is provided in ES-2-B.01, Volume 2, Chapter 5: The Proposed Underground DC Cable.

3.3.2 The base scheme design of the proposed DC cable route incorporates measures to help reduce the potential for significant adverse effects on the landscape and visual resource. Landscape and visual design mitigation proposals are shown on Figure 11.2, and include the following:

- Hedgerows temporarily removed to facilitate construction of the DC route would be reinstated with a native hedgerow mix;
- Where appropriate to the local landscape character, and where technically feasible, specimen and hedgerow trees and woodland planting would be incorporated as part of landscape mitigation and reinstatement. These would consist of a variety of native species, typical of those found within the local area; and
- Other vegetation along the DC route and in areas temporarily disturbed by construction would also be reinstated. Most of these areas are expected to be returned to arable farming during the first available planting season following completion of construction. In addition, pasture, road verges and other areas temporarily affected will be seeded with a species rich wildflower or grass seed mix.

3.4 Any other assumptions

3.4.1 The proposed landscape mitigation planting includes a range of plant and seed mixes, with hedgerows, trees and wildflower grass mixes proposed to reinstate those areas temporarily affected during construction and also to provide additional landscape, biodiversity and habitat enhancement. As outlined within Section 2, the assessment of landscape and visual effects is undertaken at three stages; construction, year 1 of operation and year 15 of operation. This helps to demonstrate how the magnitude of change and levels of effect change over time, and give an indication of how the proposed mitigation and reinstatement planting is anticipated to influence

the perception of change. The year 15 assessment makes assumptions as to the height of the mitigation planting, based on informed assumptions as to likely growth rate of the selected species. For the purpose of this assessment we have assumed that by year 15, hedgerow planting will have reached a sufficient height and spread to tie in with those evident in the surrounding landscape. It is assumed that woodland and tree planting will have reached an average height of at least 8 m at year 15.

4 Planning Policy and Legislative Considerations

4.1 Legislative Considerations

4.1.1 The Lincolnshire Wolds AONB is one of two nationally protected landscapes in the East Midlands region.

4.1.2 The Countryside and Rights of Way Act 2000 (CRoW) places a statutory duty on local authorities to publish and review AONB Management Plans to help protect and enhance these important landscapes. Furthermore, the duty of relevant authorities is to have regard to the purpose of conserving and enhancing the natural beauty of the AONB when exercising or performing any functions affecting land in the AONB.

4.2 National Planning Policy Considerations

National Planning Policy Framework

4.2.1 The National Planning Policy Framework (NPPF) (Ref:11-3) was published in March 2012 and sets out national planning policies that reflect priorities of the Government for operation of the planning system and the economic, social and environmental aspects of the development and use of land. The NPPF has a strong emphasis on sustainable development, with a presumption in favour of such development.

4.2.2 The NPPF outlines 12 core planning principles, one of which is to contribute to conserving and enhancing the natural environment. This is of relevance to landscape and visual considerations as it sets out the requirement to protect and enhance valued landscapes.

4.3 Local Planning Policy Considerations

East Lindsey District Council

4.3.1 The statutory development plan for East Lindsey District Council (ELDC) currently comprises the 'saved' parts of the East Lindsey Local Plan (ELLP) (Ref:11-4). The ELLP was originally adopted in 1995, was then updated in 1999, and the policies were then reviewed in 2007 and either 'saved' where relevant or deleted where not.

4.3.2 The following policies are considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- Policy A4 Protection of General Amenities: This policy seeks to protect the general amenities of people living or working nearby to development. Among other things, the policy is concerned with harm to the distinctive character of the area;
- Policy A5 Quality and Design of Development: This policy seeks to encourage design that improves the quality of the environment, particularly within designated landscapes. It

emphasises that development should not detract from the local character, ensure it retains important features and characteristics, including medium and long term views, and integrates with the landscape setting;

- Policy ENV21 River Corridors: This policy is principally concerned with the nature conservation and recreational importance of river corridors within the District. However, the policy also seeks to conserve the 'open character' of these features;
- Policy C7 Historic Landscapes: This policy notes the importance of historic landscape not only in their own right, but as part of a varied and attractive landscape. The policy seeks to protect the character, appearance and setting of historic landscapes in the District, including Well Hall;
- Policy C11 Lincolnshire Wolds AONB and Areas of Great Landscape Value (AGLV): This policy aims to protect the natural beauty of the Lincolnshire Wolds AONB and distinctive character of the AGLV. Specifically, development will not be permitted which would:
  - 'Harm landscape features which contribute to the character of the area;
  - Harm the distinctive character, role or regional or local historic significance of the area; or
  - Inhibit the quiet enjoyment of the AONB'; and
- Policy C15 Coastal Conservation Area: This policy seeks to protect the amenities and character of the Coastal Conservation Area (CCA2) between Sutton on Sea and Chapel St. Leonards.

Emerging East Lindsey Local Plan

4.3.3 ELDC are in the process of preparing a new Local Plan which will guide growth and development in East Lindsey up to 2028. The Local Plan will be made up of a Core Strategy and Settlement Proposals and once adopted, will comprise the statuary development plan for ELDC, replacing the 2007 Local Plan.

4.3.4 At the time of writing the emerging Core Strategy had progressed to Submission Modification Draft (ref:11-5) and as such, can only be given limited weight as a material consideration due to its early stage of preparation.

4.3.5 The following strategic policy is considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- Strategic Policy 23 Landscape: This broad policy seeks a landscape character approach in the consideration of applications for planning permission. The policy aims to conserve and enhance designated and historic landscapes, with the highest protection given to the Lincolnshire Wolds AONB. It is important to note that no policy direction exists for the retention of the East Lindsey AGLV.

Boston Borough Council

4.3.6 The statutory development plan for Boston Borough Council currently comprises the 'saved' parts of the Boston Borough Local Plan (BBLP) (Ref:11.6) and the Boston Borough Interim Plan (Non-Statutory Development Control Policy) 2006 (Ref:11-7). The BBLP was originally adopted in 1999, the policies were then reviewed in 2007 and either 'saved' where relevant or deleted where not.

4.3.7 The following policies are considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- Policy G1 Amenity: This policy sets out protection against development that would substantially harm the amenity of other nearby land users or residents, or the broader character of an area as a result of its nature, scale, density, layout or appearance;
- Policy G2 Wildlife and Landscape Resources. This policy provides further protection against development which would have a significant adverse impact upon existing landscape, wildlife and vegetation resources;
- Policy G10 External Lighting Schemes: This policy relates to external lighting schemes. Among other things, the policy states that external lighting should not substantially harm the character of the area; and
- Policy C8 Stump Views: This policy seeks to protect views to St. Botolph's church (referred to as the 'Boston Stump'). The building is considered to be the principal landmark in South Lincolnshire, and is widely visible throughout the surrounding fenland, and in clear visibility from as far as the Lincolnshire Wolds. This policy seeks to protect important public views of the church, and ensure that new buildings do not visually compete with the Stump.

North Kesteven District Council

4.3.8 The statutory development plan for North Kesteven currently comprises the Central Lincolnshire Local Plan (CLLP) (Ref:11-8) which was adopted by the Central Lincolnshire Joint Strategic Planning Committee in April 2017 and replaced the Local Plans of the City of Lincoln, West Lindsey and North Kesteven District Councils.

The following policies are considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- Policy LP17 Landscape, Townscape and Views: This policy seeks to protect and enhance the landscape by ensuring that development responds positively to existing features, including historic or landmark buildings and monuments, topography, hedgerows, trees and woodland, and field patterns. This policy also requires views in to, out of and within developments to be taken into account; ensuring key local views are preserved or enhanced. Particular emphasis is placed on views towards significant buildings and views within the landscape which are more sensitive to change; and
- Policy LP26 Design and Amenity: This policy outlines requirements for the design of development to ensure it contributes positively to a number of aspects, including landscape

character. It sets out a range of design and amenity criteria against which development will be assessed, those most relevant to landscape and visual include:

- respecting existing topographic and other features and landscape character;
- incorporating and retaining existing natural features, where possible;
- including appropriate landscape treatment to ensure a good fit with its surroundings;
- protect important local views into, out of, or through the site;
- increase in artificial light or glare; and
- adverse noise and vibration.

South Holland District Council

4.3.9 The adopted development plan within South Holland District is the South Holland Local Plan (SHLP) (2006) (Ref:11-9). Following a Direction by the Secretary of State in July 2009, a number of polices contained within the 2006 Local Plan were deleted. The remaining Local Plan policies have been saved and comprise the current development plan for the area.

4.3.10 The plan contains a number of general policies which are relevant to landscape and/or visual matters within the ZoI, as follows:

- SG1: General Sustainable Development; specifically, this broad policy aims to conserve natural resources and South Holland's essential character and main environmental assets;
- SG4: Development in the Countryside; this general policy seeks a landscape character approach in the consideration of applications for planning permission;
- SG14: Design and Layout of New Development: this broad policy seeks to ensure that the design of new development makes a positive contribution to the visual quality of its surroundings and will avoid an adverse effects on the character and appearance of the locality;
- SG17: Protection of Residential Amenity; this general policy considers a number of criteria which will be taken into account to protect the amenity of existing residents, including potential overbearing or overshadowing effects; and
- SG18: Landscaping of New Development: This general policy seeks to protect existing trees, hedgerows and other attractive landscape features, while ensuring that landscape proposals improve the setting of development within the wider landscape and also consider habitat value.

Emerging South East Lincolnshire Local Plan

4.3.11 The South East Lincolnshire Joint Strategic Planning Committee is a partnership of South Holland District Council (SHDC), Boston Borough Council (BBC) and Lincolnshire County Council (LCC). The planning committee is in the process of jointly preparing the South East Lincolnshire Local Plan 2011-36 (SELLP) (Ref:11-10), which will guide growth and development across South East Lincolnshire up to 2036. The SELLP is currently at publication (pre-submission)

consultation stage and once adopted will progressively replace the saved policies of the SHLP and BBLP.

4.3.12 The draft SELLP contains a suite of overarching policies that set out the approach to delivering sustainable development. Those relevant to landscape and/or visual matters include:

- Policy 3 (Development Management): This policy considers, *inter alia*, the size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses; quality of design and orientation; impact upon neighbouring land uses by reason of, *inter alia*, visual intrusion; and impact or enhancement of areas for natural habitats; and
- Policy 4 (Design of New Development): this policy seeks a landscape character approach in the consideration of applications for planning permission; creating sense of place through complementing and enhancing, *inter alia*, scale, landmarks, views, and massing of neighbouring buildings and the surrounding area.

4.3.13 The Pre-Submission draft includes policies that cover the natural environment. The general aim of these policies is to protect and enhance important natural features, and the relationship of development sites to other natural and built environmental sites. These policies do not relate directly to the present landscape and/or visual amenity of the ZoI. However, both Policy 24 (The Natural Environment) and Policy 25 (The Historic Environment) are closely related.

Lincolnshire Wolds AONB Management Plan

4.3.14 Planning policy which applies to the AONB area is created by the relevant LPAs within which the AONB is located. The section of the AONB found within the ZoI falls within East Lindsey District Council and is therefore governed by the policies set out in the current and emerging local plans, as outlined above. LPAs also have a legal duty to have regard to the conservation and enhancement of the AONB in carrying out planning and other functions. The Lincolnshire Wolds Countryside Service (LWCS) helps to fulfil the councils' statutory duty to produce a Management plan for the AONB. The Lincolnshire Wolds AONB Management Plan 2013 – 2018 (ref:11-11) provides details on how the AONB will be managed over a five year period.

4.3.15 The Management Plan identifies five key aims, two of which are of particular relevance to landscape and visual considerations:

- to sustain and enhance the Lincolnshire Wolds' natural beauty and its landscape character;
- to sustain and enhance farming and land management in the Wolds as the primary activities in maintaining its character, landscape and biodiversity;

4.3.16 The key aims in combination with a series of identified influences have informed the identification of five themes to help deliver the vision of the Management Plan, two of which are considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- Theme 1: Protecting the Wolds identifies the importance of conservation and enhancement of the landscape of the AONB, outlining a series of threats and pressures; and

- Theme 4: Developing the Wolds acknowledges the need for development within the AONB and seeks to help guide policy to protect the purpose of the AONB designation.

4.3.17 A series of policies have been identified in relation to the key aims and themes and the following are considered to be of most relevance to the proposed DC cable route and landscape and visual considerations:

- GP1: To help maintain, enhance and where appropriate, restore, extend or connect grasslands of high wildlife, historic and landscape value.
- VLP1: To help maintain, enhance and where appropriate restore, extend or connect, grass verges for their wildlife and landscape value.
- WBP1: To reinforce the existing pattern of woodland, seeking to increase the area of native broadleaved woodland (including wet woodland), accepting limited non-native planting for climate change adaptability.
- HTP1: To help record, maintain, and where appropriate restore all species rich and ancient hedgerows, encouraging planting and management of hedgerows and trees to benefit landscape and habitat connectivity.
- PP1: To protect and enhance local character and distinctiveness through the highest quality design in new development and re-development.
- PP9: To ensure that where larger scale development must proceed within or adjacent to the AONB, because of other national interests, the highest regard is placed on minimising any impacts upon the primary purpose of the designation – the area's natural beauty.

5 Baseline Conditions

5.1 Location and Context

5.1.1 The proposed DC cable route has a total length of 67.16 km from the proposed landfall at Boygrift in East Lindsey to the proposed converter station at North Ing Drove in South Holland.

5.1.2 The landscape varies considerably along the proposed DC cable route, from the wide coastal plain inland from Mablethorpe and Skegness, to the rolling farm land of the Lincolnshire Wolds and the large scale, flat and open landscape of the Fens to the south and west. In general the landscape is well settled, with numerous smaller villages, hamlets and scattered properties particularly in sections of the route around main transport corridors and the wider road network. Land use is predominantly agriculture, with arable farming and food production the focus on the fens and coastal plain. The linear and geometric patterns of the drains which cross the landscape and define field boundaries are a strong element within the landscape and coupled with the intensive land use indicate a landscape much changed by human influence. The landscape character of the Lincolnshire Wolds is more diverse, generally consisting of mixed farmland, with a greater proportion of woodland across low-lying and elevated areas.

5.1.3 For the purposes of the landscape and visual assessments, the proposed DC cable route is described and assessed in 4 sections from the proposed landfall to the proposed converter station (e.g. from east to west):

- Route Section 1: Proposed landfall to Well High Lane (13.04 km, entirely within ELDC);
- Route Section 2: Well High Lane to A16/Keal Road (16.85 km, entirely within ELDC);
- Route Section 3: A16/Keal Road to River Witham (22.06 km, within ELDC and BBC); and
- Route Section 4: River Witham to the proposed converter station (15.21 km, within BBC, NKDC and SHDC).

5.2 Landscape Character Overview

Landscape Designations

5.2.1 Landscapes can be designated for their special landscape or scenic qualities. These areas may be identified in development plans at the local, regional, or national scale. The following landscape designations have been identified within the ZoI, the locations of which are shown in Figure 11.3:

- Lincolnshire Wolds AONB;
- East Lindsey AGLV; and
- Well Hall RPG.

5.2.2 The following provides an overview of the identified designated landscapes that fall within the ZoI of the proposed DC cable route, since these landscapes may be common to more than one of the four route sections described above.

5.2.3 No one landscape, or designated area, is likely to be entirely homogenous within its boundaries. Therefore, where key differences, or variations in the character, quality, or value of the landscape are identified these are described in more detail within the subsequent description of route sections.

Lincolnshire Wolds AONB

5.2.4 The legal framework for AONB is provided by the Countryside and Rights of Way Act 2000 (Ref:11-12), the purpose of which is to 'conserve and enhance the natural beauty' of these areas.

5.2.5 The Lincolnshire Wolds AONB Management Plan 2013-2018 (Ref:11-11) sets out the policies and objectives for managing the AONB. It is the responsibility of the LWCS to coordinate the delivery and statutory review of the plan.

5.2.6 The Management Plan states that the AONB has a total area of approximately 558 km² *"…in the north-eastern quarter of the county of Lincolnshire …midway between Lincoln and the coast, surrounded by the relatively flat fens, coastal marsh and the Lincoln Clay Vale*." (Ref:11-11: p.18). The Management Plan states "…*This recognised the area's unique landscape and distinctive 'sense of place'. The Landscape Character Assessment (CCP414, 1993), acknowledged the following outstanding qualities as detailed in support of our current vision statement:*

- *A unique physiography (geology and topography) – The physical geography of the Lincolnshire Wolds is unusual and fascinating. The Wolds is the highest upland landscape in eastern England between Yorkshire and Kent and has a complex geology; nowhere else in Britain has a chalk landscape been so extensively modified by glaciations. These have given rise to some of its most striking features including numerous steep-sided and open ended combes.*
- *A scenic, working landscape – The high scenic quality of the Wolds depends almost entirely upon the area's use for agriculture. Much of its charm is derived from the seasonally changing field and cropping patterns; the rural scenes of farming activity; and the traditional villages and farmsteads in brick and pantile. Overall approximately 70% of the AONB is in arable cultivation, with 14% as pasture or rough grazing and 4.5% woodland cover (Defra Agricultural Census & Forestry Commission stats, 2010). It is widely recognised that much of the attractiveness of the Wolds today is a result of the activities of generations of landowners and farmers.*
- *A major archaeological resource – The Wolds has a rich legacy of prehistoric sites and a wealth of historic landscape features. Most of Lincolnshire's long barrows are in the Wolds, with a high concentration of round barrows, together with many important ancient trackways including the ridge top routes of the Bluestone Heath Road and the Caistor High Street. The*

Wolds also has one of the largest densities of deserted and shrunken medieval villages …in the country.

- *A valued cultural landscape – The Wolds' landscape has been a source of cultural inspiration. The Tennyson family has a strong association with the area. Alfred, Lord Tennyson - the Poet Laureate - spent much of his formative years in the Wolds and it is featured in many of his works including 'The Brook'. The landscape has offered inspiration to many artists and writers over the years including the mid-19th century landscape painter Peter de Wint and more recently the author A. S. Byatt in the Booker Prize-winning novel 'Possession'*." (Ref:11-11, p.19).

5.2.7 The Management Plan identifies a number of Special Qualities of the AONB that are considered to typify the area, resulting in its unique landscape and sense of place. The Special Qualities are identified at a range of scales; from the AONB as a whole, to geographically distinct areas within local landscape character areas identified by the Countryside Commission. The Special Qualities cover Landscape Character, Biodiversity (ecology), Farmed Land (land use), Earth Heritage (geology), Archaeology and Cultural Associations. Table 11.14 outlines the Special Qualities considered relevant to this landscape assessment.

Table 11.14 Relevant Special Qualities of the Lincolnshire Wolds AONB Identified in the AONB Management Plan 2013-2018

Special Quality	Extent	Condition Pressures and trends Identified	Baseline within ZoI
Landscape Character			
Scenic beauty and rural charm; a rolling upland landscape of strongly cohesive identity with farming as an underlying component.	Most of AONB	Good, but lacking quantitative survey	The landscape of the ZoI is characterised by a mix of arable farmland and pasture.
Expansive, sweeping views; views from scarp edge, High Street and Bluestone Heath road are particularly dramatic.	Most of AONB	Good, but lacking quantitative survey	Parts of the ZoI on the scarp edge exhibit this Special Quality, with distant views to the coast from Haugh, and long range views south from Dalby.

Table 11.14 Relevant Special Qualities of the Lincolnshire Wolds AONB Identified in the AONB Management Plan 2013-2018			
Special Quality	**Extent**	**Condition Pressures and trends Identified**	**Baseline within ZoI**
Landscape Character			
Peace and Tranquillity: once away from the main roads there is a wide sense of remoteness and rural isolation accentuated by the combination of elevated plateau and sheltered coombes.	Most of AONB	Good, away from main roads such as A16, A18 and High Street (B1225).	There are a number of main roads within the ZoI, including the A16, A1028, A1104 and A158. As noted by the AONB Management Plan, busy linear routes affect this Special Quality locally. This is the case within much of the ZoI, with this Special Quality only being evident locally in more discreet, peripheral areas.
Farmed Land: primary land-use component of the AONB landscape.	Most of AONB	Varied, but essential element of the AONB character	This Special Quality reflects the prevailing land use within the ZoI. This is considered above in an appreciation of the rural agricultural landscape character of the ZoI.
Earth Heritage			
Chalk upland: plateau and valley landscape; General component forming the essential character of the Wolds.	Most of the AONB	Varied	This Special Quality considers the underlying geology of the Wolds landscape which influences the upland plateau and valley landscape that is characteristic of the ZoI.
Biodiversity			
Calcareous, meadow, pasture and wet grasslands: natural grassland habitats	Key features to the south west of the AONB; local features within the south east claylands AONB local landscape character area as described by the Countryside Commission.	General decline in grasslands, albeit tempered by agri-environment schemes	This Special Quality is closely related to the rural characteristics of the ZoI, but is principally concerned with the biodiversity value of these grassland habitats. Land cover is considered above in an appreciation of the rural character of the landscape.

Table 11.14 Relevant Special Qualities of the Lincolnshire Wolds AONB Identified in the AONB Management Plan 2013-2018			
Special Quality	**Extent**	**Condition Pressures and trends Identified**	**Baseline within ZoI**
Landscape Character			
Beech clumps	Important landscape features within the AONB	Wide neglect and lack of management	These features are evident across the ZoI, particularly on the scarp edge and wooded coombes of shallow valleys throughout the undulating uplands.
Woodlands	Key features locally within the AONB	Decline in management	
Hedgerows; mainly enclosure hedges, some small areas of species rich pre-enclosure hedges existing in small pockets.	Key feature to south west of AONB; local feature within the south east	Condition is unknown	
Roadside verges and green lanes	Key features locally within the AONB	Variable	This Special Quality is principally concerned with the biodiversity value it provides. Wide roadside verges are found throughout the ZoI on both major and minor roads.
Cultural Associations (community value)			
Literary/artistic; this is a general component of the Lincolnshire Wolds, including associations in art or literature, but also local vernacular idioms/dialects.	Most of the AONB	Strong; Alfred, Lord Tennyson, Poet Laureate; Peter de Wint, landscape painter; A.S. Byatt, Booker Prize-winner novelist	This Special Quality notes the cultural associations the Lincolnshire Wolds has in art and literature. Specifically, this Special Quality mentions the work of Alfred Lord Tennyson, Peter de Wint and A.S. Byatt. The Lincolnshire Wolds Countryside Service (Ref:11-13) notes the influence of the Wolds landscape on literary and artistic works; no specific reference is made to the landscape of the ZoI; nevertheless, the sense of place within the AONB - a composite of all its Special Qualities - has been influential in both literary and artistic works.

5.2.8 Further detailed information is provided in the Management Plan. The baseline character of the designated area is dealt with in the subsequent route sections.

5.2.9 As a nationally important landscape, the Lincolnshire Wolds AONB is considered to have a **High** value.

Registered Parks and Gardens

5.2.10 Historic England's *Register of Historic Parks and Gardens of special historic interest in England* (Ref:11-14) identifies 'designed' landscapes of particular importance in terms of their special character.

5.2.11 Planning policy guidance concerning the protection of the historic environment including RPGs is set out in the National Planning Policy Framework (NPPF) (Ref:11-3, paragraph 3.107).

5.2.12 There is one RPG in the ZoI, Well Hall (Grade II), shown in Figure 11.3. The Register details of Well Hall note that this is parkland of early c.18th origins, surrounding the possible remains of an early c.18th garden which forms the setting for an early c.18th country house.

5.2.13 It should be noted that within the landscape and visual assessments consideration of specific heritage assets is restricted to the contribution they make to present-day landscape character and visual amenity, and as places of interest. Further consideration of heritage assets is contained in ES-2-B.08, Volume 2, Chapter 12: Archaeology & Cultural Heritage.

5.2.14 RPGs are afforded protection within national policy and as such are considered to be of a **High** landscape value. However, only a small proportion of the well-wooded northern boundary of the RPG falls within the ZoI. Any potential effects on this valued landscape would, therefore, be *de minimis* and as a result Well Hall has been excluded from further assessment in this LVIA.

East Lindsey AGLV

5.2.15 The East Lindsey AGLV is designated at the local level in the East Lindsey Local Plan, Alteration 1999 (Saved Policies 2007).

5.2.16 The Local Plan states "…*Whilst they are of lesser designated importance than AONBs, in the case of East Lindsey, they are landscapes whose significance and appearance often matches that of their neighbouring AONB*…" (Ref:11-4, p.58).

5.2.17 The Local Plan continues "…*the boundary of the AGLV follows definable features on the ground, but…the Council will take account of the gradual transition from very sensitive landscape in and alongside the AONB to the less sensitive landscape on the outer edge of the AGLV*." (Ref:11-4, p.59).

5.2.18 Since no detailed description of the East Lindsey AGLV exists, the baseline character of the designated area considers the underlying local landscape character areas; dealt with in the subsequent description of the four route sections.

5.2.19 As a locally important landscape, the East Lindsey AGLV is considered to have **Medium** value.

Landscape Character Areas

5.2.20 Landscape character is a composite of physical and cultural elements. Landform, hydrology, vegetation, land cover, land use pattern, cultural and historic features and associations combine to create a common 'sense of place' and identity which can be used to categorise the landscape into definable units. The level of detail and size of unit can be varied to reflect the scale of definition required. It can be applied at a national, regional and local level.

5.2.21 A series of studies have been undertaken by Natural England and Planning Authorities which identify the following national and regional landscape character units within the ZoI:

- National Character Areas (NCA):
  - NCA 42: Lincolnshire Coast and Marshes;
  - NCA 43: Lincolnshire Wolds;
  - NCA 44: Central Lincolnshire Vale; and
  - NCA 46: The Fens.
- Regional Landscape Character Types (RLCT):
  - RLCT 1B: Coastal Dunes, Beach and Intertidal Sand Flats;
  - RLCT 1C: Shallow Coastal Waters;
  - RLCT 2A: Settled Fens and Marshes;
  - RLCT 2B: Planned and Drained Fens and Carrlands;
  - RLCT 2C: Fen and Marsh Margin Farmlands;
  - RLCT 7A: Chalk Wolds; and
  - RLCT 7B: Wolds Scarps, Ridges and Valleys.

5.2.22 Both the NCAs and RLCTs, by their nature, are generalised and broad-brush but provide a context to the landscape of the ZoI and the landscape character assessment. A summary of relevant national and regional landscape character is provided in ES-4-B.07, Volume 4, Appendix 11.1 and the location of NCAs is shown on Figure 11.4, and RLCTs on Figure 11.5.

5.2.23 The NCAs and RLCTs provide a framework within which local planning authorities have characterised the landscape at a local scale. The following published studies cover the ZoI of the proposed DC cable route:

- East Lindsey District Landscape Character Assessment (ELDLCA) (Ref:11-15);
- Landscape Character Assessment of Boston Borough (LCABB) (Ref:11-16);
- North Kesteven Landscape Character Assessment (NKLCA) (Ref:11-17); and
- Strategic Landscape Capacity Study for South Holland District Council (SLCSSH) (Ref:11-18).

5.2.24 Some of these assessments deal with 'intrinsic' or 'inherent' sensitivity without reference to a specific type of development. The Guidelines for Landscape and Visual Impact Assessment (GLVIA) (Ref:11-1, p.89, 5.42) notes that landscape effects in LVIA are particular to both the specific landscape in question and specific nature of the proposed development and that these

judgements should not be recorded as part of the baseline, but should be considered as part of the assessment of effects.

5.2.25 These local landscape character units represent the highest resolution of data currently available and as such form the basis of this assessment. The following local landscape character units have been identified within the ZoI:

- Donna Nook to Gibraltar Point Naturalistic Coast;
- Tetney Lock to Skegness Coastal Outmarsh;
- Holton le Clay to Great Steeping Middle Marsh;
- Little Cawthorpe to Skendleby Wolds Farmland;
- Hainton to Toyton All Saints Wolds Farmland;
- Mareham to Little Steeping Fenside Woodland and Farmland;
- Stickney to Sibsey Reclaimed Fen;
- Holland Reclaimed Fen;
- Fenland; and
- Peaty Fens.

5.2.26 Local landscape character units are shown on Figure 11.6 and a description of the baseline characteristics of each area are provided within the relevant route section below (Section 5.4). The terminology used to describe the units varies between the different studies. For the purpose of this assessment they are referred to as Landscape Character Areas (LCA). A survey and review of key landscape features, with a focus on the AONB but extending to the wider area, was undertaken as part of the baseline studies and have helped to inform the assessment. Figure 11.7 shows the locations of the identified landscape features within the ZoI.

5.3 Visual Amenity Overview

5.3.1 Visual amenity is defined in GLVIA (Ref:11-1, p.158) as 'the overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area'.

5.3.2 The character of the ZoI has been described in detail in the previous sections. As noted above, the proposed DC cable route would pass through a varied landscape. The alignment has been chosen to avoid settlement and therefore reduce the number of potential visual receptors affected. Nevertheless, the ZoI supports a well-developed network of roads, footpaths, recreational routes, railways and systems of waterways.

Representative Viewpoints

5.3.3 A series of 19 representative viewpoint locations have been selected to form the basis of the visual assessment. These have been identified to provide a representative cross section of

visual receptors within the ZoI and have been agreed through consultation with relevant local authorities and statutory consultees.

5.3.4 Table 11.15 provides details of the representative viewpoints, the locations of which are shown on Figure 11.8. A description of the baseline view and its value are provided in each of the relevant route sections.

Table 11.15 Representative Viewpoint Locations

Route Section	Viewpoint Description	Easting	Northing	Reason For Selection
Route Section 1	VP1: Sandilands beach huts	553162	380238	Users of foreshore, residential receptors
	VP2: A52	551906	379197	Road users, residential receptors
	VP3: A1104 between Salesby and Thoresthorpe	545444	377882	Road users, residential receptors
	VP4: Lindsey Loop long distance trail, between Rigsby and Haugh	542558	375716	Recreational receptors
Route Section 2	VP5: A16, Ulceby Cross	541020	374051	Road users
	VP6: Minor road to Brinkhill/Harrington	540162	373182	Road users
	VP7: Minor road to Langton	540396	371008	Road users, residential receptors
	VP8: Public Right of Way (PRoW) west of Dalby	540612	370095	Recreational receptors, residential receptors
	VP9: North of Raithby	537048	367444	Residential receptors
	VP10: West Keal Church	536742	363735	Recreational receptors, residential receptors
Route Section 3	VP11: A16 layby, south of West Keal	536873	332593	Road users
	VP12: Greenwich Meridian Trail, west of Stickford	534870	360073	Recreational receptors, residential receptors
	VP13: Folly Lane, west of Stickney	532578	358617	Residential receptors
	VP14: Legate Road, Gipsey Bridge	527864	350401	Residential receptors
Route Section 4	VP15: Water Rail Way (National Cycle Route (NCR) 1)	524452	348448	Recreational receptors
	VP16: Amber Hill	523026	347093	Residential receptors
	VP17: A17, East Heckington	520440	343740	Road users, residential receptors
	VP18: Little Hale Drove	518154	339994	Residential receptors

Table 11.15 Representative Viewpoint Locations				
Route Section	Viewpoint Description	Easting	Northing	Reason For Selection
	VP19: South Forty Foot Drain, opposite Eau End Farm	518007	338272	Recreational receptors, residential receptors

5.4 Route Section 1 Proposed Landfall to Well High Lane

Landscape Designation Context

5.4.1 Small parts of two landscape designations, Well Hall RPG and East Lindsey AGLV, are located in the ZoI within the west of Route Section 1, the locations of which are shown on Figure 11.3.

National and Regional Character Context

5.4.2 The following NCAs and RLCTs are found within this route section:

- NCA 42: Lincolnshire Coast and Marshes;
- RLCT 1B: Coastal Dunes, Beach and Intertidal Sand Flats;
- RLCT 1C: Shallow Coastal Waters;
- RLCT 2A: Settled Fens and Marshes; and
- RLCT 2C: Fen and Marsh Margin Farmlands.

Landscape Character Areas

5.4.3 The local landscape character context for Route Section 1: Proposed Landfall to Well High Lane is shown in Figure 11.6.

5.4.4 This route section spans the wide coastal plain that separates the coastline of the North Sea to the east, to the edge of the Lincolnshire Wolds at its western extent. Route Section 1 crosses the following LCAs defined by the ELDLCA (Ref:11-15);

- Donna Nook to Gibraltar Point Naturalistic Coast;
- Tetney Lock to Skegness Coastal Outmarsh;
- Holton le Clay to Great Steeping Middle Marsh; and
- Little Cawthorpe to Skendleby Wolds Farmland.

Donna Nook to Gibraltar Point Naturalistic Coast LCA

5.4.5 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Flat tidal strip with some stretches of long sandy beaches;
- Wide open views with big skies which extend out to sea;

- Views influenced by and contained to the landward side in some areas by concrete promenades defending coastal sea resorts, and in other areas by vegetated sea banks or coastal sand dunes;
- Mosaic of coastal, dune, mudflat and saltmarsh vegetation;
- No settlements but occasional small scale built structures;
- Protected by nature conservation designations;
- Remote and tranquil for the most part, but less tranquil adjacent to coastal resorts; and
- A very distinctive and mostly unspoilt natural landscape with very few detractors.

5.4.6 This is not a designated landscape. However, on the basis that it is a locally important landscape that is unique to the prevailing inland character, affected by a small number of detracting features within and in immediately adjacent areas, the landscape value is considered to be **Medium**.

Tetney Lock to Skegness Coastal Outmarsh LCA

5.4.7 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- A low lying, drained coastal plain contained to the east by sea embankments, sand dunes and sea defences;
- Mostly flat with some areas of gentle undulations including some saltern mounds;
- Some wide open views and big skies. Some views enclosed by landform, embankments, sand dunes or trees;
- Extensive network of drains, ditches and dykes with a strong geometric pattern in the northern and central parts of the area;
- Rivers cross from the Lincolnshire Wolds in the west towards the coast;
- Predominantly mixed agricultural land use with both arable and pasture, and some remnants of ridge and furrow;
- Sparsely scattered settlements set within mature ornamental trees and hedgerows;
- A stretch of coastal resorts from Mablethorpe to Skegness with caravan parks, and new residential and commercial developments on their outskirts;
- An extensive network of raised minor roads with a few larger ‘A’ roads serving the coastal resorts; and
- A predominantly intact and distinctive rural landscape with man-made influences.

5.4.8 This is not a designated landscape. This is a reclaimed, almost entirely man-made settled landscape containing few notable elements/features. On this basis the landscape value of this LCA is considered to be **Low**.

Holton le Clay to Great Steeping Middle Marsh LCA

5.4.9 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Gently undulating to the foothills of the Wolds to the west of this character area;
- Predominantly arable farmland with medium to large scale fields, bounded by ditches and dykes;
- Meandering rivers and streams, which flow from the Wolds eastwards to the coast;
- Scattered blocks of mixed deciduous woodland throughout but more frequent around the south western boundary;
- Frequent scattered villages, hamlets, farmsteads and dwellings include a line of merging villages at the foot of the Wolds;
- Traditional and distinctive historic market towns including Alford;
- Scattered heritage features; and
- A distinctive and tranquil rural landscape with very few minor detractors.

5.4.10 Within the ZoI, a small proportion of this LCA lies partly within the East Lindsey AGLV, which is a locally designated landscape. Overall, this is a relatively unified agricultural landscape containing a number of more valued landscape features (e.g. trees and hedgerows), and comparatively few detracting elements/features; although major 'A' roads and intensification of farming practices are noted as Landscape Forces for Change. On balance, the landscape value of this LCA is considered to be **Medium**.

Little Cawthorpe to Skendleby Wolds Farmland LCA

5.4.11 The majority of the Little Cawthorpe to Skendleby Wolds Farmland LCA is located within Route Section 2, with only a very small part found within Route Section 1. The description of the key characteristics of this LCA is therefore provided within Route Section 2 (Paragraph 5.5.5), below.

Visual Amenity

5.4.12 Viewpoints 1 to 4 are located within Route Section 1. The locations of which are shown on Figure 11.8 and baseline photography for each is shown in Figure 11.9. Descriptions of the baseline view and value are provided in

5.4.13 Table 11.16 Viewpoint 1: Baseline Description

5.4.14 to

5.4.15 Table 11.19 Viewpoint 4: Baseline Description

5.4.16 .

Table 11.16 Viewpoint 1: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP1: Sandilands beach huts	553162	380238	Users of the foreshore, residential receptors
Baseline Description			**Value**
Views from this location are representative of recreational users of the foreshore and nearby residential receptors. Open slightly elevated seaward views tend to be the focus of the view from this location. These include long distance views along the beach to the north and south, with the offshore wind farm a noticeable feature in seaward views. When looking south west, the Sandilands Golf Course and raised Huttoft Bank road cross the foreground of the view. Middle distance views are partially screened by the residential properties adjacent to the road and are contained to the north by the settlement of Sandilands. Large scale agricultural fields, hedgerows and shelterbelts occupy the background of the view with the rising land of the Lincolnshire Wolds visible in the distance, some 10 km away. A number of vertical features located in the foreground of the view, including wood pole lines, street lights and road signage constitute detracting elements.			**Medium**

Table 11.17 Viewpoint 2: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP2: A52	551906	379197	Road users, residential receptors
Baseline Description			**Value**
This view, representative of road users and residential receptors, does not have a clear orientation or focus, although the attention of receptors tends to be in a north/south direction along the line of the road and in line with the orientation of adjacent properties. Views are variable and often restricted or contained by vegetation. The foreground of the view comprises agricultural fields. More distant views are curtailed by surrounding vegetation associated with residential curtilages, roadside verges, mature field boundary hedgerows and shelterbelts. Wood pole lines are frequent and detracting features within the view, as is traffic on the A52 Huttoft Road. Overall, this is a typical view with some locally detracting features.			**Low**

Table 11.18 Viewpoint 3: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP3: A1104 between Salesby and Thoresthorpe	545444	377882	Road users, residential receptors
Baseline Description			**Value**
This viewpoint is representative of users of the A1104 and nearby properties in Salesby. Views from the A1104 tend to be channelled along the carriageway by hedgerows on both sides. However, more open and slightly elevated views are afforded through sporadic gaps in the hedgerow and through field accesses. Where more open views are available these tend to be long distance and include a patchwork of largescale agricultural fields, occasional hedgerows, trees and woodland. Residential and agricultural buildings and woodland associated with the villages of Salesby to the north east and Thoresthorpe to the south east restrict distant views in these directions. Views from residential receptors in the nearby settlement of Salesby are variable but tend to be more restricted by a range of topography, vegetation and built form. The majority of properties within the centre of the settlement are orientated broadly east-west, with more open views to the west. There are also a small number of properties on the southern edge of the settlement with filtered views to the south. Although an unrecognised view in terms of value, it is a slightly elevated with few noticeable detracting elements, with the exception of traffic on the A1104.			**Medium**

Table 11.19 Viewpoint 4: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP4: Lindsey Loop long distance trail, between Rigsby and Haugh	542558	375716	Recreational receptors
Baseline Description			**Value**
This viewpoint is located on the minor road between Rigsby and Haugh and is representative of recreational users of the Lindsey Loop, a 96 mile route between local market towns. Looking east along the line of the path affords an open view, the focus of which is toward the distant horizon. The view comprises sloping agricultural fields in the foreground divided by a rough track leading to a large residential property. The mid-ground is occupied by mid-size geometric fields and clumps of deciduous woodland. The elevated position of the viewpoint affords long distance easterly views across a patchwork of agricultural fields, hedgerows with hedgerow trees and occasional residential and agricultural development. The wind farms of Bramber's Farm and Mablethorpe along with a radio mast are detracting features that break the distant skyline. Views to the west and south are restricted by rising topography, hedgerows and woodland. An interpretation panel is located adjacent to the viewpoint and the elevated position affords a generally pleasing view, albeit with some distant detracting elements.			**Medium**

5.5 Route Section 2 Well High Lane to A16 (Keal Road)

Landscape Designation Context

5.5.1 The ZoI within Route Section 2 includes parts of the Lincolnshire Wolds AONB and East Lindsey AGLV, the locations of which are shown on Figure 11.3.

National and Regional Character Context

5.5.2 The following NCAs and RLCTs are found within this route section:

- NCA 42: Lincolnshire Coast and Marshes;
- NCA 43: Lincolnshire Wolds;
- NCA 44: Central Lincolnshire Vale;
- RLCT 7A: Chalk Wolds; and
- RLCT 7B: Wolds Scarps, Ridges and Valleys.

Local Landscape Character

5.5.3 The local landscape character context for Route Section 2: Well High Lane to A16 is shown in Figure 11.6.

5.5.4 This route section crosses rolling agricultural land dominated by the west-facing chalk escarpment of the Lincolnshire Wolds, and at its western extent crosses the transitional landscape at the foot of the Wolds towards the Fens to the south. Route Section 2 crosses the following LCAs defined by the ELDLCA (Ref:11-15):

- Little Cawthorpe to Skendleby Wolds Farmland; and
- Hainton to Toyton All Saints Wolds Farmland.

Little Cawthorpe to Skendleby Wolds Farmland LCA

5.5.5 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Mix of arable farmland, pasture and woodland which frames views;
- Many hedgerows with hedgerow trees, and frequent woodland blocks including ancient and semi-natural and ancient replanted woodlands;
- Streams and rivers draining eastwards into the marshes;
- Valley bottoms that are sometimes marshy;
- Scattered villages are nestled into valleys and are often associated with small parkland estate;
- The A16 and A1028 roads provide a fast north to south transport route;
- A network of wide verged drove roads;

- Contains a number of landscape and nature conservation designations. It lies in the Lincolnshire Wolds AONB; and
- Many heritage features including historic parks and gardens, archaeological remains of deserted medieval villages and groups of pre-historic barrow groups. A peaceful and rural landscape.

5.5.6 Within the ZoI, this LCA falls almost entirely within the Lincolnshire Wolds AONB, a nationally designated landscape. Those parts of the LCA outwith the AONB boundary lie within the East Lindsey AGLV, which is a locally designated landscape. Notwithstanding the presence of the busy A16 and A1028 and Landscape Forces for Change, including intensified agriculture practices, this remains a unified and rural landscape protected by national and local landscape designations. As a result, this LCA is considered to have an overall **High** landscape value.

Hainton to Toyton All Saints Wolds Farmland LCA

5.5.7 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Elevated undulating landscape of ridges, wide and narrow valleys, plateaux and scarp;
- Views to and from open hilltops and some uncluttered skylines. Longer views extending to Boston, the Vale of Lincoln and the Wash;
- Mixed agriculture with some pasture around villages and on steeper slopes;
- Mature hedgerows with trees and occasional blocks of woodland scattered throughout;
- Sparsely populated with small villages nestled into valleys and a market town at Spilsby;
- Estates surrounded by parkland, and woodland with distinctive estate cottages and farmsteads;
- Contains a number of landscape and nature conservation designations;
- A network of winding lanes and drove roads with wide verges;
- The A158 provides a fast east-west route across the area. Several telecommunication masts including the prominent Belmont mast are prominent landmarks; and
- In locations away from the influence of modern development this can be a tranquil rural landscape with few detractors.

5.5.8 Within the ZoI, the northern reaches of this LCA lie partly within the Lincolnshire Wolds AONB and the remainder is within the East Lindsey AGLV.

5.5.9 Within the ZoI of the proposed DC cable route this LCA has a relatively unified agricultural landscape character containing some valued landscape features (e.g. trees and hedgerows), particularly in areas to the north within the AONB. However, reflecting that this LCA is largely within the East Lindsey AGLV designation, it tends to be subject to greater encroachment from detracting features/elements such as modern settlement, communication masts, and agricultural intensification, as noted in the Landscape Forces for Change. Overall, Hainton to Toyton All Saints Wolds Farmland LCA is considered to be of **Medium** landscape value.

Visual Amenity

5.5.10 Viewpoints 5 to 10 are located within Route Section 2. The locations of which are shown on Figure 11.8 and baseline photography for each is shown in Figure 11.9. Descriptions of the baseline view and value are provided in Table 11.20 to

5.5.11 Table 11.25 Viewpoint 10: Baseline Description

5.5.12 .

Table 11.20 Viewpoint 5: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP5: A16, Ulceby Cross	541020	374051	Road users
Baseline Description			**Value**
Viewpoint 5 is located within the Lincolnshire Wolds AONB, and is representative of road users on the A16- Bluestone Heath Road. Views are largely orientated along the line of the road corridor, although there are also some occasional or glimpsed mid to long range views over the surrounding farm land to the east and west from this elevated location. Pastoral agricultural fields occupy the foreground in both easterly and westerly views. More distant views to the east are restricted by subtle changes in landform and field boundary hedgerows. Westerly views are open across a large agricultural field with geometric hedgerow boundaries interspersed with occasional hedgerow trees. Long distance views are partially restricted by woodland clumps although occasional glimpses are available of distant ridgelines. Although an unrecognised view, it is slightly elevated and generally well composed with few noticeable detracting elements, with the exception of traffic.			**Medium**

Table 11.21 Viewpoint 6: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP6: Minor Road to Brinkhill/Harrington	540162	373182	Road users
Baseline Description			**Value**
Viewpoint 6 is representative of road users on a minor road within the Lincolnshire Wolds AONB. Whilst there is no particular focus to the view, the longer distance views afforded to the west tend to draw the most attention. The foreground of views to the north, east and south comprise mid-sized agricultural fields filtered by field boundary hedgerows that flank the carriageway. Sporadic woodland clumps in the mid ground and local topographical variations result in a close horizon. Views to the west are partially filtered by field boundary hedgerows and look across large agricultural fields in the foreground to a distant ridge line across a shallow valley which includes large areas of woodland and agricultural fields. Although an unrecognised view, it is slightly elevated and generally well composed with few detracting elements, with the exception of a small number of masts and wood pole lines.			**Medium**

Table 11.22 Viewpoint 7: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP7: Minor Road to Langton	540396	371008	Road users, residential receptors
Baseline Description			**Value**
Views from this location, within the Lincolnshire Wolds AONB, are representative of road users and residents of the adjacent residential properties which are orientated south – north. The view is not considered to have a particular focus. Looking north, the view comprises rising, largescale agricultural fields divided by broken hedgerows. Occasional mature hedgerow trees and woodland clumps are visible on the mid-distance horizon. Views to the south are largely curtailed by roadside vegetation and an area of woodland. The view includes occasional detracting features such as signage associated with the road, wood pole lines and a radio mast, although these are minor features within the view. Although an unrecognised view, it is generally pleasing, with few detracting features.			**Medium**

Table 11.23 Viewpoint 8: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP8: PRoW west of Dalby	540612	370095	Residential and recreational receptors
Baseline Description			**Value**
This view, representative of residential and recreational receptors and road users, is located on bridleway 'Dalb/103/1, adjacent to the A16. The view is orientated to the south from this elevated location with long distance views over the lower lying agricultural landscape. Although there is no particular focus to the view, the long distance view to the horizon tends to draw the eye over the low lying landscape. The view is varied, comprising both organic shaped and geometric field patterns occupying the foreground which are interspersed with mature shelterbelts and broken hedgerow field boundaries. This complex pattern continues into the mid-ground with glimpses of residential development on a wooded ridgeline in the distance. Views from residential properties are variable and often restricted by mature woodland and other buildings. Views in other directions are screened and contained by landform and mature woodland. Although an unrecognised view, it is elevated and generally well composed, with relatively few detracting features beyond the traffic on the adjacent A16.			**Medium**

Table 11.24 Viewpoint 9: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP9: North of Raithby	537048	367444	Residential receptors
Baseline Description			**Value**
This viewpoint, located on the northern edge of Raithby, is representative of residential receptors. The adjacent houses are largely orientated to the east and west. Views east are predominantly contained by mature woodland. Views west are more open but generally short range, limited by rising topography. The composition of these views is generally of large scale agricultural fields, divided by hedgerows, trees and woodland. Wood pole lines and wires cross the field from north to south. There are some glimpsed long distance views to the north over undulating agricultural fields, hedgerows and trees. Although an unrecognised view, it is generally well composed, with few detracting features.			**Medium**

Table 11.25 Viewpoint 10: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP10: West Keal Church	536742	363735	Recreational and residential receptors
Baseline Description			**Value**
This view is representative of recreational receptors on footpath 'Wka/861/1', visitors to West Keal Church and nearby residential properties. The view is orientated south and presents a wide and expansive view across plateaued agricultural land. Although there is no clear focus to the view, the elevated viewpoint draws receptor's attention to the distant horizon. The foreground of the view is occupied by falling agricultural land and clusters of residential dwellings set within deciduous woodland which frame the view. Large geometric agricultural fields defined by broken hedgerows and interspersed with clumps of deciduous woodland comprise the mid-ground of the view, along with a number of residential dwellings and agricultural buildings. The A16 and associated traffic, and disused East Kirkby airfield, is visible in the view's mid-to-background. The pattern of largescale fields and woodland clumps continues towards the extensive low-lying fenland landscape further south. This is an elevated, extensive view across the fenland landscape and is generally well composed with few prominent detracting features			**Medium**

5.6 Route Section 3 A16 (Keal Road) to River Witham

Landscape Designation Context

5.6.1 The eastern part of the ZoI within Route Section 3 includes part of the East Lindsey AGLV, the location of which is shown on Figure 11.3.

National and Regional Character Context

5.6.2 The following NCAs and RLCTs are found within this route section:

- NCA 44: Central Lincolnshire Vale;
- NCA 46: The Fens;
- RLCT 7B: Wolds Scarps, Ridges and Valleys;
- RLCT 2C: Fen and Marsh Margin Farmlands; and
- RLCT 2B: Planned and Drained Fens and Carrland.

Local Landscape Character

5.6.3 The local landscape character context for Route Section 3: A16 (Keal Road) to River Witham is shown in Figure 11.6.

5.6.4 This route section crosses the predominantly broad, rolling to level and low-lying commercial Central Lincolnshire Vale in the north to the distinctive expansive, flat, open, low-lying intensive agricultural landscape of the Fens in the south. Route Section 3 crosses the following LCAs defined by the ELDLCA (Ref:11-15):

- Hainton to Toyton All Saints Wolds Farmland;
- Mareham to Little Steeping Fenside Woodland and Farmland; and
- Stickney to Sibsey Reclaimed Fen.

Hainton to Toyton All Saints Wolds Farmland LCA

5.6.5 The majority of the Hainton to Toyton All Saints Wolds Farmland LCA is located within Route Section 2, with only a very small part found within Route Section 3. The description of the key characteristics of this LCA is therefore provided within Route Section 2 (Paragraph 5.5.6), above.

Mareham to Little Steeping Fenside Woodland and Farmland LCA

5.6.6 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- A rolling landscape at the foot of the Lincolnshire Wolds rising gently to the Wolds from Stickney to Sibsey Reclaimed Fen;
- Views to the Borough of Boston and to Boston Stump to the south and to closer church spires and towers within settlements in and out of the area;

- Patchwork of arable fields with some ancient and semi natural and ancient replanted mixed woodland and grazed parkland;
- Streams, ditches and dykes drain towards the fens, becoming more geometric in layout towards the southern boundary;
- Settled with small traditional villages and estate farmsteads sheltered and set amongst mature trees;
- Heritage features include the East Kirkby WWII Aircraft Museum and disused airfield;
- It lies partly within the East Lindsey AGLV; and
- It contains the busy A16 Boston Road. In between is a sparse network of minor roads.

5.6.7 A relatively small section of this LCA falls within the East Lindsey AGLV, a locally designated landscape. The transitional nature of this landscape unit from the Wolds to the north and Fens to the south results in some distinctive features and elements, balanced by some detracting characteristics including agricultural intensification, major 'A' roads and modern settlement.

5.6.8 There tends to be a stronger influence of detracting elements within this LCA than in adjacent landscape units to the north. On this basis, Mareham to Little Steeping Fenside Woodland and Farmland LCA is considered to have a **Low** landscape value.

Stickney to Sibsey Reclaimed Fen LCA

5.6.9 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Flat and low-lying drained fenland with open, expansive views and big skies;
- Intensively farmed medium to large scale arable fields form vast seas of crops;
- Field boundaries are typically open with ditches, occasional hedgerows or remnant hedgerows;
- Drained by a hierarchy of dykes forming an extensive grid network. The grid is emphasised by adjacent raised minor roads and telegraph poles and wires;
- Sparse tree cover confined to shelter belts, along some roads and around dwellings and settlements including occasional coniferous belts and short lines of poplars;
- Sparsely populated with widely scattered farmsteads and small linear hamlets;
- Concentration of larger settlements along the A16 road;
- Small groups of farm workers cottages; and
- Fairly remote and tranquil away from the A16.

5.6.10 This is not a designated landscape. The landscape is almost entirely man-made and contains relatively few valued landscape features (e.g. tress and/or hedgerows). Taking into account the strong human influence that has shaped the landscape, and prevailing intensive arable agriculture land use, the landscape value of the Stickney to Sibsey Reclaimed Fen LCA is considered to be **Low**.

Visual Amenity

5.6.11 Viewpoints 11 to 14 are located within Route Section 3. The locations of which are shown on Figure 11.8 and baseline photography for each is shown in Figures 11.9. Descriptions of the baseline view and value are provided in Table 11.26 to

5.6.12 Table 11.29 Viewpoint 14: Baseline Description

5.6.13 .

Table 11.26 Viewpoint 11: Baseline Description

Viewpoint Location	Easting	Northing	Reason for Selection
VP11: A16 layby, south of West Keal	536873	362593	Road users

Baseline Description	Value
Views from this location are representative of road users traveling along the A16. The main orientation of views is north-south along the direction of travel, but there are open, low level and expansive views to the east and west. Views north are mid-range, restricted by the rising topography along the edge of the Wolds. Views in other directions are across the flat fen land landscape and range in distance, depending on level of woodland and focus. Traffic along the A16 is prominent and detracts from the otherwise agricultural nature of the view. This is a low-level, typical view, influenced strongly by the A16 and associated traffic.	**Low**

Table 11.27 Viewpoint 12: Baseline Description

Viewpoint Location	Easting	Northing	Reason for Selection
VP12: Greenwich Meridian Trail, west of Stickford	534870	360073	Recreational and residential receptors

Baseline Description	Value
This viewpoint is representative of both recreational receptors using the Greenwich Meridian Trail and nearby residential properties located on Back Lane. Views are orientated north west from this location and are open, expansive and long distant across flat arable farmland. Large scale agricultural buildings are evident and relatively prominent features within the view. Occasional residential dwellings are also visible set amongst the fenside woodlands on the more elevated land of the wolds which form the distant horizon. Views from nearby residential properties tend to be more restricted with intervening trees, woodland and other buildings limiting views, although some more open and distant views do exist. Although with few detracting features, this is a low-level and relatively typical view across the flat fenland landscape.	**Low**

Table 11.28 Viewpoint 13: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP13: Folly Lane, west of Stickney	532578	358617	Residential receptors
Baseline Description			**Value**
This viewpoint is representative of residential receptors located on Folly Lane. There is no consistent orientation of views from these properties and the nature of the view varies, depending on the presence of foreground trees and outbuildings. Where views extend beyond the foreground features these tend to be low level, open and distant, encompassing large scale, flat agricultural fields. The former windmill and Church Spire at New Bolingbroke are landmark features on relatively open and uninterrupted skyline. This is an open, low-level typical view of the fenland landscape with few defining features or focus.			**Low**

Table 11.29 Viewpoint 14: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP14: Legate Road, Gipsey Bridge	527864	350401	Residential receptors
Baseline Description			**Value**
This viewpoint is representative of residential receptors to the north of Gipsey Bridge. Views from this location tend to be restricted and are interrupted by roadside trees and hedgerows. Views are multidirectional across the fenland landscape with views from the properties generally orientated across or along the alignment of the local road. Views to the west and north west tend to be slightly more open and characterised by low level fenland and ditches, lined by fragmented hedgerow boundaries. The middle ground is comprised of occasional residential property and grazing fields extending to the tree lined Castle Dike beyond. This is a relatively typical short to mid-range view of the fenland landscape, with only glimpsed longer distant views and few defining features or focal point.			**Low**

5.7 Route Section 4 River Witham to the Proposed Converter Station

Landscape Designation Context

5.7.1 Route Section 4: River Witham to the Proposed Converter Station does not fall within, or lie in close proximity to, any designated landscape, as shown on Figure 11.3.

National and Regional Character Context

5.7.2 The following NCA and RLCT are found within this route section:

- NCA 46: The Fens; and
- RLCT 2B: Planned and Drained Fens and Carrland.

Local Landscape Character

5.7.3 The local landscape character context for Route Section 4: River Witham to the Proposed Converter Station is shown in Figure 11.6.

5.7.4 This route section crosses the distinctive expansive, flat, open, low-lying intensive agricultural landscape of the Fens. Route Section 4 crosses the following LCAs defined by the LCABB (Ref:11-16), NKLCA (Ref:11-17), and SLCSSH (Ref:11-18):

- Holland Reclaimed Fen;
- Fenland; and
- Peaty Fens.

Holland Reclaimed Fen LCA

5.7.5 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Flat and low-lying reclaimed fenland;
- Open and expansive views with big skies and dark night skies with some views semi-enclosed at ground level by large embankments;
- More distant views to Boston Stump and to the Lincolnshire Wolds in East Lindsey District to the north;
- A man-made intensive arable landscape laid out in a regular geometric pattern with narrow roads and trackways alongside drains, dykes and ditches;
- The large North Forty Foot Drain and South Forty Foot Drain are key dominating features of the area;
- Field boundaries are typically open with wet ditches, dykes and drains and the occasional hedgerow;
- Occasional large scale horticultural glasshouses, and packing or processing plants occur near the southern boundary of the area;

- Sparsely populated with occasional small hamlets, scattered farmsteads, and occasional rows of former workers' cottages. Occasional derelict farm cottages and field buildings;
- Sparse tree cover confined to shelterbelts, with occasional hedgerows and small blocks of mixed woodland with shrubby edges;
- Bicker Fen Wind Farm and large scale pylons on the south western tip are modern landmark features; and
- A semi-remote, tranquil and intact working agricultural landscape.

5.7.6 This is not a designated landscape. The landscape is almost entirely man-made and contains relatively few valued landscape features (e.g. trees and/or hedgerows). Taking into account the human influence that has shaped the landscape, prevailing intensive arable agriculture land use, and several detracting features present within the Holland Reclaimed Fen LCA, the value of this landscape character area is considered to be **Low**.

Fenland LCA

5.7.7 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Low lying with very flat relief;
- Occasional small islands of slightly higher land;
- Very large, rich arable fields divided by drainage channels;
- A hierarchy of rivers, drains and ditches creating linear patterns across the landscape;
- The geometric road pattern follows the drainage pattern with small roads raised above the level of the fields, running from west to east;
- Generally extensive vistas to level horizons and huge skies, apart from in the north easterly direction where the Lincolnshire Wolds provide a marked "Upland" horizon, in the distance;
- Sparse woodland cover, though some occasional trees surrounding farmsteads and some shelterbelts particularly of poplars;
- Intensively farmed and managed it is almost entirely a man-made landscape;
- Except for scattered farmsteads and farm buildings the area is unsettled; and
- Prominent power lines and large-scale agricultural buildings.

5.7.8 This is an undesignated landscape. This almost entirely man-made landscape contains few valued natural features, and several detracting features, on balance it is considered to have **Low** landscape value.

Peaty Fens LCA

5.7.9 The following provides a description of the key characteristics of this LCA relevant to the ZoI of the proposed DC cable route. A description of key characteristics of the wider LCA is provided in ES-4-B.07, Volume 4, Appendix 11.1.

- Man-made largely low-lying landform interrupted only by raised embankments along main drains;
- Open and large-scale landscape with wide horizons, extensive views and huge skies;
- Rigid and planned geometric/linear pattern of fields, roads, main drains and drainage ditches;
- Field boundaries are generally open, and tend to be defined by ditches and occasional fragments of extant hedgerow or planting on embankments;
- Linear settlement and isolated farmsteads with associated shelterbelts;
- Intensive arable agriculture land use across extensive swathes of fenland. This is clearly a man-made working landscape;
- A cluster of large scale electrical infrastructure at Bicker Fen, including Bicker Fen Wind Farm (13 no. wind turbines, 100 m to blade tip) and associated substation, wood pole lines and 400 kV and 132 kV overhead lines on towers is a dominant feature of this LCA; and
- Local sense of isolation, remoteness and tranquillity.

5.7.10 This is an undesignated landscape. The Peaty Fens is an extensive and simple character type which has been substantially altered by human intervention, and contains a number of modern man-made features. As a result, the landscape value of the LCA is considered to be **Low**.

Visual Amenity

5.7.11 Viewpoints 15 to 19 are located within Route Section 4. The locations of which are shown on Figure 11.8 and baseline photography for each is shown in Figures 11.9. Descriptions of the baseline view and value are provided in

5.7.12 Table 11.30Error**! No sequence specified.** Viewpoint 15: Baseline Description

5.7.13 to Table 11.34.

Table 11.30 Error! No sequence specified. **Viewpoint 15: Baseline Description**

Viewpoint Location	Easting	Northing	Reason for Selection
VP15: Water Rail Way (NCR 1)	524452	348448	Recreational receptors

Baseline Description	Value
This viewpoint is representative of recreational receptors using NCR1 ('Water Rail Way'). Views are low level, multidirectional and partially filtered by roadside trees along the east of North Forty Foot Bank. Views south and south west are more open and expansive across the man-made, flat, reclaimed fenland. Occasional blocks of woodland break the horizontal expanse of the view in the mid-ground. Wood pole lines punctuate the skyline and are relatively noticeable, detracting elements. Built development including farmsteads and residential properties alongside woodland vegetation are visible across the background and contribute to a varied skyline. Overall, this is a typical view which includes some detracting features and no clear focus.	**Low**

Table 11.31 Viewpoint 16: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP16: Amber Hill	523026	347093	Residential receptors
Baseline Description			**Value**
This viewpoint is representative of residential properties within the settlement of Amber Hill. Views from this location are low level, partially restricted and enclosed by roadside vegetation. However, where available views to the north, from the rear of properties, are more open and expansive and characterised by arable farmland. Wood pole lines extend from the middle ground into the background view which is fragmented by sporadic clusters of trees which occupy a more noticeable extent to the north west, limiting views of built features beyond. Overall, this is a typical view which includes some detracting features and no clear focus.			**Low**

Table 11.32 Viewpoint 17: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP17: A17, East Heckington	520440	343740	Road users, residential receptors
Baseline Description			**Value**
This viewpoint is representative of both road users along the A17 and residential properties at the periphery of East Heckington. Views from these locations are low level and largely fragmented and restricted by built form and roadside vegetation. There are glimpsed views east across open farmland. Upper stories of residential properties at this location experience more open and expansive views than road users. The fore-to-mid ground is characterised by arable farmland, punctuated by wood poles and farmsteads as well as traffic on the busy A17, which is prominent within views. More distant views of the reclaimed fen are interrupted by planting along the roadside and around sporadic residential dwellings and include more distant overhead lines. Views from this location are relatively typical with no clear focus and are heavily influenced by traffic on the busy A17.			**Low**

Table 11.33 Viewpoint 18: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP18: Little Hale Drove	518154	339994	Residential receptors
Baseline Description			**Value**
There are 360°, low level, open and expansive views from this location. The man-made character of the fenland landscape is emphasised by the engineered embankments of the South Forty Foot Drain which forms the near horizon of views east. The Bicker Fen Wind Farm and 400 kV and 132 kV overhead lines are prominent large-scale vertical elements in views north and east, creating a varied skyline punctuated by built elements. Views from the residential property of Drove Farm, for which the viewpoint is representative, are more restricted by mature vegetation, although with some open views across the fenland landscape to the north. This view is heavily influenced by existing large scale electrical infrastructure.			**Low**

Table 11.34 Viewpoint 19: Baseline Description			
Viewpoint Location	**Easting**	**Northing**	**Reason for Selection**
VP19: South Forty Foot Drain, opposite Eau End Farm	518007	338272	Recreational and residential receptors
Baseline Description			**Value**
Views from this location on the eastern embankment of the South Forty Foot Drain are slightly elevated and expansive, looking across the flat fenland to the east. Views west are partially restricted by trees and vegetation on the western bank of the South Forty Foot Drain. Views from adjacent residential properties are varied, with those to the west of the drain being more restricted and enclosed by topography and vegetation. Views from Bank End Farm are less elevated, but relatively open and orientated to the north and east. The openness of the fenland across much of the fore and middle ground of the view is punctuated by a combination of wood pole lines, 400 kV and 132 kV overhead lines, and the Bicker Fen Wind Farm. The woodland and settlement (Bicker and Donington) in the background preclude more distant views and, together with other man-made structures within the view, produce a varied skyline. The church spire of St. Mary and the Holy Rood at Donington is a distant element on the skyline. The cluster of large-scale vertical elements around Bicker Fen Wind Farm forms a focus in an otherwise open and typical view.			**Low**

6 Potential Impacts

6.1 Overview

6.1.1 The following section provides an assessment of how the proposed landfall and DC cable route could potentially influence the landscape character and visual amenity of the ZoI during the construction phase, operation and in the longer term.

6.1.2 Interactions between the proposed landfall and DC cable route and landscape receptors would potentially occur in two ways:

- through direct loss of landscape elements which alter the landscape character; or
- through additions which change the perceptual qualities of landscape character.

6.1.3 In relation to visual amenity, the proposed landfall and DC cable route has the potential to change people's visual experience and views. The extent of potential change is influenced by a number of factors, including the existing context, the scale, form, colour and texture of the proposals, the nature of activity associated with the development, and the distance, nature and angle of the available view.

6.2 Overview of Potential Impacts

Temporary Impacts

6.2.1 The construction programme and phasing for the proposed landfall and DC cable route is described within ES-2-B.01, Volume 2, Chapter 5: The Proposed Underground DC Cable.

6.2.2 Construction activity can prove intrusive in the context of existing landform, land use, settlement, landscape elements/features and overall impression of the landscape character. During construction, the proposed landfall and DC cable route may also result in the introduction of new temporary elements or features into the view, altering the composition or primary focus.

6.2.3 The potential for temporary impacts on the landscape and visual resource of the ZoI may arise from:

- Topsoil stripping and vegetation clearance;
- Excavation of the cable trench;
- Subsoil stripping and storage;
- Construction of haul roads and access tracks and their removal at the end of the construction stage;
- Stockpiling of material;
- Fencing along the working width;
- Temporary lighting;
- Introduction of TCCs and TWAs;

- Trenchless crossings with associated TWAs;
- Movement of machinery and/or vehicles; and
- Temporary joint bay structures and works areas (assumed every 800 m).

Longer Term, Operational and Permanent Impacts

6.2.4 The potential for operational, longer term and permanent impacts on the landscape resource of the ZoI may arise from:

- Temporary change in land cover prior to re-establishment of vegetation or reseeding in the first growing season;
- Removal of existing landscape features (e.g. trees or hedgerows); and
- Potential positive change through the creation of new landscape features, including planting and habitat enhancement as part of any landscape mitigation proposals.

6.2.5 The potential for operational, longer term and permanent impacts on views and the visual amenity of the ZoI may arise from:

- Temporary bare earth or changes in the appearance of vegetation along the proposed DC route working width prior to re-establishment of vegetation or reseeding in the first growing season; and
- Permanent loss of vegetation (trees and/or hedgerows) where these cannot be reinstated due to engineering constraints.

6.3 Route Section 1 Proposed Landfall to Well High Lane

Temporary Impacts

Landscape Character

6.3.1 The following provides an assessment of anticipated temporary impacts on landscape receptors within Route Section 1 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

6.3.2 The majority of the Little Cawthorpe to Skendleby Wolds Farmland LCA is located within Route Section 2, with only a very small part found within Route Section 1. The assessment of potential impacts on the character of this LCA is therefore provided within Route Section 2.

Table 11.35 Temporary Impacts: East Lindsey AGLV	
Receptor	**Value**
East Lindsey AGLV	**Medium**
Susceptibility to Change	**Sensitivity**
No detailed citation exists for the AGVL, and therefore the assessment of this locally designated landscape is based on the character of the underlying LCA. This part of the AGLV is a narrow linear landscape along the eastern edge of the Lincolnshire Wolds. It acts as a transition between the flatter, intensively managed coastal farmland to the east and less developed rolling farmland of the Lincolnshire Wolds to the west. Within the ZoI of Route Section 1 the AGLV has a relatively unified agricultural landscape character, consisting of a pattern of medium to large scale fields divided by hedgerows and blocks of woodland. The location on the lower slopes of the Wolds allows long distance panoramic views across the flatter coastal plain to the east. The scale and managed agricultural nature of the landscape provides some limited opportunities to accommodate change and therefore it is considered that susceptibility is **Medium**.	**Medium**
Magnitude of Change	
Potential temporary change to the AGLV within the ZoI in Route Section 1 would include approximately 1.5 km of the proposed DC cable route, a TWA, up to four trenchless crossings with associated TWAs and up to two joint bays. Temporary construction activity, including removal of vegetation and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TWAs, would result in a direct change across a relatively small and localised extent of the ZoI. The extent of indirect change would be partially limited by mature woodland blocks to the east and west. This section of the AGLV is located on rising ground on the western edge of Route Section 1 and therefore there is potential for indirect change resulting from construction activity further east. However, this would generally be perceived as being located within a distinctly separate landscape, outwith the AGLV, which is already influenced by a greater concentration of activity, movement and development and is therefore considered to have little effect on the setting of the AGLV. Direct and indirect change resulting from construction would be of short duration and although it may affect some characteristics in a small part of the AGLV it would have little influence on the overall impression of its character. On balance, given the short duration and limited extent of change, the magnitude of change is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Table 11.36 Temporary Impacts: Donna Nook to Gibraltar Point Naturalistic Coast LCA	
Receptor	**Value**
Donna Nook to Gibraltar Point Naturalistic Coast LCA	**Medium**
Susceptibility to Change	**Sensitivity**
This landscape is largely defined by natural characteristics and processes, with few detracting features within the section of this LCA within the ZoI. This LCA is nonetheless influenced by nearby coastal development including concrete promenades, coastal settlement and associated recreational land uses. Maritime influences include large scale offshore wind farms and the occasional and distant presence of large scale commercial shipping traffic. On balance, while the natural attributes of this LCA may be less tolerant of change, the existing influence of surrounding characteristics would assist in reducing the susceptibility such that this LCA is considered tolerant of some change of the type proposed without fundamentally altering its key characteristics. Overall, the susceptibility to change is assessed as **Medium**.	**Medium**
Magnitude of Change	
This is a linear landscape which covers a long stretch of the coast from Grimsby in the north, to the south of Skegness. Potential temporary direct and indirect change to this character area within Route Section 1 would include works on the beach to install the proposed DC cable route, and the associated activity within the sea. Construction activity within this LCA would include earthworks operations to excavate short sections of temporary trenches, the welding and installation of cable ducts and the subsequent pulling through of the DC cables, with the aid of an offshore barge. This character unit is largely defined by natural processes, and influenced by maritime characteristics including shipping and recreational watercraft and offshore large-scale wind farms. The presence of the cable installation vessels would therefore not be uncharacteristic. The extent of direct and indirect change within this long, linear landscape would be localised and of a short duration. Movement of vehicles on the beach is not uncommon on this stretch of the coast, which has been subject to beach replenishment works in the past. On balance, given the short duration and limited extent of change, the magnitude of change is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Table 11.37 Temporary Impacts: Tetney Lock to Skegness Coastal Outmarsh LCA	
Receptor	**Value**
Tetney Lock to Skegness Coastal Outmarsh LCA	**Low**
Susceptibility to Change	**Sensitivity**
This LCA is an extensive and almost entirely man-made settled landscape, defined by a strong geometric pattern of drains, ditches, dykes, local and major 'A' roads. Within the ZoI this character unit is influenced locally by settlement and associated recreation land uses surrounding Sandilands, and traffic on the busy A52 coastal road. Inland this large scale landscape is characterised by intensive agricultural land use. Overall, the attributes of this LCA are considered to be tolerant of a large degree of change with an overall **Low** susceptibility to the type of development proposed.	**Low**
Magnitude of Change	
This is a large and diverse landscape covering the inland drained coastal plain from Grimsby in the north, to Gibraltar Point in the south, and inland as far as Firsby. Potential temporary change to this character unit within Route Section 1 would include approximately 3.8 km of the proposed DC cable route, the proposed landfall site, a TCC, two TWAs, up to nine trenchless crossings and associated TWAs, up to five joint bays and an approximately 200 m section of temporary access track. Removal of vegetation, earthworks operations and construction of temporary access tracks and temporary surfacing along the proposed DC cable route working width, at the proposed landfall site TCC and TWAs would result in temporary direct change. This direct change would be of short duration and relatively localised, affecting a small part of the ZoI. Indirect change, resulting from construction activity and movement, would be more widespread within the ZoI. Settlement and vegetation along field boundaries would locally restrict the extent of indirect change. This is predominantly a working agriculture landscape where movement of machinery is commonplace and as such movement of construction equipment would not be wholly uncharacteristic. Furthermore the existing local influence of traffic on the A52 provides further context to potential change. On balance, the limited nature of direct change, existing context against which indirect change would be experienced and the short to medium duration, the magnitude of change on this LCA is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Table 11.38 Temporary Impacts: Holton le Clay to Great Steeping Middle Marsh LCA	
Receptor	**Value**
Holton le Clay to Great Steeping Middle Marsh LCA	**Medium**
Susceptibility to Change	**Sensitivity**
This LCA covers an extensive area from Burgh le Marsh in the south to Holton le Clay in the north. Within the ZoI this landscape is generally characterised by arable farmland with medium to large scale fields, and scattered small settlements. Traffic on the A1111 and A1104 locally influences the impression of this landscape. The western extent of this LCA is within the East Lindsey AGLV, and there is a greater concentration of valued landscape features including mixed deciduous woodland and hedgerows within this area. Overall, the attributes of this LCA are considered to be tolerant of a degree of change with an overall **Medium** susceptibility to the type of development proposed.	**Medium**
Magnitude of Change	
This is a large and diverse landscape covering the inland drained coastal plain from Burgh le Marsh in the south to Holton le Clay in the north. Potential temporary change to this character unit within Route Section 1 would include approximately 8.6 km of the proposed DC cable route, a TCC, a TWA, up to 15 trenchless crossings with associated TWAs, and up to 11 joint bays. Temporary construction activity, including removal of vegetation and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TCC and TWAs, would result in a direct change across a relatively small and localised extent of the ZoI. Indirect change, resulting from construction activity and movement, would be more widespread within the ZoI in this largely open landscape. Potential indirect change resulting from intervisibility of temporary construction would be limited in part by gently undulating topography, particularly to the west of this LCA, and by occasional trees, woodland blocks and hedge lines around scattered settlement. This is predominantly a working agriculture landscape where movement of machinery is relatively commonplace and as such movement of construction equipment would not be wholly uncharacteristic. Furthermore the existing local influence of traffic on the A52 provides further context to potential change. Due to the length of proposed DC cable route within this LCA there may be multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this LCA. Nonetheless, the overall extent of direct and indirect change would be limited. The overall duration of change in this LCA would be medium. On balance, although construction activity would temporarily alter some characteristics of this LCA there would be a limited impression of change to the overall character, and as such the magnitude of change is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Visual Amenity

6.3.3 The following provides an assessment of anticipated temporary visual impacts on receptors within Route Section 1 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.39 Temporary Impacts: Viewpoint 1		
Viewpoint Location	**Easting**	**Northing**
VP1: Sandilands beach huts	553162	380238
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of recreational users of the foreshore area and promenade, and nearby residential receptors for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High**.	**Medium**
Magnitude of Change		
This viewpoint is situated approximately 330 m north of the closest point of the proposed DC cable route LoD. There would be open and relatively close proximity views of temporary construction works on the beach to the south east during installation of the cables. These operations would include excavation of short sections of temporary trenches, the laydown, welding and installation of cable ducts and the subsequent pulling through of the DC cables, with the aid of an offshore barge. Movement of vehicles and machinery on the beach area is not uncommon in the context of beach cleaning and replenishment works. Construction activity on the beach would be visible within the main seaward/ coastal views, although would occupy a small part of the panorama and would be of short duration. In addition, construction activity at the proposed landfall site and associated TWA, and along a section of the proposed DC cable route would be visible inland to the south and south west. This would introduce a range of temporary structures and elements into the view and also include trenchless crossing operations, temporary clearance of vegetation and topsoil, and temporary structures at joint bays. These elements would occupy a slightly larger, but still limited extent of the overall view. Considering that the inland landscape is used intensively for agricultural activity, the appearance of large machinery and turning over of soil is not uncommon. Similarly, the presence of industrial built form (pumping stations), and roads on embankments provide a context to potential change. Views from nearby residential properties tend to be lower level and more restricted, with operations on the beach largely screened by the sea defences. However, there may be some open views of construction activity at the proposed landfall site and a section of the proposed DC cable route from properties along the southern edge of Sandilands. Tanking account of the overall small part of the wider views affected, the context of existing agricultural and beach operations and the relative short duration, the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (Not significant)		

Table 11.40 Temporary Impacts: Viewpoint 2		
Viewpoint Location	**Easting**	**Northing**
VP2: A52	551906	379197
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views available from the A52, and also views from nearby residential properties. Views from roads are generally considered incidental and unimportant and therefore of **Low** susceptibility to change. Views experienced by residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	Users of the A52: **Low** Residential receptors: **Medium**
Magnitude of Change		
Road Users Construction activity would be visible in close proximity to the south west of this location and would include temporary structures, materials storage, vegetation and topsoil clearance associated with a TCC. Clearance of vegetation along the west side of the A52 and along the former railway further west would be required to facilitate construction. There would also be relatively close range views of activity associated with the trenchless crossing of the A52 to the south, although this would be partially screened by built form and vegetation associated with Yarlsgate Farm. In addition, construction activity would be visible from a short section of this route and therefore experienced as glimpsed views by road users who would tend to be travelling at speed along this section of the A52. Construction activity along a short section of the proposed DC cable route to the west is also likely to be visible through the gap in vegetation removed along the disused railway line. In addition, there would also be visibility of more distant construction activity to the east, along the proposed DC cable route towards the proposed landfall site. Given the extent of the proposed DC cable route in the view, it is assumed that at least one joint bay will be visible. On balance, although construction activity would be a noticeable and close proximity feature from this location, the temporary and glimpsed nature of views, medium duration of change and the existing context of intensive farming operations, the magnitude of change is anticipated to be **Low**.		
Residential Receptors Views from nearby residential properties tend to be more restricted by intervening buildings and vegetation. However, there are likely to be some relatively close range, oblique or side on views of the TCC from adjacent properties. Traffic on the busy A52 provides an existing context within the foreground of these views. Construction activity at the TCC would be relatively intensive but would be temporary and of a short duration. Views of construction activity along the wider extent of the proposed DC cable route would predominantly be screened by vegetation and built form. On balance, the limited nature of visibility from these locations, the intensive but temporary nature and medium duration of construction activity at the TCC, and the existing context of traffic on the A52 in the foreground is anticipated to result in a **Low** magnitude of change.		
Level of Effect		
Road users: **Minor adverse (Not significant)**		
Residential receptors: **Minor adverse (Not significant)**		

Table 11.41 Temporary Impacts: Viewpoint 3		
Viewpoint Location	**Easting**	**Northing**
VP3: A1104 between Salesby and Thoresthorpe	545444	377882
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of views available from the A1104, and also views from nearby residential properties in Salesby. Views from local roads are generally considered incidental and unimportant and therefore of **Low** susceptibility to change. Views experienced by residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	Users of the A1104: **Low** Residential receptors: **Medium**
Magnitude of Change		
Road Users This viewpoint is located on the southern extent of the proposed DC cable route LoD where it crosses the A1104 and therefore construction activity would be visible in close proximity to the north. This would include activity associated with the trenchless crossing of the road and also the activity and temporary structures associated with the TCC, located in close proximity to the north east. A length of hedgerow would be removed along the east side of the road, with a shorter section removed along the west to facilitate construction. This would result in more open and distant views over the surrounding countryside from this slightly elevated location. Views east and west from this location would look along the proposed DC cable route as it recedes into the distance, although mature hedgerows and trees would partially restrict more distant views west. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would be visible. Road users would tend to be travelling at speed along this section of the A1104 and as such visibility of construction activity would be glimpsed and short-lived. Although construction activity along the proposed DC cable route and at the associated TCC would be in close proximity and prominent in the glimpsed views experienced by road users from this location, it would be temporary in nature and of a short to medium duration, affecting a short section of this route. On balance the magnitude of change on views from road users is anticipated to be **Low**.		
Residential Receptors Views from residential receptors in the nearby settlement of Salesby tend to be more restricted and contained by a range of topography, vegetation and built form and as such the majority of these receptors would not gain views of the works. However, a small number of locations on the southern edge of the settlement may gain partial visibility of the TCC and a short section of the proposed DC cable route during construction. There may also be a slight increase in visibility of traffic on the A1104 as a result of temporary hedge removal. Although in close proximity, the limited nature of views from the majority of residential receptors, the temporary nature and short to medium duration would result in a **Low** magnitude of change. Construction activity and temporary structures are likely to be noticeable elements in more open views experienced from a small number of receptors and although temporary in nature and of a medium duration are anticipated to result in a **Medium** magnitude of change.		

Table 11.41 Temporary Impacts: Viewpoint 3
Level of Effect
Road users **Minor adverse (Not significant)**
Residential receptors **Moderate adverse (Significant)**

Table 11.42 Temporary Impacts: Viewpoint 4		
Viewpoint Location	**Easting**	**Northing**
VP4: Lindsey Loop long distance trail, between Rigsby and Haugh	542558	375716
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of users of the Lindsey Loop long distance recreational trail. For these receptors the view is likely to be important, and even minor changes are likely to be noticed. These receptors are considered to have a **High** susceptibility.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 200 m to the south east of the proposed DC cable route LoD at its closest point. Construction activity would be visible in close proximity to the north. Temporary change within the foreground of the view would include a TWA and activity associated with trenchless crossings of drainage channels, and temporary removal of a number of sections of hedgerows. In addition, construction along a relatively lengthy section of the proposed DC cable route would be visible as it crosses the undulating lower lying countryside to the east, from this elevated location. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays will be visible. Nevertheless, construction activity would affect a relatively small part of the wide panoramic views east from this location. Rising topography to the south west restricts potential visibility of construction activity within the Wolds from this location. Although construction activity and temporary structures are likely to be noticeable elements in these views, potential change would be temporary nature and short duration and therefore is anticipated to result in a **Low** magnitude of change.		
Level of Effect		
Minor adverse (Not significant)		

Longer Term, Operational and Permanent Impacts

Landscape Character

6.3.4 The following provides an assessment of anticipated longer term, operational and permanent impacts on landscape receptors within Route Section 1 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

6.3.5 The majority of the Little Cawthorpe to Skendleby Wolds Farmland LCA is located within Route Section 2, with only a very small part found within Route Section 1. The assessment of the long

term, operational and permanent impacts on the character of this LCA is therefore provided within Route Section 2.

Table 11.43 Long Term, Operational and Permanent Impacts: East Lindsey AGLV	
Receptor	**Sensitivity**
East Lindsey AGLV	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Landform and vegetation would be reinstated over the proposed DC cable route and the land returned to its previous agricultural land use. At winter year 1 reinstatement planting would not yet have established and therefore areas of bare earth would potentially be visible in those areas which were temporarily occupied during construction. This would not appear out of character with common agricultural practices within this largely rural landscape. It is anticipated that proposed grass seeding on verges and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route, gaps would remain at winter year 1. Existing hedgerows in this area tend to be of varying quality and include a number of gaps. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of the AGLV would be **Negligible.**	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.44 Long Term, Operational and Permanent Impacts: Donna Nook to Gibraltar Point Naturalistic Coast LCA	
Receptor	**Sensitivity**
Donna Nook to Gibraltar Point Naturalistic Coast LCA	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At operation, areas used temporarily during construction would be reinstated and therefore there would be no perceptible change and no effect on the character of this LCA.	

Table 11.45 Long Term, Operational and Permanent Impacts: Tetney Lock to Skegness Coastal Outmarsh LCA	
Receptor	**Sensitivity**
Tetney Lock to Skegness Coastal Outmarsh LCA	**Low**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at the TCC and TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route, gaps would remain at winter year 1. However, these would generally only be perceptible locally and would not influence the overall impression of the character of this LCA. Due to the limited extent of change and the existing context it is anticipated that the magnitude of change on the character of this LCA would be **Negligible** at winter year 1.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.46 Long Term, Operational and Permanent Impacts: Holton le Clay to Great Steeping Middle Marsh LCA	
Receptor	**Sensitivity**
Holton le Clay to Great Steeping Middle Marsh LCA	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at the TCC and TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route, gaps would remain at winter year 1. However, these would generally only be perceptible locally and would not influence the overall impression of the character of this LCA. Due to the limited extent of change and the existing context it is anticipated that the magnitude of change on the character of this LCA would be **Negligible** at winter year 1.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

6.3.6 The following provides an assessment of anticipated longer term, operational and permanent visual impacts on receptors within Route Section 1 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.47 Long Term, Operational and Permanent Impacts: Viewpoint 1			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP1: Sandilands beach huts	553162	380238	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 and summer year 15 those areas temporarily affected during construction, including the proposed landfall site, the beach area and along the proposed DC cable route, would be reinstated. Vegetation may not be fully re-established at winter year 1 and there may therefore be some visibility of bare earth. This would not be out of character in this intensively managed agricultural landscape, and is not anticipated to represent a perceptible visual change. It is anticipated that proposed grass seeding on verges and cropping of arable fields would occur in the first growing season. On this basis, the magnitude of change is assessed as **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.48 Long Term, Operational and Permanent Impacts: Viewpoint 2			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP2: A52	551906	379197	Users of the A52: **Low** Residential receptors: **Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
Road Users and Residential Receptors At winter year 1 areas temporarily used for construction, including the TCC and along the proposed DC cable route would be reinstated. Vegetation would not be fully established at winter year 1 and there would therefore be some visibility of bare earth and gaps in the scrub planting along the disused railway. Areas of bare earth would not be out of character in this intensively managed agricultural landscape. The potential permanent loss of a small number of trees alongside the A52 may be apparent and would result in a slight increase in the openness of views from this location in comparison with the baseline, but would not influence the overall impression of the view. The magnitude of change on road users would be slightly lower than that experienced by residential receptors, due to the glimpsed nature of the view as they move along the A52 at speed. However, due to the limited extent of change and the existing context of the view the magnitude of change on both the residential receptors and road users is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Summer Year 15 (longer term and permanent)
Magnitude of Change
Road Users and Residential Receptors At year 15, reinstatement planting, including grass seeding of verges and planting along the disused railway would be established. The potential permanent loss of a small number of trees alongside the A52 may be apparent, although is not anticipated to result in a perceptible change in the overall impression of the view. The magnitude of change at year 15 is anticipated to be **Negligible.**
Level of Effect
Negligible (Not significant)

Table 11.49 Long Term, Operational and Permanent Impacts: Viewpoint 3

Viewpoint Location	Easting	Northing	Sensitivity
VP3: A1104 between Salesby and Thoresthorpe	545444	377882	Users of the A1104: **Low** Residential receptors: **Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
Road Users and Residential Receptors At winter year 1 areas temporarily used for construction, including the TCC and along the proposed DC cable route would be reinstated. Vegetation would not be fully established at winter year 1 and there would therefore be some visibility of bare earth, although this would not be out of character in this intensively managed agricultural landscape. There may also be gaps in the hedgerows and loss of a small number of hedgerow trees alongside of the A1104, and gaps in field boundary hedgerows to the east. This would result in a slight increase in the openness of views experienced from this section of the A1104, although these would be glimpsed views from a short section of the route and not uncharacteristic of existing glimpsed views through existing gaps. There may also be a slight increase in the visibility of traffic on the A1104 from residential receptors in Salesby, although this would be oblique to the main view and largely imperceptible. Due to the limited extent of change and existing context and nature of views, the magnitude of change on both road users and residential receptors is anticipated to be **Negligible** at winter year 1.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
Road Users and Residential Receptors At year 15 it is expected that reinstatement planting, including grass seeding of verges, hedgerow planting would be sufficiently mature to leave a barely perceptible change to the view from the A1104 and nearby residential properties. The magnitude of change would be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.50 Long Term, Operational and Permanent Impacts: Viewpoint 4			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP4: Lindsey Loop long distance trail, between Rigsby and Haugh	542558	375716	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction, including the TWA and along the proposed DC cable route would be reinstated. Vegetation would not be fully established at winter year 1 and there would therefore be some visibility of bare earth and gaps in hedgerows alongside the minor road and along field boundaries to the north east and south west. The gaps in hedgerows may locally increase the openness of some views, but would not be out of character with the surrounding landscape within which hedgerows often have gaps. On balance, although some changes in vegetation cover may be apparent the overall impression of the view would largely be unchanged and therefore the magnitude of change is anticipated to be **Negligible** at winter year 1.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would be sufficiently mature to leave a barely perceptible change to the view. The magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

6.4 Route Section 2 Well High Lane to A16 (Keal Road)

Temporary Impacts

Landscape Character

6.4.1 The following provides an assessment of anticipated temporary impacts on landscape receptors within Route Section 2 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.51 Temporary Impacts: Lincolnshire Wolds AONB	
Receptor	**Value**
Lincolnshire Wolds AONB	**High**
Susceptibility to Change	**Sensitivity**
As described in the baseline, a series of 'Special Qualities' of the AONB have been identified in the Management Plan. The Special Qualities are characteristics that combined and/or individually reflect the unique landscape qualities and sense of place for which the AONB was designated. Within the ZoI the following Special Qualities are evident: · Scenic beauty and rural charm; · Expansive, sweeping views; · Peace and tranquillity; · Farmed land; · Chalk upland; · Calcareous, meadow, pasture and wet grasslands; · Beech clumps, woodlands, hedgerows; · Roadside verges and green lanes; and · Literary/Artistic associations. As with any landscape, the presence and strength of the Special Qualities of the AONB varies across the area. This is evidenced in the Management Plan by the consideration of pressures and trends, appreciation of unique character areas within the AONB, and scale at which they are most relevant. Furthermore, this is not an undeveloped landscape. As identified in the baseline, the A16 and A1028 and associated traffic movement, noise and light, has an influence on the impression of parts of the AONB within the ZoI. This can locally reduce the strength of some of the Special Qualities, especially that of peace and tranquillity and rural charm. On this basis the susceptibility to change to the relevant Special Qualities within the ZoI is considered to be **Medium** to the type of change proposed.	**Medium**

Magnitude of Change
The AONB covers a large area of approximately 558 km², of which a small part is within the ZoI. The character and prevalence of Special Qualities varies across this landscape, with a locally strong influence of existing infrastructure and associated traffic on the A16 and A1028 on this part of the AONB. Potential temporary change to the AONB within the ZoI in Route Section 2 would include the approximately 9.8 km of the proposed DC cable route, two TWAs, up to five trenchless crossings and associated TWAs and up to 13 joint bays. The temporary direct change resulting from construction activity associated with the proposed DC cable route would be relatively localised. This change would result in the temporary loss of a relatively small proportion of elements or features that contribute to the Special Qualities of the Lincolnshire Wolds. Potential indirect change would be more widespread within the ZoI, although would be locally restricted by the well vegetated nature of this landscape, and more widely by its rolling landform. In addition, this part of the AONB is already influenced by the A16 and A1028 and associated traffic, providing a context to indirect change. Due to the length of proposed DC cable route within the AONB there may be multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within the AONB. Nonetheless, the overall extent of direct and indirect change would be limited. The overall duration of change in this designated landscape would be medium. The impression of both extent and duration would be reduced by the rolling nature of the topography and prevalence of trees within this landscape. Although construction activity may locally influence the impression of some key characteristics and Special Qualities, it would not influence the overall impression of the character of the AONB. It is therefore anticipated that the magnitude of change would be **Low**.
Level of Effect
Minor adverse (Not significant)

Table 11.52 Temporary Impacts: East Lindsey AGLV	
Receptor	**Value**
East Lindsey AGLV	**Medium**
Susceptibility to Change	**Sensitivity**
No detailed citation exists for the AGVL, and therefore the assessment of this locally designated landscape is based on the character of the underlying LCAs. The western part of the East Lindsey AGLV covers an extensive area along the southern and western edge of the Lincolnshire Wolds. It acts as a transition between the flatter, intensively managed fens to the south and west and less developed rolling farmland of the Lincolnshire Wolds to the north and east. Within the ZoI of Route Section 2 the AGLV has a variable character, transitioning from a medium scale agricultural landscape divided by hedgerows and trees in the north, to a more developed larger scale landscape in the south. The location on the lower slopes of the Wolds allows long distance panoramic views, from some locations, across the flat fenland to the south and west. The transitional nature of this landscape provides a variable ability to accommodate change and as such it is considered that the overall susceptibility to change is **Medium**.	**Medium**

Magnitude of Change
Potential temporary change to the AGLV within the ZoI in Route Section 2 would include approximately 8.3 km of the proposed DC cable route, two TCCs, three TWAs, up to seven trenchless crossings with associated TWAs and up to 11 joint bays. Removal of vegetation, earthworks operations and construction of temporary access tracks and temporary surfacing along the proposed DC cable route working width and at the TCCs and TWAs would result in direct change. This direct change would be relatively localised, affecting a small part of the ZoI. Potential indirect change resulting from construction activity would be more widespread than direct change, although limited in extent to some degree by the well vegetated and rolling nature of this landscape, and experienced against the existing local context of traffic on the A158 and A16. This section of the AGLV is located on rolling topography on the south eastern edge of the Wolds and therefore there is potential for indirect change resulting from construction activity further south. However, this would generally be perceived as being located within a distinctly separate landscape, outwith the AGLV, which is already influenced by a greater concentration of activity, movement and development. Due to the length of proposed DC cable route within the AGLV there may be multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this designated landscape. Nonetheless, the overall extent of direct and indirect change would be limited. The overall duration of change in the AGLV would be medium. The impression of both extent and duration would be reduced by the rolling nature of the topography and prevalence of trees within this landscape, particularly in the north. On balance, although construction activity may locally influence some characteristics it would result in little change to the overall perception of the character of this designated landscape. It is therefore anticipated that the magnitude of change would be **Low**.
Level of Effect
Minor adverse (Not significant)

Table 11.53 Temporary Impacts: Little Cawthorpe to Skendleby Wolds Farmland LCA

Receptor	Value
Little Cawthorpe to Skendleby Wolds Farmland LCA	**High**
Susceptibility to Change	**Sensitivity**
Within the ZoI this LCA falls predominantly within the Lincolnshire Wolds AONB. This level of designation reflects that this is a generally unified agricultural landscape containing a number of valued landscape elements/features. However, it is important to note that within the ZoI the A16 and short section of the A1104 and associated traffic, locally influence the aesthetic and perceptual characteristics of this landscape. On balance, the presence of these notable linear transport corridors would tend to reduce the susceptibility to the type of change proposed when compared to more rural parts of this LCA. On this basis, the parts of this LCA found within the ZoI are considered to be of **Medium** susceptibility to change.	**Medium**

Table 11.53 Temporary Impacts: Little Cawthorpe to Skendleby Wolds Farmland LCA
Magnitude of Change
Potential temporary change to this character unit within Route Section 2 would include approximately 9 km of the proposed DC cable route, three TWAs, up to three trenchless crossings with associated TWAs and up to 12 joint bays. Temporary construction activity, including removal of vegetation and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TWAs, would result in a direct change across a relatively small and localised extent of the ZoI. Indirect change, resulting from construction activity and movement, would be slightly more widespread within the ZoI. This would be moderated to some degree by the well vegetated nature of this landscape, and more widely by its rolling landform. Due to the length of proposed DC cable route within this LCA there may be multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this LCA. Nonetheless, the overall extent of direct and indirect change would be limited. The overall duration of change in this LCA would be medium. The impression of both extent and duration would be reduced by the rolling nature of the topography and prevalence of trees within this landscape. Although construction activity may locally influence some key characteristics, it would not influence the overall impression of the character of this LCA. It is therefore anticipated that the magnitude of change would be **Low**.
Level of Effect
Minor adverse (Not significant)

Table 11.54 Temporary Impacts: Hainton to Toyton All Saints Wolds Farmland LCA	
Receptor	**Value**
Hainton to Toyton All Saints Wolds Farmland LCA	**Medium**
Susceptibility to Change	**Sensitivity**
Within the ZoI this LCA falls predominantly within the East Lindsey AGLV, with a small part of the northern extent within the Lincolnshire Wolds AONB. This LCA has a relatively unified agricultural landscape character containing some valued landscape features (e.g. woodland blocks, hedgerow trees and hedgerows). However, it is important to note that the A16, settlement and associated infrastructure have a localised influence on perceptual and aesthetic characteristics of this LCA. Those parts of this LCA within the ZoI tend to be subject to greater influence from detracting features/elements than in more rural parts within the Lincolnshire Wolds AONB. As a result, the susceptibility to the type of change proposed is considered to be **Medium**.	**Medium**

Magnitude of Change
This is an extensive and varied LCA that stretches from Burgh-on-Bain in the north, to Toynton St. Peter in the south. Potential temporary change to this character unit within Route Section 2 would include approximately 8.6 km of the proposed DC cable route, a TCC, three TWAs, up to eight trenchless crossings with associated TWAs and up to 11 joint bays. Removal of vegetation, earthworks operations and construction of temporary access tracks and temporary surfacing along the proposed DC cable route working width and at the TCC and TWAs would result in direct change. This direct change would be relatively localised, affecting a small part of the ZoI. Potential indirect change resulting from construction activity would be slightly more widespread than direct change, although limited in extent to some degree by the well vegetated and rolling nature of this landscape. Due to the length of proposed DC cable route within this LCA there may be multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this LCA. Nonetheless, the overall extent of direct and indirect change would be limited. The overall duration of change in this LCA would be medium. The impression of both extent and duration would be reduced by the rolling nature of the topography and prevalence of trees within this landscape, particularly in the north. On balance, although construction activity may locally influence some characteristics it would result in little change to the overall perception of the character of this LCA. It is therefore anticipated that the magnitude of change would be **Low**.
Level of Effect
Minor adverse (Not significant)

Visual Amenity

6.4.2 The following provides an assessment of anticipated temporary visual impacts on receptors within Route Section 2 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.55 Temporary Impacts: Viewpoint 5		
Viewpoint Location	**Easting**	**Northing**
VP5: A16, Ulceby Cross	541020	374051
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of users of the A16. Users of major 'A' roads are likely to be travelling at speed and for a purpose other than the enjoyment of the view. These receptors are considered to have a **Low** susceptibility.	**Low**
Magnitude of Change		
This viewpoint is located approximately 160 m south of the proposed DC cable route LoD at its closest point. In general, views from this section of the A16 are largely contained or restricted by hedgerows on both sides, although there are some glimpsed views to the west from this elevated location. Short sections of hedgerows to the east and west of the road would be removed to facilitate construction, opening up more distant glimpsed views across the landscape. Construction activity along a short section of the proposed DC cable route would be visible to the east and west and would include trenchless crossing of the A16. In addition, a TWA would be located to the east of the road and would be visible in close proximity from this location, although partially screened by a mature hedgerow. Road users would tend to be travelling at speed along the A16 and as such visibility of construction activity from this section would be relatively short-lived. Taking account of the close proximity of construction activity, including a TWA, to this location, the temporary nature and short duration of the change and the glimpsed views experienced by users of the A16, the overall magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (Not significant)		

Table 11.56 Temporary Impacts: Viewpoint 6		
Viewpoint Location	**Easting**	**Northing**
VP6: Minor Road to Brinkhill/Harrington	540162	373182
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of users of the minor road network within the Lincolnshire Wolds AONB for whom the view is likely to be important, but not necessarily the primary focus. These receptors are tolerant of some change and considered to have a **Medium** susceptibility.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 130 m south of the proposed DC cable route LoD at its closest point. Construction activity, including temporary fencing, vegetation and topsoil clearance and cable installation would be visible in close proximity to the north west. A relatively short section of the proposed DC cable route would be visible as it crosses the rolling landscape to the north east. In addition, a short section may also be visible to the south west, although this would be limited in extent by a combination of landform, vegetation and built form. Construction activity would occupy a relatively large extent of the foreground of the main view and during periods of intensive activity may distract from the distant focus of the horizon. However, intensive activity would be of a short duration, and during other times it is unlikely to distract from the wider view. On balance, although in close proximity to this location, the temporary nature and short duration of change associated with construction is anticipated to result in a **Low** magnitude of change.		
Level of Effect		
Minor adverse (Not significant)		

Table 11.57 Temporary Impacts: Viewpoint 7		
Viewpoint Location	**Easting**	**Northing**
VP7: Minor Road to Langton	540396	371008
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of views available from the minor road, and also views from nearby residential properties. Views from local roads within the Lincolnshire Wolds AONB are generally considered to be important, but not necessarily the primary focus and of **Medium** susceptibility. Views experienced by residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
Road Users This viewpoint is located on the western boundary of the proposed DC cable route LoD where it crosses the minor road. Mature hedgerows on both sides of the road tend to restrict and contain outward views, with the exception of short glimpses at field entrances. There would be close proximity views of construction activity along a relatively short section of the proposed DC cable route to the north and south east. Removal of sections of hedgerows and a small number of trees may result in slightly more open views, although topography and adjacent woodland would still limit these to short range. These elements limit potential visibility of construction activity to a short section of this road and as such road users experience change over a short part of their journey. Although construction activity would be noticeable in the foreground of the view due to the limited extent of the view affected, the temporary nature and short duration of change, the magnitude of change is anticipated to be **Low**.		
Residential Receptors Views from residential receptors are also relatively restricted and contained by woodland and other built form. Construction activity is likely to be visible within the foreground of the main view from these properties, although either partially screened or seen in the context of traffic on the adjacent A16. No trenchless crossings are anticipated on this section of the proposed DC cable route. There may be intensive change within the foreground of the view from these properties during construction. However, this is anticipated to be of a short duration with limited activity for much of the construction period. On balance, the magnitude of change is anticipated to be **Low**		
Level of Effect		
Road Users **Minor adverse (Not significant)**		
Residential receptors **Minor adverse (Not significant)**		

Table 11.58 Temporary Impacts: Viewpoint 8		
Viewpoint Location	**Easting**	**Northing**
VP8: PRoW west of Dalby	540612	370095
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of users of the adjacent recreational route, residential properties and this section of the A16. Views experienced by recreational and residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 270 m south east of the proposed DC cable route LoD at its closest point, although the section that would potentially be visible would be slightly more distant. Construction activity would extend across approximately half the view, seen across the low-lying mid-ground, and towards the rising land towards Raithby in the distance. Blocks of woodland, lines of trees and hedgerows within the broad valley landscape would assist in fragmenting the extent and prominence of the construction works. There would be a small number of trenchless crossings and a TWA visible from this location, and although distant, would slightly increase the level of activity in locations for a short duration. In addition, given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would be visible. Although in close proximity, construction activity to the west and north from this location would be largely screened by landform, vegetation and built form. Considering the context of this viewpoint, which includes intensive arable agriculture and the adjacent A16 and on the more distant A158, the presence of large machinery and frequent traffic would not be uncommon. In addition, temporary changes in land cover, including polythene sheets for mulching result in noticeable, temporary modifications to the landscape, providing a context to potential change. Overall, the magnitude of change is assessed as **Low.**		
Level of Effect		
Minor adverse (Not significant)		

Table 11.59 Temporary Impacts: Viewpoint 9		
Viewpoint Location	**Easting**	**Northing**
VP9: North of Raithby	537048	367444
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of residential receptors at Raithby. Views experienced by residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located on the north west edge of Raithby, and the southern extent of the proposed DC cable route LoD. Views from these receptors tend to be orientated to the east and west, and are often restricted by mature vegetation, topography and other built form. Construction activity would be visible in close proximity to the north and west, although would be partially screened by landform, vegetation and other buildings. This would include a TCC slightly further north, increasing the level of activity locally. There may be a need to remove a small number of trees between the viewpoint and the TCC, increasing the visibility of construction activity in this direction. Much of the construction activity would be of short duration, with the exception of that associated with the TCC which would be of medium duration. In addition, there may also be distant views of construction activity across the broad valley to the north east from some locations on the east of the settlement. Due to their distant nature, these elements are likely to occupy a small part of the view and would not have a strong influence on its overall impression. Although in close proximity to residential receptors in Raithby, due to the limited nature of views from the majority of receptors, the temporary nature and short duration of much of the change, the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (Not significant)		

Table 11.60 Temporary Impacts: Viewpoint 10		
Viewpoint Location	**Easting**	**Northing**
VP10: West Keal Church	536742	363735
Value	**Susceptibility to Change**	**Sensitivity**
Medium	This viewpoint is representative of users of the PRoW, visitors to West Keal church and nearby residential receptors. The views from these receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located on elevated ground adjacent to West Keal church, approximately 480 m to the west of the proposed DC cable route at the closest point. Existing woodland broadly frames the views to the south from this location. Construction activity would extend across much of the view to the south, in the mid-ground to the background from south east to the south west. A relatively long section of the proposed DC cable route would be visible between the A16 and the disused airfield at East Kirkby. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would be visible. Visibility of construction activity would become increasingly fragmented with distance as a result of intervening landscape features such as shelterbelts and occasional blocks of woodland. Visibility of construction operations to the east of this location are restricted by a combination of intervening topography and vegetation along the scarp slope. In addition to the general construction activity along the proposed DC cable route, there would be a number of trenchless crossings and a TCC visible to the south, representing a slight increase in localised activity. The construction activity would be seen in the context of an intensively farmed landscape where movement of traffic on the A16 and machinery within the wider landscape is characteristic of the baseline view. In addition, potential change would not disrupt the view to the distant horizon, which in clear visibility includes the Boston Stump. On balance, taking into account the separation distance from this location, existing context of the view, and the temporary, medium duration and reversible nature of the change, the magnitude is anticipated to be **Low**.		
Level of Effect		
Minor adverse (Not significant)		

Longer Term, Operational and Permanent Impacts

Landscape Character

6.4.3 The following provides an assessment of anticipated longer term, operational and permanent impacts on landscape receptors within Route Section 2 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.61 Long Term, Operational and Permanent Impacts: Lincolnshire Wolds AONB	
Receptor	**Sensitivity**
Lincolnshire Wolds AONB	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Landform and vegetation would be reinstated over the proposed DC cable route and the land returned to its previous agricultural land use. At winter year 1 reinstatement planting would not yet have established and therefore areas of bare earth would potentially be visible in those areas which were temporarily occupied during construction. This would not appear out of character with common agricultural practices within this largely rural landscape. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route, gaps would remain at winter year 1. This would not be uncharacteristic with existing hedgerows which include gaps and sporadic hedgerow trees. In addition, the existing vegetation and undulating nature of the landscape would further reduce the perception of change. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of the AONB would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established. The loss of a small number of trees would be apparent very locally, although the reinstatement planting would provide some compensation for this loss. Overall, there would be no discernible change in the character of the AONB, and therefore the magnitude of change at year 15 is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.62 Long Term, Operational and Permanent Impacts: East Lindsey AGLV	
Receptor	**Sensitivity**
East Lindsey AGLV	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TCCs and TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Potential direct and indirect change would therefore be limited to sections of bare earth, which within this largely rural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1, but would generally only be apparent locally and are not uncommon within this area. The underlying undulating landform and existing vegetation within the landscape would assist in further reducing the perception of change. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of the AGLV would be **Negligible**.	
Level of Effect	
Negligible (not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established. The loss of a small number of trees would be apparent very locally, although the reinstatement planting would provide some compensation for this loss. Overall, there would be no discernible change in the character of the AGLV, and therefore the magnitude of change at year 15 is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.63 Long Term, Operational and Permanent Impacts: Little Cawthorpe to Skendleby Wolds Farmland LCA	
Receptor	**Sensitivity**
Little Cawthorpe to Skendleby Wolds Farmland LCA	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at the TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Landform and vegetation would be reinstated over the proposed DC cable route and the land returned to its previous agricultural land use. At winter year 1 reinstatement planting would not yet have established and therefore areas of bare earth would potentially be visible in those areas which were temporarily occupied during construction. This would not appear out of character with common agricultural practices within this largely rural landscape. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route, gaps would remain at winter year 1. This would not be uncharacteristic with existing hedgerows which include gaps and sporadic hedgerow trees. In addition, the existing vegetation and undulating nature of the landscape would further reduce the perception of change. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established. The loss of a small number of trees would be apparent very locally, although the reinstatement planting would provide some compensation for this loss. Overall, there would be no discernible change in the character of this LCA, and therefore the magnitude of change at year 15 is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.64 Long Term, Operational and Permanent Impacts:	
Receptor	**Sensitivity**
Hainton to Toyton All Saints Wolds Farmland LCA	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at the TCC and TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Potential direct and indirect change would therefore be limited to sections of bare earth, which within this largely rural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1, but would generally only be apparent locally and are not uncommon within this area. The underlying undulating landform and existing vegetation within the landscape would assist in further reducing the perception of change. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established. The loss of a small number of trees would be apparent very locally, although the reinstatement planting would provide some compensation for this loss. Overall, there would be no discernible change in the character of the AGLV, and therefore the magnitude of change at year 15 is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

6.4.4 The following provides an assessment of anticipated longer term, operational and permanent visual impacts on receptors within Route Section 2 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.65 Long Term, Operational and Permanent Impacts: Viewpoint 5			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP5: A16, Ulceby Cross	541020	374051	**Low**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction, including the TWA and along the proposed DC cable route would be reinstated. Vegetation would not be fully established at winter year 1 and there would therefore be some visibility of bare earth and gaps in hedgerows alongside the A16. The gaps in hedgerows may locally increase the openness of some views, but would be experienced as a short glimpse by users of the A16 who are travelling at speed. Due to the limited nature of change and the existing agricultural context against which it would be experienced would result in no perceptible change in the impression of views from this location. On this basis, the magnitude of change is assessed as **Negligible**.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would be sufficiently mature to leave no discernible change to the view. The magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (not significant)			

Table 11.66 Long Term, Operational and Permanent Impacts: Viewpoint 6			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP6: Minor Road to Brinkhill/Harrington	540162	373182	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route and also gaps in hedgerows along the north side of the minor road and at field boundaries to the north. Areas of bare earth and gaps in hedgerows are not uncharacteristic of existing views. On balance, although there may be a localised change in the land cover in parts of the view, the overall impression of the view would largely be unchanged, and therefore the magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.66 Long Term, Operational and Permanent Impacts: Viewpoint 6
Summer Year 15 (longer term and permanent)
Magnitude of Change
At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would have established and matured and as such would result in no discernible change to the view. The magnitude of change is anticipated to be **Negligible**.
Level of Effect
Negligible (Not significant)

Table 11.67 Long Term, Operational and Permanent Impacts: Viewpoint 7			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP7: Minor Road to Langton	540396	371008	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
Road Users and Residential Receptors At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the north and south and also gaps in hedgerows along both sides of the minor road and along field boundaries to the north. Areas of bare earth and gaps in hedgerows are not uncharacteristic of existing views. A small number of hedgerow trees along the north side of the minor road would be removed to facilitate construction. In addition, the temporary loss of a short section of hedgerow and an area of semi-mature plantation woodland would be apparent from one of the nearby residential receptors. Hedgerows and trees would be planted as part of the reinstatement planting in order to mitigate and compensate for the loss. On balance, although there may be a localised change in the land cover in parts of the view, the overall impression of the view would largely be unchanged, and therefore the magnitude of change is anticipated to be **Negligible**			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
Minor Road Users and Residential Receptors At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would have established and matured. A number of trees would be incorporated within reinstatement planting to compensate for the loss of existing trees. It is therefore anticipated that the change to the view would be largely imperceptible, resulting in a **Negligible** magnitude of change.			
Level of Effect			
Negligible (Not significant)			

Table 11.68 Long Term, Operational and Permanent Impacts: Viewpoint 8			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP8: PRoW west of Dalby	540612	370095	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There may therefore be some visibility of sections of bare earth along the proposed DC cable route, and localised loss of sections of hedgerows or trees. However, these would be small elements within the wider view and would be experienced in the context of an intensively managed agricultural landscape. Reinstatement planting would be fully established by year 15. Due to the small areas of the view potentially affected and the existing context of intensive agricultural management it is anticipated that there would be little change to the overall impression of the view at year 1 and year 15, resulting in a **Negligible** magnitude of change.			
Level of Effect			
Negligible (Not significant)			

Table 11.69 Long Term, Operational and Permanent Impacts: Viewpoint 9			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP9: North of Raithby	537048	367444	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the north and south west, and within the area occupied by the TCC to the north. In addition, short gaps in hedgerows, including the loss of a small number of hedgerow trees, along the roadside to the north would be visible. Hedgerows would be reinstated, with a number of hedgerow trees included to help compensate for the loss of existing trees. However, these would not be established at year 1. On balance, although there may be a localised change in the land cover in parts of the view, the overall impression of the view would largely be unchanged, and therefore the magnitude of change is anticipated to be **Negligible**			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			

Magnitude of Change
At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would have established and matured. In addition, a number of hedgerow trees would be incorporated within reinstatement planting to compensate for the loss of existing trees. It is therefore anticipated that the change to the view would be largely imperceptible, resulting in a **Negligible** magnitude of change.
Level of Effect
Negligible (Not significant)

Table 11.70 Long Term, Operational and Permanent Impacts: Viewpoint 10			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP10: West Keal Church	536742	363735	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There may therefore be visibility of sections of bare earth along the proposed DC cable route. However, these would be experienced in the context of an intensively managed agricultural landscape and would have a limited influence on the impression of the view. On balance, although there may be a localised change in the land cover in parts of the view, the overall impression of the view would largely be unchanged, and therefore the magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At year 15 it is expected that reinstatement planting would have established and matured such that there would be no discernible change in the view, resulting in a **Negligible** magnitude of change.			
Level of Effect			
Negligible (Not significant)			

6.5 Route Section 3 A16 (Keal Road) to River Witham

Temporary Impacts

Landscape Character

6.5.1 The following provides an assessment of anticipated temporary impacts on landscape receptors within Route Section 3 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

6.5.2 The majority of the East Lindsey AGLV and the Hainton to Toyton All Saints Wolds Farmland LCA are located within Route Section 2, with only a very small part found within Route Section 3. The assessment of potential effects on the character of this designation is therefore provided within Route Section 2.

Table 11.71 Temporary Impacts: Mareham to Little Steeping Fenside Woodland and Farmland LCA	
Receptor	**Value**
Mareham to Little Steeping Fenside Woodland and Farmland LCA	**Low**
Susceptibility to Change	**Sensitivity**
Within the ZoI of Route Section 3, this LCA contains two major roads, namely the A16 and A155, a disused airstrip and large scale agricultural buildings, including those at Hagnaby Poultry Farm. The settled villages of Stickford, Keal Cotes and West Keal are located on the outskirts of the ZoI. These elements and the overall intensive agricultural land use contribute to the impression of a landscape much influenced by human intervention. This is a largely flat and open landscape, comprising medium sized agricultural fields set in geometric formation interspersed with small clumps of woodland, and occasional hedgerows. On balance, the intensive agricultural land use and prevalence of development and infrastructure indicate a landscape which is tolerant of change. It is therefore considered that the susceptibility to the type of change proposed is **Medium**.	**Medium**
Magnitude of Change	
Potential temporary change to this character unit within Route Section 3 would include approximately 5.1 km of the proposed DC cable route, two TCCs, up to 13 trenchless crossings with associated TWAs, and up to seven joint bays. Temporary construction activity, including removal of vegetation and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TCCs would result in a direct change across a relatively small and localised extent of the ZoI. This LCA is relatively flat and open with limited tree and hedgerow coverage and therefore indirect change resulting from construction activity would have scope to affect a wider proportion of the ZoI. However, being an agricultural landscape such operations, where perceptible, would not be considered wholly incongruous with the existing character, and indirect change would largely be temporary and of short to medium duration. On balance, the limited extent of direct change, more widespread indirect change, the generally short, but locally medium duration and the existing context of intensive agricultural practice would locally influence some characteristics, but would have little change on the overall impression of the character of this LCA. The magnitude of change on this LCA is anticipated to be **Low**.	
Level of Effect	
Minor adverse (not significant)	

Table 11.72 Temporary Impacts: Stickney to Sibsey Reclaimed Fen LCA	
Receptor	**Value**
Stickney to Sibsey Reclaimed Fen LCA	**Low**
Susceptibility to Change	**Sensitivity**
This is an undesignated landscape which is strongly influenced by human intervention expressed in the intensive farming activity, ditches, extensive network of dykes and raised minor roads. The flat topography, geometric pattern and the large scale of the landscape increases its ability to accommodate the type of change proposed without fundamentally altering its character. Overall, the attributes of this LCA are considered to be tolerant of a large degree of change with an overall **Low** susceptibility to the type of development proposed.	**Low**
Magnitude of Change	
This is a large scale LCA, covering a large area of fenland to the north of Boston, with a variable character locally influenced by infrastructure and settlement. Potential temporary change to this character unit within Route Section 3 would include approximately 16.4 km of the proposed DC cable route, two TCCs, three TWAs, up to 28 trenchless crossings with associated TWAs, up to 21 joint bays, and an approximately 320 m section of temporary access road. Removal of vegetation, earthworks operations and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at TCCs and TWAs would result in a direct change across a relatively small and localised extent of the ZoI. The extent of indirect change would be more widespread across the ZoI due to the open nature of this LCA, although would quickly reduce with distance. The movement of large machinery and equipment is not uncommon within this intensively farmed landscape and as such construction activity wouldn't be wholly uncharacteristic. Due to the length of proposed DC cable route within this LCA there may multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this LCA. The overall duration of change in this LCA would be medium. As a result of the relatively long section of the proposed DC cable route located within this LCA and the open character, direct and indirect change would be experienced over a larger extent. However, potential change would be experienced in the context of existing intensive agricultural practices and associated movement of machinery. On balance, the magnitude of change is anticipated to be **Medium**.	
Level of Effect	
Minor adverse (Not significant)	

Visual Amenity

6.5.3 The following provides an assessment of anticipated temporary visual impacts on receptors within Route Section 3 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.73 Temporary Impacts: Viewpoint 11		
Viewpoint Location	**Easting**	**Northing**
VP11: A16 layby, south of West Keal	536873	362593
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of road users traveling on the A16. Views from major roads are generally considered incidental and unimportant and therefore of **Low** susceptibility to change.	**Low**
Magnitude of Change		
This viewpoint is located adjacent to the A16, in very close proximity to the proposed DC cable route and an associated TCC. It is also located adjacent to the point at which the proposed DC cable route would cross the A16 and in doing so change direction from south to west. Construction activity would therefore occupy a large portion of the foreground of the view. The temporary structures, material storage and machinery associated with the TCC may partially screen the view west from this location during construction. In addition, the presence of the A16 and numerous drains in close proximity to this viewpoint would result in a slight increase in activity associated with trenchless crossings. However, these would be of short duration. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would also be visible. Overall, although of a temporary nature and short to medium duration, the close proximity of the construction activity to the receptor and the wide extent of the view that would be affected, the magnitude of change is anticipated to be **Medium**.		
Level of Effect		
Minor adverse (not significant)		

Table 11.74 Temporary Impacts: Viewpoint 12		
Viewpoint Location	**Easting**	**Northing**
VP12: Greenwich Meridian Trail, west of Stickford	534870	360073
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of open views from recreation receptors on the Greenwich Meridian Trail and also residential receptors situated on Back Lane, west of Stickford. Views experienced by recreational and residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 0.5 km south east from the proposed DC cable route LoD at its closest point. The view from this location is low level and open and is orientated towards the west. Construction activity would be visible in the mid-ground of a large extent of the view west and north. Due to the low level nature of the view, changes in surface vegetation would be less apparent and would be experienced in the context of existing intensive agricultural practices. Due to the large number of drainage ditches within this area there would be increased periods of localised temporary activity associated with trenchless crossings, although this would be of short duration. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would also be visible for a short duration. This lower level construction activity would be visible below the horizon and as such would not disrupt views to the distant ridgeline in the north and north west. A proposed TCC would also be visible approximately 800 m to the west, occupying a small extent of the broad view. This would increase the impression of construction in the view and would be of a medium duration. Although construction activity would occupy a relatively large part of the view it would generally be of a short duration and experienced in the context of an intensively managed agricultural landscape. Some elements, principally the TCC, would be of medium duration, but would occupy a relatively small part of the view. On balance, the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (not significant)		

Table 11.75 Temporary Impacts: Viewpoint 13		
Viewpoint Location	**Easting**	**Northing**
VP13: Folly Lane, west of Stickney	532578	358617
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of open views from residential receptors situated on Folly Lane, west of Stickford, for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High.**	**Medium**
Magnitude of Change		
This view is representative of residential receptors and is located approximately 120 m from the proposed DC cable route LoD at its closest point. Westerly views would afford open and direct views of construction which would comprise disturbance of agricultural land and the introduction of new features including: temporary fencing, topsoil/subsoil storage and construction vehicles. Construction activity would occupy a large extent of the view, although would be of a short duration with localised pockets of activity. Due to the large number of drainage ditches within this area there would be increased periods of localised temporary activity associated with trenchless crossings. Given the extent of the proposed DC cable route in the view, it is assumed that a number of joint bays would also be visible. A TCC located further south is also likely to be visible from some locations although relatively distant and beyond the existing solar farm. On balance, although construction activity would be in close proximity to this location it would be of short duration and seen in the context of the existing intensively managed agricultural landscape, and therefore the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (not significant)		

Table 11.76 Temporary Impacts: Viewpoint 14		
Viewpoint Location	**Easting**	**Northing**
VP14: Legate Road, Gipsey Bridge	527864	350401
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views from residential receptors situated on Legate Road, north of Gipsey Bridge, for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High**.	**Medium**
Magnitude of Change		
This viewpoint is located on the northern edge of Gipsey Bridge, approximately 0.7 km from the proposed DC cable route LoD at its closest point. Construction activity associated with the proposed DC cable route would be located north and west of the receptor and would largely be screened by intervening field boundary vegetation. There may be some glimpsed views of construction activity over and through field boundary vegetation to the west, although this would be limited and of a short duration. As a result of the limited visibility and short duration, the magnitude of change is anticipated to be **Negligible**.		

Table 11.76 Temporary Impacts: Viewpoint 14
Level of Effect
Negligible (not significant)

Longer Term, Operational and Permanent Impacts

Landscape Character

6.5.4 The following provides an assessment of anticipated longer term, operational and permanent impacts on landscape receptors within Route Section 3 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

6.5.5 The majority of the East Lindsey AGLV and the Hainton to Toyton All Saints Wolds Farmland LCA are located within Route Section 2, with only a very small part found within Route Section 3. The assessment of potential effects on the character of this designation is therefore provided within Route Section 2.

Table 11.77 Long Term, Operational and Permanent Impacts: Mareham to Little Steeping Fenside Woodland and Farmland LCA	
Receptor	**Sensitivity**
Mareham to Little Steeping Fenside Woodland and Farmland LCA	**Medium**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TCCs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1. However, these would generally only be apparent locally and would not be uncharacteristic of existing hedgerows which are often fragmented. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Summer Year 15 (longer term and permanent)
Magnitude of Change
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.
Level of Effect
Negligible (Not significant)

Table 11.78 Long Term, Operational and Permanent Impacts: Stickney to Sibsey Reclaimed Fen LCA

Receptor	Sensitivity
Stickney to Sibsey Reclaimed Fen LCA	**Low**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TWAs and TCCs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1. However, these would generally only be apparent locally and would not be uncharacteristic of existing hedgerows which are often fragmented. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established. The loss of a small number of trees would be apparent very locally, although the reinstatement planting would provide some compensation for this loss. Overall, there would be no discernible change in the character of the AGLV, and therefore the magnitude of change at year 15 is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

6.5.6 The following provides an assessment of anticipated longer term, operational and permanent visual impacts on receptors within Route Section 3 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.79 Long Term, Operational and Permanent Impacts: Viewpoint 11			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP11: A16 layby, south of West Keal	536873	362593	**Low**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the north east and south west, and within the area occupied by the TCC immediately to the south west. However, these would be experienced in the context of an intensively managed agricultural landscape and would have a limited influence on the impression of the view. In addition, the loss of a small number of trees along the west side of the A16 would potentially be apparent, although a number of replacement trees would be planted to mitigate and compensate for this loss. On balance, although there may be a localised change in the land cover in parts of the view, the overall impression of the view would largely be unchanged, and therefore the magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At year 15 it is expected that reinstatement planting, including grass seeding of verges and hedgerow planting would be sufficiently mature to leave no discernible change to the view. The magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.80 Long Term, Operational and Permanent Impacts: Viewpoint 12			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP12: Greenwich Meridian Trail, west of Stickford	534870	360073	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the north west. However the low level nature of the views and the flat landscape would limit the perception of these areas of bare earth, rendering them largely imperceptible. The loss of a small number of trees and short sections of hedgerow may also be visible, although would not have a perceptible change to the impression of the view. Reinstatement planting would be fully established by year 15. The magnitude of change at both winter year 1 and summer year 15 is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.81 Long Term, Operational and Permanent Impacts: Viewpoint 13			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP13: Folly Lane, west of Stickney	532578	358617	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the west and north west. However the low level nature of the views and the flat landscape would limit the perception of these areas of bare earth, rendering them largely imperceptible. The loss of a few short sections of hedgerow may also be visible to the north west, although would not have a perceptible change to the impression of the view. Reinstatement planting would be fully established by year 15. The magnitude of change at both winter year 1 and summer year 15 is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.82 Long Term, Operational and Permanent Impacts: Viewpoint 14			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP14: Legate Road, Gipsey Bridge	527864	350401	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
Due to the screening effect of intervening landscape features there would be no visibility of the proposed DC cable route from this location, and as such the magnitude of change would be **Negligible** at both winter year 1 and summer year 15.			
Level of Effect			
Negligible (Not significant)			

6.6 Route Section 4 River Witham to the Proposed Converter Station

Temporary Impacts

Landscape Character

6.6.1 The following provides an assessment of anticipated temporary impacts on landscape receptors within Route Section 4 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.83 Temporary Impacts: Holland Reclaimed Fen LCA	
Receptor	**Value**
Holland Reclaimed Fen LCA	**Low**
Susceptibility to Change	**Sensitivity**
This is an extensive and almost entirely man-made settled landscape, defined by a strong geometric pattern of drains, ditches, dykes and major 'A' roads. Within the ZoI this character unit is influenced locally by large-scale intensive agriculture and scattered farmsteads. There is also a locally strong influence of wind turbines and other electrical infrastructure in the southern part of this LCA. Overall, the attributes of this LCA are considered to be tolerant of a large degree of change with an overall **Low** susceptibility to the type of development proposed.	**Low**
Magnitude of Change	
Potential temporary change to this character unit within Route Section 4 would include approximately 9.8 km of the proposed DC cable route, two TCCs, a TWA, up to 22 trenchless crossings with associated TWAs and up to 13 joint bays. Direct change resulting from the removal of vegetation, earthworks operations and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at TCCs and TWAs would be intensive, but restricted to a relatively small area within the ZoI. Due to the open nature of this landscape, potential indirect change would be relatively widespread within the ZoI. However, movement of large machinery and equipment is not uncommon within this intensively farmed landscape and as such construction activity wouldn't be wholly uncharacteristic. Due to the length of proposed DC cable route within this LCA there may multiple sections under construction simultaneously, slightly increasing the apparent extent of change. Conversely each section may be constructed concurrently, reducing the apparent extent, but increasing the duration of change within this LCA. The overall duration of change in this LCA would be medium. As a result of the relatively long section of the proposed DC cable route and high number of trenchless crossings located within this LCA and the open character, direct and indirect change would be experienced over a larger extent. However, potential change would be experienced in the context of existing intensive agricultural practices and associated movement of machinery. On balance, the magnitude of change is anticipated to be **Medium**.	
Level of Effect	
Minor adverse (Not significant)	

Table 11.84 Temporary Impacts: Fenland LCA	
Receptor	**Value**
Fenland LCA	**Low**
Susceptibility to Change	**Sensitivity**
This almost entirely man-made LCA contains sparse woodland cover and mostly comprises intensive farmland with a number of prominent powerlines and large scale agricultural buildings. It also has a strong pattern of linear river, drains and diches and a geometric road layout, emphasised locally within the ZoI by the South Forty Foot Drain. Within the ZoI, this LCA is also influenced by the presence of wind turbines and other electrical infrastructure in the adjacent LCA in close proximity to the east. These characteristics contribute toward the landscape's ability to accommodate the proposed change and therefore the overall susceptibility is considered to be **Low**.	**Low**
Magnitude of Change	
This is an extensive LCA covering a broad strip of land from Swaton Fen in the south to Fiskerton in the north. Potential temporary change to this character unit within Route Section 4 would include approximately 4.8 km of the proposed DC cable route, two TWAs, up to 10 trenchless crossings with associated TWAs and up to 6 joint bays. Temporary construction activity, including removal of vegetation and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TWAs, would result in a direct change across a relatively small and localised extent of the ZoI for a short duration. Indirect change resulting from construction activity would be slightly more widespread within the ZoI in this open landscape, although would be along the fringe of the LCA and experienced in the context of existing intensive agricultural practices which include movement of large equipment and machinery. On balance, the limited nature of direct change, existing context against which indirect change would be experienced and the short duration, the magnitude of change on this LCA is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Table 11.85 Temporary Impacts: Peaty Fens LCA	
Receptor	**Value**
Peaty Fens LCA	**Low**
Susceptibility to Change	**Sensitivity**
The character of this area is heavily influenced by human intervention and comprises flat landform with a geometric field pattern. The section of this LCA found within the ZoI is also influenced by the presence of wind turbines and other electrical infrastructure in the adjacent LCA in close proximity to the north. These attributes contribute toward the area's ability to accommodate change without fundamentally altering the key characteristics and therefore the susceptibly is considered to be **Low**.	**Low**
Magnitude of Change	
Potential temporary change to this character unit within Route Section 4 would include approximately 1 km of the proposed DC cable route, a TWA, up to three trenchless crossings and associated TWAs and up to two joint bays. Direct change resulting from the removal of vegetation, earthworks operations and installation of temporary access tracks and surfacing along the proposed DC cable route working width and at the TWA would be intensive, but restricted to a relatively small area within the ZoI. Indirect change resulting from construction activity would be more widespread within the ZoI in this open landscape, although would be located on the fringe of this LCA and would be experienced in the context of existing intensive agricultural practices which include movement of large equipment and machinery. On balance, the limited nature of direct change, existing context against which indirect change would be experienced and the short duration, the magnitude of change on this LCA is anticipated to be **Low**.	
Level of Effect	
Minor adverse (Not significant)	

Visual Amenity

6.6.2 The following provides an assessment of anticipated temporary visual impacts on receptors within Route Section 4 resulting from the construction of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.86 Temporary Impacts: Viewpoint 15		
Viewpoint Location	**Easting**	**Northing**
VP15: Water Rail Way (NCR 1)	524452	348448
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of users of NCR1. Views experienced by recreational receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located at the northern edge of the proposed DC cable route LoD where it crosses NCR1. Construction activity would therefore be in the foreground of the view to the east and west. To the east, existing roadside vegetation may be required to be removed and this would further open the view and allow visibility of construction activity on a relatively short section of the proposed DC cable route as far as the River Witham. Construction activity in this direction would be visible for a short duration. The view west is generally more open and as such construction activity would be visible across a greater distance, although would become increasingly fragmented and screened by vegetation and built form within the landscape. In addition, a TCC would be located in relative close proximity, resulting in an increased sense of change within the view over a slightly longer duration. Due to the large number of drainage ditches within this area there would be increased periods of localised temporary activity associated with trenchless crossings. A number of joint bay locations are also likely to be visible from this location. Potential change would be experienced from a short section of this route and as such would be seen as glimpsed views by the majority of receptors as they travel along the route. On balance, although construction activity would be in close proximity to this viewpoint it would generally be of a short to medium duration and would be experienced over a short section of this route, and therefore the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (Not significant)		

Table 11.87 Temporary Impacts: Viewpoint 16		
Viewpoint Location	**Easting**	**Northing**
VP16: Amber Hill	523026	347093
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views from residential receptors situated on Sutterton Drove, west of Amber Hill, for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High**.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 180 m from the proposed DC cable route LoD at its closest point. Construction activity would be visible to the north across a relatively wide expanse of the view. Due to the large number of drainage ditches within this area there would be increased periods of localised temporary activity associated with trenchless crossings. A number of joint bays are also likely to be visible from this location. There are likely to be short intensive periods of activity along the proposed DC cable route, although for much of the construction period visible change would result from temporary fencing, removal of vegetation and topsoil/subsoil storage. In addition, where open views are possible to the west from Amber Hill more distant construction activity would potentially be visible and would include further trenchless crossings and a TWA. On balance, although in relative close proximity, the short duration and temporary nature of change is anticipated to result in a **Low** magnitude of change.		
Level of Effect		
Minor adverse (not significant)		

Table 11.88 Temporary Impacts: Viewpoint 17		
Viewpoint Location	**Easting**	**Northing**
VP17: A17, East Heckington	520440	343740
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views from residential receptors situated on the eastern edge of East Heckington, for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High**.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 0.5 km west of the proposed DC cable route LoD at its closest point. Views from these properties tend to be orientated to the south and north. Construction activity would be visible to the east, and more distant in the north east and south. Views to the east and north east are from the side or rear of properties and tend to be partially screened by foreground vegetation and other intervening built form and vegetation within the wider view. There may be some partial visibility of the TCC located south of the A17, which may result in a slight increase in the apparent activity in the view, although this would be seen in the context of existing traffic on the A17 in the immediate foreground. To the south, construction activity would be more distant and occupy a relatively small extent of the view. Views to the south from the settlement are largely restricted and contained and include the A17 and associated traffic in the foreground. Given the restricted visibility from these receptors, the temporary nature and short duration of change and the existing context of the A17, the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (not significant)		

Table 11.89 Temporary Impacts: Viewpoint 18		
Viewpoint Location	**Easting**	**Northing**
VP18: Little Hale Drove	518154	339994
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views from residential receptors at Little Hale Drove, Little Hale Fen, for whom the view is generally considered important and even minor changes are likely to be noticed. The susceptibility to change is assessed as **High**.	**Medium**
Magnitude of Change		
This viewpoint is located approximately 400 m from the proposed DC cable route LoD at the closest point. There are 360 degree views from this location, although those from the nearby residential property of Drove Farm, for which the viewpoint is representative, are more restricted by mature vegetation, except to the north. The proposed DC cable route would pass in close proximity to the east of this location, although mature vegetation limits views in this direction from the residential property. Construction activity would be partially visible to the north, although would be more distant and occupy a relatively small extent of the view. Due to the large number of drainage ditches within this area there would be increased periods of localised temporary activity associated with trenchless crossings. A number of joint bays are also likely to be visible from this location. Due to the short duration, temporary nature of change and the limited nature of visibility from this residential property the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor adverse (not significant)		

Table 11.90 Temporary Impacts: Viewpoint 19		
Viewpoint Location	**Easting**	**Northing**
VP19: South Forty Foot Drain, opposite Eau End Farm	518007	338272
Value	**Susceptibility to Change**	**Sensitivity**
Low	This viewpoint is representative of views from residential receptors and users of the Public Right of Way along the bank of the South Forty Foot Drain. Views experienced by recreational and residential receptors are generally considered important as even minor changes are likely to be noticed, and are therefore of **High** susceptibility to change.	**Medium**
Magnitude of Change		
This viewpoint is located on the bank of the South Forty Foot Drain, approximately 100 m to the west of the proposed DC cable route LoD at the closest point. This location is also approximately 500 to 700 m south of the point at which the proposed DC cable route crosses from the west to the east of the South Forty Foot Drain. Construction activity would be visible in close proximity to the east, occupying a relative large extent of the foreground of the view, although would be of short duration. This view is already strongly influenced by electrical infrastructure, the most prominent of which is the Bicker Fen Wind Farm. Visibility of construction activity associated with the proposed DC cable route would be limited to a relatively short section as that to the west of the South Forty Foot Drain would be screened by landform. There would be a number of trenchless crossing and up to three joint bays required along the section of the proposed DC cable route within the view, resulting in temporary periods of increased activity, although these would be of short duration. In addition a TWA would also be located to the south east, although would be more distant than much of the proposed DC cable route. Views from the nearby residential receptors would be more restricted and limited by mature vegetation and built form, limiting the extent of potential change. On balance, although construction activity would be in close proximity to this location it would be of short duration and seen in the context of the existing intensively managed agricultural landscape, and therefore the magnitude of change is anticipated to be **Low**.		
Level of Effect		
Minor Adverse (not significant)		

Longer Term, Operational and Permanent Impacts

Landscape Character

6.6.3 The following provides an assessment of anticipated longer term, operational and permanent impacts on landscape receptors within Route Section 4 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.91 Long Term, Operational and Permanent Impacts: Holland Reclaimed Fen LCA	
Receptor	**Sensitivity**
Holland Reclaimed Fen LCA	**Low**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TCCs and TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1. However, these would generally only be apparent locally and would not be uncharacteristic of existing hedgerows which are often fragmented. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.92 Long Term, Operational and Permanent Impacts: Fenland LCA	
Receptor	**Sensitivity**
Fenland LCA	**Low**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Where sections of hedgerow and trees have been removed to allow installation of the proposed DC cable route gaps would remain at winter year 1. However, these would generally only be apparent locally and would not be uncharacteristic of existing hedgerows which are often fragmented. On balance, given the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.93 Long Term, Operational and Permanent Impacts: Peaty Fens LCA	
Receptor	**Sensitivity**
Peaty Fens LCA	**Low**
Winter Year 1 (Operation)	
Magnitude of Change	
At winter year 1 of operation, areas used temporarily during construction, including along the proposed DC cable route working width and at TWAs would be reinstated and there would be no permanent structure or ongoing activity in these areas. Therefore potential direct and indirect change would be limited to sections of bare earth, which within this intensively managed agricultural landscape would not appear out of character. It is anticipated that proposed grass seeding on verges and pasture, and cropping of arable fields would occur in the first growing season, further reducing potential direct and indirect change. Due to the limited extent of change and the existing context it is anticipated that the magnitude of change on the landscape character of this LCA would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	
Summer Year 15 (longer term and permanent)	
Magnitude of Change	
At year 15, reinstatement planting, including grass seeding of verges and hedgerow and tree replanting would be established, leaving no discernible change in landscape character. The magnitude of change at year 15 is therefore anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

6.6.4 The following provides an assessment of anticipated longer term, operational and permanent visual impacts on receptors within Route Section 4 as a result of the proposed DC cable route. This should be read in conjunction with the figures presented in ES-3-C.07, Volume 3, Chapter 11 Figures.

Table 11.94 Long Term, Operational and Permanent Impacts: Viewpoint 15			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP15: Water Rail Way (NCR 1)	524452	348448	**Medium**
Winter Year 1 (Operation)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the east and west, particularly where it crosses NCR 1. However, the low level nature of these views and the flat landscape would limit the impression of change. The potential loss of a small number of trees along the east side of the road would be apparent from this location, although this change would be experienced as a glimpsed view by receptors as they travel along the route. On balance, although a change in vegetation may be apparent locally it would not affect the overall impression of the view and would be experienced as glimpsed view from those travelling along the route. The magnitude of change is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At year 15 a barely perceptible change may remain as a result of the potential loss of a small number of trees above the proposed DC cable route. However, as at year 1, this would be experienced as a glimpsed view by receptors travelling along the route and as such the magnitude of change would be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.95 Long Term, Operational and Permanent Impacts: Viewpoint 16			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP16: Amber Hill	523026	347093	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There would therefore be some visibility of bare earth along the proposed DC cable route to the north. However the low level nature of the views and the flat landscape would limit the perception of these areas of bare earth, rendering them largely imperceptible. The loss of a small section of fragmented hedgerow along Sutterton Dove, to the north west, would not have a perceptible change on the impression of the view. Reinstatement planting would be fully established by year 15. The magnitude of change at both winter year 1 and summer year 15 is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			
Summer Year 15 (longer term and permanent)			

Table 11.96 Long Term, Operational and Permanent Impacts: Viewpoint 17			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP17: A17, East Heckington	520440	343740	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
Due to the screening effect of intervening landscape features between the proposed DC cable route and this location there would be no discernible change in the view. The magnitude of change at both winter year 1 and summer year 15 would be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.97 Long Term, Operational and Permanent Impacts: Viewpoint 18			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP18: Little Hale Drove	518154	339994	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. There may therefore be some visibility of bare earth along the proposed DC cable route to the north east. However, the low level nature of the views and the flat landscape would limit the perception of change. Reinstatement planting would be fully established by year 15. The magnitude of change at both winter year 1 and summer year 15 is anticipated to be **Negligible**.			
Level of Effect			
Negligible (Not significant)			

Table 11.98 Long Term, Operational and Permanent Impacts: Viewpoint 19			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP19: South Forty Foot Drain, opposite Eau End Farm	518007	338272	**Medium**
Winter Year 1 (Operation) and Summer Year 15 (longer term and permanent)			
Magnitude of Change			
At winter year 1 areas temporarily used for construction would be reinstated, although vegetation would not yet be fully established. The slightly elevated nature of views from the PRoW along the bank of the South Forty Foot Drain would allow visibility of sections of bare earth to the east. However, these would be seen in the context of an intensively managed landscape, would follow the existing orientation of field boundaries and would be of short duration. On balance, it is anticipated that potential change to the impression of the view would be largely imperceptible and the magnitude of change at both winter year 1 and summer year 15 would be **Negligible**			
Level of Effect			
Negligible (Not significant)			

7 Mitigation

7.1 Overview of Mitigation

Design Mitigation

7.1.1 As detailed in Section 3.3, above, mitigation measures associated with the mitigation and reinstatement planting has been developed as part of the base scheme design. These design measures are intended to help reduce the potential for long term adverse landscape and visual effects. No further mitigation measures have been included beyond those included in the base scheme design, as listed below:

- Hedgerows temporarily removed to facilitate construction of the DC route would be reinstated with a native hedgerow mix;
- Where appropriate to the local landscape character, and where technically feasible, specimen and hedgerow trees and woodland planting would be incorporated as part of landscape mitigation and reinstatement. These would consist of a variety of native species, typical of those found within the local area; and
- Other vegetation along the DC route and in areas temporarily disturbed by construction would also be reinstated. Most of these areas are expected to be returned to arable farming during the first available planting season following completion of construction. In addition, pasture, road verges and other areas temporarily affected will be seeded with a species rich wildflower or grass seed mix.

Construction Mitigation

7.1.2 Mitigation opportunities during the construction phase of works will primarily relate to the restrictions imposed on the working areas and measures identified in the outline Construction Environmental Management Plan (CEMP). The outline CEMP seeks to stipulate measures to avoid, reduce or offset environmental effects of the construction works, including those related to the landscape and visual resource. This may also include minimising the removal of vegetation as far as possible, particularly trees and hedgerows, and reinstatement of landscape features at the earliest suitable opportunity.

7.2 Route Section 1 Proposed Landfall to Well High Lane

7.2.1 Proposed landscape reinstatement and mitigation measures within this Route Section 1 are shown on Figure 11.2, sheets 1 to 8 and 42. These measures include:

- returning the majority of the areas affected by construction back to arable agricultural use;
- reseeding roadside verges with a species rich grassland mix;
- replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate; and

- encouraging natural regeneration of vegetation, such as along the disused railway south west of Ailby.

7.3 Route Section 2 Well High Lane to A16 (Keal Road)

7.3.1 Proposed landscape reinstatement and mitigation measures within this Route Section 2 are shown on Figure 11.2, sheets 8 to 18 and 42. These measures include:

- returning the majority of the areas affected by construction back to arable agricultural use;
- reseeding grassland/pasture and roadside verges with a species rich grassland mix;
- replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate;
- planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement; and
- encouraging natural regeneration of vegetation along drains and waterways.

7.4 Route Section 3 A16 (Keal Road) to River Witham

7.4.1 Proposed landscape reinstatement and mitigation measures within this Route Section 3 are shown on Figure 11.2, sheets 19 to 31 and 42. These measures include:

- returning the majority of the areas affected by construction back to arable agricultural use;
- reseeding roadside verges with a species rich grassland mix;
- replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate;
- planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement;
- reinstatement of specimen tree planting where technical constraints allow; and
- encouraging natural regeneration of vegetation along drains and waterways.

7.5 Route Section 4 River Witham to the Proposed Converter Station

7.5.1 Proposed landscape reinstatement and mitigation measures within this Route Section 3 are shown on Figure 11.2, sheets 31 to 42. These measures include:

- returning the majority of the areas affected by construction back to arable agricultural use;
- reseeding roadside verges with a species rich grassland mix;
- replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate;
- planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement;
- reinstatement of specimen tree planting where technical constraints allow; and
- encouraging natural regeneration of vegetation along drains and waterways.

8 Residual Effects

8.1.1 Design mitigation measures have been incorporated into the base scheme design, and as such are considered in the assessment of Potential Impacts (Section 6). No additional mitigation measures are proposed and as such the assessment of residual effects would remain the same as reported for Potential Impacts. Anticipated residual effects are summarised below, with further details provided in Table 11.111, below, and in Section 6, above.

8.2 Landscape Character

8.2.1 **Minor adverse** (not significant) residual effects are anticipated on each of the landscape receptors identified within the ZoI during construction. In general, although construction activity will result in direct and indirect change within each of the landscape designations and LCAs this will be localised, temporary and of short or medium duration, and would not influence the overall impression of the character of the landscape receptor.

8.2.2 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of each of the landscape receptors and as such the level of residual effect would to reduce to Negligible (not significant).

8.3 Visual Amenity

8.3.1 Receptors at the majority of viewpoints would experience **Minor or less** (not significant) residual effects. However, it is anticipated that residential receptors on the edge of Salesby, as represented by Viewpoint 3, would experience **Moderate adverse** (significant) effects during construction. These significant effects would be limited to a small number of receptors on the edge of the settlement, with the majority of residential receptors within the village experiencing limited or no visibility of construction activity. At operation, areas temporarily used for construction would be reinstated and although vegetation would not be fully re-established at winter year 1 differing land cover is not uncharacteristic of this intensively managed agricultural landscape. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

9 Cumulative Effects

9.1 Scope of Cumulative Assessment

9.1.1 In order to ensure all developments with the potential to result in significant cumulative effects on receptors within the ZoI where identified, an initial area of search of 2 km from the proposed DC cable route LoD was used. This search identified numerous consented and application stage developments. An initial desk and field based review of these indicated that the majority are relatively small scale residential and agricultural schemes, with limited potential to contribute to significant cumulative impacts. In order to ensure a proportionate approach, focusing on those impacts with the potential to be significant, the following shortlist of developments have been identified for inclusion in the cumulative assessment:

- Triton Knoll Electrical Systems at Bicker Fen (consented);
- Heckington Fen Wind Farm (consented but subject to variation application); and
- Heckington Fen Wind Farm 132 kV overhead line (pre-application).

9.1.2 The locations of the identified cumulative developments are shown on Figure 11.10.

9.1.3 The scope of the cumulative assessments, including the above list of cumulative developments was agreed in consultation with the LPA.

9.1.4 The cumulative assessments consider the addition of the proposed DC cable route to the cumulative baseline scenario. For the purposes of the assessment of cumulative effects during construction, the cumulative baseline scenario assumes that Triton Knoll will be constructed as per the published outline programme (2017 to 2023). Due to uncertainty of programme for the remaining two developments, it is assumed that they would be under construction at the same time as the proposed DC cable route (2019 to 2022) as it is considered that this would represent the worst case scenario.

9.1.5 The cumulative baseline scenario for the assessment of operational cumulative effects assumes that all other identified developments, including those which are consented and at the application stage, have been constructed.

9.1.6 The assessment considers the potential for combined impacts to static views within the landscape which may be either simultaneous (where developments would be observable at the same time) or successive (where an observer would be required to turn to experience multiple developments).

9.1.7 Cumulative landscape effects may result where a number of developments combine, increasing the prevalence of such development within a landscape to an extent where they may become a defining characteristic. The likely significance of these effects relates to the number of developments affecting the landscape, their scale, their inter-relationship and the sensitivity and ability of the particular landscape to accommodate this type of development.

9.1.8 Cumulative visual effects may result where a number of developments combine to increase the appearance and dominance within a particular view. The likely significance of these effects relates to the number of developments visible and their scale, location and inter-relationship to each other within the view.

9.1.9 The findings of the non-cumulative assessment as presented in Section 6, above, indicate that the proposed DC cable route will result in very limited and largely imperceptible change on landscape character and visual amenity during the operational phase. It is therefore considered that there would be no perceptible cumulative landscape and visual impacts and as such the following sections focus on potential temporary cumulative effects.

9.2 Route Section 1 Proposed Landfall to Well High Lane

Temporary Cumulative Impacts

9.2.1 Heckington Fen Wind Farm and Grid Connection would be very distant from the landscape receptors within Route Section 1 and therefore would not contribute to a cumulative impact. Triton Knoll would be located within closer proximity and therefore has a greater potential to contribute to cumulative impacts.

Landscape Character

9.2.2 No cumulative impacts are anticipated on the East Lindsey AGLV due to the distance, and therefore limited influence, of construction activity associated with Triton Knoll.

Table 11.99 Temporary Cumulative Impacts: Donna Nook to Gibraltar Point Naturalistic Coast LCA	
Receptor	**Sensitivity**
Donna Nook to Gibraltar Point Naturalistic Coast LCA	**Medium**
Cumulative Magnitude of Change	
Construction activity associated with Triton Knoll landfall would result in temporary direct and indirect change on a small part of this LCA. Direct change would occur where the cables would be installed on the beach, with direct change affecting a slightly larger extent as a result of increased activity. The proposed DC cable route would result in a similar extent and nature of change, affecting a localised area of this LCA, approximately 3 km to the north. Due to the short duration of change, the separation distance and context of existing vehicular movement on the beach, the addition of the proposed DC cable route is anticipated to result in a **Negligible** magnitude of cumulative change.	
Level of Effect	
Negligible (Not significant)	

Table 11.100 Temporary Cumulative Impacts: Tetney Lock to Skegness Coastal Outmarsh LCA	
Receptor	**Sensitivity**
Tetney Lock to Skegness Coastal Outmarsh LCA	**Low**
Cumulative Magnitude of Change	
A relatively long section (approximately 20 km) of the Triton Knoll cable route and associated Intermediate Electrical Compound would be located within this LCA. Construction activity would therefore result in direct and indirect change through temporary clearance of vegetation, change in land use and increased activity and movement. The proposed DC cable route would also cross this LCA resulting in further temporary vegetation clearance, land use change and movement. However, this would occur to a much reduced extent, along approximately 3.8 km of the proposed DC cable route. In addition, the proposed DC cable route would be located in excess of 3 km to north of Triton Knoll, reducing the potential perception of cumulative change. Due to the small extent of additional change and the separation distance, it is anticipated that the magnitude of cumulative change resulting from the addition of the proposed DC cable route would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.101 Temporary Cumulative Impacts: Holton le Clay to Great Steeping Middle Marsh LCA	
Receptor	**Sensitivity**
Holton le Clay to Great Steeping Middle Marsh LCA	**Medium**
Cumulative Magnitude of Change	
Triton Knoll would largely be located outwith this LCA, with only a very short section of cable route and small number of access tracks along the southern fringe. There is potential for some localised indirect change due to increased activity within the neighbouring LCA to the south. However, due to the limited nature of direct and indirect change resulting from Triton Knoll and the separation distance, in excess of 12 km, it is considered that there would be very limited, if any, appreciation of a cumulative change on the character of this LCA. Cumulative magnitude of change would be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

9.2.3 The identified cumulative developments would either be very distant or screened from each of the four viewpoint locations found within Route Section 1, such that associated construction activity would be imperceptible. No cumulative impacts are therefore anticipated on visual receptors at these locations.

9.3 Route Section 2 Well High Lane to A16 (Keal Road)

Temporary Cumulative Impacts

Landscape Character

9.3.1 Heckington Fen Wind Farm and Grid Connection would be very distant from the landscape receptors within Route Section 2 and therefore would not contribute to a cumulative impact. Although in closer proximity, Triton Knoll would also be located outwith the landscape designations and LCAs found within Route Section 2, and within a distinctly different landscape to the south and east. It is therefore considered that there would be no perceptible cumulative impact on the landscape character of the landscape receptors within Route Section 2.

Visual Amenity

9.3.2 The identified cumulative developments would either be very distant or screened from each of the six viewpoint locations found within Route Section 2, such that associated construction activity would be imperceptible. No cumulative impacts are therefore anticipated on visual receptors at these locations.

9.4 Route Section 3 A16 (Keal Road) to River Witham

Temporary Cumulative Impacts

Landscape Character

9.4.1 Heckington Fen Wind Farm and Grid Connection would be very distant from the Hainton to Toyton All Saints Wolds Farmland LCA and Mareham to Little Steeping Fenside Woodland and Farmland LCA and therefore would not contribute to a cumulative impact. Triton Knoll would be in closer proximity but located outwith these LCAs. Due to the separation distance and being located within different LCAs, it is considered that there would be no perceptible cumulative impact on the landscape character of these two LCAs.

Table 11.102 Temporary Cumulative Impacts: Stickney to Sibsey Reclaimed Fen LCA	
Receptor	**Sensitivity**
Stickney to Sibsey Reclaimed Fen LCA	**Low**
Cumulative Magnitude of Change	
A relatively long section (approximately 24 km) of the Triton Knoll cable route would be located within this LCA. Construction activity would therefore result in direct and indirect change through temporary clearance of vegetation, change in land use and increased activity and movement. In addition, although more distant and located outwith this LCA, construction activity associated with Heckington Fen Wind Farm would be apparent from parts of this area, particularly along the south western fringe. The proposed DC cable route would cross this LCA resulting in further temporary vegetation clearance, land use change and movement. However, this would occur over a reduced extent to that associated with Triton Knoll, along approximately 16.4 km of the proposed DC cable route. The separation distance within the north of this LCA would help to reduce the apparent cumulative change. However, further south, the proposed DC cable route would be in relatively close proximity to Triton Knoll and therefore the perception of a cumulative change would be increased. Overall the proposed DC cable route would occupy a smaller extent than that of Triton Knoll but would extend the impression of construction activity across a larger extent of the LCA. However, this potential change would be temporary in nature and of a short to medium duration. On balance, it is anticipated that the addition of the proposed DC cable route would result in a **Low** magnitude of cumulative change during construction.	
Level of Effect	
Minor Adverse (Not significant)	

Visual Amenity

9.4.2 The identified cumulative developments would either be distant or screened from each of the four viewpoint locations found within Route Section 3, such that associated construction activity would be imperceptible. No cumulative impacts are therefore anticipated on visual receptors at these locations.

9.5 Route Section 4 River Witham to the Proposed Converter Station

Temporary Cumulative Impacts

Landscape Character

Table 11.103 Temporary Cumulative Impacts: Holland Reclaimed Fen LCA	
Receptor	**Sensitivity**
Holland Reclaimed Fen LCA	**Low**
Cumulative Magnitude of Change	
A relatively long section (approximately 13 km) of the Triton Knoll cable route and the associated Substation would be located within this LCA. Construction activity would therefore result in direct and indirect change through temporary clearance of vegetation, change in land use and increased activity and movement. The Heckington Fen Wind Farm Grid Connection would also be partially located within this LCA, further increasing the level of activity, albeit immediately adjacent to the area occupied by Triton Knoll. The Heckington Fen Wind Farm would be located outwith, but immediately adjacent to this LCA and therefore would locally increase the impression of construction activity. Two sections of the proposed DC cable route, totalling approximately 9.8 km, would be located within this LCA in close proximity to the cumulative developments. It would therefore further contribute to the impression of construction activity within a part of this LCA already subject to considerable change as a result of the construction of the cumulative developments. Although construction of the proposed DC cable route would slightly increase the extent of change within this LCA it would be temporary in nature, of short to medium duration and occupying a smaller extent than the cumulative developments. On balance, it is therefore anticipated that construction of the proposed DC cable route would result in a **Low** cumulative magnitude of change.	
Level of Effect	
Minor Adverse (Not significant)	

Table 11.104 Temporary Cumulative Impacts: Fenland LCA	
Receptor	**Sensitivity**
Fenland LCA	**Low**
Cumulative Magnitude of Change	
Heckington Fen Wind Farm would be located within this LCA, resulting in intensive localised change on part of this area as a result of construction. The prominence of construction activity of this development would be increased by the height of the structures being installed. The associated Heckington Fen Wind Farm Grid Connection would be partially located within this LCA and partially along the edge of the adjacent LCA to the east, further increasing the influence of construction activity on this landscape. Although located within the neighbouring Holland Reclaimed Fen LCA, Triton Knoll would further add to the localised influence of construction activity along the eastern fringe of this LCA. A relatively short section (approximately 4.8 km) of the proposed DC cable route would be located within this LCA, with additional sections within adjacent LCAs. Construction activity of the proposed DC cable route would represent a slight increase in the extent and impression of change locally along part of the eastern edge of this LCA. However, this change would be temporary in nature, of short duration and generally less prominent than that associated with construction of the Heckington Fen Wind Farm to the north. On balance, the cumulative magnitude of change is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Table 11.105 Temporary Cumulative Impacts: Peaty Fens LCA	
Receptor	**Sensitivity**
Peaty Fens LCA	**Low**
Cumulative Magnitude of Change	
All of the identified cumulative developments would be located outwith this LCA. Triton Knoll and Heckington Fen Wind Farm Grid Connection would be located within the adjacent LCA to the north and may therefore result in a limited and localised impression of indirect change. However, this would be experienced in the context of existing large scale electrical infrastructure. A very short section of the proposed DC cable route would be located within the northern fringe of this LCA, slightly increasing the impression of change. However, this would be localised and limited, temporary in nature and of short duration and experienced in the context of existing intensive agricultural practices which include movement of large equipment and machinery. Due to the limited impression of change from both the cumulative development and the propose DC cable route, the magnitude of cumulative change is anticipated to be **Negligible**.	
Level of Effect	
Negligible (Not significant)	

Visual Amenity

Table 11.106 Temporary Cumulative Impacts: Viewpoint 15			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP15: Water Rail Way (NCR 1), North Forty Foot Bank	524452	348448	**Medium**
Magnitude of Cumulative Change			
Triton Knoll would be largely imperceptible from this location due to the separation distance in excess of 2 km, particularly in the context of this intensively managed agricultural landscape where movement of machinery is commonplace. However, as NCR 1 travels south it crosses the Triton Knoll cable and therefore close proximity views of associated construction activity will be possible. Heckington Fen Wind Farm would be located approximately 4 km to the south west and the associated construction activity would be relatively prominent due to height of structures and construction equipment. The proposed DC cable route would cross NCR 1 in close proximity to this location and therefore there would be views of construction activity along the working width to north east and south west and at the TCC to the south west. However, this viewpoint is representative of recreational receptors travelling along the route and as such change would be experienced as glimpsed views from a short section of the route. Construction of Heckington Fen Wind Farm would be visible and more prominent from a larger section of route, and although the proposed DC cable route would bring construction activity in closer proximity to the route, it would be temporary and a glimpsed view. On balance the cumulative magnitude of change is anticipated to be **Low**.			
Level of Effect			
Minor Adverse (Not significant)			

Table 11.107 Temporary Cumulative Impacts: Viewpoint 16			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP16: Amber Hill	523026	347093	**Medium**
Magnitude of Cumulative Change			
Construction activity associated with Triton Knoll would potentially be visible to the south, although would be in excess of 1.5 km and partially screened by built form and vegetation within the intervening landscape. Heckington Fen Wind Farm would be located approximately 2 km to the south west and the associated construction activity would be relatively prominent due to height of structures and construction equipment. Construction of the proposed DC cable route would be in close proximity to the north, and slightly more distant to the west of this location. This would increase the extent of the view affected and bring construction activity in closer proximity. However, construction activity associated with the proposed DC cable route would be of a smaller scale than that associated with Heckington Fen Wind Farm, would be temporary in nature and of a short duration. On balance, the cumulative magnitude of change is anticipated to be **Low**.			
Level of Effect			

Table 11.107 Temporary Cumulative Impacts: Viewpoint 16
Minor Adverse (Not significant)

Table 11.108 Temporary Cumulative Impacts: Viewpoint 17			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP17: A17, East Heckington	520440	343740	**Medium**
Magnitude of Cumulative Change			
Each of the three cumulative developments would be in close proximity to this location. Construction activity associated with Heckington Fen Wind Farm would be prominent to the north, although partially screened by mature trees and built form. Heckington Fen Wind Farm Grid Connection would potentially be in the foreground of views to the north and east, depending on the final route selection which is not yet known. Triton Knoll would be slightly more distant in views to the east and partially screened by built form and vegetation. Construction activity associated with the cumulative developments would therefore be relatively prominent, occupying a large portion of the view from this location. The proposed DC cable route would also be located in relatively close proximity, although partially screened by intervening built form and vegetation. Construction activity would occupy a similar part and extent of the view as Triton Knoll, albeit in slightly closed proximity. The proposed DC cable route may result in a slight increase in the intensity of construction activity in the view, although would be temporary in nature, of short duration and would generally be in parts of the view already affected by construction of the cumulative developments. On balance the cumulative magnitude of change is anticipated to be **Low**.			
Level of Effect			
Minor Adverse (Not significant)			

Table 11.109 Temporary Cumulative Impacts: Viewpoint 18			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP18: Little Hale Drove	518154	339994	**Medium**
Magnitude of Cumulative Change			
Triton Knoll and Heckington Fen Wind Farm Grid Connection would be located in relatively close proximity to the east. Construction activity would occupy a relatively wide extent of the view from this location, although landform and planting along the South Forty Foot Drain would offer some partial screening. Views from the residential property are restricted in most direction due to mature vegetation. Construction activity associated with Heckington Fen Wind Farm would be visible in the more open views north from the residential property and although partially screened would be relatively prominent as a result of the height of the structures and construction equipment. The proposed DC cable route would pass in close proximity to the east of this location. Mature vegetation limits outward visibility from the residential property, and as such visibility of construction activity associated with the proposed DC cable route would be oblique to the north, with the potential for glimpsed views to the south. In views north, the proposed DC cable route will occupy a relatively small part of the view in comparison to the cumulative developments, albeit in slightly closer proximity. On balance, the cumulative magnitude of change is considered to be **Low**.			

Table 11.109 Temporary Cumulative Impacts: Viewpoint 18
Level of Effect
Minor Adverse (Not significant)

Table 11.110 Temporary Cumulative Impacts: Viewpoint 19			
Viewpoint Location	**Easting**	**Northing**	**Sensitivity**
VP19: South Forty Foot Drain, opposite Eau End Farm	518007	338272	**Medium**
Magnitude of Cumulative Change			
Construction activity associated with each of the cumulative developments would be visible to the north along South Forty Foot Drain, occupying a relatively large portion of the view in this direction. However, the separation distances of 1.5 km from Triton Knoll and Heckington Fen Grid Connection and 6 km from Heckington Fen Wind Farm from this location would reduce the prominence of these elements within the view. Construction activity associated with the proposed DC cable route would be in closer proximity to this location and would occupy a larger extent of the view to the east and north. Change would be temporary in nature, of a short duration and would be experienced in the context of existing large scale electrical infrastructure and intensive agriculture practices. On balance, the cumulative magnitude of change is anticipated to be **Low**.			
Level of Effect			
Minor Adverse (Not significant)			

10 Summary of Assessment

10.1 Summary

Overview of Baseline Conditions

Landscape Character

10.1.1 Three landscape designations where identified within the ZoI: the Lincolnshire Wolds AONB, East Lindsey AGLV and Well Hall RPG. A review of published landscape character information for the AONB and AGLV and site survey was undertaken to identifying the key landscape features and characteristics of these areas, informing the judgments on landscape value and the subsequent assessment of potential impacts.

10.1.2 The landscape varies considerably along the proposed DC cable route, from the wide coastal plain inland from Mablethorpe and Skegness, to the rolling farm land of the Lincolnshire Wolds and the large scale, flat and open landscape of the Fens to the south and west. A review of published landscape character assessments identified a series of ten local landscape character units within the ZoI.

Visual Amenity

10.1.3 In general the area within and adjacent to the ZoI is well settled, with numerous smaller villages, hamlets and scattered properties, particularly in sections of the route around main transport corridors and the wider road network.

10.1.4 A series of 19 viewpoint locations have been identified within the ZoI, forming the basis of the visual assessment. These viewpoint locations have been selected in consultation with LPAs and are intended to provide a representative cross section of visual receptors found within the ZoI and include settlements and residential properties, recreational routes, and major and minor roads.

Overview of Residual Effects

Landscape Character

10.1.5 As identified within Table 11.111, below, **Minor adverse** (not significant) residual effects are anticipated on each of the landscape receptors identified within the ZoI during construction. In general, although construction activity will result in direct and indirect change within each of the landscape designations and LCAs this will be localised, temporary and of short or medium duration, and would not influence the overall impression of the character of the landscape receptors.

10.1.6 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of each of the landscape receptors and as such the level of residual effect would reduce to **Negligible** (not significant).

Visual Amenity

10.1.7 As identified within Table 11.111, below, receptors at the majority of viewpoints would experience **Minor or less** (not significant) residual effects. However, it is anticipated that residential receptors on the edge of Salesby, as represented by Viewpoint 3, would experience **Moderate adverse** (significant) effects during construction. These significant effects would be limited to a small number of receptors on the edge of the settlement, with the majority of residential receptors within the village experiencing limited or no visibility of construction activity. At operation, areas temporarily used for construction would be reinstated and although vegetation would not be fully re-established at winter year 1, differing land cover is not uncharacteristic of this intensively managed agricultural landscape. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

Cumulative Effects

10.1.8 As with the non-cumulative assessment, the extent of potential cumulative landscape and visual change is anticipated to be limited. **Minor adverse** (not significant) inter-project cumulative effects are anticipated on two landscape receptors (Stickney to Sibsey Reclaimed Fen LCA and Holland Reclaimed Fen LCA), and five visual receptors (Viewpoints 15 to 19), during construction. The remaining landscape and visual receptors, including landscape designations, LCAs and viewpoint locations would be subject to **Negligible** (not significant) or no inter-project cumulative effects. No inter-project cumulative effects are anticipated on any of the identified landscape and visual receptors at operation and in the long term.

10.1.9 An assessment of potential intra-project cumulative effects, resulting from the proposed DC cable route in combination with the proposed converter station, permanent access road and AC route is provided in ES-2-C.06, Volume 2, Chapter 22.

Residual Effects in East Lindsey District Council

Landscape Character

10.1.10 **Minor adverse** (not significant) residual effects are anticipated on each of the landscape receptors, including landscape designations and LCAs, identified within the ELDC area during construction. In general, although construction activity may locally influence the impression of some key characteristics or special qualities of landscape receptors, it would not influence the overall impression of their character.

10.1.11 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of each of the landscape receptors and as such the level of residual effect would reduce to **Negligible** (not significant).

Visual Amenity

10.1.12 The majority of identified visual receptors within the ELDC area are anticipated to experience Minor or less (not significant) residual effects. However, it is anticipated that residential receptors on the edge of Salesby, as represented by Viewpoint 3, would experience **Moderate adverse** (significant) effects during construction. These significant effects would be limited to a small number of receptors on the edge of the settlement, with the majority of residential receptors within the village experiencing limited or no visibility of construction activity. At operation, areas temporarily used for construction would be reinstated and although vegetation would not be fully re-established at winter year 1, differing land cover is not uncharacteristic of this intensively managed agricultural landscape. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

Cumulative Effects

10.1.13 **Minor adverse** (not significant) cumulative effects are anticipated on one landscape receptor (Stickney to Sibsey Reclaimed Fen LCA) within the ELDC area during construction. The remaining landscape and visual receptors, including landscape designations, LCAs and viewpoint locations would be subject to **Negligible** (not significant) or no cumulative effects. No cumulative effects are anticipated on any of the identified landscape and visual receptors during operation.

Residual Effects in Boston Borough Council

Landscape Character

10.1.14 **Minor adverse** (not significant) residual effects are anticipated on the landscape receptor (Holland Reclaimed Fen LCA) within the BBC area during construction. Although construction activity may locally influence the impression of some key characteristics, it would not influence the overall impression of the character of the Holland Reclaimed Fen LCA.

10.1.15 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of the Holland Reclaimed Fen LCA and as such the level of residual effect would reduce to **Negligible** (not significant).

Visual Amenity

10.1.16 As with landscape character, the visual receptors within the BBC area are anticipated to receive **Minor adverse** (not significant) residual effects during construction. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

Cumulative Effects

10.1.17 **Minor adverse** (not significant) cumulative effects are anticipated on one landscape receptor (Holland Reclaimed Fen LCA) and three visual receptors (Viewpoints 15, 16 and 19) within the BBC area during construction. No cumulative effects are anticipated on any of the identified landscape and visual receptors during operation.

Residual Effects in North Kesteven District Council

Landscape Character

10.1.18 **Minor adverse** (not significant) residual effects are anticipated on the landscape receptor (Fenland LCA) identified within the NKDC area during construction. Although construction activity may locally influence the impression of some key characteristics, it would not influence the overall impression of the character of the Fenland LCA.

10.1.19 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of the Fenland LCA and as such the level of residual effect would reduce to **Negligible** (not significant).

Visual Amenity

10.1.20 As with landscape character, the visual receptors within the NKDC area are anticipated to receive **Minor adverse** (not significant) residual effects during construction. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

Cumulative Effects

10.1.21 **Negligible** (not significant) inter-project cumulative effects are anticipated on the Fenland LCA during construction. **Minor adverse** (not significant) inter-project cumulative effects are anticipated on two visual receptors (Viewpoints 17 and 18) within the NKDC area during construction. No inter-project cumulative effects are anticipated on any of the identified landscape and visual receptors during operation.

10.1.22 An assessment of potential intra-project cumulative effects, resulting from the proposed DC cable route in combination with the proposed converter station, permanent access road and AC route is provided in ES-2-C.06, Volume 2, Chapter 22.

Residual Effects in South Holland District Council

Landscape Character

10.1.23 **Minor adverse** (not significant) residual effects are anticipated on the landscape receptor (Peaty Fens LCA) identified within the SHDC area during construction. Although construction activity may locally influence the impression of some key characteristics, it would not influence the overall impression of the character of the Peaty Fens LCA.

10.1.24 Following the completion of construction there is anticipated to be little, if any, change to the overall impression of the character of the Peaty Fens LCA and as such the level of residual effect would reduce to **Negligible** (not significant).

Visual Amenity

10.1.25 As with landscape character, the visual receptors within the SHDC area, as represented by Viewpoint 19, are anticipated to receive **Minor adverse** (not significant) residual effects during

construction. Residual effects at winter year 1 and in the longer term are anticipated to be **Negligible** (not significant).

Cumulative Effects

10.1.26 **Negligible** (not significant) inter-project cumulative effects are anticipated on the Peaty Fens LCA during construction. **Minor adverse** (not significant) inter-project cumulative effects are anticipated on visual receptors within the SHDC area, as represented by Viewpoint 19, during construction. No inter-project cumulative effects are anticipated on any of the identified landscape and visual receptors during operation.

10.1.27 An assessment of potential intra-project cumulative effects, resulting from the proposed DC cable route in combination with the proposed converter station, permanent access road and AC route is provided in ES-2-C.06, Volume 2, Chapter 22.

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
East Lindsey AGLV (east)	Medium	**Construction** Direct and indirect change resulting from construction would be of short duration and although it may affect some characteristics in a small part of the AGLV it would have little influence on the overall impression of its character. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
Lincolnshire Wolds AONB	Medium	**Construction** Although construction activity may locally influence the impression of some key characteristics and Special Qualities, it would not influence the overall impression of the character of the AONB. It is therefore anticipated that the magnitude of change would be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
East Lindsey AGLV (west)	Medium	**Construction** Although construction activity may locally influence some characteristics it would result in little change to the overall perception of the character of this designated landscape. **Low** magnitude of change.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
Donna Nook to Gibraltar Point Naturalistic Coast LCA	Medium	**Construction** The extent of direct and indirect change within this long, linear landscape would be localised and of a short duration, resulting in a **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity.	No effect	No
		Cumulative (construction) Due to the short duration of change, the separation distance and context of existing vehicular movement on the beach, the addition of the proposed DC cable route is anticipated to result in a **Negligible** magnitude of cumulative change.	Negligible	No
Tetney Lock to Skegness Coastal Outmarsh LCA	Low	**Construction** Direct change resulting from construction would be limited, and potential indirect change would be of short to medium duration and experienced in the context of existing intensive land use. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Cumulative (construction) Due to the small extent of additional change and the separation distance, it is anticipated that the magnitude of cumulative change resulting from the addition of the proposed DC cable route would be **Negligible**.	Negligible	No
Holton le Clay to Great Steeping Middle Marsh LCA	Medium	**Construction** Although construction activity would temporarily alter some characteristics of this LCA there would be a limited impression of change to the overall character, and as such the magnitude of change is anticipated to be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) Due to the limited nature of change resulting from Triton Knoll and the separation distance, in excess of 12 km, there would be very limited, if any, appreciation of a cumulative change on this LCA. **Negligible** cumulative magnitude of change.	Negligible	No
Little Cawthorpe to Skendleby Wolds Farmland LCA	Medium	**Construction** Although construction activity may locally influence some key characteristics, it would not influence the overall impression of the character of this LCA. It is therefore anticipated that the magnitude of change would be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
Hainton to Toyton All Saints Wolds Farmland LCA	Medium	**Construction** Although construction activity may locally influence some characteristics it would result in little change to the overall perception of the character of this LCA. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
Mareham to Little Steeping Fenside Woodland and Farmland LCA	Medium	**Construction** The limited extent of direct change, more widespread indirect change, the generally short, but locally medium duration and the existing context of intensive agricultural practice would locally influence some characteristics, but would have little change on the overall impression of the character of this LCA. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
Stickney to Sibsey Reclaimed Fen LCA	Low	**Construction** Direct and indirect change would be experienced over a larger extent of this LCA. Potential change would be experienced in the context of existing intensive agricultural practices and associated movement of machinery. **Medium** magnitude of change.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) The proposed DC cable route would occupy a smaller extent than that of Triton Knoll but would extend the impression of construction activity across a larger extent of the LCA. However, this potential change would be temporary in nature and of a short to medium duration. **Low** magnitude of cumulative change.	Adverse, Minor	No
Holland Reclaimed Fen LCA	Low	**Construction** A relatively long section of the proposed DC cable route and high number of trenchless crossings would be located within this LCA and due to the open character direct and indirect change would be experienced over a larger extent. **Medium** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) Although construction of the proposed DC cable route would slightly increase the extent of change within this LCA it would be temporary in nature, of short to medium duration and occupying a smaller extent than the cumulative developments. **Low** magnitude of cumulative change.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
Fenland LCA	Low	**Construction** Direct change resulting from construction would be limited, and potential indirect change would be of short duration and experienced in the context of existing intensive land use. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) Construction activity of the proposed DC cable route would represent a slight increase in the extent and impression of change locally. However, this change would be temporary in nature, of short duration and generally less prominent than that associated with construction of the Heckington Fen Wind Farm to the north. **Negligible** magnitude of cumulative change.	Negligible	No
Peaty Fens LCA	Low	**Construction** Direct change resulting from construction would be limited, and potential indirect change would be of short duration and experienced in the context of existing intensive land use. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) At operation and in the long term areas used temporarily during construction would be reinstated, with no permanent structure or ongoing activity. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Cumulative (construction) A very short section of the proposed DC cable route would be located within the northern fringe of this LCA, slightly increasing the impression of change. However, this would be localised and limited, temporary in nature and of short duration and experienced in the context of existing intensive land use. **Negligible** magnitude of cumulative change.	Negligible	No
VP1: Sandilands beach huts	Medium	**Construction** Although in relative close proximity, construction activity would occupy a small part of the panorama and would be of a short duration. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP2: A52 (road users)	Low	**Construction** Construction activity would be a noticeable feature in close proximity to the viewpoint location. However, this would be of medium duration and experienced as glimpsed views from road users as they travel along this route. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
VP2: A52 (residential receptors)	Medium	**Construction** Although in relative close proximity, potential visibility of construction activity would be oblique to the main view and largely screened by existing vegetation and built form. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP3: A1104 between Salesby and Thoresthorpe (road users)	Low	**Construction** Construction activity would be in close proximity and relatively prominent, but would be experienced by road users as glimpsed views from a short section of this route. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP3: A1104 between Salesby and Thoresthorpe (residential receptors)	Medium	**Construction** Limited visibility from the majority of residential properties within Salesby. Construction activity, including a TCC, would be in close proximity and a noticeable feature from receptors with a more open view. **Medium** magnitude of change.	Adverse, Moderate	Yes
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
VP4: Lindsey Loop long distance trail, between Rigsby and Haugh	Medium	**Construction** Although construction activity is likely to be noticeable in these views, potential change would be temporary in nature and of short duration. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP5: A16, Ulceby Cross	Low	**Construction** Although in close proximity, construction activity, including a TWA, would be of a short duration and experienced as glimpsed views by road users from a short section of this route. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP6: Minor road to Brinkhill/Harrington	Medium	**Construction** Although in close proximity to this location, the temporary nature and short duration of change associated with construction is anticipated to result in a **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
VP7: Minor road to Langton (road users)	Medium	**Construction** Although construction activity would be noticeable in the foreground of the view due to the limited extent of the view affected, the temporary nature and short duration of change, the magnitude of change is anticipated to be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP7: Minor road to Langton (residential receptors)	Medium	**Construction** Construction activity is likely to be visible within the foreground of the main view from these properties, although either partially screened or seen in the context of traffic on the adjacent A16. Construction activity would be temporary and of a short duration. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP8: Public Right of Way (PRoW) west of Dalby	Medium	**Construction** Construction activity would extend across approximately half the view. However, the existing context of the view, fragmented nature of visibility, and the temporary nature and short to medium duration, would limit the impression of change. **Low** magnitude of change.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP9: North of Raithby	Medium	**Construction** Although in close proximity to residential receptors in Raithby, views are limited and change would be temporary and largely of a short duration. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP10: West Keal Church	Medium	**Construction** Although occupying a relatively large horizontal extent of the view, construction activity would be relatively distant and experienced in the context of existing intensive land use. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP11: A16 layby, south of West Keal	Low	**Construction** Construction activity would be in close proximity to this location, occupying a large part of the view in most directions, resulting in a **Medium** magnitude of change.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP12: Greenwich Meridian Trail, west of Stickford	Medium	**Construction** Although construction activity would occupy a relatively large part of the view it would generally be of a short duration and experienced in the context of an intensively managed agricultural landscape. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP13: Folly Lane, west of Stickney	Medium	**Construction** Although construction activity would be in close proximity to this location it would be of short duration and seen in the context of the existing intensively managed agricultural landscape. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
VP14: Legate Road, Gipsey Bridge	Medium	**Construction** Views of construction activity would be largely screened by intervening field boundary vegetation, resulting in a **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) Due to the screening effect of intervening landscape features there would be no visibility of the proposed DC cable route from this location. **Negligible** magnitude of change.	Negligible	No
VP15: Water Rail Way (National Cycle Route (NCR) 1)	Medium	**Construction** Although construction activity would be in close proximity to this viewpoint it would generally be of a short to medium duration and would be experienced over a short section of this route. **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) Construction of Heckington Fen Wind Farm would be visible and more prominent from a larger section of route, and although the proposed DC cable route would bring construction activity in closer proximity to the route, it would be temporary and a glimpsed view. **Low** magnitude of cumulative change.	Adverse, Minor	No
VP16: Amber Hill	Medium	**Construction** Although in relative close proximity, the short duration and temporary nature of change is anticipated to result in a **Low** magnitude of change.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Cumulative (construction) Construction of the proposed DC cable route would increase the extent of the view affected and bring construction activity in closer proximity. However, it would be of a smaller scale than that associated with Heckington Fen Wind Farm, would be temporary in nature and of a short duration. **Low** magnitude of cumulative change.	Adverse, Minor	No
VP17: A17, East Heckington	Medium	**Construction** Given the restricted visibility from these receptors, the temporary nature and short duration of change and the existing context of the A17, the magnitude of change is anticipated to be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) The proposed DC cable route may result in a slight increase in the intensity of construction activity in the view, although would be temporary in nature, of short duration and would generally be in parts of the view already affected by construction of the cumulative developments. **Low** magnitude of cumulative change during construction.	Adverse, Minor	No
VP18: Little Hale Drove	Medium	**Construction** Due to the short duration, temporary nature of change and the limited nature of visibility from this residential property the magnitude of change is anticipated to be **Low**.	Adverse, Minor	No

Table 11.111 Summary of Assessment: Landscape & Visual Amenity (Underground Cable)				
Description of Receptor	**Sensitivity**	**Description of Residual Effect**	**Significance**	**Significant**
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) The proposed DC cable route would occupy a relatively small part of the view in comparison to the cumulative developments, albeit in slightly closer proximity. On balance, the cumulative magnitude of change is considered to be **Low**.	Adverse, Minor	No
VP19: South Forty Foot Drain, opposite Eau End Farm	Medium	**Construction** Although construction activity would be in close proximity to this location it would be of short duration and seen in the context of the existing intensively managed agricultural landscape, and therefore the magnitude of change is anticipated to be **Low**.	Adverse, Minor	No
		Operation (year 1 and year 15) Areas temporarily affected by construction would be reinstated, leaving little, if any, apparent change to the impression of the view. **Negligible** magnitude of change.	Negligible	No
		Cumulative (construction) Construction activity associated with the proposed DC cable route would be in closer proximity and would occupy a larger extent of the view. However, change would be temporary, of a short duration and would be experienced in the context of existing large scale electrical infrastructure and intensive agriculture practices. On balance, the cumulative magnitude of change is anticipated to be **Low**.	Adverse, Minor	No

11 References

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Ref: 11-17: Prepared for North Kesteven District Council by David Tyldesley and Associates (2007) North Kesteven Landscape Character Assessment;

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