

## North York Moors National Park Authority

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Parish: Hawsker-Cum-Stainsacre

App No: NYM/2021/0038/OHL

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**Proposal:** upgrading 2 no. spans of existing 11 kV single phase to three phase and extending the overhead line in three phase for 2 no. spans

**Location:** near Sea View Caravan Park, High Hawsker

**Applicant:** Northern Powergrid (Northeast) plc  
fao: Lucinda Thompson, Tannery Lane, Northallerton, DL7 8DT

**Agent:**

**Date for Decision:** 17/03/2021

**Extended to:**

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### Director of Planning's Recommendation

**No objection and the completion of Part II of Form B as follows:**

Q1	Scarborough Borough Council – Area Traffic Manager (no objection), Hawsker-cum-Stainsacre Parish Council (no objection), Natural England (no objection)
Q2	N/A
Q3	No
Q4	No
Q5	Yes
Q6	N/A
Q7	No

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### Consultations

**Parish** – No objection

**Scarborough Borough Council Area Highways** – Note that the new length of Overhead Line would cross a public right of way at a point where it is not a highway and therefore has no objection.

**Natural England** – No objection

**Site Notice/Advertisement Expiry Date** – 22 February 2021

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Route of line to be upgraded – central part

Route of line to be upgraded – western part



Proposed new terminal pole location, in field corner behind hedge



Yellow line marks route of existing OHL to be upgraded. Black line and arrows mark route of extended line and proposed new poles.

## Background

This matter relates to a consultation under Section 37 of the Electricity Act 1989 on an application by Northern Powergrid, to the Department for Energy and Climate Change, for consent to upgrade an overhead line serving the Northcliffe and Sea View Holiday Parks at Hawsker.

In order to accommodate an upgraded new connection from single phase to three phase electricity supply for Northcliffe and Sea View Holiday Parks, it is proposed to upgrade two spans of an existing two conductor overhead line to the Hawsker Sea View transformer pole and to extend this overhead line by two spans. The existing and proposed lines are 11kV.

The works would involve:

- Replacing one existing 10m stout with an 11m stout pole (in order to provide clearance for the three-phased supply);
- Replacing one 11m stout pole with a 12m stout pole, keeping the existing 2 stay wires;
- Replacing one 32ft light pole with a 12m stout pole, with the existing stay moved to a 9.4m spread and an aerial switch added;
- Changing the Hawsker Sea View transformer to a 200kVA three phase transformer, and the associated pole changed from a 36ft extra stout pole to a 12m extra stout pole to accommodate this new transformer, and removing the two existing stay wires;
- Extending the overhead line north east by 2 spans (a distance of approximately 110m) from the Hawsker Sea View transformer pole, including one new 12m pole and ending with a new 12m stout HV Terminal Pole with 2 stays at 9.4m spread. Underground cables would then run from this point.

The western part of the line to be upgraded passes through pasture land parallel to and approximately 1km inland from the coast. A public footpath runs parallel to this stretch of overhead line at a distance of approximately 75m. The eastern section of the existing line runs immediately adjacent to, and on the south side of, Bottoms Lane, which also forms the access road to Sea View Caravan Park. A public footpath follows the line of this stretch of road, linking Hawsker with the coast. The proposed additional length of overhead line would continue to follow Bottoms Lane towards Hawsker Bottoms, crossing the Cinder Track to terminate in a field corner immediately to the north of the Cinder Track, and separated from the Cinder Track by a substantial hedge.

## **Local Plan**

Strategic Policy G seeks to conserve and enhance the high quality, distinctive landscapes of the North York Moors, indicating that great weight will be given to landscape considerations in planning decisions. The supporting text to the Policy states that vertical structures such as wind turbines and telecommunications masts can be harmful, particularly where they break a strongly horizontal line in the local landscape, and that they are most likely to be successful where they are seen alongside other vertical features eg trees and existing buildings.

Strategic Policy K supports development which fosters the economic and social well-being of local communities within the National Park, subject to a number of criteria.

Policy C04 seeks to prevent development which would have an unacceptable harmful impact on a Public Right of Way or which would prejudice the use of linear routes such as disused railway lines indicate don the Policies Map. The supporting text to the Policy indicates that this includes the Whitby-Cloughton stretch of the Cinder Track where it falls within the National Park.

## **Main Issues**

The upgraded supply proposed is intended to support a well-established tourism business within the National Park. The elements of the works which comprise the replacement and upgrading of elements of the existing overhead line are not considered to give rise to any significant additional harm to the landscape when compared with the existing arrangement, and when viewed in the context of existing development and tourist infrastructure in the vicinity.

The new length of overhead line proposed is relatively limited in linear extent and would be viewed in the context of the existing overhead line and the adjacent caravan parks. One of the proposed new poles would be located adjacent to an existing residential property functionally connected with the caravan park. There are no other residential properties in close proximity. The new terminal pole would be located in a field corner adjacent to the Cinder Track, but separated from the Track by a substantial hedge. There are a number of other vertical but much smaller visual elements in close proximity, including rights of way posts and signage as well as aials mounted on static holiday units immediately on the other side of the Cinder Track. Whilst the proposed new pole and associated overhead line would be readily apparent to users of the Cinder Track and the right of way following Bottoms Lane, it is not considered that the harm caused would be unacceptable when viewed in the context of the specific location. It is further noted that no objections have been received from consultees, or representations received in response to publicity.

It is therefore recommended that no objections be raised.