

# North York Moors National Park Authority

District/Borough: Redcar and Cleveland Council  
Parish: Loftus

Application No.  
NYM/2019/0154EN/OHL

**Proposal: rebuilding of approx 1200 metres of overhead line**

**Location: north of Stubdale Farm  
Moorsholm running east to Low Waupley Farm  
Easington**

**Decision Date: 25 April 2019  
Extended to:**

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## Consultations

**Borough/District -**

**Parish -** No objections

**Highways –**

**Senior Strategic Transport Officer, Redcar and Cleveland Borough Council -**

The route of the electricity line crosses several public rights of way. There must be no unauthorised interference with the use of these PROWs during the course of the works. The Senior Strategic Transport Officer must be informed in advance of any works that will affect the use of any PROW so that appropriate steps can be put in place to organise temporary diversion routes.

**Natural England –** Extension of time requested until 7 May 2019 but no comments received, other than initial query regarding whether any ecological information or Habitats Regulations Assessment was submitted. NE were advised that as this is a Prior Notification, not a full planning application, and the National Park Authority is not the determining Authority we are only able to object or make observations and comments, so if your advice is that an HRA should be undertaken, we can pass those comments on.

**Site Notice Expiry Date –** 9 May 2019

## Director of Planning's Recommendation

**No objection**, subject to rights of way and archaeological advice being noted.

## Background

This application made under the Electricity Act 1989 by Northern Powergrid seeks to rebuild approximately 1200m of overhead line on an area of land between Stubdale Farm, Moorsholm to Low Waupley Farm in Easington.

In support of this Notification it is stated that the line has been surveyed and it has been found that the existing arrangement is becoming increasingly unreliable. The overhead line would comprise 3 x 100mm AAAC supported by wooden poles. The conductor would be used for the entire route due to its increased resilience and adverse weather. The line would follow a similar route to the existing and consent would be sought from Natural England.

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**Main Issues**

Core Policy A of the Local Development Plan seeks to further the National Park purposes and duty by encouraging a more sustainable future for the Park and its communities whilst conserving and enhancing the Park's special qualities. It states that priority will be given to development that will not have an unacceptable impact on the wider landscape, quiet enjoyment of the Park or quality of life of residents or visitors; development in locations and of a scale which supports the character and function of settlements; maintaining and enhancing the natural environment; conserving and enhancing the landscape, settlement, building features and historic assets of landscape character areas; applying sustainable design and energy use; provision of a choice of housing; strengthening and diversifying the rural economy and enabling access to services, facilities, jobs whilst minimising environmental impacts of transport.

In terms of archaeology, the Authority's Archaeologist has requested that the archaeological constraints are re-iterated. Whilst there are no designated historical sites near the poles to be replaced, individual poles do come close to known important archaeological features and in one case will require some mitigation. Advice is as follows:

- Poles 17-23: Lie within HER 18786 Liverton Moor, area of prehistoric activity/settlement. Various field systems/ditches/structures visible on APs/LiDAR. No poles directly affect known features (except 22) but could NP please take care not to drive over or disturb any obvious earthworks or cairns they may come across.
- Pole 22: Lies within HER 22603, and in the centre of a very clear sub-rectangular earthwork enclosure. Obvious on LiDAR. Been interpreted as prehistoric settlement feature. Very similar to a nearby Scheduled Monument south of Gerrick. Could extreme care be taken when accessing the site. Access from the east please, as less visible earthworks will be affected. The siting of the new pole **will require a watching brief by an archaeologist** due to the high potential of the site, with appropriate WSI/report.
- Pole 23: Existing/replacement pole lie immediately to the east of HER 22605, a prehistoric ring bank with possible building platform in the centre. Obvious on LiDAR. Please access by driving around this HER record, do not drive on or over it.
- Replacement poles 27/28: Lie either side of HER 22606, 19thC horseshoe-shaped railway abutment. Should be obvious as also marked on OS mapping. Please avoid driving heavy vehicle over any obvious railway earthwork remains.

In the case of Pole 22, this is located in a highly significant prehistoric enclosure. Although this is not designated due to not yet being properly recorded, a very similar site nearby has been made a Scheduled Monument (<https://historicengland.org.uk/listing/the-list/list-entry/1018807>). Consequently, an archaeological contractor should be engaged to provide a Written Scheme of Investigation, to carry out a watching brief during works, and supply a report to the NPA afterwards. This is to ensure that any significant deposits that may be affected are recorded and not lost to us.

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The existing line is not unduly obtrusive in the landscape, and the replacement line will follow a very similar route. As such no objection is raised to the proposal but the comments made by consultees should be passed on to Northern Power Grid.