Yorkshire GREEN Project

Environmental Impact Assessment

Preliminary Environmental Information Report
Volume two: Chapter 6 Landscape and Visual Amenity

October 2021

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6. Landscape and Visual Amenity

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6.1 Introduction

6.1.1 This chapter presents the preliminary assessment of the likely significant effects of the Project with respect to landscape and visual amenity. The preliminary assessment is based on information obtained to date. It should be read in conjunction with the Project description provided in **Chapter 3: Description of the Project**.

6.1.2 This chapter includes:

- the legislation, planning policy and technical guidance that has informed the assessment (**Section 6.2**);
- consultation and engagement that has been undertaken and how comments from consultees relating to landscape and visual amenity have been addressed (**Section 6.3**);
- the methods used for baseline data gathering (**Section 6.4**);
- overall baseline (**Section 6.5**);
- embedded measures relevant to landscape and visual amenity (**Section 6.6**);
- the scope of the assessment for landscape and visual amenity (**Section 6.7**);
- the methods used for the assessment (**Section 6.8**);
- the preliminary assessment of landscape effects (**Section 6.9**);
- the preliminary assessment of visual effects: North-west of York (**Section 6.10**);
- the preliminary assessment of visual effects: Tadcaster Area (**Section 6.11**);
- the preliminary assessment of visual effects: Monk Fryston Substation Area (**Section 6.12**);
- the preliminary assessment of cumulative (inter project) effects (**Section 6.13**);
- a summary of the preliminary significance conclusions (**Section 6.14**); and
- an outline of further work to be undertaken for the Environmental Statement (ES) (**Section 6.15**).

6.1.3 The chapter is accompanied by **Appendix 6A - 6G**, **Figures 6.1 - 6.27** and **Annotated Photoviewpoints and Photowire Visualisations Nos. 1-29**, as set out in the contents page of this chapter.

Project overview

6.1.4 In summary Yorkshire GREEN comprises the following new infrastructure within the draft Order Limits:

- Shipton North and South 400kV cable sealing end compounds (CSECs);
- the YN 400kV overhead line (north of proposed Overton Substation);

- proposed Overton 400/275kV Substation;
- two new sections of 275kV overhead line south of Overton Substation: the XC 275 kV overhead line to the west and the SP 275kV overhead line to the east;
- Tadcaster Tee West and East 275kV cable sealing end compounds; and
- Monk Fryston 400kV Substation (adjacent to the existing substation).

6.1.5 Works to existing infrastructure within the draft Order Limits would comprise:

- replacement of one pylon on the 2TW/YR 400kV overhead line;
- works to the existing XC/XCP Monk Fryston to Poppleton overhead line comprising a mixture of decommissioning, replacement and realignment east of Moor Monkton and reconductoring works south of Moor Monkton. This overhead line would be reconfigured at its southern end to connect into the new substation at Monk Fryston;
- replacement of one pylon on the Tadcaster Tee to Knaresborough (XD/PHG) 275kV overhead line route;
- reconfiguration and removal of a short span of the Monk Fryston to Eggborough 400kV 4YS overhead line to connect this overhead line into the new substation at Monk Fryston; and
- minor works at Osbaldwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal and replacement of one gantry and works to one existing pylon. All works would be within existing operational land.
- Please refer to **Chapter 3: Description of the Project** and **Figures 1.1** and **1.2** for an overview of the different components of the Project.

Limitations and assumptions

6.1.6 The information provided in this Preliminary Environmental Information Report (PEIR) is preliminary. The final assessment of likely significant effects will be reported in the ES. The PEIR has been produced to fulfil National Grid Electricity Transmission Plc's (National Grid) consultation duties and enable consultees to develop an informed view of the likely significant effects of the Project.

6.1.7 There has been no access to private land to ascertain the likely effects of the Project upon residential visual amenity and consequently this preliminary assessment has been based on desk top analysis and review in the field from the closest publicly accessible locations for example, roads and public rights of way.

6.1.8 No assessment of construction traffic has been undertaken. Consequently, the preliminary assessment upon landscape and visual receptors closest to the construction compounds, substation sites and construction routes, where the effects of the Construction Phase are most likely to be perceived, will be updated as required in the ES.

6.2 Relevant legislation, planning policy and technical guidance

6.2.1 This section identifies the legislation, planning policy and technical guidance that has informed the assessment of effects with respect to landscape and visual amenity.

Further information on planning policies relevant to the Project is provided in **Chapter 5: Legislation and Policy Overview**.

Legislation

6.2.2 A summary of the relevant legislation is given in **Table 6.1**.

Table 6.1 – Legislation relevant to the landscape and visual amenity assessment

Legislation	Legislative Context
The European Landscape Convention (ELC)[1]	A Council of Europe initiative that provides a broad framework for landscape planning and management across all member states including the UK, which ratified the ELC in 2007. The status of this convention is not affected by Brexit. These commitments are implemented by existing domestic policy and legislation rather than through any ELC-specific framework. The ELC defines landscape as, "*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*" and is committed to several core principles and actions.
Hedgerow Regulations 1997[2]	Hedgerows are protected under these Regulations that may be relevant to the Landscape and Visual Impact Assessment (LVIA), specifically the assessment of impacts upon landscape elements, and the development of embedded and/or additional mitigation.

Planning policy

6.2.3 A summary of the relevant national and local planning policy is given in **Table 6.2**.

Table 6.2 – Planning policy relevant to the landscape and visual amenity assessment

Policy	Policy Context
National planning policy	
Overarching National Policy Statement for Energy (EN-1)[3]	Paragraphs 5.9.6 and 5.9.7 highlight that the LVIA should consider construction and operational effects upon landscape components and character and visibility of the proposals including impacts on views and visual amenity.

[1] The Council of Europe (2012) *European Landscape Convention.* Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/236096/8413.pdf (Accessed 06/09/2021)
[2] Department for Environment, Food & Rural Affairs (1997) *The Hedgerow Regulations 1997 A Guide to the Law and Good Practice.* Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/438652/hedgerow__guide_part_1.pdf (accessed 06/09/21)
[3] Department of Energy and Climate Change. Overarching National Policy Statement for Energy (EN-1). 2011. (Online) Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf (Accessed 06 September 2021)

Policy	Policy Context
	Paragraph 5.9.17 requires the SoS to consider whether the project under consideration has been designed carefully with consideration of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise landscape harm including by reasonable mitigation. Paragraphs 5.9.18 to 5.9.20 outline that adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design, including colours and materials, and landscaping schemes.
National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5)[4]	Paragraphs 2.8.4 to 2.8.6 provide an overview of the Holford Rules as applicable to the design of the proposals and landscape and visual considerations. Paragraphs 2.8.8 to 2.8.9 consider undergrounding where there are serious concerns over potential adverse landscape and visual effects. This will be balanced against other relevant factors including need and any alternatives including any extra economic, social, and environmental impacts of undergrounding. In addition to consideration of the Holford Rules and undergrounding other mitigation opportunities (paragraphs 2.8.10 to 2.8.11) include network reinforcement options and selection of most suitable type and design of support structure to minimise visual impact upon the landscape. The NPS recognises specific measures may be required including planting in the vicinity of properties and viewpoints to provide screening.
National Planning Policy Framework (NPPF)[5]	Paragraph 130: Planning policies and decisions should ensure that development (amongst other criteria): *'(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;* *(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting'* Paragraph 174 states that *'planning policies and decisions should contribute to and enhance the natural and local environment by'* (amongst other criteria) *'(a) protecting and enhancing valued landscapes… (in a manner commensurate with their statutory status or identified quality in the development plan)'* and '*(b) recognising the intrinsic character and beauty of the countryside....*' Whilst there are no national landscape designations within the LVIA Study Area,

[4] Department of Energy and Climate Change. National Policy Statement for Electricity Networks Infrastructure (EN-5). 2011 (Online) Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37050/1942-national-policy-statement-electricity-networks.pdf (Accessed 06 September 2021)

[5] Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework . Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2 (Accessed 30 August 2021)

Policy	Policy Context
	the LVIA will assess the effects of the Project on local landscape designations and landscape character.
Local planning policy	
Harrogate District Local Plan 2014-2035[6]	Policy HP3, Local Distinctiveness: Development should incorporate high quality building, urban and landscape design that protects, enhances or reinforces features that contribute to local distinctiveness. Policy HP5, Public Rights of Way: The routes and recreational and amenity value of public rights of way will be protected or if required maintained via diverted routes. Opportunities for network enhancement to be explored. Policy NE4, Landscape Character: Proposals shall protect, enhance, or restore landscape character including consideration of local distinctiveness, nocturnal character, tranquillity, and sense of enclosure/exposure. Policy also requires protection or enhancement of visually sensitive skylines, hills, and valley sides. The Special Landscape Areas are outside the LVIA Study Area. Policy NE5, Green and Blue Infrastructure: Proposals should protect existing Green Infrastructure (GI) features and/or incorporate new GI features.
Hambleton Local Development Framework (2007-2010), Core Strategy, (April 2007)[7]	Policy CP16: Development or other initiatives will be supported where they preserve and enhance the District's natural and man-made assets.
Hambleton Draft Local Plan[8]	Policy S5, Development in the Countryside: The Council will seek to protect and enhance the intrinsic beauty, character, and distinctiveness of the countryside. Policy E4, Green Infrastructure: The Council will seek to protect existing green infrastructure and secure improvements to safety and accessibility. In addition, the Council will seek to secure net gains in green infrastructure. Policy E7, Hambleton's Landscapes: The Council will protect and enhance the distinctive landscapes of the district with reference to the Hambleton LCA and Sensitivity Study. Conservation and

[6] Harrogate Borough Council (2020). Harrogate District Local Plan 2014-2035. Available at: https://www.harrogate.gov.uk/planning-policy-guidance/harrogate-district-local-plan-2014-2035 [Accessed 31 March 2021].
[7] Hambleton District Council (2007). Local Development Framework Development Plan Document Core Strategy. Available at: https://www.hambleton.gov.uk/downloads/file/997/ldf01-core-strategy-development-plan-document-april-2007 (Accessed 6 September 2021)
[8] Hambleton District Council (2020). Hambleton Local Plan: Publication Draft. Available at: http://consult.hambleton.gov.uk/portal/planning/lpreg19?pointId=4329232#document-4329232 (Accessed 6 September 2021)

Policy	Policy Context
	enhancement of existing trees, woodland, or hedges of visual value. Any loss to be mitigated by an appropriate native planting scheme.
York Draft Development Control Local Plan (2005)[9]	Policy GP9, Landscaping: Development proposals will be required to incorporate a suitable planting scheme that is planned as an integral part of the proposals, reflecting the character of the locality, and including indigenous species. Policy NE1, Trees, Woodland and Hedgerows: Trees, woodlands, and hedgerows, which are of landscape, amenity, nature conservation or historical value will be protected. Policy NE2, River and Stream Corridors, Ponds and Wetland Habitats: Environmental and amenity value of these natural features will be protected and development that would have an adverse impact on their landscape character will be resisted. The design of structures and engineering works should be appropriate in form and scale to the setting of the natural features. Policy NE8, Green Corridors: Development that destroys or impairs the integrity of green corridors will not be permitted. Policy HE12, Historic Parks and Gardens: It is stated that proposals affecting historic parks and gardens will be permitted providing they have no adverse effect on the character, appearance, amenity, setting or enjoyment of the park/garden. Visual amenity of visitors will be covered in the LVIA with all other aspects of the Policy covered in the Heritage Chapter of the ES. Policy L4, Development Adjacent to Rivers: The policy requires no loss to established recreational interests and uses, with the proposed development complementing these uses and the character of the area. Existing walkways and cycleways along river banks, are to be retained, and where possible, enhanced.
York Draft Local Plan (examination stage)[10] *Publication draft 2018*	Policy D2: Landscape and Setting: Development proposals will be required to understand local and wider landscape character and its contribution to the setting and context of the city. Landscape quality and character should be conserved and enhanced. The issues and recommendations in the York Landscape Character Appraisal should be accounted for. Avoidance of adverse impact on intrinsically dark skies and landscape/ townscapes that are sensitive to light pollution.

[9] City of York Council (2005). Draft Local Plan Incorporating 4th set of Changes Development Control Local Plan. Available at: https://www.york.gov.uk/downloads/file/2808/the-local-plan-2005-main-document (Accessed 6 September 2021)
[10] City of York Council (2018). City of York Local Plan – Publication Draft. Available at: https://www.york.gov.uk/downloads/file/2110/local-plan-publication-draft-2018 (Accessed 6 September 2021)

Policy	Policy Context
	Policy D8: Historic Parks and Gardens: Development proposals should not harm the design, character, appearance or setting of the park or garden and key views into or out of the park or garden. Views out from a park or garden will be covered in the LVIA with all other aspects of the Policy covered in the Heritage Chapter of the ES. Policy GI1: Green Infrastructure: The policy objectives will be delivered as part of the Council's future GI Strategy. The GI network will be protected, enhanced, and extended where possible through major new development. Policy GI3: Green Infrastructure Network: Development should protect and enhance the amenity and experience of existing rights of way, national trails, and open access land. Policy GI4: Trees and Hedgerows: New development should recognise the value of existing tree cover and hedgerows and retain those that make a positive contribution to the setting of proposed development.
Upper Poppleton and Nether Poppleton Neighbourhood Plan (2017)[11]	Green Infrastructure Policy PNP 2A: Green Infrastructure surrounding the Poppletons will be protected and enhanced and expanded as opportunity arises. Green Infrastructure Policy PNP 2B: Development should not harm, directly or indirectly the Green Infrastructure that includes green corridors, village greens, riverbanks, paddocks, allotments, sports fields and walking and equestrian routes, amongst other features. Environmental Policy PNP 10B: All hedgerows will be protected, and hedgerows defined under the Hedgerow Regulations will require planning permission for their removal.
Selby District Local Plan (2005) saved policies[12]	Policy ENV1: Development proposals should consider effects upon the character of the area or amenity of adjoining occupiers. The standard of layout, design and materials and associated landscaping should be considered. Potential loss or adverse effect upon trees or other features important to the character of the area should be accounted for. Policy ENV3: Proposals for outdoor lighting should be the minimum level required for security/and or operational purposes and designed to minimise glare and spillage. Lighting should not detract significantly from the character of a rural area.

[11] City of York Council (2017). Upper Poppleton and Nether Poppleton Neighbourhood Plan. Available at: https://www.york.gov.uk/downloads/file/2830/upper-and-nether-poppleton-neighbourhood-plan-adopted-version-october-2017- (Accessed 6 September 2021).
[12] Selby District Council (2005). Selby District Local Plan – 2005. Available at: https://www.selby.gov.uk/selby-district-local-plan-sdlp-2005 (Accessed 6 September 2021)

Policy	Policy Context
	Policy ENV15: Within the locally important landscape areas priority will be given to conservation and enhancement of the character and quality of the landscape. Particular attention will be paid to the design, layout, use of materials and landscaping to minimise impact of development and to enhance traditional character of buildings and landscape.
Selby District Core Strategy Local Plan (2013)[13]	Policy SP18, Protecting and Enhancing the Environment: The quality and local distinctiveness of the environment will be sustained by safeguarding and where possible enhancing the landscape character of areas of acknowledged importance. Where possible a strategic approach will be taken to improve green infrastructure. Locally distinctive landscape, areas of tranquillity, public rights of way and access and open spaces and playing fields will be protected and enhanced. Policy SP19, Design Quality: New development proposals will have regard to local character including historic townscapes, settlement patterns and the open countryside. Proposals should incorporate new and existing landscaping as an integral part of the scheme.
Selby Draft Local Plan – preferred options (January 2021)[14]	Preferred Approach SG5, Development in the Countryside: Policy seeks to protect and enhance the intrinsic character and beauty of the countryside. Development in the countryside will be limited to essential need to be in open countryside and which is supported by other Local Plan policies or national policy. Preferred Approach NE2, Protect and Enhance Green and Blue Infrastructure: The preferred approach is to seek to protect, maintain, enhance and, where possible, restore and extend Selby District's green and blue infrastructure assets. Preferred Approach NE3, Protect and Enhance Landscape Character: All proposed development must promote high quality designs that respond positively and where possible enhance distinctive landscape character as described in the Selby Landscape Character Assessment and respect overall development guidelines in the Selby Landscape Sensitivity Study. Development must also give particular attention to design, layout, use of materials and landscaping to minimise its impact and enhance landscape character. Proposals within the Locally Important Landscape Areas (LILAs) must avoid significant loss of key characteristics and respond to the recommendations set out in the Selby District Landscape Designation Review.

[13] Selby District Council (2013) Selby District Core Strategy Local Plan. Available at: https://www.selby.gov.uk/sites/default/files/Documents/CS_Adoption_Ver_OCT_2013_REDUCED.pdf (Accessed 06 September 2021)
[14] Selby District Council (2021). Selby District Local Plan Preferred Options Consultation 2021. Available at https://www.selby.gov.uk/sites/default/files/Local_Plan_Preferred_Options_29-01-2021_%28Web%20Version%29.pdf (Accessed 06 September 2021)

Policy	Policy Context
	Preferred Approach NE6, Trees, Woodland and Hedgerows: Prevent loss and enhance trees, woodland and hedgerows by assessment, protection, and replacement of losses. Promotion and enhancement of tree coverage for example, White Rose Forest Partnership Scheme.
Leeds City Council UDP 2001 and UDP Review (2006) policies[15]	The Project that is assessed as having potential landscape and visual effects is not located within the administrative area of Leeds City Council (LCC). The western fringes of the LVIA Study Area at Tadcaster and Monk Fryston extend into the LCC administrative area. Policy N37 refers to development within the designated Special Landscape Areas (SLA) which does not apply to the Project. The SLA is located within the Monk Fryston LVIA Study Area 2-3km to the north-west of the Project and beyond the A1(M) and A1246 road corridors.

Technical guidance

6.2.4 A summary of the technical guidance for landscape and visual amenity is given in **Table 6.3**.

Table 6.3 – Technical guidance relevant to the landscape and visual amenity assessment

Technical guidance document	Context
Guidelines for Landscape and Visual Impact Assessment Third Edition (2013)[16]	The third edition of this guidance (known as 'GLVIA 3') is regarded as the 'industry standard' document guiding LVIA. GLVIA 3 provides the framework within which the LVIA has been undertaken and informs the methodology, as set out in **Appendix 6C: Landscape and Visual Impact Assessment Methodology** .
Landscape Institute Technical Guidance Note 06/19[17]	Visual Representation of Development Proposals covers the technical parameters associated with the presentation of different types of visualisations including annotated photographs, photowires and photomontages.
Landscape Institute Technical Information Note 01/17[18]	Provides an overview of tranquillity including etymology, research, policy background and tranquillity assessment in practice.

[15] Leeds City Council (2006). *Leeds Unitary Development Plan.* Available at: https://www.leeds.gov.uk/docs/FPI_UDP_001%20Volumen%201%20Written%20Statement.pdf (Accessed 07/09/2021)
[16] Landscape Institute and Institute of Environmental Management & Assessment (2013). *Guidelines for Landscape and Visual Impact Assessment Third Edition.* Available at: https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/Planning%20Inquiries/H-4-GLVIA3-3rd-Edition-APP-P2935.pdf (Accessed 08/09/2021).
[17] Landscape Institute. *Technical Guidance Note 06/19.*. Available at: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2019/09/LI_TGN-06-19_Visual_Representation.pdf (accessed 08/09/2021)
[18] Landscape Institute. *Technical Information Note 01/2017.* . Available at: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2017/02/Tranquillity-An-Overview-1-DH.pdf (accessed 08/09/2021)

Technical guidance document	Context
Landscape Institute Technical Guidance Note 02/21[19]	The guidance sets out the approaches to assessing landscape value outside national landscape designations.
Landscape Institute Technical Guidance Note 04/20[20]	Sets out the role of the Landscape Professional in the planning, design and management of infrastructure projects and provides a summary of existing technical guidance.

6.3 Consultation and engagement

Overview

6.3.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Section 4.4** of **Chapter 4: Approach to Preparing the PEIR**.

Scoping Opinion

6.3.2 A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 28 April 2021. **Appendix 6A: EIA Scoping Opinion responses for landscape and visual amenity** provides detailed responses to the Planning Inspectorate (PINS) comments. A summary of the comments and how these have been addressed within the PEIR is presented in **Table 6.4**.

6.3.3 The information provided in the PEIR is preliminary and not all of the Scoping Opinion comments have been addressed at this stage, however all comments will be addressed within the ES.

Table 6.4 – Summary of EIA Scoping Opinion responses for landscape and visual amenity

Consultee	Consideration	How addressed in this PEIR
The Planning Inspectorate (ID PINSC4-1 and PINSC4-2)	Osbaldwick substation - no details of the proposed circuit breaker or isolator provided and further information on land take east of the existing site boundary required.	Details provided at **Appendix 6A** concluding no potential for significant landscape and visual effects and consequently the proposed works associated with the Osbaldwick Substation can be scoped out. A plan showing the existing and proposed layout of Osbaldwick Substation is also provided in **Figure 3.12**

[19] Landscape Institute. *Technical Guidance Note 02/21*.. Available at: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2021/05/tgn-02-21-assessing-landscape-value-outside-national-designations.pdf (Accessed 08/09/2021)

[20] Landscape Institute. *Technical Guidance Note 04/20*. . Available at: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2018/01/LI-Infrastructure-TGN-FINAL-200924.pdf (Accessed 08/09/2021)

Consultee	Consideration	How addressed in this PEIR
The Planning Inspectorate (ID PINSC4-3)	Osbaldwick substation – robust justification required for exclusion on the preliminary conclusion that the Project is unlikely to result in any significant landscape and visual effects	Details provided at **Appendix 6A** where justification is provided on the proposed scoping out of the changes to the Osbaldwick Substation. A plan showing the existing and proposed layout of Osbaldwick Substation is also provided in **Figure 3.12**
The Planning Inspectorate (ID PINSC4-4)	Agreement on scoping out of the reconductoring of the 275kV XC overhead line from the LVIA as changes unlikely to have significant landscape and visual effects.	See **Appendix 6A** where agreement to scope out reconductoring recorded. **Figure 3.1b** shows images of pylons with single and twin conductors.
The Planning Inspectorate (ID PINSC4-5)	Assessment of replacement pylons in similar locations to existing pylons will require further details before any potential agreement can be reached on scoping out.	Following evolution of the Project design, all replacement pylons have been scoped into the PEIR as there is the potential for the Project to result in significant landscape and visual effects.
The Planning Inspectorate (ID PINSC4-6)	Assessment of impact on landscape elements and national designated landscape areas can be scoped out.	See **Appendix 6A** where agreement to scope out landscape elements and national landscape designations is recorded.
The Planning Inspectorate (ID PINSC4-7)	Scoping Report proposal to scope out construction level activity on all Landscape Character Areas (LCA) and Landscape Character Types (LCT) queried.	Following evolution of the Project design including further information on the construction period and the location and size of construction compounds it was assessed that there was the potential for localised significant effects on landscape character and consequently these were scoped into the assessment.
The Planning Inspectorate (ID PINSC4-8)	Scoping Report proposal to scope out construction level activity on all Regional and National LCT queried.	A description of national landscape character areas is included in the baseline reporting and informs the assessment of local LCA/LCT (and where appropriate regional LCA/ LCT) within the assessment, noting

Consultee	Consideration	How addressed in this PEIR
		assessment of national LCA and most regional LCA/LCT is scoped out to prevent overlap and 'double counting' of effects.
The Planning Inspectorate (ID PINSC4-9)	Scoping Report proposal to scope out construction level activity on all LCA and LCT queried and advise the matter should be scoped in where likely significant effects could occur.	Construction impacts upon all LCA/ LCT scoped into the PEIR has been assessed. Justification to scope out LCA/LCT from the PEIR is provided in **Table 6.10**.
The Planning Inspectorate (ID PINSC4-10)	In the absence of details, the proposal to scope out construction activity in relation to visual receptors is queried in the absence of an evidence base.	Construction impacts upon all visual receptors scoped into the PEIR has been assessed. Justification of visual receptors scoped out of the PEIR is provided in **Table 6.10**.
The Planning Inspectorate (ID PINSC4-11)	Lack of clarity on which LCA/LCT of the operational phase assessment are being scoped out and detailed evidence would be needed to scope out LCA/ LCT.	Full justification for scoping out LCA/LCT is provided in **Table 6.10**, with reference to technical material where appropriate and assessment of adjoining LCA/LCT.
The Planning Inspectorate (ID PINSC4-12)	Agreement that visual receptors can be scoped out as the Project is not likely to be visible, with reference to **Table 5.6** of the Scoping Report.	Justification for scoping out visual receptors within the Study Area is provided in **Table 6.10** with reference to technical material where appropriate and assessment of nearby receptors.
The Planning Inspectorate (ID PINSC4-13)	Agreement that visitors to York Minster Tower can be scoped out.	See **Appendix 6A** for detailed justification.
The Planning Inspectorate (ID PINSC4-15)	Reference requested to Landscape Institute Technical Guidance Note 04/20: Infrastructure.	Has been added to **Table 6.3**.
The Planning Inspectorate (ID PINSC4-16)	Reference required to the West Yorkshire Historic Landscape Characterisation Project (2017), The Leeds Landscape Assessment (1994) and the Harrogate	With the exception of the West Yorkshire Historic Landscape Characterisation Project (2017) that is referenced in the LVIA but covered in detail in the Cultural Heritage chapter of the PEIR, the other assessments are now

Consultee	Consideration	How addressed in this PEIR
	Borough Council Landscape Character Assessment (2004).	referenced and form the baseline to the PEIR.
The Planning Inspectorate (ID PINSC4-17)	ES should include finalised and maximum parameters for all proposed components of the development (Project).	The approach requested has been adopted.
The Planning Inspectorate (ID PINSC4-18)	ZTV should be verified through fieldwork to establish 'accurate visual envelopes'.	Whilst it is agreed that field work in winter, which has and will be undertaken, is essential to understand intervisibility at a sufficient level of detail to inform scoping and assessment of effects, additional work to establish 'accurate visual envelopes' is not advocated in GLVIA 3 best practice guidance and does not form part of this PEIR.
The Planning Inspectorate (ID PINSC4-19)	It should be clear which type of visualisations has been produced for each viewpoint and what type of visualisation is sufficient to support the assessment of likely significant effects.	The approach requested will be adopted. The visualisations provided in the PEIR are annotated photographs from all 29 No. viewpoints and photowires from 6 No. viewpoints. Agreement will be sought with consultees on the location of photomontages for the ES.
The Planning Inspectorate (ID PINSC4-20)	Evidence of agreement regarding the locations of landscape and visual impact receptors and viewpoints with relevant consultation bodies, where possible.	See **Table 6.5**.

Technical engagement

6.3.4 Technical engagement with consultees in relation to landscape and visual amenity is ongoing. Full details of the engagement to date are provided at **Appendix 6B Technical engagement on the landscape and visual amenity assessment**, with a summary provided in **Table 6.5**.

Table 6.5 – Technical engagement on the landscape and visual amenity assessment

Consultee	Consideration	How addressed in this PEIR
Landscape Officer for North Yorkshire County Council and	Full details are provided at **Appendix 6B**. The principal	Following the consultation, the outline landscape strategy was

Consultee	Consideration	How addressed in this PEIR
Selby District Council, Planning Manager for Selby District Council and Planning Officer for Harrogate Borough Council.	aim was to seek agreement on viewpoint locations. Technical information, including annotated photography, was provided to consultees in advance of a 'virtual' meeting held on 07 July 2021. Further information was circulated following the meeting on 02 August 2021 and will be circulated in October 2021. No specific comments have been received at the time of writing by consultees on the location of viewpoints or the selection of views to be presented as outline wireframe visualisations. However, the Landscape Officer for North Yorkshire County Council and Selby District Council noted with respect to viewpoints: *"overall numbers appeared appropriate and the approach to use wireframes for PEIR and detailed photomontages for the S42 was acceptable"* In relation to mitigation strategy, the same Officer stated: *"multi-functional benefits of the mitigation strategy should be clear and there should be no conflicting principles between ecology and landscape."*	amended to reflect the location of development schemes in the planning system south of the existing Monk Fryston Substation. Other considerations raised i.e., integration of landscape strategy with ecology and the selection of specific viewpoints and presentation type will be addressed as part of the ES given the need for winter photography after the PEIR is made available and the completion of ecology surveys, ongoing in the Summer of 2021.

6.3.5 Engagement with consultees on the location of revised and/or additional viewpoints will be undertaken to inform the ES. Comments will be sought on the type and distribution of visualisation at each location, for example, annotated photographs, photowire and/or photomontage, in accordance with best practice guidance[17].

6.3.6 Engagement with consultees will be sought on the development of the outline landscape strategy as part of an integrated environmental measures strategy, following inputs from ecology, arboriculture and other relevant environmental and technical disciplines including constraints covering easements for overground and underground cables, other services and infrastructure.

6.4 Data gathering methodology

Study Area

6.4.1 The Study Areas for the LVIA are shown in **Figure 6.1.** Each Study Area at north-west of York Area, Tadcaster Area and Monk Fryston Substation Area extends to a 3km radius in all directions from the Project components, that have been identified to have the potential to result in significant landscape and visual effects. For those elements of the Project which are unlikely to result in significant landscape and visual effects, comprising refurbishment works to the existing overhead lineand the changes to Osbaldwick Substation, full baseline data has not been obtained. The rationale for scoping out these parts of the Project in relation to the PINS Scoping Opinion is provided in **Section 6.3** above, with further details on the project elements and receptors scoped out of the assessment provided in **Section 6.7** below.

Desk study

6.4.2 A summary of the organisations that have supplied data, together with the nature of that data is outlined in **Table 6.6**.

Table 6.6 – Data sources used to inform the landscape and visual amenity assessment

Organisation	Data Source	Data Provided
Ordnance Survey	Digital 1:25,000 scale 'Explorer' mapping covering the Study Area. Terrain data at 5m resolution. Vectormap District boundary data.	Baseline information on landscape context including topography, drainage, settlement pattern, land-use, woodland, promoted recreational routes, transport network and infrastructure. Terrain data to generate ZTV plans with Vectormap District boundary data to generate exclusion zones for woodland and buildings.
Google	Google Earth Pro.	Baseline information in plan and Street View covering landscape context including topography, drainage, settlement pattern, landuse, landcover, transport network and infrastructure.
Natural England	National Landscape Character Area profiles.[21] Vale of York (NCA 28), Southern Magnesian Limestone (NCA 30) and Humberhead Levels (NCA 39).	Baseline information on a national level and sets the landscape context for regional and local level landscape character assessments.

[21] National Character Area profiles (2014) by Natural England. Available at: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles#ncas-in-yorkshire-and-the-humber (accessed 18/02/21)

Organisation	Data Source	Data Provided
	MAGIC interactive map.[22]	Baseline information to inform landscape sensitivity assessment, including details of environmental designations for example, heritage and ecology that may influence landscape value.
Sustrans	National Cycle Network.	GIS dataset covering promoted cycle routes.
North Yorkshire County Council	North Yorkshire and York Landscape Characterisation Project.[23]	Baseline information on landscape character at a regional level.
Hambleton District Council	Hambleton Landscape Character Assessment.[24]	Baseline information on landscape character at a local/ district level.
Harrogate Borough Council	Harrogate District Landscape Character Assessment.[25]	
Leeds City Council	Leeds Landscape Character Assessment.[26]	
Selby District Council	Selby District Landscape Character Assessment.[27]	
	Local Landscape Designation Review.[28]	Baseline information on the Locally Important Landscape Area (non-statutory landscape designation).
Wakefield District Council	Landscape Character Assessment of Wakefield District[29].	Baseline information on landscape character at a district level.
Historic England	Registered Parks and Gardens.	GIS dataset and Register entry for Beningbrough Hall.

[22] Multi-Agency Geographic Information for the Countryside (MAGIC) website. Available at https://magic.defra.gov.uk/magicmap.aspx (accessed 02 February 2021)

[23] North Yorkshire and York Landscape Characterisation Project by Chris Blandford Associates on behalf of North Yorkshire County Council (2011). Available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/Environment%20and%20waste/Conservation/North_Yorkshire_and_York_landscape_character_assessment_report.pdf (accessed 18 February 2021)

[24] Hambleton Landscape Character Assessment and Sensitivity Study by LUC on behalf of Hambleton District Council (2016) Available at: https://www.hambleton.gov.uk/downloads/file/921/hambleton-landscape-character-assessment-and-sensitivity-study (accessed 18 February 2021)

[25] Harrogate District Landscape Character Assessment by Harrogate District Council (2004). Available at: https://www.harrogate.gov.uk/conservation-landscape-ecology/landscape-character-assessment (accessed 18 February 2021)

[26] Leeds Landscape Character Assessment by Landuse Consultants on behalf of Leeds City Council (1994). Available at: https://www.leeds.gov.uk/docs/1%20Parts%201-3%20reduced.pdf (accessed 22 August 2021)

[27] Selby District Landscape Character Assessment prepared by LUC on behalf of Selby District Council (2019) Available at: https://www.selby.gov.uk/sites/default/files/Selby LCA Report Combined.pdf (accessed 18 February 2021)

[28] Selby District Local Landscape Designation Review prepared by LUC for Selby District Council (2019) Available at: https://www.selby.gov.uk/sites/default/files/Documents/Local_Landscape_Designation_Review_December_2019.pdf (accessed 18 February 2021)

[29] Wakefield District Council (2004). Landscape Character Assessment of Wakefield District. Available at: https://www.wakefield.gov.uk/Documents/planning/planning-policy/information-monitoring/ldf-landscape-assessment.pdf (accessed 22 August 2021)

Organisation	Data Source	Data Provided
North Yorkshire County Council	Public Rights of Way.	GIS dataset of public rights of way providing baseline information on the distribution of local routes.
City of York Council		
City of York Council	City of York Historic Environment Characterisation Project[30].	Baseline information on landscape/townscape character at a district level.

Survey work

6.4.3 A site survey and photography were undertaken over several days in mid-March 2021, prior to deciduous trees and shrubs coming into leaf, and thereby reflecting the maximum visibility scenario.

6.4.4 All photography has been undertaken in accordance with the guidance outlined in the Landscape Institute's Technical Guidance Note 06/19[17]. All photography accompanying the LVIA was taken using:

- A high resolution digital Single-lens Reflex (SLR) camera with a 'full frame' sensor (i.e. 36 x 24mm) with the camera set at 1.5m above ground level;
- A 50mm fixed focal length (prime) lens; and
- A professional quality tripod fitted with a panoramic head.

6.4.5 The location of the camera was established using a hand-held Global Positioning System (GPS) unit.

6.4.6 Prior to the site visit, the potential viewpoint locations outlined in the Scoping Report were identified by desktop review of the preliminary Zone of Theoretical Visibility (ZTV), OS mapping and Google Earth Pro. Review in the field required some viewpoint locations to be adjusted, for example, to obtain less restricted views towards the Project or to avoid foreground clutter.

6.4.7 The Scoping Report was submitted in March 2021, coinciding with the latest window to obtain winter photography. It was therefore not possible to obtain consultee feedback on the initial viewpoint selection prior to this site visit.

6.4.8 The selection of 29 No. publicly accessible viewpoints and justification rationale is set out in **Table 6.7**. In accordance with paragraph 6.21 of GLVIA 3[31] the selection has covered as *'wide a range of situations as is possible, reasonable and necessary to cover the likely significant effects'*

[30] City of York Council (2013). City of York Historic Environment Characterisation Project (2013) Available at: https://www.york.gov.uk/YHECP (accessed 18 February 2021)

[31] Landscape Institute and Institute of Environmental Management & Assessment (2013). *Guidelines for Landscape and Visual Impact Assessment Third Edition.* Available at: https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/Planning%20Inquiries/H-4-GLVIA3-3rd-Edition-APP-P2935.pdf (Accessed 08/09/2021).

Table 6.7 – Viewpoint Selection

Viewpoint	Location	Selection Justification
1	National Cycle Network 65, west of Skelton	Representative Viewpoint. Off-road section of the route between the River Ouse and Stripe Lane.
2	Permissive footpath near Millennium Green, Nether Poppleton	Specific Viewpoint. Minor relocation from Scoping Report as views from Millennium Green were screened by intervening tree cover.
3	Public footpath at north-western edge of Overton	Representative Viewpoint. Users of public footpath and similar to views experienced by cyclists and people in vehicles from nearby Overton Road. Close to dwellings on western edge of Overton. Minor relocation from Scoping Report to obtain less restricted views of the Project.
4	Public Bridleway along River Ouse	Representative Viewpoint. Intermittent views from PRoW through breaks in bankside tree cover. Potential nearby views for canoeists. Viewpoint location adjusted from Scoping Report to include existing 275kV XCP overhead line to be decommissioned and the proposed new section of the 275kV XCPoverhead line .
5	Public Footpath near Moorlands Farm	Representative Viewpoint. Experienced by footpath users and similar to views from nearby Moorlands Farm dwelling that would be more distant from the Project.
6	B1363 at western edge of Wigginton	Representative Viewpoint. Oblique views from road corridor. Location adjusted from Scoping Report slightly where views are less restricted by roadside hedgerow and intervening tree planting.
7	A19 at southern edge of Shipton-by-Beningbrough	Representative Viewpoint. Views experienced by road users and similar to nearby views from dwellings on the southern edge of Shipton-by-Beningbrough.
8	Beningbrough Hall and Gardens	Specific Viewpoint. National Trust RPG open to the public. View selected from slightly elevated south facing slopes of the parkland.
9	Corban Lane	Representative Viewpoint. Likely views for north-west bound road users. It is recognised that this viewpoint would benefit from relocation closer to the Project in the ES.
10	Public footpath, Shipton Moor	Representative Viewpoint. Oblique views experienced by walkers.
11	Public bridleway at junction with B1363	Representative Viewpoint. Views experienced by horse riders, walkers, and nearby south-bound road users.
12	Public Bridleway at junction with A19	Representative Viewpoint. Views experienced by horse riders, walkers, and nearby south-bound road users.
13	A19, western edge of Skelton	Illustrative Viewpoint. Narrow views through break in tree cover for north-bound road users and people at bus stop.

Viewpoint	Location	Selection Justification
14	National Cycle Network 65, Overton Road near Overton Grange	Representative Viewpoint. Views for road users, cyclists and next to junction of private access drive to Overton Grange.
15	National Cycle Network 65, Overton Road, near junction with A19	Representative Viewpoint. Views for southbound travellers in vehicles and cyclists.
16	Public footpath near western edge of Shipton-by-Beningbrough	Representative Viewpoint. Nearby Scoping Report location from Sandhole Lane rejected as views were fully restricted by high hedgerows.
17	National Cycle Network 65, Shipton Low Road	Illustrative Viewpoint. Views for people in vehicles and cyclists approaching Shipton-by-Beningbrough
18	War memorial/seating area, Nether Poppleton	Specific Viewpoint. From the seating area adjacent to war memorial, overlooking River Ouse and adjacent to public bridleway.
19	Garnet Lane near Brick House Farm	Representative Viewpoint. Views experienced by road users.
20	A659	Representative Viewpoint. Views experienced by northbound road users.
21	Garnet Lane near junction with A659	Representative Viewpoint. Views experienced by south-bound road users. Scoping Report viewpoint location closer to High Moor Farm was rejected as views towards Project were restricted by roadside planting.
22	Public Bridleway on Chantry Lane	Representative Viewpoint. Oblique views over a field gate available to walkers and horse riders.
23	Public footpath south of Monk Fryston Substation	Representative Viewpoint. Direct views available for walkers towards Project, filtered by woodland.
24	A162	Representative Viewpoint. Fell within the Scoping Report ZTV, but now falls outside the updated ZTV. With the input of consultees the viewpoint will be relocated for the ES.
25	Junction of Rawfield Lane and A63	Representative Viewpoint. Experienced by road users on both directions along the A63 and for southbound users of Rawfield Lane.
26	Rawfield Lane near Bay Horse Farm	Representative Viewpoint. Views available to north-east bound road users.
27	Public Bridleway near A1246	Representative Viewpoint. Oblique view at break in hedgerow available to walkers and horse riders. Relocated from Scoping Report location on the A1246 as hedgerows prevented views.

Viewpoint	Location	Selection Justification
28	Burton Common Lane on eastern edge of Burton Salmon	Representative Viewpoint. Oblique views potentially available to road users and predicted to be similar to private views from nearby dwellings off Old Hall Close.
29	Public bridleway on eastern edge of Moor Monkton	Representative Viewpoint. Views available to walkers and horse riders at the edge of the village.

6.5 Overall baseline

Current baseline: Landscape elements

6.5.1 For those elements of the Project unlikely to result in significant landscape effects, comprising refurbishment works to the existing overhead line and the changes to Osbaldwick Substation, full baseline data has not been obtained. The rationale for scoping out these elements of the Project in relation to the PINS Scoping Opinion is provided in **Section 6.3** above, with further details on the project elements and receptors scoped out of the assessment provided in **Section 6.7** below.

6.5.2 **Figure 6.14: Topography** illustrates the location of the North-west of York Study Area on low level land crossed by the River Ouse corridor. The Tadcaster Area and Monk Fryston Substation Study Areas comprise a more undulating landscape where land rises most notably to the south-west of the Project at Tadcaster and to the north-west of the Project at Monk Fryston, reflecting the underlying limestone geology, distinct from the river floodplain landscape and valley sides that cover the remainder of the study areas.

North-west of York Area

6.5.3 The principal elements of the Project comprise the new 400kV YN overhead line connecting the existing 400kV overhead line with the new Overton Substation. At the northern end of the line, the Shipton North and South CSECs would be connected by underground cabling.

6.5.4 The North-west of York Study Area is dominated by medium to large scale arable fields on low lying land, with elevations varying between 10m and 20m Above Ordnance Datum (AOD). Field boundaries are typically managed hedgerows with infrequent trees and occasional isolated remnant hedgerow trees within the larger fields. Woodland is infrequent, being typically small-scale blocks at the corner of fields and, occasionally, narrow belts along watercourses.

6.5.5 The LVIA Study Area is crossed by several transport routes. The A19 passes through the centre of the Study Area and connects the settlements of Skelton and Shipton-by-Beningbrough. Running broadly parallel with and south of the A19 is the East Coast Main Line (ECML) railway, typically slightly elevated above the surrounding landscape. Overton Road, which accommodates National Cycle Network (NCN) 65, and Stripe Lane connect scattered farmsteads and join to the A19. Corban Lane is an unclassified road connecting Shipton-by-Beningbrough with the B1363 at Wiggington on the edge of the Study Area to the east.

Tadcaster area

6.5.6 The principal elements of the Project (Tadcaster Tee West and East 275kV CSECs and replacement pylon) would be located in close proximity to the junction of the existing 275kV XD Tadcaster Tee to Knaresborough overhead line and existing 275kV XC Poppleton to Monk Fryston overhead line, approximately 1.4km to the south-west of Tadcaster. The Project elements would be located on gently undulating arable farmland at around 50m AOD. The highway embankment of the A64 dual carriageway lies adjacent to the proposed southern CSEC.

6.5.7 The A659 is located to the west of the Project and is defined by a low clipped intermittent hedgerow and occasional trees. The northern and southern boundaries of the draft Order Limits, including the temporary construction compounds, cross open arable farmland. Blocks of plantation woodland lie between the Project and the dwellings of Red Brick House Farm and Brick House Farm on Garnet Lane, and this planting provides a buffer between the dwellings and the existing infrastructure associated with the existing 275kV XD Tadcaster Tee to Knaresborough overhead line and existing 275kV XC Poppleton to Monk Fryston overhead line.

Monk Fryston Substation area

6.5.8 The location of the proposed substation lies adjacent to the eastern and north-eastern edge of the existing substation on relatively flat land at between 35m and 40m AOD. Mature woodland belts are located to the south and east, set within a wider undulating arable landscape. Field boundaries within the Study Area close to the Project are typically defined by low clipped hedgerows, often gappy in places, including two sections of hedgerow that lie on the site of the proposed substation. Multiple high voltage overhead lines s connect to the substation from the south and west and the existing 400kV 4YS overhead line crosses the landscape to the east of the substation, passing south of the villages of Monk Fryston and Hillam.

Current baseline: Landscape designations

6.5.9 There are no national landscape designations in the Study Area, and they are scoped out of the LVIA assessment (See **Appendix 6A**). The closest national designation is the Howardian Hills Area of Outstanding Natural Beauty (AONB), located over approximately 10km to the north of the Project at the closest point. The North Yorkshire Moor National Park is located over 17km to the north and the Nidderdale AONB over 26km to the west of the Project.

6.5.10 The Project elements at Tadcaster, and the majority of the Tadcaster Area, is located within a LILA, a non-statutory landscape designation, illustrated in **Figure 6.15: National Landscape Character Areas and Landscape Designations**. The Monk Fryston Substation Area is located ~ 400m south of the LILA at the closest point. The Selby District Local Landscape Designation Review[28] covers the existing and proposed local landscape designations that are relevant to the Tadcaster and Monk Fryston LVIA Study Areas.

Current Baseline: National landscape character assessment

6.5.11 **Figure 6.15** illustrates the context of the three national landscape character areas[21] that fall within the Study Areas**.** The North-west of York Area is located within NCA 28: Vale of York. The Tadcaster Area and Monk Fryston Substation Area are located within NCA

30: Southern Magnesian Limestone. In addition, NCA 39: Humberhead Levels covers the eastern fringes of the Monk Fryston Substation Area.

North-west of York Area

6.5.12 NCA 28: Vale of York, covers the North-west of York Area and is described as *"a largely open, flat and low-lying landscape between the higher land of the Southern Magnesian Limestone ridge to the west, the Howardian Hills to the north and the Yorkshire Wolds to the east"*[21].

6.5.13 In summary, the key characteristics include:

- Predominantly agricultural land use with medium to large scale arable fields defined by hedgerows, which are often low and intermittent with sparse hedgerow trees, and fences.
- Large, dispersed farmsteads and small villages on higher land are set within a quiet rural landscape.
- Wetland features dotted through the wider landscape of the NCA providing stepping-stones between water dependent priority habitat and unimproved and semi-improved pastures.
- Some areas of heathland and small scattered broadleaved woodlands and larger conifer plantations.
- Parkland associated with country houses, with tree clumps, tree belts, avenues and other architectural features adding to the variety of the landscape for example, Beningbrough Hall.
- The City of York as the main urban centre with roads radiating outwards and York Minster forming a prominent landmark and focal point for the Vale.

6.5.14 Statements of Environmental Opportunity (SEO's) include, in summary, SEO1: Identify opportunities within the existing agricultural systems to enhance landscape character; SEO2: Manage and enhance the network of rivers and important wetland habitats within the Vale; SEO3: Increase the network of species-rich meadows, pastures, fields and hedgerow and extend and enhance heathland; and SEO4: Protect the historic and cultural features of the Vale.

6.5.15 SEO1 seeks to identify opportunities within the existing agricultural systems to enhance landscape character. This could be achieved by the management, restoration and thickening of existing hedgerows and the planting of new hedgerow trees. In addition, restoration and management of field ponds, ditches, dykes, woodland, and shelterbelts is sought, together with strengthening of historic field systems and patterns through hedgerow restoration and management, particularly older field patterns around villages.

6.5.16 SEO2 seeks to manage and enhance the network of rivers and important wetland habitats within the Vale. This could be achieved by restoration, extension and re-linking of wetland habitats particularly where appropriate in the river flood plains. In addition, new riparian and flood plain woodland is encouraged along with management measures that strengthen the contribution of the river valleys to the landscape.

6.5.17 SEO3 seeks to increase the network of species-rich meadows, pastures, fields, and hedgerow and extend and enhance heathland sites on areas of sandy soil for the benefit of biodiversity, as well as enhancing sense of place.

6.5.18 SEO4 seeks to protect the historic and cultural features of the Vale, in particular the traditional settlement patterns of remaining villages and the evidence of previous settlements that provide a strong sense of place. This could be achieved by a range of actions including protecting and restoring remaining features of previous settlements that add interest and character to the landscape and parkland associated with country houses. Further examples of actions include retention of field pattern, increasing public access through creation of new circular routes or links to existing public rights of way, and conservation of tranquillity, in particular minimising light spill in the more rural areas.

6.5.19 Under the description of landscape change, the NCA 28 profile at page 30 notes that this NCA *"shows a high rate of development outside the urban fringe, with development in the wider countryside and smaller settlements observed especially around York."*

Tadcaster and Monk Fryston Substation Study Areas

6.5.20 NCA 30: Southern Magnesian Limestone covers the Tadcaster Area and majority of the Monk Fryston Substation Area and is summarised as being defined by the underlying geology with the limestone creating *"a ridge, or narrow elevated land, running north-south ...."*

6.5.21 In summary, the key characteristics include:

- Elevated limestone ridge with smoothly rolling landform and river valleys cutting through the ridge.
- Large-scale, open landscape formed by large intensively farmed arable fields bounded by clipped hedges. Woodland, including traditional coppice, more frequent in places.
- Long views over lowlands to the east and west, although these are noted to be most prominent in the south i.e., beyond the LVIA Study Area of the Project.
- Semi-natural habitats are small and fragmented.
- Large number of abbeys, country houses and estates with designed gardens, parklands, and woodland.
- Archaeological evidence with some notable prehistoric sites.
- Localised industrialised influences along the fringe of the Coal Measures NCA to the west, including power lines, settlements, industry, and transport routes, for example, the A1.

6.5.22 Statements of Environmental Opportunity (SEO's) include, in summary, SEO 1: Protect historic landscape features, SEO 2: Protect semi natural habitats and restore and create new areas and networks and SEO 3: Protect the overall rural landscape and maintain its highly tranquil quality; and SEO 4: Major land use changes should minimise visual impact, incorporate green infrastructure and create new access to enhance recreational opportunities.

6.5.23 SEO 1 seeks to protect the historic environment for its contribution to local character and sense of identity, that amongst other actions, includes protecting the setting of designed parklands and estates, including vistas in and out of the parks and conserving and restoring features such as stone walls and stone gateposts.

6.5.24 SEO2 seeks to protect and manage existing semi-natural habitats and restore and create new habitat areas, including linkages through a range of measures, that covers management of existing woodland and creation of new native woodland, particularly on

valley sides, degraded land and associated with new development. Other measures include the introduction of permanent unimproved limestone and neutral grassland margins to arable field edges and watercourses. Expansion of wetland habitats including wet woodland is also cited.

6.5.25 SEO3 seeks to protect the overall rural landscape and maintain its highly tranquil quality, managing arable land for food production while also enhancing landscape features such as field boundaries and improving biodiversity and flood risk management. This can be achieved by ensuring expansive views along the open ridge are retained, managing hedgerows and hedgerow trees, and managing land adjacent to semi-natural habitats to protect and enhance biodiversity. The introduction of conservation headlands in arable fields and the introduction of permanent grassland margins to fields and watercourses are other actions identified.

6.5.26 SEO4 seeks to promote the successful incorporation of any future major land use changes, directing them to where they can enhance the existing landscape and seeking optimum design to obtain the greatest net benefits, such as to minimise visual impact on the wider landscape, incorporating green infrastructure and creating new access to enhance recreational opportunity for people to experience wildlife. Supporting measures include the use of traditional local materials and colours combined with high-quality new design and development, and minimising light spill at night.

Monk Fryston Substation area

6.5.27 NCA 39: Humberhead Levels covers the eastern fringes of the Monk Fryston Substation Area and is summarised as being *"a flat, low-lying and large-scale agricultural landscape"*

6.5.28 In summary, the key characteristics include:

- Low lying, predominantly flat landscape, with large regular and geometric fields without hedges and divided by ditches and dykes.
- Maintained by drainage from the 17th century to give rise to productive arable farmland.
- Alluvial flood meadows give rise to important wetland habitats.
- Variation in underlying deposits give rise to lowland raised mires and heathlands of ecological and historical importance.
- Views to distant horizons often long and unbroken, with vertical elements including power stations and wind turbines which are very prominent.
- Sense of remoteness despite settlements, motorways and main roads.

6.5.29 Statements of Environmental Opportunity (SEO's) include, in summary, SEO 1: Safeguard, manage and expand wetland habitats, SEO 2: Manage agricultural landscape to retain its distinctive character and SEO 3: Manage landscape features including semi-natural habitats and historic field patterns and SEO 4: Protect the open and expansive character of the landscape ensuring new development is sensitively located, retains long views, and makes a positive contribution to biodiversity.

6.5.30 SEO1 seeks to safeguard wetland habitats and contribute to landscape character by seeking opportunities to restore and expand wetland habitats such as floodplain meadows. This may be achieved by reverting arable land to pasture and creating links to other water dependent habitats.

6.5.31 SEO2 seeks to retain the distinctive character of the agricultural landscape by the rotational management of ditches and dykes, the appropriate management of land next to semi-natural habitats, the creation of new habitats within arable farmland including permanent species rich grassland field margins, buffers to watercourses and wetlands, and providing linkages to semi-natural habitats.

6.5.32 SEO3 seeks to manage the landscape features that contribute most to landscape character, including semi-natural habitats and historic field patterns by management and expansion of the valued habitats and creating connecting networks.

6.5.33 SEO4 seeks to protect the open and expansive character of the landscape by ensuring that development associated with transport corridors includes provision of green infrastructure. Long views to distant horizons are to be kept open by limiting the use of native tree and shrub planting to integrate structures but without unduly impacting on the open character of the area. In order to retain high levels of tranquillity in the more remote rural areas, minimisation of light spill and noise can be achieved through careful control and design.

Current Baseline: Regional landscape character assessment

6.5.34 The component Study Areas are covered by the North Yorkshire and York Landscape Characterisation Project[23].

North-west of York Area

6.5.35 With reference to **Figure 6.16: Regional Landscape Character Areas: North-west of York Area,** the majority of the Study Area is located within the Vale Farmland with Plantation Woodland and Heathland Landscape Character Type (LCT). The River Floodplain LCT, is centrally located within the Study Area along the River Ouse corridor. The key characteristics of both areas are contained in **Appendix 6D: Landscape Character Baseline.**

6.5.36 Two additional LCT are located peripherally within the Study Area and comprise the Magnesian Limestone Ridge LCT and Urban Landscapes LCT.

Tadcaster area

6.5.37 With reference to **Figure 6.17: Regional Landscape Character Areas: Tadcaster Area**, the majority of the Study Area is located within the Magnesian Limestone Ridge LCT, with peripheral areas to the east covered by the Urban Landscapes LCT (at Tadcaster) and the River Floodplain LCT to the south of the settlement. The area to the west in the vicinity of Bramham is outside the Study Area of the North Yorkshire and York Landscape Characterisation Project. The key characteristics of the principal Magnesian Limestone Ridge LCT are contained in **Appendix 6D**.

Monk Fryston Substation area

6.5.38 With reference to **Figure 6.18: Regional Landscape Character Areas: Monk Fryston Substation Area,** the majority of the Study Area is located within the Magnesian Limestone Ridge LCT. Smaller peripheral areas are covered by the Levels Farmland LCT to the east and the River Floodplain LCT to the south-west. The key characteristics of the principal Magnesian Limestone Ridge LCT are contained in **Appendix 6D**.

Role of Regional LCA in this PEIR

6.5.39 The North Yorkshire and York Landscape Characterisation Project[23] has been reviewed to provide baseline context, however with the exception of a gap in coverage of local landscape character assessment between the urban area of York and Harrogate and Hambleton Districts beyond, the extant local character assessments, described below, have been used as the baseline sources upon which the assessment of the Project has been undertaken.

Current Baseline: Local landscape character assessment

6.5.40 The local LCA and LCT scoped into the assessment are set out in **Table 6.9** and the key characteristics of these LCA and LCT are reproduced in **Appendix 6D**.

6.5.41 The rationale for scoping out LCA and LCT within the Study Area, from where it has been assessed and demonstrated that there is no potential for any significant indirect effects upon landscape character, is set out in **Table 6.10.**

North-west of York area

6.5.42 **Figure 6.19: Local Landscape Character Areas: North-west of York Area** illustrates the LCA and LCT that are located within the Study Area. The LCA/LCT that have been scoped into the assessment are underlined below.

The Hambleton Landscape Character Assessment and Sensitivity Study[24]

- Huby and Shipton Vale Farmland LCA (sub-type 5b & 5c)
- Huby and Shipton Vale Farmland LCA (sub-type 7a)
- Ouse Floodplain LCA

Harrogate District Landscape Character Assessment[25]

- Scagglethorpe Moor Mixed Farmland LCA.
- Lower Nidd Grassland LCA
- Green Hammerton Low Lying Farmland LCA
- River Ure/Ouse Corridor LCA
- Nidd Corridor LCA
- Marston Moor Drained Farmland LCA

York Historic Environment Characterisation Project[30]

- Acomb North LCA 28
- York Business Park LCA 32
- Poppleton & Clifton Ings LCA 34
- Clifton NW LCA 36
- Clifton Moor LCA 37
- Clifton Moor (Commercial) LCA 38

Tadcaster area

6.5.43 **Figure 6.20: Local Landscape Character Areas: Tadcaster Area** illustrates the LCA and LCT that are located within the Study Area. The LCA/LCT that have been scoped into the assessment are underlined below.

Selby District Council Landscape Character Assessment[27]

- West Selby Limestone Ridge LCA
- Wharfe Valley LCA
- Urban Landscapes LCT

Leeds Landscape Character Assessment[26]

- Open Arable Farmland LCT, East Bramham LCA
- Small Scale Farmed Ridges and Valleys LCT
- Wooded Parkland LCT
- Wooded Farmland LCT

Harrogate District Landscape Character Assessment[25]

- River Wharfe Floodplain Farmland LCA

Monk Fryston Substation area

6.5.44 **Figure 6.21: Local Landscape Character Areas: Monk Fryston Substation Area** illustrates the LCA and LCT that are located within the Study Area. The LCA/LCT that have been scoped into the assessment are underlined below.

Selby District Council Landscape Character Assessment[27]

- West Selby Limestone Ridge LCA
- Haddlesey Farmland LCA
- Wharfe Valley LCA
- Sherburn Farmland LCA
- Aire Valley LCA

Leeds Landscape Character Assessment[26]

- Wooded Farmland LCT
- Degraded River Valley LCT

Wakefield Landscape Character Assessment[32]

- Limestone Escarpment LCT

[32] Wakefield District Council (2004). *Landscape Character Assessment of Wakefield District* Available at: https://www.wakefield.gov.uk/Documents/planning/planning-policy/information-monitoring/ldf-landscape-assessment.pdf (accessed 08/09/2021)

Current Baseline: Visual Receptors within North-west of York Area

Residential receptors

6.5.45 The receptors are illustrated in **Figure 6.22: Residential Visual Receptor Groups and Viewpoint Locations: North-west of York Area.**

6.5.46 The settlements within the Study Area comprise the suburb of Rawcliffe in York, and the villages of Shipton-by-Beningbrough, Skelton, Beningbrough, Nether Poppleton, Upper Poppleton, Hessay, Moor Monkton, Nun Monkton, and Wigginton and Overton.

6.5.47 The villages of Knapton and Haxby identified in the Scoping Report now fall outside the updated Study Area.

6.5.48 Occasional scattered dwellings and farmsteads are located across the LVIA Study Area and are grouped as follows:

- Skelton, Rawcliffe Moor and Wiggington Moor (New Enclosures);
- Wiggington Moor (Old Enclosures);
- Bohemia/Greenthwaite;
- Shipton Moor;
- Beningbrough Moor;
- Scagglethorpe Moor and at Red House;
- High Moor/ Low Moor;
- Moor Monkton Moor; and
- Dwellings along & near Pool Lane; and
- Moorlands Farm

6.5.49 A number of scattered properties have been identified within ~500m of the proposed 400kV YN overhead line, the proposed 275kV SP overhead line and the proposed (not realigned) section of the 275kV XC overhead line, where potentially significant effects upon visual amenity could occur due to proximity of the dwellings to new pylons and associated infrastructure. These properties comprise:

- Agricola;
- Newlands Farm;
- North Hall Moor;
- Dovecot Barn;
- Woodstock Lodge and wedding venue;
- Hall Moor Farm Cottages;
- Hall Moor Farm (South);
- Overton Grange and Nos. 1 and 2 Glenroyd Cottages;
- New Farm; and
- Dwellings on Stripe Lane.

Recreational receptors

6.5.50 The receptors are illustrated in **Figure 6.23: Recreational and Transport Receptors and Viewpoint Locations: North-west of York Area.**

6.5.51 Recreational receptors include cyclists on NCN Route 65, walkers using the York and Selby long distance path, walkers and horse riders on the local rights of way network, including the River Ouse corridor, a PRoW west of Newlands Farm, PRoWs east of Shipton-by-Beningbrough, PRoWs on Shipton Moor, PRoWs west of Shipton-by-Beningbrough, PRoWs on Wiggington Moor, PRoWs at Bohemia, PRoWs Skelton to Rawcliffe in York, PRoWs near Nun Monkton, and Moor Monkton, PRoWs on Scagglethorpe Moor and PRoWs south of the A59.

6.5.52 Recreational open space receptors include the Skelton Park Golf Course, Forest of Galtres Golf Club, Beningbrough Hall RPG (including PRoWs) and other public open spaces including Millennium Green in Nether Poppleton, the Poppleton Centre recreation ground, Wiggington recreation ground and Shipton recreation ground.

6.5.53 Clifton Park and Rawcliffe Bar Country Park which were identified in the Scoping Report now fall outside the updated Study Area.

Transport Network receptors

6.5.54 The receptors are illustrated in **Figure 6.23: Recreational and Transport Receptors and Viewpoint Locations: North-west of York Area.**

6.5.55 Visual receptors include passengers passing through the LVIA Study Area along a variety of transport routes, including the A19, A59, A1237, B1363 and the East Coast Mainline Railway.

6.5.56 A number of minor roads cross the Study Area including Corban Lane, Stripe Lane, Overton Road, Shipton Low Road, Beningbrough Lane, New Road, Moor Lane, Chapman's Lane, High Moor Lane, Bull Lane, Brownmoor Lane, Pool Lane, and Church Lane.

Current Baseline: Visual Receptors within the Tadcaster area

Residential receptors

6.5.57 The receptors are illustrated in **Figure 6.24: Residential Visual Receptor Groups and Viewpoint Locations: Tadcaster Area**

6.5.58 The settlements of Tadcaster, Newton Kyme, Stutton, Towton and Bramham are located within the Study Area.

6.5.59 There are groups of scattered dwellings near Hazlewood Park, farmsteads south-west of Stutton, and farmsteads at Toulston. In addition, there are isolated dwellings at High Moor Farm, High Moor Grange Farm, Wise Warren and Headley Hall and cottages to the north and west of the Project. Isolated dwellings at Brickhouse Farm and Red Brickhouse Farm are located to the north-east of the Project.

Recreational Receptors

6.5.60 The receptors are illustrated in **Figure 6.25: Recreational and Transport Receptors and Viewpoint Locations: Tadcaster Area**

6.5.61 NCN Route 66 follows the A1(M) to the west and the Ebor Way long distance footpath route and part of the River Wharfe passes through the northern periphery of the Study Area.

6.5.62 The PRoW network across the Study Area is relatively sparse, and the closest route to the Project is a PRoW along Chantry Lane and Old London Road ~960m south-east and separated from the Project by the A64 corridor and Jackdaw Crag Quarry. Other recreational receptors within the Study Area include PRoWs east of Hazel Wood, PRoWs near Stutton, PRoWs west of Tadcaster, a PRoW between Headley Lane and the A63, and PRoWs near Toulston. Public open spaces are also located in Tadcaster.

Transport network receptors

6.5.63 The receptors are illustrated in **Figure 6.25.**

6.5.64 Visual receptors within the Tadcaster LVIA Study Area include users of the A1(M), A64, A162, A659 and B1223.

6.5.65 A number of minor roads cross the Study Area including; Garnet Lane, Warren Lane, Spen Common Lane, Toulston Lane, Rudgate, York Lane, Windmill Road and Croft Lane.

Current Baseline: Visual Receptors within the Monk Fryston Substation Area

Residential receptors

6.5.66 The receptors are illustrated in **Figure 6.26: Residential Visual Receptor Groups and Viewpoint Locations: Monk Fryston Substation Area.**

6.5.67 Visual receptors on the edge of settlements include residents at the edge of Fairburn, Burton Salmon, Brotherton, Ledsham, Lumby, South Milford, Sherburn in Elmet, Hillam, Monk Fryston, Newthorpe and Water Fryston.

6.5.68 Castleford which was identified in the Scoping Report now falls outside the updated Study Area.

6.5.69 Scattered properties within the wider Study Area include groups of dwellings in the following locations:

- Betteras Hill Road;
- A63/A162 junction;
- between Long Heads Lane and South Milford;
- Scat House Farm and Peckfield Lodge; and
- Pointer Farm.

6.5.70 Isolated dwellings that are located within 500m of the Project comprise Monk Fryston Lodge, bungalow and farmhouse, to the north-east of the proposed substation. Dwellings at Pollums House Farm lie to the north of the 275kV XC overhead line realignment.

Recreational receptors

6.5.71 The receptors are illustrated in **Figure 6.27: Recreational and Transport Receptors and Viewpoint Locations: Monk Fryston Substation Area.**

6.5.72 Recreational receptors include users of the public footpath between Rawfield Lane and the A162, PRoW near J42 of A1 (M), PRoW along Red Hill Lane, PRoWs south of Ledsham, PRoWs on the edge of Fairburn, PRoW north of Old Quarry Lane, PRoWs near Newthorpe, PRoWs between Hillam and Burton Common Lane, PRoW between Ledsham and Westfield Lane, PRoWs west of South Milford, PRoWs over Lumby and Milford Common, PRoWs around Monk Fryston and PRoW south-east of South Milford.

6.5.73 Steeton Hall Gateway is an English Heritage owned destination near South Milford and Byram Hall and Park is located to the south of Burton Salmon. The Fairburn Ings Nature Reserve is located at the western edge of the LVIA Study Area. Ledston Park RPG including PRoW is located at the north-western edge of the Study Area.

6.5.74 There are two public open spaces on the northern edge of South Milford and a public open space at the southern end of Fairburn.

6.5.75 The River Aire corridor passes through the south-western corner of the Study Area, with the watercourse facilitating recreational boating and fishing and walkers using the PRoW along the northern riverbank.

Transport Network receptors

6.5.76 The receptors are illustrated in **Figure 6.27: Recreational and Transport Receptors and Viewpoint Locations: Monk Fryston Substation Area.**

6.5.77 Passengers and drivers of vehicles include users of the A1(M), A162, A1246, A63, and B1222 within the Study Area. The Castleford to Sherburn in Elmet railway crosses the southern and eastern parts of the Study Area.

6.5.78 A number of minor roads cross the Study Area, including Rawfield Lane, Holy Rood Lane, Claypit Lane, Newton Lane, Hillam Lane, Burton Common Lane, Lunnfields Lane, Cass Lane and Old Quarry Lane, Westfield Lane, Ingthorns Lane, and Whitecote Lane, Whin Lane and Gorse Lane.

Future baseline: Landscape and Visual Receptors

6.5.79 Landscape change is an ongoing and inevitable process and would continue across the LVIA Study Area irrespective of whether the Project proceeds. Change can arise through natural processes (for example, the maturity of woodlands) and natural systems (for example, river erosion) or, as is often the case, occurs due to human activity, land use, management, or neglect.

6.5.80 Climate change is increasingly acknowledged as a key driver of future landscape change. The North Yorkshire and York landscape Characterisation Project (2011) identifies that the Water Framework Directive is likely to increase the extent and quality of wetland habitats. Landscape changes to counteract flooding of York may involve greater storage of water within the floodplain, resulting in changes to the character of the landscape within the LVIA Study Area.

6.6 Embedded measures

6.6.1 A range of environmental measures have been embedded into the Project as outlined in **Section 3.4**. **Table 6.8** outlines how these embedded measures will influence the landscape and visual amenity assessment.

6.6.2 The options identification and selection process, including landscape and visual considerations, followed a staged approach and is detailed in **ES Chapter 2: Project Need and Alternatives.** The Corridor and Preliminary Routing and Siting (CPRS) Study was undertaken to further define the location of the proposed Project infrastructure within a defined Study Area[33]. This CPRS Study included consideration of the Holford[34] and Horlock Rules[35], in order to minimise adverse landscape and visual impacts.

Table 6.8 – Summary of the embedded environmental measures

Receptor	Potential Changes and Effects	Embedded Measures	Compliance Mechanism
Construction			
Hedgerows and trees.	Removal of lengths of hedgerows and trees to accommodate temporary or permanent access and associated. visibility splays. Loss of hedgerows and trees at location of proposed substations and working areas around pylons and CSEC. Potential for impact upon landscape character and visual amenity.	The Project layout has been optimised to maximise the use of existing access points and to minimise the loss of hedgerows and trees where new access is unavoidable and where clearance is required for proposed. substations, pylons, and other infrastructure. Consideration of areas for new planting and reinforcement of existing hedgerows, including new tree planting, are currently set out in the outline landscape strategy that will be developed further for the ES in conjunction with ecological inputs.	Works Plans and the outline landscape strategy secured by DCO requirement
Landscape Character of the host LCAs and residential visual receptors in the closest properties.	Impact of construction focussed within the temporary compounds and substation sites including construction activity, materials, temporary buildings and lighting (24/7 working).	Siting of substation sites and construction compounds away from high sensitivity visual receptors such as local residents and utilisation of existing screening features in the wider landscape where possible including tree belts, hedgerows and other features including the ECML railway embankment near the Overton Substation compounds. Adoption of temporary earth bunding to the perimeter of compounds and substations to restrict visibility of construction materials and activity from the wider landscape. Temporary lighting	Works Plans and the outline landscape strategy secured by DCO requirement. CEMP secured by way of DCO requirement.

[33] National Grid (2021). Corridor and Preliminary Routing and Siting Study. Available at: https://www.nationalgrid.com/uk/electricity-transmission/document/136186/download
[34] The National Grid Company plc. The Holford Rules. Available at: https://www.nationalgrid.com/sites/default/files/documents/13795-The%20Holford%20Rules.pdf
[35] The National Grid Company plc. NGC Substation and the Environment: Guidelines on Siting and Design. Available at: https://www.nationalgrid.com/sites/default/files/documents/13796-The%20Horlock%20Rules.pdf)

Receptor	Potential Changes and Effects	Embedded Measures	Compliance Mechanism
		to adopt full cut-off design to minimise light pollution.	
Operation			
Host landscape character areas/types and the closest high sensitivity residential and recreational receptors to the Project.	The introduction of new electricity transmission infrastructure has the potential for significant adverse effects on landscape character of the host areas and upon the visual amenity of the highest sensitivity receptors.	The selection and subsequent refinement of the new 400kV and 275kV overhead lines , CSECs and substation locations has minimised adverse landscape and visual effects. New native planting (see outline landscape strategy), and where appropriate, low-level earth bunding, would be adopted, to further reduce the level of effect in the long-term.	Works Plans and the outline landscape strategy secured by DCO requirement.
Residential Receptors south of Corban Lane: Woodstock Lodge and wedding venue and Hall Moor Farm Cottages.	Potential significant visual effects as a result of the 400kV YN overhead line.	Consideration of a route alignment between Hall Moor Farm cottages to the east and Woodstock Lodge and wedding venue to the west, in order to minimise adverse effects upon residential visual amenity, within technical alignment constraints.	Works Plans and the outline landscape strategy secured by DCO requirement.
Residential Receptors in Moor Monkton.	Potential significant visual effects as a result of the 275kV XC overhead line realignment.	Option selected to allow removal of pylon closest to Moor Monkton with some benefit to views for some residents of Moor Monkton with pylons noticeably further from village with only a small increase in height, resulting in the pylon appearing lower on the skyline.	Works Plans and the outline landscape strategy secured by DCO requirement.

6.7 Scope of the assessment

The Project

6.7.1 All aspects of the Project have been scoped into the LVIA apart from the following:

- Installation of access routes that may require the localised removal of vegetation and installation of stone tracks;
- Refurbishment works for the existing XC 275kV overhead line, for both the Construction and Operational Phases;

- Installation of a new circuit breaker and isolator at Osbaldwick Substation on existing operational land including construction compound; and
- The Decommissioning of all works at the end of the Project life-span.

6.7.2 The Project is expected to have a life span of more than 80 years. If decommissioning is required at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase works, albeit with a lesser duration of two years. Therefore, the likely significance of effects relating to the construction phase assessment will be applicable to the decommissioning phase and decommissioning effects are not discussed further in this chapter.

Spatial scope

6.7.3 The starting point to define the spatial scope of the assessment of landscape and visual effects is the area of the Project contained within the LVIA Study Areas in **Figure 6.1** and is influenced by the pattern of visibility indicated by the ZTVs described in **Section 6.4.** The spatial scope is then further refined by the field survey, development of the scheme design and preliminary assessment of effects in order to identify the receptors potentially significantly affected by the Project.

6.7.4 In accordance with paragraph 5.2 of GLVIA 3[16] it is recognised that scoping will change as the Project progresses, for example as a result of field work and changes to the Project. The Scoping Opinion (Ref. PINSC4-18), states that ZTVs constructed with Digital Terrain models should be verified through fieldwork. It is noted that some receptors within the Study Area, may have very localised theoretical visibility indicated by the ZTV for example, from isolated locations on the edge of a settlement. In some instances, field surveys can indicate that intervisibility from the aforementioned isolated places, would, in reality, be further restricted by landscape elements not included in the ZTV models, for example, walls, fences, hedgerows and tree cover outside the larger woodland blocks.

6.7.5 Receptors with a high sensitivity require a magnitude of change that is 'Low' or higher to have the potential for significant effects as set out in **Appendix 6C: Landscape and Visual Impact Assessment Methodology**. Receptors, both landscape and visual, with limited theoretical visibility of the Project, that is further reduced in reality by intervening elements in the landscape, would typically not have the potential to experience a magnitude of change higher than 'Very Low', resulting in a Minor effect that is Not Significant. The detailed rationale for scoping out individual landscape and visual receptors within the Study Area is set out in **Table 6.10**.

Temporal scope

6.7.6 The temporal scope of the assessment of landscape and visual amenity is consistent with the period over which the Project would be carried out. The construction period would extend over a 4-year period from 2024-2028. The operational period is likely to be longer than the anticipated 80 years design life, depending on the condition of the infrastructure, refurbishments, and future transmission network requirements, as over time all parts are likely to be refurbished or replaced through maintenance.

6.7.7 With regard to the operational period, the preliminary LVIA is undertaken for the first winter following the commencement of operations of all the principal components of the Project i.e. winter 2028/2029. Whilst it is considered that there would be relatively small variations between winter and summer conditions, winter allows the assessments to

take account of any increase in visibility due to seasonal leaf loss and aligns the assessment to the baseline photography which has captured the winter scenario. The assessment for landscape and visual receptors where the magnitude of change sustained could potentially be changed by the maturation of the proposed mitigation planting will also include an assessment of effects at winter 15 years after the commencement of operation of the Project i.e. winter 2043/2044.

Potential receptors

6.7.8 Landscape receptors fall into three categories:

- Landscape elements that are located within the draft Order Limits and may be subject to direct effects, for example, the removal of hedgerows. As described in **Table 6.4** above, it has been agreed with PINS (ID PINSC4-4) that landscape elements can be scoped out of the formal assessment, however an understanding of the changes as a result of the Project will inform the assessment of landscape character.
- Landscape Character Areas and Types, which may experience direct and indirect effects; and
- Landscape designations, comprising the Locally Important Landscape Area, which would experience direct and indirect effects.

6.7.9 Visual receptors are people most likely to experience views of the Project, and with reference to the ZTVs of the Project components and field survey verification of likely views, include:

- Residential receptors in isolated properties and settlements;
- Leisure receptors where enjoyment of views is likely to be a key aspect of the experience e.g. guests at the Woodstock Wedding venue;
- Recreational receptors of outdoor facilities where enjoyment of the views may be considered a key aspect of the activity being undertaken, including public parks and golf courses;
- Recreational receptors on routes where enjoyment of views is likely to be a key aspect of the journey including cyclists on the NCN, walkers on Long Distance Footpaths and local PRoWs and users of rivers e.g. canoeists;
- Vehicular visual receptors (drivers and their passengers) using the local network; and
- Passengers on trains on the East Coast Mainline and other local rail routes.

Likely significant effects

6.7.10 The effects on landscape and visual amenity receptors which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 6.9.**

Table 6.9 – Landscape and visual amenity receptors scoped in for further assessment

Receptor
Landscape Receptors
Likely Significant effects: Direct and/or indirect changes to the baseline landscape from the addition of new transmission infrastructure associated with the Project, resulting in the potential for significant effects upon landscape character at construction and/or during the operational phase. The localised removal of structural vegetation may contribute to the effects of the Project upon landscape character receptors; however, it has been agreed to be scoped out of the assessment – see **Table 6.10**.
Vale Farmland with Plantation Woodland and Heathland Regional LCA
River Floodplain Regional LCT
Huby and Shipton Vale Local LCA: Sub-Types 5b and 5c
Huby and Shipton Vale Local LCA: Sub-Type 7A
Ouse Floodplain Local LCA
Scagglethorpe Moor Mixed Farmland Local LCA
Lower Nidd Grassland Local LCA
West Selby Limestone Ridge Local LCA
Open Arable Farmland, East Bramham LCA
Locally Important Landscape Area designation
Visual Receptors
Likely Significant effects: Changes to baseline views from the addition of new transmission infrastructure associated with the Project, resulting in the potential for significant effects upon views experienced by people at construction and/or during the operational phase.
North-west of York Area: Residential Visual Receptors
Rawcliffe, York
Shipton-by-Beningbrough
Skelton
Beningbrough
Nether Poppleton
Upper Poppleton
Moor Monkton
Nun Monkton
Overton

Dwellings on Skelton, Rawcliffe Moor and Wiggington Moor (New Enclosures)
Dwellings on Wigginton Moor (Old Enclosures)
Dwellings on Bohemia/Greenthwaite
Dwellings on Shipton Moor
Dwellings on Beningbrough Moor
Dwellings at Red House
Dwellings on Scagglethorpe Moor
Dwellings on Moor Monkton Moor
Moorlands Farm
Agricola, north of Newlands Farm
Newlands Farm
North Hall Moor
Dovecot Barn
Woodstock Lodge and associated wedding venue
Hall Moor Farm Cottages
Hall Moor Farm (South)
Overton Grange and Nos. 1 and 2 Glenroyd Cottages
New Farm
Dwellings on Stripe Lane
North-west of York Area: Recreational Visual Receptors
NCN 65
York and Selby long distance path
River Ouse Corridor
ORPA west of Newlands Farm
PRoWs, east of Shipton-by-Beningbrough
PRoWs on Shipton Moor
PRoWs, west of Shipton-by-Beningbrough
PRoWs on Wiggington Moor
PRoWs at Bohemia
PRoW Skelton to Rawcliffe
PRoWs near Nun Monkton

PRoWs near Moor Monkton
PRoWs on Scagglethorpe Moor
PRoWs south of the A59
Forest of Galtres Golf Club
Beningbrough Hall RPG and PRoW
Millennium Green in Nether Poppleton
Poppleton Centre recreation ground
Shipton recreation ground
North-west of York Area: Transport Visual Receptors
A19
B1363
East Coast Main Line
Corban Lane
Stripe Lane
Overton Road
Shipton Low Road
Beningbrough Lane
Tadcaster Area: Residential Visual Receptors
Tadcaster
Stutton
Bramham
Scattered dwellings near Hazelwood Park
Farmsteads south-west of Stutton
Farmsteads at Toulston
High Moor Farm
High Moor Grange Farm
Wise Warren
Headley Hall and cottages
Brickhouse Farm
Red Brick House Farm
Tadcaster Area: Recreational Visual Receptors

NCN Route 66
PRoWs along Chantry Lane and Old London Road
PRoWs east of Hazel Wood
PRoWs west of Tadcaster
PRoW between Headley Lane and the A63
PRoWs near Toulston
Tadcaster Area: Transport Visual Receptors
A64
A659
Garnet Lane
Monk Fryston Substation Area: Residential Visual Receptors
Fairburn
Burton Salmon
Ledsham
Lumby
South Milford
Hillam
Monk Fryston
Dwellings at Betteras Hill Road
Dwellings at A63/A162 junction
Dwellings between Long Heads Lane and South Milford
Scat House Farm and Peckfield Lodge
Monk Fryston Lodge and bungalow
Farmhouse east of Monk Fryston Lodge
Pollums House Farm
Monk Fryston Substation Area: Recreational Visual Receptors
PRoW between Rawfield Lane and the A162
PRoW near J42 of A1 (M)
PRoW Red Hill Lane
PRoWs south of Ledsham
PRoW north of Old Quarry Lane

PRoWs between Hillam and Burton Common Lane
PRoWs over Lumby and Milford Common
PRoWs around Monk Fryston
PRoW south-east of South Milford
Ledston Park RPG and PRoW
Monk Fryston Substation Area: Transport Visual Receptors
A1(M)
A162
A1246
A63
Castleford to Sherburn in Elmet railway
Rawfield Lane

6.7.11 The receptors/effects detailed in **Table 6.10** have been scoped out from being subject to further assessment because the potential effects are not considered likely to be significant.

Table 6.10 – Summary of effects scoped out of the landscape and visual amenity assessment

Receptors/potential effects	Justification
Landscape Receptors	
Removal of landscape elements including hedgerows and trees	Removal of localised sections of hedgerows and trees to accommodate access (construction and permanent) and the footprint of the proposed Overton and Monk Fryston Substations would not have the potential to result in significant landscape effects. Agreed as part of Scoping Opinion (PINS ID PINSC4-6 at **Appendix 6A**).
National LCA	To avoid unnecessary reporting and double counting of landscape character effects. The approach is consistent with paragraph 5.14 of GLVIA 3[16] that describes the use of broad scale assessments to set the landscape context and the use of local authority assessments to inform the baseline descriptions of the landscapes that may be affected by the proposals.
Regional LCA, unless there is a gap in the geographical coverage of district character area assessments set out below. This applies to part of the North-west of York Area between the urban edge of York and the administrative area of Hambleton District Council.	

Receptors/potential effects	Justification
Green Hammerton Low-lying Farmland Landscape Character Area (LCA) in **Figure 6.19**	Located ~1 km north-west of the 275kV XC overhead line realignment. Opportunities for intervisbility typically limited west of Nun Monkton by hedgerows and trees along PRoW. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Nidd Corridor LCA in **Figure 6.19**	Located ~2.2 km west of the 275kV XC overhead line realignment. Intervisibility from PRoW in the vicinity of Skipbridge Farm and nearby A59 and railway restricted by intervening planting. Detailed assessment of neighbouring Lower Nidd Grassland LCA and Scagglethorpe Moor Mixed Farmland (host areas of the Project) concluded no significant effects.
Marston Moor Drained Farmland LCA in **Figure 6.19**	LCA accommodates existing XC overhead line subject to reconductoring. LCA located ~1.3km south of the 275kV XC overhead line realignment. Intervisiblity restricted by intervening planting. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
River Ure/Ouse Corridor LCA in **Figure 6.19**	Located c.2.7km north of the 275kV XC overhead line realignment. Local tree cover along River Ouse and periphery of Beningbrough Park restrict intervisibility. Detailed assessment of neighbouring Lower Nidd Grassland LCA (host area of the Project) concluded no significant effects.
All character areas covered by the York Historic Environment Characterisation Project in **Figure 6.19**	Located c.1.9km south of the closest proposed pylon on the 275kV SP overhead line. ZTV indicates localised visibility, however in reality this would be further restricted due to local tree cover. LCA 32 & 34 also accommodate the existing sections of the 275kV SP overhead line which will form part of the new SP overhead line . There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Small-scale Farmed Ridges and Valleys Boston Spa LCA in **Figure 6.20**	Located ~2.8km north-west of the Project and largely outside the ZTV. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Wooded parkland, Braham Park LCA in **Figure 6.20**	Located ~2.8km west of the Project and largely outside the ZTV. There is no potential for a magnitude of change that would exceed a Very Low level and

Receptors/potential effects	Justification
	consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Wharfe Valley LCA in **Figure 6.20**	Located ~2.1km east of the Project, beyond the A64 and A162 corridors and largely outside the ZTV.
River Wharfe Floodplain Farmland Throp Arch to Tadcaster Reach LCA in **Figure 6.20**	Located ~2.8km north-east of the Project and outside the ZTV.
Wooded Farmland, Ledsham to Loterton LCA in **Figure 6.20**	Located ~2.9km south-west of the Project and outside the ZTV.
Urban Landscapes in **Figure 6.20**	Located ~1.3km north-east of the Project and outside the ZTV.
Wooded Farmland, Aberford LCA in **Figure 6.21**	Located ~0.7km west of the Project. Separated from Project by A1 (M) & A1246 corridors. Majority of area outside ZTV with intervisibility further restricted by hedgerows and local tree cover. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Degraded River Valley, Lower Aire LCA in **Figure 6.21**	Located ~2.8km south-west of the Project and largely outside ZTV. Separated from Project by A1 (M) & A1246 corridors. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Haddlesey Farmland LCA in **Figure 6.21**	Located ~1km east of the Project and majority of LCA outside ZTV with intervisibility in reality further restricted by hedgerows and local tree cover. Existing 400kV overhead line passes through area. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Sherburn Farmland LCA (see **Figure 6.21**)	Located ~1.6km north-east of the Project and closest part of LCA outside ZTV. There is no potential for a magnitude of change that would exceed a Very Low level and consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
Aire Valley LCA (see **Figure 6.21**)	Located ~2km south-west of the Project and outside the ZTV.
Limestone Escarpment LCA (see **Figure 6.21**)	Located ~2.6km south-west of the Project and largely outside the ZTV. . There is no potential for a magnitude of change that would exceed a Very Low level and

Receptors/potential effects	Justification
	consequently no potential for any significant effects with reference to **Table 6C.9** of **Appendix 6C**.
North-west of York Area: Residential Visual Receptors (Figure 6.22)	
Hessay	Village straddles 3km Study Area boundary. Northern edge of settlement lies within ZTV although less restricted views from High sensitivity PRoW connected to village assessed as Very Low magnitude and consequently there is no potential for significant visual effects upon High sensitivity residents.
Wiggington	Village straddles 3km Study Area boundary and all of the settlement within the Study Area lies outside the ZTVs of the Project . Consequently, there is no potential for significant visual effects.
Dwellings on High Moor/Low Moor	Located further from the realigned 275kV XC overhead line than dwellings on Moor Monkton Moor where the magnitude is assessed as Very Low and the effect Minor and Not Significant. Views from dwellings on High Moor/Low Moor also typically more restricted by nearby farm buildings and planting. Consequently, there is no potential for significant visual effects.
Dwellings along/near Pool Lane	Located further from the realigned 275kV XC overhead line than dwellings in Nun Monkton Moor where the magnitude is assessed as Very Low and the effect Minor and Not Significant. Views from dwellings along/near Pool Lane also typically more restricted by nearby farm buildings and planting. Consequently, there is no potential for significant visual effects.
North-west of York Area: Recreational Visual Receptors (Figure 6.23)	
Skelton Park Golf course	Golf course is surrounded by tall mature hedgerows and tree planting not accounted for in the ZTV and further subdivided with mature tree belts within the golf course. No intervisibility with the Project predicted in winter including the closest pylons on the 275kV SP overhead line. Consequently, there is no potential for significant visual effects.
Wiggington recreation ground	Located outside all ZTV apart from 400kV YN OHL, however no intervisibility possible due to mature tall hedgerows either side of B1363 and multiple layers of other planting including mature hedgerow trees further to the west.
North-west of York Area: Transport Visual Receptors (Figure 6.23)	
A59	An assessment has been carried out from higher sensitivity PRoWs that connect to the A59, where similar views towards the Project would be available,

Receptors/potential effects	Justification
	concluding a Very Low magnitude and a Minor effect. Consequently, similar views experienced by Medium sensitivity road users, have no potential to result in significant effects.
A1237	Receptor sensitivity is Medium and there is no potential for oblique views towards the closest 275KV SP overhead line, more than 2km distant, to result in a magnitude (Medium) that would result in any potential for significant effects. Assessment of higher sensitivity PRoW Skelton to Rawcliffe that crosses the A1237 concluded no significant effects.
New Road	The proposed pylons on the new section of the 275kV XC overhead line would be over 2.9km distant. Views in the direction of the Project from the road are largely prevented by mature hedgerows. In the context of the assessment from NCN Route 65 that follows New Road and the adjacent Beningbrough Hall RPG, there is no potential for a greater magnitude than Very Low and consequently no potential for significant effects.
Moor Lane	Majority of the route is flanked by mature hedgerows and woodland that would filter views towards the Project, noting multiple field boundary planting beyond the road corridor would further restrict views. The magnitude has no potential to be higher than Very Low and consequently for a Medium sensitivity receptor there can be no potential for significant effects.
Chapman's Lane	High sensitivity residential receptors on Shipton Moor include properties off Chapman's Lane and PRoW with views of the Project that would experience a Very Low magnitude of change and no significant effects. Consequently, there is no potential for significant effects from lower sensitivity road users of Chapman's Lane.
High Moor Lane	Joins a junction with Beningbrough Lane and follows a similar ground elevation. Assessment of views from Beningbrough Lane concludes a Very Low magnitude and Minor/Negligible effect that is not significant. Consequently, there is no potential for a greater magnitude and significant visual effects from High Moor Lane.
Bull Lane	Both routes are joined by PRoW at Bohemia where the assessment concludes direct views of the Project would result in a Very Low magnitude and a Minor effect that is not significant. Consequently, there is no potential for a greater magnitude to be experienced in oblique views from Medium sensitivity road users i.e. no significant effects are possible.
Brownmoor Lane	

Receptors/potential effects	Justification
Pool Lane	Located further from the realigned 275kV XC overhead line than Nun Monkton and nearby PRoW with less restricted views. The assessment from these receptors concludes a Very Low magnitude and a Minor effect that is Not Significant. Views experienced by road users along Pool Lane would be more distant and oblique in nature. Consequently, there is no potential for significant effects.
Church Lane	Located further from the realigned 275kV XC overhead line than PRoW on Scagglethorpe Moor where no Significant effects were recorded. Oblique views of a similar or reduced magnitude from a Medium sensitivity receptor would not have the potential to result in any significant effects.
Tadcaster Area: Residential Visual Receptors (Figure 6.24)	
Newton Kyme	Village is largely outside the 3km Study Area. Southern edge of village partly lies within the ZTV of replacement pylon, however nearby parkland tree cover is not included in the ZTV model that would in reality prevent any views of the Project.
Towton	Village is largely outside the 3km Study Area with localised parts within the ZTV of the single replacement pylon only. At over 2.9km separation distance There is no potential for a magnitude of change greater than Very Low and consequently no potential for significant effects on High sensitivity receptors.
Tadcaster Area: Recreational Visual Receptors (Figure 6.25)	
Ebor Way long distance footpath	Located outside all ZTV in the Study Area apart from a localised section along Croft Lane where the replacement of a single pylon ~2.9km distant would be barely discernible and has no potential for a magnitude greater than Very Low. Consequently, there would be no potential for any significant effects.
River Wharfe	Located outside all ZTV within the Study Area.
PRoWs near Stutton	Located outside all ZTV within the Study Area. The nearby PRoW along Chantry Lane and Old London Road that are partly located within the ZTVs are assessed.
Tadcaster Area: Transport Visual Receptors (Figure 6.25)	
A1(M)	Located outside all ZTV within the Study Area apart from a localised section, ~1km north of Junction 44 where in reality no intervisibility would be available due

Receptors/potential effects	Justification
	to a closeboard fence and tree planting, noting these elements are not included in the ZTV model.
A162	Located outside all ZTV within the Study Area apart from a localised section north of Towton, where views of the replacement pylon ~2.9km distant would be barely perceptible for a ~400m route section. There is no potential for a magnitude of change greater than Very Low and consequently no potential for Significant effects on Medium sensitivity receptors.
B1223	A short section of the route within the Study Area is located north of Towton and is located outside all of the ZTVs.
Warren Lane	Direct views from properties on Warren Lane assessed (see Wise Warren and Headley Hall cottages). The magnitude of change for these higher sensitivity receptors would be Very Low and consequently a similar magnitude in oblique views from a Medium sensitivity receptor has no potential for significant effects.
Spen Common Lane	The majority of the route is located outside of the ZTVs for the Project. Where limited intervisibility is predicted mature roadside hedgerows are predicted to prevent intervisibility, noting any oblique glimpses do not have the potential to result in a magnitude greater than Very Low, as assessed for the nearby PRoW network between Headley Lane and the A63. Consequently, for a Medium sensitivity receptor there is no potential for significant effects on views.
Toulston Lane	Largely located outside all ZTV. Any glimpses of the Project in the vicinity of Toulston Lane would not have the potential for a magnitude greater than Very Low, with reference to the assessment from nearby Bramham. Consequently, for a Medium sensitivity receptor there is no potential for significant effects on views.
Rudgate	Located outside all the ZTV apart from the replacement pylon, where from a stretch of the route, over ~1.7km distant, the change would be barely perceptible and consequently there is no potential for any significant effects.
York Lane	Located outside all the ZTV apart from the replacement pylon, where from a very localised part of the route over ~1.8km distant, the pylon would be barely perceptible and consequently there is no potential for any significant effects.

Receptors/potential effects	Justification
Croft Lane	A localised section of the lane falls within the ZTV of the replacement pylon. The replacement of a single pylon ~2.9km distant would be barely discernible and has no potential for a magnitude greater than Very Low. Consequently, there would be no potential for any significant effects.
Monk Fryston Substation Area: Residential Visual Receptors (Figure 6.26)	
Brotherton	The majority of the settlement is located outside the ZTV and Study Area. Theoretical views beyond the edge of Foxcliff would not be available from ground level due to screening by nearby woodland cover.
Sherburn in Elmet	The location of the temporary construction compounds as part of the Project extends the 3km Study Area to the southern edge of Sherburn in Elmet, however the ZTV indicates there would be no intervisibility. Theoretical views of the 275kV XC overhead line realignment would be barely perceptible beyond 3km and does not have the potential to result in a magnitude of change higher than Very Low. In line with the assessment from the much closer settlement edge of South Milford, there would be no potential for any Significant effects from Sherburn in Elmet.
Newthorpe	The settlement lies outside the ZTVs of all Project components apart from very limited theoretical views of the 275kV XC overhead line realignment from a part of the village that comprises agricultural buildings (i.e., not dwellings).
Water Fryston	Located ~2.9km south-west of the Project and outside the ZTVs of all Project components apart from very limited theoretical views of the 275kV XC overhead line realignment more than ~2.9km distant, that in reality would be restricted by tree cover close to the dwellings. There would be no potential for any significant effects.
Pointer Farm	Property is located outside all ZTVs and consequently no potential for any views of the Project.
Monk Fryston Substation Area: Recreational Visual Receptors (Figure 6.27)	
PRoWs edge of Fairburn	All PRoW south of the settlement are located outside the ZTVs of the Project i.e. no potential views of the Project. PRoW to the north of Fairburn including the PRoW on Caudle Hill are covered by the assessment of PRoWs south of Ledsham.
PRoWs near Newthorpe	Reference is made to the assessment from a closer PRoW to the Project on Red Hill Lane that would have the same viewing direction and landscape context being

Receptors/potential effects	Justification
	located in the same West Selby Limestone Ridge LCA. There is no potential for the magnitude of change to exceed 'Very Low', and consequently there would be no potential for significant effects.
PRoW between Ledsham and Westfield Lane	The principal route section where theoretical visibility of the Project occurs is located north of Red Hill Lane. Reference is made to the assessment from a closer PRoW to the Project on Red Hill Lane with the same viewing direction and location in the West Selby Limestone Ridge LCA. In this context there is no potential for the magnitude of change to exceed 'Very Low' and consequently there would be no potential for significant effects.
PRoWs west of South Milford	Reference is made to the assessment from a closer PRoW to the Project on Red Hill Lane that would have the same viewing direction and is located in the same West Selby Limestone Ridge LCA. There is no potential for the magnitude of change to exceed 'Very Low', and consequently there would be no potential for significant effects.
Steeton Hall Gateway	The heritage attraction falls outside the ZTV and consequently there is no potential for any views of the Project.
Byram Hall and Park	Byram Hall and associated parkland is surrounded by woodland and outside the ZTV. Brotherton Quarry and agricultural land to the north of Byram Hall that partly falls within the ZTV of the Project, does not have public access and consequently there would be no opportunity for intervisibility.
Fairburn Ings Nature Reserve	The majority of the nature reserve lies outside the Study Area with the car park falling just inside the 3km Study Area and ZTV of the replacement pylons (XC522-526). In reality a dense hedgerow to the north of the car park would prevent any distant views of the Project.
2 No. public open spaces in South Milford (South Milford Park and recreation grounds)	Located outside the ZTVs and consequently there is no potential for any views of the Project.
Public open space in Fairburn, north-east of Silver Street.	The public open space falls outside the ZTVs apart from very limited theoretical visibility of the Proposed Substation. Review in the field indicates the presence of street trees either side of the A1246 and planting within the curtilage of properties to the west. Consequently, there is no potential for any views of the Project from the public open space.

Receptors/potential effects	Justification
River Aire corridor	The river course within the Study Area falls outside the ZTVs apart from very localised theoretical visibility ~2.9km from the Project, west of New Fryston. In reality views of the Project would not occur due to tree cover along the river, in addition to woodland cover in the wider landscape.
Monk Fryston Substation Area: Transport Visual Receptors (Figure 6.27)	
B1222	The majority of the route within the Study Area is located outside the ZTVs, apart from a ~300m section east of the crossing with the A1(M). Oblique and fleeting views towards the Project, over ~2km distant and in the context of the closer existing 275kV XC overhead line would be barely perceptible. Consequently, there is no potential for any significant effects as the magnitude of change for a Medium sensitivity receptor would need to be Medium or higher.
Holy Rood Lane	The ZTV of the replacement pylons (XC522-526) indicates theoretical visibility with other elements screened, however the narrow lane follows a sinuous route and is flanked both sides by mature hedgerows with occasional trees. Consequently, views of the Project are unlikely, however any fleeting glimpses would have no potential to result in significant effects as the magnitude of change for a Medium sensitivity receptor would need to be Medium or higher.
Claypit Lane	As road users progress eastwards from the edge of the Study Area into Ledsham, there is the potential for distant views of the replacement pylons (XC522-526) in the context of the much closer pylons of the 275kV XK overhead line. The Project would have no potential to result in significant effects as the magnitude of change for a Medium sensitivity receptor would need to be Medium or higher.
Newton Lane	Located outside the ZTVs and consequently there is no potential for any views of the Project.
Hillam Lane	The assessment of higher sensitivity receptors nearby includes residents of Burton Salmon and Fairburn with unrestricted views towards the Project and users of PRoW that connect to Burton Common Lane and Hillam Lane. A Very Low magnitude was assessed for these higher sensitivity receptors and consequently, there is no potential for road users, with similar views, to experience significant effects because the magnitude of change would need to be Medium or higher.
Burton Common Lane	
Lunnfields Lane	
Cass Lane and Old Quarry Lane	

Receptors/potential effects	Justification
Westfield Lane	All routes either share sections of PRoW scoped in and assessed or are located close to these routes. A Very Low magnitude and no significant effect was assessed for higher sensitivity PRoW receptors. Consequently, there is no potential for road users, with similar views, to experience significant effects because the magnitude of change would need to be Medium or higher.
Ingthorns Lane	
Whitecote Lane, Whin Lane and Gorse Lane	

6.8 Assessment methodology

6.8.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4**, and specifically in **Sections 4.7** to **4.10**. However, whilst this has informed the approach that has been used in this landscape and visual amenity assessment, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this landscape and visual amenity assessment.

6.8.2 The full methodology is contained at **Appendix 6C: Landscape and Visual Impact Methodology**. The key stages of the methodology that is based on GLVIA 3 are outlined in this section. . GLVIA 3 states that the assessment of significance of landscape and visual effects is *"an evidence-based process combined with professional judgement."* All assessments and judgements must be transparent and capable of being understood by others.

Landscape assessment

6.8.3 The sensitivity of a landscape receptor for example, an LCA, to a proposed development is determined by the susceptibility of that landscape receptor to the changes identified as a result of the construction and/or operation of the Project and the landscape receptor's value. The methodology describes landscape sensitivity as High, Medium, or Low.

6.8.4 Landscape value is determined by taking into consideration a range of attributes including: the presence or absence of landscape designations; landscape and scenic qualities; rarity and representativeness; conservation interests; recreational value; perceptual qualities; and historic and cultural value. It is also concerned with landscape quality and the physical state of a landscape receptor. This could include consideration of the landscape receptor's intactness and the condition of individual landscape elements. The absence of landscape planning designations does not automatically mean that an area or landscape receptor is of low landscape value. These attributes are determined by review of extant landscape character assessments, management guidelines and other similar documentation supplemented by observations made during site visits.

6.8.5 Landscape susceptibility concerns the ability of a landscape receptor to accommodate the Project without undue consequences for the maintenance of the baseline situation.

6.8.6 The landscape assessment will include analysis for each landscape receptor of the factors that have been assessed in the determination of its landscape value and the assessment of its susceptibility to the Project. These will be set out in a proforma

completed for each landscape receptor, in accordance with GLVIA 3[16], that will show how the assessment of the landscape value and landscape susceptibility have been combined to determine that landscape receptor's sensitivity (see **Table 6.11**).

Table 6.11 – Evaluation of Landscape Sensitivity

Value:	Susceptibility:		
	High	**Medium**	**Low**
High	High	High – Medium	Medium
Medium	High - Medium	Medium	Medium-Low
Low	Medium	Medium-Low	Low

6.8.7 The magnitude of landscape change resulting from the operation of the Project will be assessed as high, medium, low, or Very Low. In accordance with GLVIA 3 the magnitude of landscape change will consider:

- The size and/or scale of the change that would result from each identified landscape effect acting upon a landscape receptor;
- The geographical extent over which each identified landscape effect would be experienced; and
- The duration and reversibility of each identified landscape effect.

6.8.8 **Table 6.12** details the basis for assessing magnitude of landscape change.

Table 6.12 – Establishing the magnitude of landscape change

Magnitude	Criteria
High	A large-scale change that may include the loss of key landscape elements/ characteristics or the addition of uncharacteristic new features or elements that would alter the perceptual characteristics of the landscape. The size or scale of landscape change could create new landscape characteristics and may change the overall distinctive landscape quality and character, typically, but not always affecting a larger geographical extent.
Medium	A medium-scale change that may include the loss of some key landscape characteristics or elements, or the addition of some uncharacteristic new features or elements that could alter the perceptual characteristics of the landscape. The size or scale of landscape change could create new landscape characteristics and may lead to a partial change in landscape character, typically, but not always affecting a more localised geographical extent.
Low	A small-scale change that may include the loss of some landscape characteristics or elements of limited characterising influence, or the addition of some new features or elements of limited characterising influence. They may be a small partial change in landscape character, typically, but not always affecting a localised geographical extent.
Very Low	A very small-scale change that may include the loss or addition of some landscape elements of limited characterising influence. The landscape characteristics and character would be unaffected.

Visual assessment

6.8.9 The sensitivity of visual receptors will consider the susceptibility of the visual receptor to the visual change identified and the value that is likely to be attributed by the visual receptor to their baseline view. These are described as high, medium, or low. The main influencing factors are:

- The occupation or activity of the visual receptor at each location.
- The extent to which the visual receptors' attention or interest is focused upon the available views.
- The importance and/or popularity of the view.
- The typical numbers of visual receptors to whom that view is available.
- In a link with landscape considerations, the context of a viewpoint in terms of landscape value and quality within a view.
- Any indication of a view being valued such as the presence of interpretation boards, parking, and seating facilities, it being referenced in a guidebook or marked on a published map.

6.8.10 **Table 6.13** details the basis for assessing visual receptor sensitivity.

Table 6.13 – Establishing the sensitivity of visual receptors

Sensitivity	Criteria
High	Visual receptors in this category would generally include residents, tourists/ visitors, walkers, cyclists and horse riders, either stationary or travelling through the landscape, and/or undertaking outdoor recreational activities where the focus of the activity involves an appreciation of the landscape: Residential properties or settlements and related community outdoor spaces. Outdoor tourist and visitor attractions. Recreational routes (national trails, long distance footpaths and PRoWs; Sustrans (NCR) and regional cycle routes (RCR); open access land/beaches and recognised scenic driving routes); and People generally, undertaking recreational activity where the focus of the activity involves an appreciation of the landscape (especially within internationally or nationally designated landscapes).
Medium	Visual receptors in this category would generally include people travelling through the landscape on road, rail or other transport routes as rail passengers and road users and people undertaking recreational and sporting activities where it is likely that their surroundings have some influence upon their enjoyment (for example, angling and golfing).
Low	Visual receptors in this category would generally include people for whom their surroundings are unlikely to be a primary concern or affect how they undertake their current activity. Receptors are likely to include people at their place of work, people travelling on main roads through built up areas, dual-carriageways or motorways or taking part in activities not involving an appreciation of the landscape (for example, playing team sports).

6.8.11 The nature of visual effects or their magnitude of change resulting from the construction and operation of the Project will be assessed as High, Medium, Low, or Very Low in accordance with GLVIA 3[16]. The magnitude of visual change will be described by reference to the scale of visual change; the contrast with the baseline view; separation distance; the duration over which a view is available; the angle of view; levels of screening; and whether new visual elements are seen on a skyline or against a background.

6.8.12 **Table 6.14** details the basis for assessing magnitude of visual change.

Table 6.14 – Establishing the magnitude of visual change

Magnitude	Criteria
High	A large and prominent change to the view, appearing in the fore to middle ground and involving the loss/addition of several features, which is likely to have a strong degree of contrast and benefits from little or no screening. The view is likely to be experienced at static or low speed and is more likely to be continuously/ sequentially visible from a route.
Medium	A moderate and prominent/noticeable change to the view, appearing in the middle ground and involving the loss/ addition of features and a degree of contrast with the existing view. There may be some partial screening. The view is likely to be experienced at static or low to medium speed and is more likely to be intermittently or partially visible from a route.
Low	A noticeable or small change, affecting a limited part of the view that may be obliquely viewed or partly screened and/or appearing in the background of the view. This category may include rapidly changing views experienced from fast-moving road vehicles or trains.
Very Low	A small or negligible change to the view that may be obliquely viewed and mostly screened and/or appearing in the distant background or viewed at high speed over short periods and capable of being missed by the casual observer.

Evaluation of significance of landscape and visual effects

6.8.13 The level of landscape and visual effects will be determined with reference to landscape or visual sensitivity and the magnitude of landscape or visual change likely to be experienced in accordance with GLVIA 3[16]. Likely significant landscape and visual effects arising from the construction and operation of the Project would be effects that are assessed as being likely to result in effects that would be greater than a 'moderate' level. In addition, effects assessed at a 'moderate' level may be classified as significant, based on professional judgement. Effects assessed as being less than 'moderate' would be assessed as not significant. In line with the emphasis placed in GLVIA 3 upon application of professional judgement, the adoption of an overly mechanistic approach through reliance upon a matrix will be avoided. This will be achieved by the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual receptor over and above the outline assessment provided by use of a matrix in **Table 6.15**. Wherever possible cross references will be made to a visual assessment at the proposed viewpoints and figures to support and explain the rationale.

Table 6.15 – Evaluation of Landscape and Visual Effects

Sensitivity:	Magnitude of change:			
	High	Medium	Low	Very Low
High	Major (Significant)	Major/Moderate (Significant)	Moderate*	Minor
Medium	Major/Moderate (Significant)	Moderate*	Minor	Minor/Negligible
Low	Moderate*	Minor	Minor/Negligible	Negligible

*Note: Moderate levels of effect may or may not be significant subject to the assessor's opinion which shall be clearly explained.

Limitations and assumptions

6.8.14 The scope of the LVIA assessment is based upon development parameters based upon maximum extent of new development within the draft Order Limits (see Projects Components Plan – **Figure 1.2**) and maximum heights of the Project infrastructure outlined in **Chapter 3: Description of the Project.**

6.9 Preliminary assessment of landscape effects

6.9.1 The preliminary assessment of effects upon the 9 No. LCA/ LCT receptors and the LILA landscape designation within the Study Area, is set out in the detailed assessment in **Appendix 6F Landscape Character Receptor Assessment** as **Tables 6F.1 to 6F.10.** A summary of this assessment is set out below.

Construction phase

6.9.2 The Huby and Shipton Vale Farmland LCA (Sub-types 5b and 5c) would host construction activities associated with the Overton Substation, Shipton North and South 400kV CSECs, and the installation of parts of the 400kV YN overhead line overhead line, the 275kV SP overhead line and the realigned 275kV XC overhead line. This is a relatively open agricultural landscape that accommodates settlements, the A19 and the ECML railway (see **Photoviewpoints 14 to 17**). There would be localised loss of hedgerows and tree cover, predominantly associated with access and associated visibility splays, however the principal change to the baseline landscape character would be the high levels of activity for a period of 36 months associated with the construction of Overton Substation. Further work to be undertaken for the ES will include an assessment of the impact of construction traffic, following the provision of traffic flow calculations for relevant route sections of the local highway network (see **Section 6.14**).

6.9.3 The 24/7 working requirement for the construction of the Overton Substation would result in artificial night-time lighting of the substation and construction compound sites. Baseline light sources include traffic on the nearby A19, street lighting along the A19 within the settlement of Shipton-by-Beningbrough and trains on the ECML railway. The proximity of major transport corridors within the LCA and adjoining LCA results in medium levels of tranquillity and remoteness. In conclusion, the construction phase would have adverse effects that can only be partially reduced by embedded measures including siting close to major infrastructure, installation of low-level temporary earth bunding and sensitive lighting design. These measures will be considered in more detail and assessed as part of the ES submission.

6.9.4 Other relatively localised adverse effects from construction activity would occur, including the installation of temporary pylons to support the 400kV YR overhead line diversion at Shipton, that would be up to 7m taller than the nearby pylons to be decommissioned. These temporary pylons would be perceived in the context of existing pylons on the 400kV YR overhead line that would be retained. Localised disturbance associated with the construction of the Shipton North and South 400kV CSECs to the north of Corban Lane would also be apparent in the LCA.

6.9.5 The establishment of 50m working zones around the base of each pylon to be installed or decommissioned, would typically not require the removal of structural vegetation, however the activity associated with pylon foundation installation, in particular, would create localised activity within a relatively open and predominantly rural landscape. Crane activity, associated with the erection of new lattice pylon sections and the dismantling of decommissioned pylons would typically occur over several weeks at each location.

6.9.6 The preliminary assessment concludes that within the Huby and Shipton Vale Farmland LCA of Medium landscape sensitivity there would be a Medium magnitude of landscape change that would give rise to a **Moderate Adverse** effect, which would be **Significant** given the scale and duration of construction activity, including 24/7 working.

6.9.7 The Huby and Shipton Vale Farmland LCA (Sub-type 7A) is concordant with Beningbrough Park RPG, being located over ~1.2km north of the realigned 275kV XC overhead line. This LCA Sub-type would experience indirect effects as a result of the Project. With reference to **Photoviewpoint 8**, the LCA Sub-type is heavily wooded and the ZTVs demonstrate limited intervisibility of all Project components. No construction activity is predicted to be perceptible and on this High sensitivity LCA Sub-type, and therefore **No Change** and **No Effect** is predicted to occur.

6.9.8 The Vale Farmland with Plantation Woodland and Healthland Regional LCT contains a network of mature hedgerows with frequent woodland cover (see **Photoviewpoint 6**). This LCT would host a temporary construction compound for 36 months to the south of the Shipton North and South 400kV CSECs in the adjoining Huby and Shipton Vale LCA. Further south, the Overton Substation that also lies in the adjoining Huby and Shipton Vale LCA, would have indirect adverse effects upon the Vale Farmland with Plantation Woodland and Healthland Regional LCT, as a result of localised intervisibility of construction activity. Construction activity from the installation of new pylons in the host LCA associated with the 400kV YN overhead line to the east of Shipton-by-Beningbrough (see **Photoviewpoint 5**) and a section of the 275kV SP overhead line to the west of Skelton (see **Photoviewpoint 13**) would be intermittently apparent. Given the relatively localised construction impacts near the periphery of the LCA, the preliminary assessment concludes a Low magnitude of landscape change on a Medium sensitivity landscape, that would give rise to a **Minor Adverse** effect, which would be **Not Significant.**

6.9.9 The River Floodplain LCT to the south of the River Ouse is a flat and relatively open landscape dominated by agricultural grassland (see **Photoviewpoints 4 and 18**). The LCT would host 5 No. temporary pylons associated with the 275KV XC overhead line and in addition to the decommissioning of 4 No. pylons, 4 No. new pylons would be constructed. Temporary scaffolding would be erected adjacent to the River Ouse. Given the relatively open character of the landscape, there would also be indirect effects on landscape character from the construction and decommissioning of the 275kV overhead lines in the adjoining Huby and Shipton Vale Farmland LCA to the north-east and the Scagglethorpe Moor Mixed Farmland LCA to the west, particularly during the latter

phases of construction when cranes would be required. No construction compounds would be located within the LCA and construction routes would largely utilise, and are connected to existing surfaced roads/tracks. Given the relatively localised nature of construction impacts, the preliminary assessment concludes a Low magnitude of landscape change on the Medium sensitivity landscape, that would give rise to a **Minor Adverse** effect, which would be **Not Significant.**

6.9.10 The Ouse Floodplain LCA spatially covers the course of the River Ouse and adjacent agricultural land and settlements closely associated with the river. There would be limited direct construction effects within this LCA, confined to the decommissioning of 1 No. pylon and construction of temporary scaffolding on the northern bank of the River Ouse. Given the relatively open character of the landscape, visibility of decommissioning and other construction activities would occur as indirect effects upon landscape character and would be most apparent as a result of construction work in the adjacent River Floodplain Regional LCA, including installation of temporary pylons. The preliminary assessment concludes a Low magnitude of landscape change on the Medium sensitivity landscape, that would give rise to a **Minor Adverse** effect, which would be **Not Significant.**

6.9.11 The Scagglethorpe Mixed Farmland LCA and Lower Nidd Grassland LCA lie adjacent to each other within the western part of the Study Area and share many key characteristics including a flat landform and typically medium sized fields bound by hedges and fencing (see **Photoviewpoint 29**). The realigned 275kV XC overhead line passes through the centre of the Scagglethorpe Mixed Farmland LCA and terminates within the Lower Nidd Grassland LCA, following a close alignment to the existing 275kV XC/XCP overhead line. Given the relatively open character of the landscape, intervisibility of decommissioning and construction activities associated with the new pylons would occur. Temporary scaffolding would be required over Red House Lane and temporary pylons would be erected, that would be between approximately 2m to 7m taller than the nearby pylons that would be decommissioned. The impact of the construction phase upon both LCA's that are assessed to be of Medium sensitivity, would result in a Low magnitude and an overall **Minor Adverse** effect that is **Not Significant**.

6.9.12 The West Selby Limestone Ridge LCA is the host to all new infrastructure proposed as part of the Project within the Tadcaster Area and Monk Fryston Substation Area. The landscape is dominated by large-scale rolling arable farmland with occasional woodland blocks (see **Photoviewpoints 21, 24 and 28**), Major transport corridors, most notably the A1 (M) are locally prominent (see **Photoviewpoints 20, 25**) and beyond Tadcaster and the small villages there are sparsely scattered farmsteads. The presence of existing electricity transmission infrastructure that crosses the landscape has a strong characterising influence (see **Photoviewpoints 19, 25 and 26**).

6.9.13 The direct effects at construction relate to the temporary local diversions to the 275kV XD overhead line in the Tadcaster Area and the 275kV XC overhead line in the Monk Fryston Substation Area. There would be 2 No. temporary compounds in both the Tadcaster Area and Monk Fryston Substation Area. The works in the Tadcaster Area comprise the replacement of a single 275kV XD pylon and construction of Tadcaster Tee West and East 275kV CSECs with an underground cable connection. At the Monk Fryston Substation Area, the Project comprises a realigned section of 275kV XC overhead line and the construction of a new substation. Temporary scaffolding would be required on Garnet Lane and the A659 in the Tadcaster Area and along Rawfield Lane and the A63/A1(M) junction in the Monk Fryston Substation Area.

6.9.14 There would be localised loss of hedgerows and tree cover, predominantly associated with access and associated visibility splays. Intermittent hedgerows within the footprint of the proposed Monk Fryston Substation would be removed and 0.2 hectares of woodland would be coppiced south of Pollums House. The principal change to the baseline landscape character would be the high levels of activity for a period of 24 months associated with the construction of Monk Fryston Substation, with reduced levels of activity over a shorter period of time associated with the works required for the construction of the Tadcaster CSECs and replacement pylon. Further work is to be undertaken for the ES, as outlined at **section 6.14**, to include an assessment of the impact of construction traffic, following the provision of traffic flow calculations for local roads.

6.9.15 The 24/7 working requirement for the construction of the proposed Monk Fryston Substation would result in the requirement for artificial lighting of the substation and construction compounds. Baseline light sources include traffic on the nearby A1(M) and lighting columns at the A1(M)/ A63 junction. Street lighting is associated with the closest settlements in the wider landscape. At Monk Fryston, the proximity of the existing substation and major transport corridors results in reduced levels of tranquillity and remoteness. In conclusion, the construction phase has adverse effects on landscape character, however these have been minimised by siting the proposed substation adjacent to the existing substation and nearby pylons. The installation of low-level temporary earth bunding, sensitive lighting design and implementation of a CEMP would further reduce the potential adverse effects. At Tadcaster, there is no requirement for 24/7 working apart from potential cable jointing/ commissioning, although the aforementioned temporary earth bunds to the construction compounds and adoption of a CEMP would minimise the geographical extent of adverse effects on landscape character.

6.9.16 The establishment of 50m working zones around the base of each pylon to be installed or decommissioned, would typically not require the removal of structural vegetation, however the activity associated with pylon foundation installation, in particular, would create localised activity within a relatively open landscape.

6.9.17 The preliminary assessment concludes that within the West Selby Limestone Ridge LCA of Medium landscape sensitivity there would be a Low magnitude of landscape change that would give rise to a **Minor Adverse** effect, which would be **Not Significant.**

6.9.18 The Locally Important Landscape Area (LILA), designation in **Figure 6.15**, covers the majority of the Tadcaster Area, including the Project elements associated with the changes to the existing 275kV XD overhead line. Further to the south, the Project components within the Monk Fryston Substation Area lie outside the LILA. There would be visibility of the Project from the landscape to the north of the A63, within the LILA. However, the replacement pylons and new substation would be typically perceived against a backdrop of the existing electricity transmission infrastructure, where views are available, and the overall magnitude would be Low. The assessment of the direct and indirect impact of the Project upon the special qualities of the designation is set out at **Appendix 6: Table 6F.10** and concludes an overall Low magnitude of landscape change that would give rise to a **Minor Adverse** effect, which would be **Not Significant.**

6.9.19 The Open Arable Farmland, East Bramham LCT is located ~300m west of the Project in the Tadcaster Area and is already influenced by the existing XD 275kV overhead line that passes though the centre of the LCA. Partial intervisibility of construction activity

related to the temporary compounds would be concentrated within an area of the LCA between the A64 and Warren Lane that is already influenced by the existing XD 275kV overhead line. Temporary guyed pylons would also be clearly perceived in the context of retained and decommissioned pylons on the existing XD 275kV overhead line. The impact of the construction phase upon the LCT of Medium sensitivity, would result in a Very Low magnitude and an overall **Minor/Negligible Adverse** effect that is **Not Significant**.

Operation Year 1

6.9.20 The greatest change from the Construction Phase would be the introduction, in some LCA/LCTs of new lattice steel pylons which would be 44m to 60m tall. The landscape impact of these new pylons is strongly influenced by the baseline presence of pylons, such that the landscape impact of the 275kV XC overhead line realignment in the Scagglethorpe Moor Mixed Farmland LCA would result in a lower magnitude of change than the introduction of new sections of the 275kV XC overhead line and 400kV YN overhead line within the Huby and Shipton Vale Farmland LCA, where the Overton Substation would also contribute to the higher magnitude of change.

6.9.21 The Vale Farmland with Plantation Woodland and Healthland Regional LCT is predicted to experience an increase in magnitude, primarily from the presence of the 400kV YN overhead line, where the lattice pylons would be locally prominent in the landscape. The magnitude would be Medium and the overall effect **Moderate Adverse**. The LCA already hosts the 400kV YR overhead line north of Corban Lane and it is assessed that the introduction of an additional high voltage overhead line near the periphery of the LCA, whilst having a notable incremental effect upon landscape character, would be **Not Significant.**

6.9.22 The River Floodplain Regional LCT would accommodate the 4 No. pylons of the new 275kV XC overhead line that would be in a similar location and of a similar height to the decommissioned pylons. Beneficial indirect effects would arise from the decommissioning of a section of the 275kV XCP overhead line north of Overton and replacement with a new section of a 275kV XC overhead line that would be further from the LCT. The impact upon the LCT of Medium sensitivity, would result in a Very Low magnitude and an overall **Minor/Negligible Beneficial** effect that is **Not Significant**.

6.9.23 The Huby and Shipton Vale LCA (Sub-Types 5b and 5c) would experience a net increase of 7 No. lattice pylons and whilst existing high voltage pylons are located within the LCA north-east of Shipton, and the section north of Overton is to be decommissioned, the Project would result in a significant increase in transmission infrastructure, augmented by the Overton Substation. The magnitude would be Medium and the overall effect **Moderate Adverse**. In consideration of the predominantly rural context, the addition of the Overton Substation and sections of three new high voltage overhead line s, would represent a **Significant** effect upon landscape character of the Huby and Shipton Vale LCA (Sub-Types 5b and 5c).

6.9.24 There would be theoretical and very limited intervisibility between the realigned 275kV XC/ OHL and the Huby and Shipton Vale Local LCA (Sub-Type 7a), as described in the construction phase. The realigned OHL would include pylons of similar height to the decommissioned OHL and set slightly more distant from the LCA. There would be the potential for limited intervisbility ~4km to the east of the existing 400kV 2TW OHL and the proposed 400kV YN OHL would be barely perceptible as a southerly extension, noting the frequency of parkland tree cover within the LCA is predicted to limit long

range intervisibility to the east. The magnitude is assessed as Very Low and the overall effect **Minor Adverse** and **Not Significant**.

6.9.25 The Ouse Floodplain LCA would no longer accommodate any pylons (see **Photoviewpoint 4b**) and the proposed XC line would cross the river ~390m further north and follow an alignment outside the LCA, broadly parallel to the edge of Overton Wood. Given that the new OHL alignment would be partly backclothed by Overton Wood and perpendicular to the river, in contrast to the oblique crossing of the decommissioned stretch, it is assessed that the overall effect of transmission infrastructure upon the LCA relative to the baseline would be slightly improved relative to the current baseline. The pylons as part of the realigned 275kV XC OHL and the new pylons on the 275kV SP OHL, would both be notably more distant and less apparent on the skyline than the existing 275kV XCP OHL that is to be decommissioned (see **Photoviewpoint 18**). The magnitude is assessed as Very Low and the overall effect **Minor/Negligible Beneficial** and **Not Significant**.

6.9.26 The Scagglethorpe Moor Mixed Farmland LCA and Lower Nidd Grassland LCA would experience similar changes as a result of the realignment of the 275kV XC/ OHL. Given that the realigned 275kV XC OHL would follow a very similar alignment to the current OHL and there would only be a modest increase in the height of the pylons, the magnitude of change would be Very Low. The overall effect would be **Minor/Negligible Adverse** and **Not Significant**.

6.9.27 The West Selby Limestone Ridge LCA at Tadcaster Area would experience relatively localised changes, comprising an approximately 8m taller replacement pylon on the existing 275kV XD OHL, and the addition of 2 No. CSECs (40 x 50m footprint) with gantries up to 15m high. Intervisibility of this additional transmission infrastructure from the wider LCA would be localised and frequently screened by the undulating landform and woodland blocks. At Monk Fryston Substation Area, the changes in infrastructure as part of the Project would be more pronounced, however the LCA in this area is subject to a greater baseline influence from multiple high voltage OHLs that connect into the existing substation. The replacement pylons, approximately 47m to 60m tall, would be noticeably taller than the decommissioned pylons at 35.1m to 41.8m tall. The proposed substation would be visible across a similar part of the LCA to the existing Monk Fryston substation and existing woodland in the local landscape, particularly to the south and east, would help to assimilate the new infrastructure into the landscape before any new planting has matured. Embedded measures, which are yet to be considered in detail, include low level earth bunding, noting that large scale earthworks have the potential to become incongruous structures in a flat landscape if not carefully designed. The magnitude would be Medium, and the overall effect is **Moderate Adverse**. In consideration of the baseline electricity transmission infrastructure present within both the Tadcaster and Monk Fryston Areas, and the embedded measures adopted to minimise adverse landscape effects, the addition of the Project is assessed to represent an effect that is **Not Significant** upon the landscape character of the West Selby Limestone Ridge LCA.

6.9.28 The Open Arable Farmland, East Bramham Landscape Character Type would experience indirect effects as a result of intervisibility of a single replacement pylon that would be approximately 8m taller than the nearby decommissioned pylon on the 275kV XD OHL. There would be limited intervisibility with the upper parts of 15m high gantries within the CSECs, and all changes would be perceived in the context of much closer existing pylons of the 275kV XD OHL that passes through the centre of the LCT. The magnitude of effect in this context would remain Very Low with a **Minor/Negligible Adverse** effect that is **Not Significant**.

6.9.29 The direct effects upon the Locally Important Landscape Area that occur in the Tadcaster Area are related to the replacement pylon on the 275kV XD OHL and the presence of the CSECsclosely associated with the pylons, as described above. It is assessed that this change, relative to the baseline, would represent a similar magnitude to the construction phase where the larger footprint of the temporary construction compounds, associated construction activity and 2 No. temporary pylons would have a localised direct effect on the designation. The magnitude of effect in this context would remain Low with a **Minor Adverse** effect that is **Not Significant**.

Operation Year 15

6.9.30 A similar pattern of landscape effects identified above as part of Operation Phase Year 1, would still be present at Operation Year 15. The limited reduction in the magnitude of change and level of effects across flat and relatively open landscapes is to be expected as it is not possible to eliminate intervisibility of multiple large-scale man-made structures such as pylons, following the growth of planting. Notwithstanding this observation, as part of the outline landscape strategy, new planting is proposed in the vicinity of the proposed Overton and Monk Fryston Substation sites where the proposed infrastructure, with gantries up to 15m high, has a greater potential to be integrated into the surrounding landscape than pylons. In addition to woodland planting on low level mounding, the outline landscape strategy includes proposed reinforcement of existing hedgerows, including the planting of hedgerow trees along highways and intervening field boundaries to create multi-layered screening. The outline landscape strategy would assist in integrating the Substations into the wider landscape and will be further developed as part of the ES, in conjunction with specialist ecological input. A strategy will be developed that would also deliver enhancements to the green infrastructure of the locality, developed in conjunction with ecological objectives and in accordance with the recommendations identified in the extant landscape character assessments.

6.9.31 Within the Huby and Shipton Vale LCA (Sub-Types 5b and 5c), the outline landscape strategy includes the proposed reinforcement of existing hedgerows along the A19, Overton Road and the railway corridor and structural planting in areas to the north and north-west of the proposed Overton Substation. The Shipton CSECs would already have limited intervisibility through the retention of existing treed hedgerows, although reinforcement of field boundary hedgerows may be appropriate to consider in the ES, based on the final layout design and the full results of the ecological and arboricultural surveys. Improvements in green infrastructure, relative to the baseline and the reduction of intervisibility of the Overton Substation across the LCA from the growth of planting has been accounted for when concluding that the **Moderate Adverse** effect assessed at Operation Year 15 would be **Not Significant**.

6.9.32 Within the West Selby Ridge LCA, the outline landscape strategy includes the proposed reinforcement of existing hedgerows along Rawfield Lane and the A63 and planting in areas to the north and south of the proposed Monk Fryston Substation. The future mitigation design to the south of the proposed Monk Fryston Substation will be influenced by the potential granting of consent to 2 No. battery storage applications (undetermined at the time of writing). Potential new planting in the Tadcaster Area will be considered as part of the ES and may include reinforcement of hedgerow planting along the A659, and potentially planting associated with the CSECs, however operational easements, the underground connection, and relationship to the A64 highway land requires more detailed consideration that would occur prior to submission of the ES.

6.9.33 In conclusion, the outline landscape strategy would reduce the level of adverse effects of the Project upon landscape character as a result of better integration of the existing and proposed Monk Fryston Substation into the local landscape. However, the increase in the footprint of the Monk Fryston Substation, the Tadcaster CSECs and the taller pylons in both areas would outweigh these beneficial effects and there would continue to be an adverse impact at Year 15, relative to the baseline. The preliminary assessment is that the overall assessed magnitude would reduce to a Low level, with an overall **Minor Adverse** level of effect that is **Not Significant**.

6.9.34 For all other 7 No. LCA/LCT and the LILA designation scoped into the assessment, the effects assessed at Operation Year 1 were **Not Significant**, and by Year 15 the effects would remain at the same level.

6.10 Preliminary assessment of visual effects: North-west of York

6.10.1 The preliminary assessment of effects upon the visual receptors scoped for assessment within the North-west of York Study Area, is set out in the detailed assessment in **Appendix 6G: Visual Receptor Assessment** as **Tables 6G.1 to 6G.55.** A summary of this assessment is set out below.

6.10.2 This assessment is based on a field survey from publicly accessible locations and supported by Zone of Theoretical Visibility plans as follows:

Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds

Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSECs

Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for Overhead Lines (YN1-8, YR40, XC416-421 & SP3-6)

Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds

Figure 6.6: Zone of Theoretical Visibility of Overton Substation

Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 & XC429) with Replacement Pylons (XC422-429).

6.10.3 Reference in the detailed assessment is also made to annotated photoviews (Nos. 1 to 18 inclusive and No. 29) and preliminary photowire visualisations of the Project from the following locations:

Photoviewpoint 13: A19, western edge of Skelton

Photoviewpoint 14: National Cycle Network 65, Overton Road near Overton Grange

Photoviewpoint 15: National Cycle Network 65, Overton Road, near junction with A19

Photoviewpoint 16: Public footpath near western edge of Shipton by Beningbrough

Residential Receptors

6.10.4 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.1 to 6G.28.** The following summary should be read in conjunction with **Figure 6.22: Residential Visual Receptor Groups and Viewpoint Locations: North-west of York Area.**

6.10.5 All residential receptors scoped into this assessment have been assessed to have a High sensitivity.

Construction Phase

6.10.6 The Project design has carefully considered the siting of the Project components, in order to minimise adverse environmental effects upon local residents who live in settlements and scattered dwellings in the locality. Measures have been embedded in the Project to reduce potential visual impacts at the construction phase, including the adoption of perimeter earth bunds to the construction compounds and substation under construction. The adoption of a CEMP and a lighting design to minimise night-time light spill associated with the Overton Substation and associated compounds are embedded measures that would minimise the adverse visual impact of the construction phase upon local residents.

6.10.7 Residents of Moor Monkton would experience a Low magnitude of change during the Construction Phase as a result of views of the temporary overhead line and works associated with the decommissioning of pylons and the XC overhead line realignment near the south-eastern edge of the village. Isolated dwellings at New Farm would also experience a Low magnitude, primarily due to partial visibility of construction works at Overton Substation. Residents of Newlands Farm and Agricola would have restricted views towards the temporary pylons that would be slightly taller and closer to the dwellings than the existing pylons on the 400kV YR overhead line and would constitute a Low magnitude of change. Residents of Woodhouse Farm on Scagglethorpe Moor would have clear visibility of the installation of temporary pylons, decommissioning of existing pylons and construction of new pylons on the 275kV XCoverhead line. The overall effect during the Construction Phase from the aforementioned properties would be **Moderate Adverse** and **Not Significant,** apart from residents of Woodhouse Farm on Scagglethorpe Moor where the **Moderate Adverse** effect would be **Significant** due to the unrestricted views of a high concentration of construction activity.

6.10.8 The following settlements and dwellings within the Study Area would experience a Very Low magnitude of change as a result of partially restricted views of construction activity that would be typically localised and associated with a small number of pylons. This would result in a **Minor Adverse** effect upon views that is **Not Significant.**

- Skelton-by-Beningbrough;
- Beningbrough;
- Overton;
- Dwellings on Skelton, Rawcliffe Moor and Wiggington Moor (New Enclosures);
- Dwellings on Wigginton Moor (Old Enclosures);
- Dwellings on Bohemia/Greenthwaite;
- Dwellings on Shipton Moor;
- Dwellings on Beningbrough Moor;

- Dwellings at Red House;
- Dwellings on Moor Monkton Moor;
- Moorlands Farm;
- North Hall Moor;
- Dovecot Barn;
- Woodstock Lodge and associated wedding venue;
- Hall Moor Farm Cottages;
- Hall Moor Farm (South);
- Overton Grange and Nos. 1 and 2 Glenroyd Cottages and
- Dwellings on Stripe Lane.

6.10.9 A Very Low magnitude and a **Minor Neutral** effect that is **Not Significant** is predicted to be experienced by some residents of Nether Poppleton, Upper Poppleton and Nun Monkton. A limited number of people with available views towards the Project are unlikely to perceive frequent ground level construction activity associated with the 275kV XC overhead line realignment, by virtue of intervening topography and separation distance, however these residents also have the potential to perceive the removal of pylons from their views as part of the decommissioning works.

6.10.10 Residents of Rawcliffe would experience **No Change** in ground level views, due to intervening planting and fencing along the A1237 and A19 corridors.

Operation Year 1

6.10.11 Direct and unrestricted views of the proposed 275kV SP overhead line, the gantries of the Overton Substation, and heavily restricted views of the realigned 275kV XC overhead line would be available to residents of Overton Grange and Nos. 1 and 2 Glenroyd Cottages. This change would result in a Medium magnitude and a **Major/Moderate Adverse** effect that is **Significant**.

6.10.12 Residents of dwellings at New Farm on the A19 would experience oblique views of the 275kV SP overhead line and partially restricted views of the upper parts of the Overton Substation infrastructure from rear elevations, filtered by local tree cover. This change would result in a Low magnitude and a **Moderate Adverse** effect that is **Significant**.

6.10.13 Views experienced by some residents of the new high voltage overhead lines would be partially restricted, due to a variety of factors, including the orientation of the dwelling relative to the Project, the presence of intervening buildings, and/or planting within the curtilage of the property. Partially restricted views of the new 400kV YN overhead line would be available from the eastern edge of Shipton-by-Beningbrough and from isolated dwellings at Moorlands Farm, Agricola, Hall Moor Farm Cottages and Hall Moor Farm South. A small number of dwellings at the south-western edge of Skelton may experience restricted ground level views of the upper parts of the 275kV SP overhead line above rear garden fences that abut the A19. Residents of dwellings on Stripe Lane would have partial views of the upper parts of the 275kV SP overhead line, with lower parts of the structures screened by roadside hedgerows. The magnitude of change experienced at Skelton is assessed to be Low, with an overall **Moderate Adverse** effect that would be **Not Significant**.

6.10.14 The assessment of magnitude at all other dwellings scoped into the assessment within the North-west of York Study Area is assessed as Very Low with a **Minor Adverse** effect that is **Not Significant**. The detailed assessment records that barely perceptible changes as a result of the Project would be experienced, that would either be incremental in the context of existing retained pylons or would result from the realignment of a replacement overhead line, with new pylons at a similar height and separation distance from the dwellings. The typically restricted nature of views from dwellings, due to the presence of local vegetation cover close to the properties, and/or the presence of intervening farm buildings, also contributes to the assessment of a Very Low magnitude. This assessment applies to views of the realigned 275kV XC overhead line that would be experienced by some residents of Beningbrough, Nun Monkton and isolated dwellings at Red House, Beningbrough Moor, Scagglethorpe Moor and Moor Monkton Moor. A similar scenario and Very Low magnitude of change in relation to the 400kV YR/YN overhead line and associated CSECs, would be experienced by residents at:

- Newlands Farm;
- North Hall Moor;
- Dovecot Barn;
- Dwellings on Skelton Moor, Rawcliffe Moor and Wiggington Moor (New Enclosures);
- Dwellings on Wigginton Moor (Old Enclosures);
- Dwellings at Bohemia/Greenthwaite; and
- Dwellings on Shipton Moor.

6.10.15 A Very Low magnitude and a **Minor Beneficial** effect that is **Not Significant** is predicted to be experienced by some residents of Nether Poppleton and Overton as a result of the removal of a section of the closer existing 275kV XCP overhead line to the settlements and more distant and partially restricted visibility of new pylons on the 275kV XC overhead line and 275kV SP overhead line.

6.10.16 At Moor Monkton, the realignment of the 275kV XC overhead line further from the southern edge of the settlement would also result in a **Minor Beneficial** effect that is **Not Significant**, as whilst the replacement pylons are slightly taller than the closest pylon to be decommissioned, the noticeably greater separation from the village would result in the new pylon pylon appearing lower on the skyline.

6.10.17 For some residents on the western edge of Upper Poppleton, there would be intermittent ground level visibility of new sections of the 275kV XC overhead line realignment, with a similar height of pylon and located slightly further from the village than the decommissioned section of overhead line. This would result in a Very Low magnitude of change and a **Minor Neutral** effect that is **Not Significant.**

6.10.18 Residents of Rawcliffe would experience **No Change** in ground level views, due to intervening planting and fencing along the A1237 and A19 corridors.

Operation Year 15

6.10.19 There are no changes in the magnitude of change assessed at Year 1 operation. Whilst the growth of planting as part of embedded measures would reduce the visibility of the lower-level infrastructure associated with the substations from some properties including residents of Overton Grange and Nos. 1 and 2 Glenroyd Cottages, if the primary

contributor to an adverse magnitude of change in views from residential receptors is multiple pylons, then it is to be expected that the growth of planting close to the Substations will have a limited effect in restricting views of the pylons from residential properties in the wider landscape.

Recreational Receptors

6.10.20 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.29 to 6G.47.** The following summary should be read in conjunction with **Figure 6.23: Recreational and Transport Receptors and Viewpoint Locations: North-west of York Area.**

6.10.21 All recreational receptors scoped into this assessment have been assessed to have a High sensitivity, apart from golfers and users of recreation grounds which are assessed to have a Medium sensitivity.

Construction Phase

6.10.22 Recreational receptors that would experience a Medium magnitude of change during the construction phase include cyclists on NCN Route 65 on Overton Road and users of the Other Route with Public Access (ORPA) west of Newlands Farm that connects to Corban Lane. Changes experienced by cyclists on NCN Route 65 on Overton Road would include visibility of temporary scaffolding at two locations and close-range visibility of construction compounds either side of the route associated with the Overton Substation. The greatest changes would be experienced close to the compound entrances where hedgerow removal would be required to establish visibility splays. In addition, close range views would also be available of the decommissioning and erection of pylons with cranes on the 275kV XCP overhead line. The overall effect during the construction phase from a localised section of the route between the edge of Overton and the route south-west of Shipton would be **Major/ Moderate Adverse** and **Significant**. Clear views of construction activity would be available from the ORPA west of Newlands Farm associated with the construction of the Shipton North and South CSECs and new 400kV YN overhead line. The changes would result in a **Major/ Moderate Adverse** effect that would be **Significant.**

6.10.23 Recreational receptors that would experience a Low magnitude of change during the construction phase include users of PRoWs east of Shipton-by-Beningbrough. People using these routes would pass in close proximity to the 400kV YN overhead line, experiencing sequential visibility of ground level construction activity related to pylons YN003, YN004 and YN005. Users of the PRoWs may also experience visibility of structures within the temporary construction compounds at Shipton, and to a lesser extent the more distant Overton compounds, given the intervening network of mature field boundary hedgerows and hedgerow trees. Where construction activity would be visible at close range from the PRoWs, in a landscape that currently contains limited vertical man-made infrastructure, it is assessed that the **Moderate Adverse** level of effect would be **Significant**. This assessment applies to a localised part of the PRoW network north of Hall Moor Farm cottages, extending west to the PRoW directly north of the sewage works.

6.10.24 Recreational receptors using the River Ouse corridor include people in canoes/boats and users of the PRoW on each side of the river. Users of the corridor would experience a Low magnitude of change during the construction phase, related to the decommissioning and realignment of the 275kV XCP overhead line, with additional temporary structures including scaffolding at two locations close to the river and 6 No. temporary pylons. Given the sustained nature of views of construction activity in this

relatively open landscape it is assessed that the **Moderate Adverse** level of effects assessed would be **Significant** for recreational users along the section of the River Ouse corridor south of Overton Wood.

6.10.25 A Low magnitude of change is assessed for users of PRoW near Moor Monkton, and PRoW on Scagglethorpe Moor. Temporary scaffolding would be erected on either side of the PRoW on Redhouse Lane, where the realigned 275kV XC overhead line crosses the highway. A temporary overhead line associated with the 275kV XC overhead line realignment to the south of Moor Monkton would be erected over a PRoW, with the installation of a single temporary pylon nearby. Views of construction works associated with the decommissioning of pylons, and the installation of new pylons would be intermittently visible from this PRoW network, noting farmsteads, hedgerows and local tree cover close to some routes would restrict visibility. Considering the relatively localised and intermittent visibility of construction activity that would be experienced, with no visibility of construction compounds, it is concluded that the **Moderate Adverse** effect assessed would be **Not Significant**.

6.10.26 The magnitude of change assessed for views experienced at the other recreational receptors is typically assessed as Very Low with a **Minor Adverse** effect, and a **Minor/ Negligible** effect recorded at the Shipton recreation ground. All effects would be **Not Significant.** The detailed assessment records slight or barely perceptible changes to views, including visibility of temporary pylons, seen in association with existing pylons of a similar scale. Limited visibility of ground level activity associated with the construction phase would typically be available due to screening from intervening hedgerows and trees. There would be some visibility of the decommissioning and installation of pylons, however this would typically be restricted to the latter phases, when cranes are used to lower or raise lattice pylon sections. None of the remaining recreational receptor groups are located in close proximity to temporary construction compounds. The receptors that would experience a Very Low magnitude of change are assessed to be the;

- York and Selby long distance path;
- PRoWs on Shipton Moor;
- PRoWs, west of Shipton;
- PRoWs on Wiggington Moor;
- PRoWs at Bohemia;
- PRoW Skelton to Rawcliffe;
- PRoWs near Nun Monkton;
- PRoWs south of the A59;
- Forest of Galtres Golf Club and
- Shipton recreation ground.

6.10.27 Users of the Poppleton Centre recreation ground would experience views towards the Project that are heavily filtered by intervening tree cover. Views restricted by mature tree cover also occur from Millennium Green in Nether Poppelton, however a permissive footpath link allows more open views north of the park, towards the Project. People would perceive the removal of pylons on the closer 275kV XCP overhead line, with more distant construction activity related to installation of new pylons on the 275kV XC overhead line from the Poppleton Centre recreation ground, and the proposed 275kV SP overhead line from the Millennium Green, being barely perceptible. It is

assessed that there would be a Very Low magnitude of change and a **Minor/ Negligible Neutral** effect that is **Not Significant**.

Operation Year 1

6.10.28 Recreational receptors that would experience a Medium magnitude of change include cyclists on NCN Route 65 on Overton Road (see **Photoviewpoints 14 and 15**). The principal changes experienced would be views of the new pylons on the realigned 275kV XC overhead line and 275kV SP overhead line, constituting a net increase in pylons visible, accounting for the decommissioned section of the 275kV XCP overhead line that passes over the highway. The infrastructure of the Overton Substation, with gantries up to 15m high, would also be locally prominent in views. The overall effect during Operation Year 1 from a localised section of NCN Route 65 between the edge of Overton and the route south-west of Shipton would be **Major/ Moderate Adverse** and **Significant**.

6.10.29 Users of the PRoWs east of Shipton would experience a Medium magnitude of change. People on these routes in close proximity to the 400kV YN overhead line would experience sequential views of ground level construction activity related to pylons YN003, YN004 and YN005. In addition, there would be potential visibility of structures within the temporary construction compounds at Shipton and to a lesser extent, the more distant Overton compounds, and Overton Substation site. Given the presence of temporary earth bunds to the perimeter of all the compounds, and a network of mature field boundary hedgerows and some hedgerow trees, it is predicted that the majority of activity within the compounds would not be readily perceived from this PRoW receptor. Where construction activity would be visible at close range, in a landscape that currently contains limited vertical man-made infrastructure, it is assessed that the **Major/ Moderate Adverse** level of effect would be **Significant**. This assessment applies to a localised part of the PRoWs east of Shipton covering the routes north of Hall Moor Farm cottages and extending west and directly north of the sewage works.

6.10.30 Users of the ORPA west of Newlands Farm would experience views of the new 400kV YN overhead line that would run ~220m east and parallel to the PRoW, noting pylon YR040 would be approximately 10m taller than pylon YR040T that it would replace. In addition, there would be clear visibility of the Shipton CSECs with infrastructure up to 15m high, less than ~150m east of the PRoW at the closest point. Users of the PRoW would experience a Medium magnitude of change and a **Major/ Moderate Adverse** level of effect that would be **Significant**.

6.10.31 Golfers playing the course at the Forest of Galtres Golf Club have been assessed to experience a Low magnitude of change. The golf course is surrounded by mature hedgerows with trees and woodland planting, with groups of trees between the fairways that restrict visibility in places to the wider landscape beyond the course. The principal views would relate to intermittent visibility of the 400kV YN overhead line, over 640m distant, with views predicted to be restricted to the upper parts of the closer pylons. In consideration of the relatively limited part of the 400KV YN overhead line predicted to be visible, and the separation distance involved, the **Minor Adverse** level of effect assessed would be **Not Significant**.

6.10.32 The magnitude experienced by the majority of the remaining recreational receptors is typically assessed as Very Low with a **Minor Adverse** effect that is **Not Significant,** with the exception of users of the Shipton recreation ground, where users of a Medium sensitivity would experience a **Minor/ Negligible** effect that is **Not Significant**. The detailed assessment records small or barely perceptible changes to views that typically

includes visibility of new pylons, seen in close association with existing pylons of a similar scale, or views of new pylons that are extremely restricted by virtue of intervening features and/or separation distance. The recreational receptors that would experience a Very Low magnitude of change are assessed to be recreational users of the:

- York and Selby long distance path;
- PRoWs on Shipton Moor;
- PRoWs, west of Shipton;
- PRoWs on Wiggington Moor;
- PRoWs at Bohemia;
- PRoW Skelton to Rawcliffe, York;
- PRoWs near Nun Monkton;
- PRoWs near Moor Monkton;
- PRoWs on Scagglethorpe Moor;
- PRoWs south of the A59 and
- Shipton recreation ground.

6.10.33 Users of the Poppleton Centre recreation ground would experience views towards the Project that are heavily filtered by intervening tree cover. Restricted views from mature tree cover also occur at Millennium Green in Nether Poppelton, however a permissive footpath link allows more open views north of the park, towards the Project. Views at Operation Year 1 would benefit from the removal of pylons on the decommissioned section of the 275kV XCP overhead line that currently lie closer to both these receptors, than more distant new pylons on the proposed 275kV XC overhead line. In addition, it is noted that new pylons on the 275kV SP overhead line would be located further from Millennium Green and to the east of the ECML railway compared with the closer decommissioned pylons of the 275kV XCP overhead line. These changes would represent a modest net improvement to available views relative to the current baseline, and it is assessed that the changes would result in a Very Low magnitude of change and a **Minor/ Negligible Neutral** effect from the Poppleton recreation centre, and a **Minor Beneficial** effect from Millennium Green, that are both **Not Significant**.

6.10.34 Recreational receptors using the River Ouse corridor include people in canoes/boats and users of PRoW each side of the river. The new pylons along the realigned 275kV XC overhead line would be up to 4m taller than the tallest pylons that are to be decommissioned, however given the spacing of pylons in an open landscape these changes are predicted to be barely perceptible. The river crossing of the new 275kV XC overhead line would be perpendicular to the river course and the lower parts of the pylons, north of the river, would be backclothed by Overton Wood. These changes would represent a modest beneficial effect compared with the current 275kV XCP overhead line river crossing that is more oblique and further from the woodland. At the eastern end of the river corridor to the north-east of Nether Poppleton, the decommissioning of the 275kV XCP overhead line would be perceived in the context of additional pylons on the SP 275kV overhead line that would be set behind the East Coast mainline gantries and more distant views of the proposed 275kV XC overhead line, passing Overton Wood. From the PRoW network north of Nether Poppleton, the decommissioned section of the 275kV XCP overhead line, ~1km to the north would be

replaced by pylons of a similar height set over ~2km distant. In conclusion, users of the River Ouse corridor would experience a Very Low magnitude of change and there would be a **Minor Beneficial** level of effect on views that would be **Not Significant**.

Operation Year 15

6.10.35 Cyclists along the Overton Road section of NCN Route 65 are the only recreational receptor to experience notable changes from the magnitude recorded at Operation Year 1. The outline landscape strategy includes woodland planting on the low-level earth bunding to the north-western boundary of the proposed substation. There would also be reinforcement of existing hedgerows and planting of hedgerow trees along Overton Road and the field boundary hedgerow between Overton Road and the proposed substation. New tree planting is also proposed to infill gaps along the existing tree belt that lies to the east of the railway corridor, beyond the maintenance easements associated with the railway. The growth of the proposed structural vegetation would notably restrict visibility of the proposed Overton substation infrastructure. Views of the northern end of the 275kV SP overhead line close to the Overton substation would be slightly reduced by the planting that is proposed east of the railway and the aforementioned hedgerow reinforcements along and close to Overton Road. In conclusion, cyclists along the Overton Road section of NCN Route 65, would experience a Low magnitude of change relative to the baseline and there would be a **Moderate Adverse** effect on views that would be **Not Significant**.

Transport Network Receptors

6.10.36 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.48 to 6G.55.** The following summary should be read in conjunction with **Figure 6.23: Recreational and Transport Receptors and Viewpoint Locations: North-west of York Area.**

6.10.37 All transport network receptors scoped into this assessment have been assessed to have a Medium sensitivity.

Construction Phase

6.10.38 People travelling in vehicles along the A19, would have clear views of the Overton Substation site and temporary construction compounds surrounded by earth bunding. The upper parts of portacabins, lighting columns and construction plant and materials would be clearly visible from a ~1.5km section of the A19 between New Farm and close to the junction with Overton Road. Temporary scaffolding would be erected either side of the A19 where the proposed 400kV YN overhead line crosses the carriageway. The construction phase would be over 36-months and night-time lighting of the construction compounds and Overton substation site would be required for 24/7 operations. The sensitive design of any lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects. A Medium magnitude of change is assessed resulting in a **Moderate Adverse** level of effect that would be **Significant** as a result of the sustained visibility in both directions of construction activity from a ~1.5km section of the road corridor.

6.10.39 People travelling in vehicles along Overton Road would experience several changes as a result of the construction phase of the Project. Road users would pass temporary scaffolding at two locations and would have close range views of construction compounds either side of the route. The greatest changes would be experienced close to the compound entrances where hedgerow removal would be required to establish visibility splays. In addition, close range views would also be available of the

decommissioning and erection of pylons with cranes on the realigned 275kV XC overhead line. The overall effect during the Construction Phase from a localised section of the route between the edge of Overton and the route south-west of Shipton would be **Moderate Adverse** and **Significant**.

6.10.40 People in vehicles travelling along Corban Lane are assessed to experience a Low to Medium magnitude of change during the construction period. Views of the upper parts of structures within the temporary construction compound closest to the lane would be available for ~750m of the route that broadly coincides with the extent of hedgerow clearance to accommodate visibility splays. The temporary pylons would appear above an intervening tree belt at a similar height on the skyline to the decommissioned pylons. Temporary scaffolding would be erected either side of Corban Lane where the proposed 400kV YN overhead line crosses the carriageway. Embedded measures to minimise construction effects have included setting the compounds back at least ~80m from Corban Lane and utilising perimeter earth bunding to minimise views of structures within the compounds. The higher magnitude of change associated with the construction activity would only be experienced from ~20% of the 3.7km length of Corban Lane. In light of these factors, it is assessed that the **Moderate Adverse** effect upon the views experienced by people in vehicles from Corban Lane would be **Not Significant.**

6.10.41 A Low magnitude of change is assessed for passengers on the ECML railway, where views of the existing 275kV XCP overhead line are already experienced by passengers for a ~ 2.7km length of the route between the outskirts of York and Stripe Lane. Where intermittent and fleeting views of construction activity would be available for ~2km of the route, north-west of Skelton, the most noticeable changes would be associated with the Overton Substation and nearby compounds, noting a 24/7 operation with a requirement for night-time lighting. The erection of multiple pylons with cranes would also be sequentially visible along the new section of the 275kV SP overhead line that runs parallel with the railway to the east. Views to the west would include the decommissioning of the 275kV XCP overhead line and construction of the new section of 275kV XC overhead line further to the west near Overton Wood. All changes would be perceived behind the foreground infrastructure of the stanchions supporting the overhead electrified line and intermittent tree cover. The overall level of effect is assessed to be **Minor Adverse** and **Not Significant**.

6.10.42 A Very Low magnitude of change during the construction phase is assessed from the B1363, Shipton Low Road and Beningbrough Lane, which are all peripheral routes within the Study Area. Multiple layers of intervening vegetation would generally restrict visibility of any distant ground level activity associated with the decommissioning of pylons and erection of new pylons. The overall level of effect from all three routes is assessed to be **Minor/ Negligible Adverse** and **Not Significant**.

6.10.43 Users of Stripe Lane would also experience a Very Low magnitude of change as a result of construction activity. Mature hedgerows flank the majority of the route, restricting views of ground level activity associated with the decommissioning of pylons on the 275kV XCP overhead line, and erection of new pylons on the 275kV SP overhead line. The overall level of effect is assessed to be **Minor/ Negligible Adverse** and **Not Significant.**

Operation Year 1

6.10.44 People travelling in vehicles along the A19 would experience a High to Medium magnitude of change travelling in both directions along a ~1.5km section of the A19 between New Farm and Overton Road. There would be clear and sustained visibility of

the Overton Substation infrastructure, up to 15m high and the new pylons of the 275kV SP overhead line in front of the ECML railway. The YN008 pylon of the 400kV YN overhead line at 55m high and ~70m from the road corridor would be the closest new structure in views. The overall level of effect is assessed to be **Major/ Moderate Adverse** and **Significant.**

6.10.45 People travelling in vehicles in both directions along Overton Road would experience views of the new section of the 275kV XC overhead line that would have replaced the decommissioned section, ~1km further south and closer to Overton village. The extension of the 275kV SP overhead line would be clearly visible to the east of the ECML railway. In addition to views of multiple new pylons, there would also be views of the gantries and associated infrastructure of the Overton substation, partially restricted in places by the railway embankment, local tree cover and roadside hedgerows that flank the route. The assessment concludes a **Moderate Adverse** effect that would be **Significant,** in light of the noticeable increase in pylons that would be visible and views of the Overton substation infrastructure.

6.10.46 People travelling in vehicles along Corban Lane would experience the greatest magnitude of change associated with the new 400kV YN overhead line from only ~20% of the lane. In longer range views from the east, the new pylons would be seen in the context of existing pylons on the 400kV YR overhead line and consequently it is assessed that the **Moderate Adverse** effect would be **Not Significant**.

6.10.47 Passengers on the ECML railway would no longer experience close range views of the decommissioned section of the 275kV XCP overhead line, west of the railway. The four new pylons of the new 275kV SP overhead line that run parallel with the railway to the east would be sequentially visible, extending views of pylons on the existing 275kV SP overhead line already experienced along the route from the outskirts of York. There would be very fleeting views, partially interrupted by intermittent tree cover, of the Overton substation. The assessment concludes a **Moderate Adverse** effect, and given the very fleeting nature of views, with views of the new pylons being perceived as a continuation of the existing 275kV SP overhead line, these effects are assessed to be **Not Significant.**

6.10.48 People in vehicles travelling along the B1363, Shipton Low Road and Beningbrough Lane would experience a Very Low magnitude of change from the addition of new pylons and infrastructure. All these routes are peripheral within the Study Area and multiple layers of intervening vegetation would restrict visibility of new transmission infrastructure and views of the new elements would be fleetingly available. The overall level of effect from all three routes is assessed to be **Minor/ Negligible Adverse** and **Not Significant**.

6.10.49 Users of Stripe Lane would also experience a Very Low magnitude of change. The removal of a section of the existing XCP overhead line would have a modest benefit to the visual amenity of road users from the section of Stripe Lane west of the ECML railway. The visibility of the new 275kV SP overhead line from Stripe Lane would be limited by mature hedgerows. Where the upper parts of the new pylons are visible, they would be perceived in the context of the retained SP-7 pylon, that would continue to be the most prominent man-made element in views. The overall level of effect is assessed to be **Minor/ Negligible Adverse** and **Not Significant.**

Operation Year 15

6.10.50 People travelling in vehicles along the A19 would experience a reduction in views of the Overton substation and lower parts of the new pylons as a result of the growth of

planting, resulting in a Medium magnitude of change. The outline landscape strategy includes reinforcement of the hedgerow along the A19, with additional hedgerow tree planting. The growth of woodland planting on low-level earth bunding to the north-western boundary of the proposed substation and tree planting to the north-east of the substation, where easements of the 400kV YN overhead line allow, would combine with the roadside tree planting to restrict views of the substation gantries. The assessment concludes that the **Moderate Adverse** effect remains **Significant,** given that unrestricted views of the middle and upper parts of the tallest infrastructure would remain, including the pylons along the 275kV SP overhead line and the closest pylons on the 400kV YN overhead line.

6.10.51 Passengers on the ECML railway would experience a Low magnitude of change as the outline landscape strategy includes reinforcement of the existing intermittent tree belts with new tree planting along the railway corridor. This new planting would be set beyond the maintenance easement of the railway on adjoining land and would be located to the north and south of the 275kV XCP overhead line crossing. Woodland planting is also proposed on low-level earth bunding adjacent to the north-western boundary of the Overton Substation. The growth of the proposed structural vegetation would partially restrict the fleeting visibility of the Overton Substation infrastructure set behind the East Coast Mainline stanchions. Fleeting intervisibility of the 275kV SP overhead line, parallel to the railway to the east, and more distant views of the new 275kV against the backdrop of Overton Wood to the west, would remain similar to the Operation Year 1 assessment. A **Minor Adverse** effect is assessed that would be **Not Significant.**

6.10.52 People travelling in vehicles along Overton Road would experience a noticeable reduction in the visibility of the Project resulting in a Low magnitude of change. The outline landscape strategy includes woodland planting on the low-level earth bunding to the north-western boundary of the Overton substation. Reinforcement of existing hedgerows and planting of hedgerow trees along Overton Road and the intervening field boundary is proposed. New tree planting would also infill gaps along the existing tree belt that lies to the east of the railway corridor, beyond the maintenance easements associated with the railway. These embedded measures would reduce the visibility of the substation infrastructure and pylons on the 275kV SP overhead line and 400kV YN overhead line. Views of pylons on the new section of 275kV XC overhead line west of the ECML railway would remain, however this infrastructure replaces pylons viewed as part of the baseline closer to Overton village, that would be decommissioned as part of the Project. Consequently, with a reduction in magnitude to a Low level, an overall **Minor Adverse** effect is assessed that would be **Not Significant.**

6.10.53 The magnitude of change from all other routes scoped into the assessment, comprising the B1363, Corban Lane, Stripe Lane, Shipton Low Road and Beningbrough Lane, would remain unchanged from Operation Year 1. These conclusions are reached because either the growth of new planting would not be readily discernible, or there would be no embedded planting associated with the Project that could alter the magnitude of change assessed at Operation Year 1. Consequently, the Operation Year 15 level of effect upon views experienced by people in vehicles would be **Moderate Adverse** and **Not Significant** from Corban Lane and **Minor/ Negligible Adverse** and **Not Significant** from the B1363, Stripe Lane, Shipton Low Road and Beningbrough Lane.

6.11 Preliminary assessment of visual effects: Tadcaster Area

6.11.1 The preliminary assessment of effects upon the visual receptors scoped for assessment within the Tadcaster Study Area is set out in the detailed assessment in **Appendix 6G** as **Tables 6G.56** to **6G.76.** A summary of this assessment is set out below.

6.11.2 This assessment is based on a field survey from publicly accessible locations and supported by Zone of Theoretical Visibility plans as follows:

Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds

Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSECs

Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001T) with Replacement Pylon (XD001)

6.11.3 Reference in the detailed assessment is also made to annotated photoviews (Nos. 19 to 22 inclusive).

Residential Receptors

6.11.4 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.56** to **6G.67.** The following summary should be read in conjunction with **Figure 6.24: Residential Visual Receptor Groups and Viewpoint Locations: Tadcaster Area.**

6.11.5 All residential receptors scoped into this assessment have been assessed to have a High sensitivity.

Construction Phase

6.11.6 The Project design has carefully considered the siting of the proposed construction compounds, the Tadcaster CSECs and a single new replacement pylon, in order to minimise adverse environmental effects upon local residents who live in settlements and scattered dwellings in the Study Area. Measures have been embedded in the Project to reduce potential visual impacts at the construction phase, including perimeter earth bunds around the construction compounds and adoption of a CEMP.

6.11.7 Residents of Red Brick House Farm would experience up to a Medium magnitude of change during the construction phase due to close range views of noticeable extensions to the top and middle cross arms of pylon XC481 where there would be cable connections to the CSECs. In addition, temporary scaffolding over Garnet Lane, set in the context of the existing 275kV XC overhead line that would be subject to reconductoring works. Intervening coniferous plantation woodland would screen potential views of construction activity within the temporary construction compounds and the CSECs, and consequently no ground level views of the temporary pylons are predicted. An overall **Major/Moderate Adverse** effect is assessed to be **Significant**, noting that existing pylons XC480 and XC481 would continue to represent the most prominent elements of energy transmission infrastructure in views from the property.

6.11.8 Residents at High Moor Grange Farm currently have views of the 275kV XD overhead line, and the temporary construction pylons and scaffolding would be clearly visible in this context. Theoretical visibility of the upper parts of structures on the construction compounds would be available, covering a limited part of the compound footprint. Views of activity within the compounds is predicted to be restricted by a combination of intervening field boundary hedgerows and perimeter earth bunding. An overall Low

magnitude of change would result in a **Moderate Adverse** effect that is assessed to be **Not Significant** in light of the screen bunds restricting views of construction activity and the temporary pylons being lower than the nearby existing pylons on the 275kV XD overhead line.

6.11.9 Residents at Brick House Farm would have views of the temporary scaffolding from the access drive, with ground level views restricted from the dwelling due to orientation and intervening planting. It is predicted that oblique ground level views of construction activity and associated infrastructure from the dwelling and enclosed garden would be predominantly restricted by a combination of tall hedges, walls, intervening buildings and tree cover. An overall Very Low magnitude of change would result in a **Minor Adverse** effect that would be **Not Significant.**

6.11.10 Residents at Wise Warren, Headley Hall and cottages, and High Moor Farm would also experience a Very Low magnitude of change, as a result of partially restricted views towards the Project from intervening hedgerows and other vegetation close to the dwellings. The 33m tall temporary structures, where visible, would be typically perceived in the context of the 39m to 41m tall existing pylons of the 275kV XD overhead line. Theoretical visibility of the upper parts of structures on the construction compounds would be intermittently available, with views of activity within the compounds restricted by a combination of intervening field boundary hedgerows and earth bunds to the perimeter of the compounds. There would be a **Minor Adverse** effect upon residential visual amenity at these dwellings, that would be **Not Significant.**

6.11.11 There are potential partial views of the temporary pylons and occasionally the temporary construction compounds from the edge of Tadcaster, Bramham, Stutton and scattered dwellings within farmsteads south-west of Stutton and at Toulston. Any changes as a result of the Project are predicted to be barely perceptible, resulting in a Very Low magnitude of change. All receptors would be located more than ~0.8km from the Project and views would typically be heavily restricted by multiple layers of intervening vegetation. Barely perceptible changes resulting from restricted visibility of the temporary pylons, and to an even lesser extent the temporary construction compounds, would be experienced in the context of the existing pylons of the 275kV XC overhead line and/or 275kV XD overhead line. There would be a **Minor Adverse** effect on residential visual amenity that would be **Not Significant.**

6.11.12 **No change** that results in **No Effect** to views is assessed from scattered dwellings near Hazlewood Park, where views towards the Project are predicted to be fully screened by a combination of outbuildings, shelterbelts, evergreen hedges and/or conifer screens.

Operation Year 1

6.11.13 Residents at Red Brick House Farm would experience up to a Medium magnitude of change during the operational phase due to close range views of noticeable extensions to the top and middle cross arms of pylon XC481 where there would be cable connections to the CSECs. Intervening coniferous plantation woodland is predicted to screen potential views of the CSECs. An overall **Major/Moderate Adverse** effect is assessed to be **Significant**, noting that existing pylons XC480 and XC481 would continue to represent the most prominent elements of energy transmission infrastructure in views from the property.

6.11.14 The changes to baseline views as a result of the Project would comprise potential visibility of a single pylon XD001 (47m tall) that would replace a nearby pylon XD001T (39m tall) on the 275kV overhead line. Nearby existing pylons on the 275kV XD and XC overhead line are up to 42.4m tall and comprise the baseline context in views from

properties. The proposed CSECs with gantry structures up to 15m tall are closely associated with both the proposed and existing pylons.

6.11.15 The replacement of a single pylon with a slightly taller pylon and limited actual visibility of the 15m high CSEC ompound gantry structures, would constitute a Very Low magnitude of change in views experienced by residents at the following locations:

- Tadcaster;
- Stutton;
- Bramham;
- Farmsteads south-west of Stutton;
- Farmsteads at Toulston;
- High Moor Farm;
- High Moor Grange Farm;
- Wise Warren; and
- Headley Hall and cottages.

6.11.16 A Very Low magnitude of change experienced by residents would result in a **Minor Adverse** effect that is **Not Significant**.

6.11.17 No visibility of the replacement pylon or the CSECs is predicted from scattered dwellings near Hazlewood Park and Brickhouse Farm due to intervening planting, buildings and other structures located close to the dwellings. Consequently, the assessment records **No Change** that results in **No Effect**.

Operation Year 15

6.11.18 No specific landscape planting is associated with the Project at Tadcaster and consequently there would be no changes to the assessment conclusions reached in the Operation Year 1 assessment set out above.

Recreational Receptors

6.11.19 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.68 to 6G.73.** The following summary should be read in conjunction with **Figure 6.25: Recreational and Transport Receptors and Viewpoint Locations: Tadcaster Area.**

6.11.20 All recreational receptors scoped into this assessment have been assessed to have a high sensitivity.

Construction Phase

6.11.21 Recreational receptors are typically located over ~1km distant from the Project. Where the Project is visible, construction activity would be perceived in the context of existing pylons on the 275kV XD overhead line and 275kV XC overhead line that lie closer to the recreational receptor groups assessed. It is also noted that the existing overhead lines pass over PRoWs at three out of the six PRoW receptor groups assessed.

6.11.22 Views of the temporary pylons, and less frequently the temporary compounds, are predicted from localised parts of the PRoW network. The typically undulating landform and frequent intervening vegetation restricts opportunities for views of the Project, and

in all cases, the magnitude of change from the receptor groups listed below is assessed as Very Low.

- NCN 66;
- PRoWs along Chantry Lane and Old London Road;
- PRoWs east of Hazel Wood;
- PRoWs west of Tadcaster;
- PRoW between Headley Lane and the A63; and
- PRoWs near Toulston.

6.11.23 A **Minor Adverse** level of effect upon views experienced by the recreational receptors listed above would be **Not Significant**.

Operation Year 1

6.11.24 The changes as a result of the Project to baseline views would comprise potential views of a single pylon XD001 (47m tall) that would replace a nearby pylon XD001T (39m tall) on the existing 275kV overhead line. Nearby existing pylons on the 275kV XD and XC overhead line are up to 42.4m tall and comprise the baseline context in views from recreational receptors. The proposed CSECs with gantry structures up to 15m tall are closely associated with both the proposed and existing pylons.

6.11.25 The replacement of a single pylon with a slightly taller pylon and restricted actual visibility of the 15m high CSEC gantry structures, would constitute a Very Low magnitude of change in views experienced by all recreational receptors listed in the construction phase assessment above. The resulting level of effect for all receptors would be **Minor Adverse** and **Not Significant**.

Operation Year 15

6.11.26 No specific landscape planting is associated with the Project at Tadcaster and consequently there would be no changes to the assessment conclusions reached in the construction phase and Operation Year 1 assessments set out above. The resulting level of effect for all recreational receptors would be **Minor Adverse** and **Not Significant**.

Transport Network Receptors

6.11.27 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.74** to **6G.76.** The following summary should be read in conjunction with **Figure 6.25: Recreational and Transport Receptors and Viewpoint Locations: Tadcaster Area.**

6.11.28 All transport network receptors scoped into this assessment have been assessed to have a Medium sensitivity.

Construction Phase

6.11.29 Localised close range views from the A64 dual carriageway would represent a Medium magnitude of change. Visibility would comprise localised and fleeting visibility of construction activity from a ~400m stretch of the route directly south of the Project, centred on where the existing 275kV XC overhead line crosses the highway. The construction compounds would be clearly visible on the open undulating arable

farmland, contained by low level earth bunding. The temporary pylons would be visible on the skyline, set behind the closer existing pylons on the 275kV XD overhead line. It is concluded that the very fleeting nature of the views, experienced in the context of the existing 275kV XC overhead line, and from less than 6% of the route within the Study Area, would result in a **Moderate Adverse** effect that would be **Not Significant**.

6.11.30 People in vehicles travelling along the A659 would experience a Medium magnitude of change as a result of the Project. Visibility of construction activity would be greatest from the route section north of the A64 junction and Garnet Lane, where frequent visibility of the construction compounds beyond low clipped hedgerows and occasional hedgerow trees would be available. The upper parts of structures on the temporary compounds would be clearly visible above perimeter earth bunds. The A659 would pass under the temporary overhead line, and the two temporary pylons at 33m tall would be shorter than the nearby existing pylons on the 275kV XD overhead line, that are 39m tall. The assessment concludes that people in vehicles using the route section adjacent to the Project, would experience a **Moderate Adverse** effect on views, assessed as **Significant** given sustained close-range views of the construction phase for ~500m of the route, in both directions along the highway.

6.11.31 People in vehicles travelling along Garnet Lane would experience views of construction activity that would be greatest from the route section directly north of the Project. At this location there would be oblique and unrestricted visibility of the northernmost construction compound set behind a perimeter earth bund, for ~270m of the route. The temporary pylons at 33m high would be clearly visible on the skyline, in the context of the existing pylons on the 275kV XD overhead line that are typically ~39m tall. Temporary scaffolding would be erected either side of Garnet Lane under the 275kV XC overhead line. The changes in views would represent a Low to Medium magnitude of change and a **Moderate Adverse** effect. Given the localised and partially restricted views of construction activity that would be set back at least ~100m from the road corridor, noticeable but localised changes from Garnet Lane are assessed to be **Not Significant**.

Operation Year 1

6.11.32 The changes as a result of the Project would comprise potential views of a single pylon XD001 (47m tall) that would replace a nearby pylon XD001T (39m tall) on the existing 275kV overhead line. Nearby existing pylons on the 275kV XD and XC overhead line are up to 42.4m tall and comprise the baseline context. The proposed CSECs with gantry structures up to 15m tall are closely associated with both the proposed and existing pylons.

6.11.33 The replacement of a single pylon with a slightly taller pylon and intermittent visibility of the 15m high CSEC gantry structures, would constitute a Low magnitude of change in views experienced by people in vehicles on localised stretches of the A64, A659 and Garnet Lane. The resulting level of effect upon views experienced by these receptors would be **Minor Adverse** and **Not Significant**.

Operation Year 15

6.11.34 No specific landscape planting is associated with the Project at Tadcaster and consequently there would be no changes to the assessment conclusions reached in the construction phase and Operation Year 1 assessments set out above. The resulting level of effect for people in vehicles on the A64, A659 and Garnet Lane would be **Minor Adverse** and **Not Significant**.

6.12 Preliminary assessment of visual effects: Monk Fryston Substation Area

6.12.1 The preliminary assessment of effects upon the visual receptors scoped for assessment within the Monk Fryston Substation Study Area, is set out in the detailed assessment in **Appendix 6G** as **Tables 6G.77** to **6G.106.** A summary of this assessment is set out below.

6.12.2 This assessment is based on a field survey from publicly accessible locations and supported by Zone of Theoretical Visibility plans as follows:

Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds

Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area

Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522T-525T) with Replacement Pylons (XC522-526)

6.12.3 Reference in the detailed assessment is also made to annotated photoviews (Nos. 23 to 28 inclusive) and preliminary photowire visualisations of the Project from the following locations:

Photoviewpoint 23: Public footpath between Rawfield Lane and A162

Photoviewpoint 25: Junction of Rawfield Lane and A63

Residential Receptors

6.12.4 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.77** to **6G.90.** The following summary should be read in conjunction with **Figure 6.26: Residential Visual Receptor Groups and Viewpoint Locations: Monk Fryston Substation Area.**

6.12.5 All residential receptors scoped into this assessment have been assessed to have a High sensitivity.

Construction Phase

6.12.6 The Project design has carefully considered the siting of the proposed construction compounds, the Proposed Monk Fryston Substation and the replacement pylons, in order to minimise adverse environmental effects upon local residents who live in settlements and scattered dwellings in the Study Area. Measures have been embedded in the design to reduce potential visual impacts at the construction phase, including the adoption of perimeter earth bunds to the construction compounds and substation under construction. The adoption of a CEMP and utilisation of full cut-off design to minimise night-time light spill associated with the proposed Monk Fryston Substation and associated compounds are embedded measures that would minimise the adverse visual impact of the construction phase upon local residents.

6.12.7 Residents of Pollums House Farm would experience a Medium magnitude of change. The construction phase would require the coppicing of a woodland block, ~30m to the south-west of the closest garden curtilage, in order to accommodate the temporary overhead line. The closest temporary pylon at 55m tall would be located ~135m from the dwellings, being noticeably closer and taller than the nearest existing pylon (41.8m tall and ~190m distant). The temporary construction compounds and proposed

substation would be visible over ~310m distant. Views of the upper parts of structures within the temporary compounds would be available above perimeter bunds and lighting would be required for the 24-month construction period and 24/7 operations. The sensitive design of any construction lighting would minimise adverse night-time effects on residents. The resulting level of effect is assessed to be **Major/ Moderate Adverse** and **Significant.**

6.12.8 Residents of the farmhouse east of Monk Frystone Lodge would experience a Low magnitude of change. Structures on the northern end of the closest temporary construction compound, ~350m to the west of the farmhouse would be visible above a perimeter earth bund. The sensitive design of any construction lighting would minimise adverse night-time effects on residents. The resulting level of effect is assessed to be **Moderate Adverse** and **Not Significant** given the oblique nature of views from the south-west and north-west elevations of the farmhouse towards part of the closest construction compound.

6.12.9 Residents of Monk Fryston Lodge and bungalow would experience a Very Low magnitude of change and no visibility from the dwellings is predicted. Views of the temporary construction compounds, enclosed by earth mounding would be available obliquely from the ~300m long access road to both properties. The resulting level of effect is assessed to be **Minor Adverse** and **Not Significant.**

6.12.10 Residents of the following scattered properties would experience a Very Low magnitude of change:

- Dwellings at Betteras Hill Road;
- Dwellings at the A63/A162 junction;
- Dwellings between Long Heads Lane and South Milford and
- Scat House Farm and Peckfield Lodge.

6.12.11 Views from the scattered properties listed above, would be restricted by mature planting close to the dwellings. Any restricted views towards the Project would typically be further limited by the orientation of the properties relative to the Project and/or multiple layers of vegetation in the intervening landscape. Where heavily restricted views of the temporary compounds and temporary overhead line are available, the resulting level of effect would be **Minor Adverse** and **Not Significant.**

6.12.12 Residents of Lumby, located over ~0.5km north of the Project would experience a Very Low magnitude of change. With the potential exception of the southernmost property in the village off Butts Lane and several properties at the north-eastern edge of the village off Old Quarry Lane, there is predicted to be very limited ground level views of the construction phase from the village. The proposed substation site adjacent to the existing substation would be predominantly set behind the temporary construction compound enclosed by an earth bund. Lighting would be required for the 24-month construction period and 24/7 operations. The sensitive design of any construction lighting would minimise adverse night-time effects. Ground level construction works associated with the 275kV XC overhead line and the installation of the temporary pylons would be restricted by intervening woodland and multiple hedgerows and hedgerow trees. The assessed magnitude of change would result in an overall **Minor Adverse** effect that would be **Not Significant.**

6.12.13 South Milford is located over ~1.6km north of the Project and no visibility is predicted of the temporary construction compounds due to intervening topography. There would be

potential glimpses of the upper parts of the 2 No. temporary pylons, over ~2km distant on the skyline and seen in the context of the existing retained pylons. A Very Low magnitude is predicted resulting in a **Minor Adverse** effect that would be **Not Significant.**

6.12.14 Fairburn, Burton Salmon, Ledsham, Hillam and Monk Fryston, comprise the remaining settlements in the Study Area, and all are located more than 1km from the Project. The changes associated with the construction phase, comprising the installation of the temporary overhead line, realignment of the 275kV XC overhead line and construction of the proposed Monk Fryston Substation with associated compounds, would be experienced in the context of closer existing high voltage overhead lines and major transport corridors. The barely perceptible changes to baseline views would result in a Very Low magnitude of change and **Minor Adverse** effect that would be **Not Significant**.

Operation Year 1

6.12.15 Residents of Pollums House Farm would have views of the realigned 275kV XC overhead line, with the XC524 pylon located ~150m from the closest dwelling, that is ~35m closer and 18.2m higher than the existing XC524T pylon that would be decommissioned. The proposed substation would be visible ~590m distant, with the majority of the infrastructure set behind the existing substation. The assessment concludes that the Project, in the context of the existing infrastructure, would represent a Low magnitude of change and a **Moderate Adverse** effect. In light of the proximity of these changes to residents, this is assessed to be **Significant**.

6.12.16 Residents of the farmhouse east of Monk Fryston Lodge may experience oblique views towards the Project from the north-west and south-west façades of the farmhouse. These views are predicted to include the proposed pylon XC526 (49m tall), located ~540m to the west and potentially the gantries at the north-western corner of the proposed substation, noting that the majority of the proposed substation is predicted to be screened by intervening tree planting and buildings within the Monk Fryston Lodge complex. It is concluded that visibility of the Project would represent a Low magnitude and a **Moderate Adverse** effect. Given the oblique nature of views from the south-west and north-west elevations of the farmhouse and the separation distances involved, it is assessed that this change would be **Not Significant.**

6.12.17 Views from the following scattered properties towards the Project would be frequently restricted by mature planting close to the dwellings. Any restricted views would typically be further limited by the orientation of the properties relative to the Project and/or multiple layers of vegetation in the intervening landscape.

- Monk Fryston Lodge and bungalow;
- Dwellings at Betteras Hill Road;
- Dwellings at the A63/A162 junction;
- Dwellings between Long Heads Lane and South Milford and
- Scat House Farm and Peckfield Lodge.

6.12.18 Where heavily restricted views of the proposed substation and realigned 275kV XC overhead line are available from the properties listed above, the resulting level of effect would be **Minor Adverse** and **Not Significant.**

6.12.19 As described in the construction phase, views from Lumby towards the Project are extremely restricted. Due to the separation distance and presence of multiple layers of intervening planting, views of the operational phase of the Project would be very limited from most dwellings. Where restricted glimpses towards the northern end of the proposed substation are available, earth mounding would assist in reducing the infrastructure visible that would be seen in the context of the existing substation. The closest new pylons on the realigned 275kV XC overhead line would be located more than ~720m from Lumby and would appear slightly taller on the skyline than the retained pylons. The magnitude of change would be Very Low, resulting in a **Minor Adverse** effect that would be **Not Significant**.

6.12.20 Views of the Project from South Milford would include pylons on the realigned 275kV XC overhead line on the skyline that would be located more than ~1.8km from the southern edge of the village and would appear slightly taller on the horizon than existing pylons that would be retained. The proposed substation would be partially screened by low level earth mounds and predominantly seen against the backdrop of the existing substation infrastructure. The magnitude of change would be Very Low, resulting in a **Minor Adverse** effect that would be **Not Significant**.

6.12.21 Fairburn, Burton Salmon, Ledsham, Hillam and Monk Fryston, comprise the remaining settlements in the Study Area, and are located more than ~1km from the Project. The changes associated with the operational phase from the proposed substation and realigned 275kV XC overhead line would be experienced in the context of closer existing high voltage overhead lines and major transport corridors. The barely perceptible changes would result in a Very Low magnitude of change and **Minor Adverse** effect that would be **Not Significant**.

Operation Year 15

6.12.22 Residents at Pollums House Farm would experience a reduction in the magnitude of change to a Low level. Hedgerow reinforcement along Rawfield Lane would slightly reduce the visibility of the proposed substation. There would be re-growth of woodland south-west of Pollums House that was coppiced to accommodate the temporary overhead line. The outline landscape strategy details the inclusion of scattered parkland trees within the paddock to the south of Pollums House in order to supplement the small number of existing parkland trees. This measure would assist in filtering views of both the realigned 275kV XC overhead line and the other existing pylons visible on nearby overhead line. The lower and mid parts of the closest pylon would be partially obscured by the growth of the new tree planting, and views of the more distant existing pylons on other overhead line would be much more restricted, relative to the baseline. Consequently, the **Moderate Adverse** effect assessed is judged to be **Not Significant**.

6.12.23 Views of the Project from the farmhouse east of Monk Fryston Lodge would be reduced by the growth of planting on low level earth mounding to the north of the proposed substation. Views of the mid and upper parts of pylon XC526 are predicted to remain in oblique views from the north-west and south-west façades of the farmhouse. A Very Low magnitude of change is predicted, resulting in a **Minor Adverse** effect that would be **Not Significant.**

6.12.24 In relation to the remaining residential receptors listed below, the magnitude of change would remain at a Very Low level, as assessed at Year 1 operation.

- Monk Fryston Lodge and bungalow;
- Dwellings at Betteras Hill Road;

- Dwellings at the A63/A162 junction;
- Dwellings between Long Heads Lane and South Milford;
- Scat House Farm and Peckfield Lodge;
- Lumby;
- South Milford;
- Fairburn;
- Burton Salmon;
- Ledsham;
- Hillam and
- Monk Fryston.

6.12.25 Whilst the growth of planting as part of embedded measures would reduce the visibility of the lower-level infrastructure associated with the substation, the proposed substation at Operation Year 1 would already be barely perceptible from these remaining residential receptors. The principal contribution to the Very Low magnitude would be the visibility of slightly taller pylons on realigned 275kV XC overhead line, resulting in a **Minor Adverse** effect that is **Not Significant.**

Recreational Receptors

6.12.26 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.91** to **6G.100.** The following summary should be read in conjunction with **Figure 6.27: Recreational and Transport Receptors and Viewpoint Locations: Monk Fryston Substation Area.**

6.12.27 All recreational receptors scoped into this assessment have been assessed to have a high sensitivity.

Construction Phase

6.12.28 A PRoW connects Rawfield Lane and the A162, passing through a landscape where the visual amenity of walkers is already significantly affected by energy transmission infrastructure. Construction works associated with the 275kV XC overhead line and the installation of the temporary pylons would be perceived in the context of the closer existing 275kV XK overhead line and 4ZZ overhead line and the high voltage overhead line that link to the existing substation and pass south over the PRoW. Glimpses of the upper parts of structures on the temporary construction compounds would be set beyond the existing Monk Fryston Substation. A Very Low Magnitude is assessed with a **Minor Adverse** effect that is **Not Significant**.

6.12.29 Users of PRoW near J42 of the A1(M) would have limited opportunities for views towards the Project due to intervening planting close to the route. A rare oblique view from a break in the hedgerow near the A1246 is dominated by existing closer pylons. In this context, views of the 2 No. temporary pylons, construction activity on the proposed substation site, backclothed by woodland and set behind the existing substation that is barely perceptible in the view, would represent a Very Low magnitude of change and a **Minor Adverse** effect that is **Not Significant**.

6.12.30 Users of the PRoW on Red Hill Lane would experience a Very Low magnitude of change as a result of oblique views of the upper parts of the temporary pylons, over

~900m distant and perceived in the context of the existing pylons of the 275kV XK overhead line and 4ZZ overhead line. There would be no visibility of the temporary construction compounds. The level of effect would **Minor Adverse** and **Not Significant.**

6.12.31 Users of the PRoW south-east of South Milford would experience intermittent visibility of the temporary construction compound, partially restricted by intervening vegetation. The compounds would be surrounded by perimeter earth bunds, with glimpses over ~920m distant of the upper parts of ~5.5m high structures within the compounds, barely perceptible at this range. There would also be potential glimpses of the upper parts of the 2 No. temporary pylons, over ~1.4km distant and seen on the skyline in the context of the existing pylons. The changes to baseline views would represent a Very Low magnitude of change and a **Minor Adverse** effect that is **Not Significant.**

6.12.32 The remaining PRoW scoped into the assessment are located more than ~1km from the Project and comprise:

- PRoWs south of Ledsham;
- PRoW north of Old Quarry Lane;
- PRoWs between Hillam and Burton Common Lane;
- PRoWs over Lumby and Milford Common;
- PRoWs around Monk Fryston and;
- Ledston Park RPG and PRoW.

6.12.33 People using these routes would all experience limited views of construction activity and structures due to intervening vegetation, and in some instances intervening landform. Views are typically influenced by existing electricity transmission infrastructure and when combined with the intervening distance, a Very Low magnitude of change results, with **Minor Adverse** effects that are **Not Significant**.

Operation Year 1

6.12.34 Existing woodland along the PRoW that connects Rawfield Lane and the A162 would screen views of the Project from the majority of the route. At the western end of the route, the gantries of the proposed substation would be discernible behind an existing woodland belt and in the context of the existing Monk Fryston Substation. The new pylons on the realigned 275kV XC overhead line would be visible beyond the existing Monk Fryston Substation and would represent minor additions on the skyline behind the closer existing 275kV XK overhead line and 4ZZ overhead line. The magnitude of change would be Low and the overall level of effect **Moderate Adverse**. Due to the limited opportunities for visibility of the Project from the PRoW, as a result of intervening woodland and the proximity of existing pylons along the route, the Operation Year 1 effect is assessed to be **Not Significant**.

6.12.35 The changes as a result of the Project to baseline views from all other recreational receptors described in the construction phase, comprises potential views of the realigned 275kV XC overhead line, with 5 No. pylons between 47m and 60m tall, compared with the nearby 4 No. decommissioned pylons between 35.1m and 41.8m tall. Nearby existing retained pylons on the 275kV XK and 4ZZ overhead line are between 37m and 58.3m tall. The proposed substation adjoins the existing substation with a similar scale of gantry structures up to 15m tall.

6.12.36 A net increase of a single pylon, with an increase in height of the 5 No. replacement pylons that are similar to the height of existing retained pylons in the vicinity of the Project, would constitute a Very Low magnitude of change in views experienced by all recreational receptors listed in the construction phase assessment above. The proposed substation, where visible from these PRoW, would be barely perceptible and seen in conjunction with the existing substation and typically backclothed against established woodland. The resulting level of effect for all receptors would be **Minor Adverse** and **Not Significant**.

Operation Year 15

6.12.37 Views from the PRoW that connects Rawfield Lane and the A162 would be partially screened by the growth of new planting to the southern edge of the proposed substation, potentially on low level mounding. This planting would help reinforce existing woodland screening and further restrict visibility of the substation infrastructure. The resulting magnitude of change would be Very Low and the level of effect **Minor Adverse** and **Not Significant**.

6.12.38 There would be no change to the assessed magnitude of change from any other recreational receptor, although the growth of planting to reinforce hedgerows along the A63 and woodland planting on low level mounding to the north of the substation, would further restrict views of the proposed substation gantries, which, as set out in the Operation Year 1 assessment above were already very limited. The growth of planting would also restrict visibility of the gantries on the existing substation site.

Transport Network Receptors

6.12.39 The detailed assessment in **Appendix 6G** is contained in **Tables 6G.**101 to **6G.106.** The following summary should be read in conjunction with **Figure 6.27: Recreational and Transport Receptors and Viewpoint Locations: Monk Fryston Substation Area.**

6.12.40 All transport network receptors scoped into this assessment have been assessed to have a Medium sensitivity.

Construction Phase

6.12.41 People travelling on the A1(M) would experience a Very Low magnitude of change. There would be no visibility of structures on the temporary construction compounds and the middle and upper parts of the temporary pylons would be clearly visible in the context of similar scale existing pylons close to the road corridor. The change to the baseline views would result in a **Minor/Negligible Adverse** level of effect that would be **Not Significant.**

6.12.42 People in vehicles along the A63 approaching the junction with Rawfield Lane would experience oblique and fleeting views over a low roadside hedgerow towards the Project from a ~300m stretch of the carriageway. Views of temporary structures within the compounds up to 5.5m high would be set against the backdrop of the existing substation and pylons with views of ground level activity within the compounds screened by a perimeter earth bund. The proposed substation site would be predominantly set behind the temporary construction compounds and associated earth bunds. The upper parts of temporary scaffolding either side of Rawfield Lane would be visible and views of the temporary pylons over ~470m distant, would be perceived in the

context of the nearby existing pylons. The magnitude of change would be Low and the effect **Minor Adverse** and **Not Significant**.

6.12.43 People in vehicles at the northern end of Rawfield Lane would experience sustained views in both directions, where construction activity would be most apparent between the existing substation and the junction with the A63. Views would occur over intermittent and low roadside hedgerows with clear views of temporary structures within the compounds up to 5.5m high. Visibility of ground level activity within the compounds would be partly screened by a perimeter earth bund. The proposed substation site, under construction would also be visible. Vehicles would pass the temporary scaffolding in two locations and the temporary pylons would be visible in the context of nearby existing pylons. The magnitude of change would be Medium and the effect **Moderate Adverse** and **Significant**, given the high level of construction activity and close proximity to the northern end of Rawfield Lane.

6.12.44 People travelling in vehicles along the A162, A1246 and passengers of the Castleford to Sherburn in Elmet railway would pass over 0.5km from the Project with existing high voltage overhead lines crossing all routes. Views towards the Project would be typically oblique, fleeting and intermittent in nature. The changes assessed as part of the Construction Phase would be barely discernible, resulting in a Very Low magnitude of change and a **Minor/Negligible Adverse** level of effect that would be **Not Significant**.

Operation Year 1

6.12.45 People travelling on the A1(M) would not experience views of the proposed substation. The proposed realigned section of the 275kV XC overhead line that would run parallel to the A1(M) is ~420m long. The new pylons on this section would be between 50m and 55m tall, compared with the decommissioned pylons which are between 37.4m and 41m tall. The existing 275KV XK overhead line includes pylons at least 48.6m high in the vicinity of the A1(M). The increase in height of pylons as part of the Project represents a Low magnitude of change to people in vehicles, noting that due to the speed of travel, views would be fleeting in nature and perceived in the context of multiple pylons along the A1(M) that are already part of the established baseline. The resulting effect would be **Minor Adverse** and **Not Significant**.

6.12.46 People in vehicles along the A63 would have clear views of the Project from a ~300m stretch of the carriageway that extends east and west of the junction with Rawfield Lane. The closest new pylon on the realigned 275kV XC overhead line is XC526 at 49m tall and ~310m from the road corridor at the closest point, representing a prominent new structure on the skyline and seen in the context of existing pylons that would be retained. The proposed substation gantries would also be clearly visible above low-level earth mounding. Given the noticeable increase in infrastructure, in particular the closest replacement pylons, it is assessed that the magnitude of change would be Medium with a **Moderate Adverse** effect that would be **Significant** for a localised ~300m stretch of the A63 near the junction with Rawfield Lane.

6.12.47 People in vehicles at the northern end of Rawfield Lane would experience similar views to users of the A63, described above. The magnitude of change would be Medium with a **Moderate Adverse** effect for the northern end of Rawfield Lane that would be **Significant.**

6.12.48 People travelling in vehicles along the A162, A1246 and passengers of the Castleford to Sherburn in Elmet railway would experience fleeting intermittent visibility of the Project in the context of existing high voltage overhead lines that cross all routes. Views would be typically oblique and comprise limited visibility of the proposed substation and taller

replacement pylons on the 275kV XC overhead line realignment. These changes would be barely discernible, with a Very Low magnitude and **Minor/ Negligible Adverse** effects that would be **Not Significant**.

Operation Year 15

6.12.49 Views from the A63 would be restricted by the growth of planting to reinforce roadside hedgerows and from woodland planting on low level mounding to the north of the substation. Views of the realigned 275kV XC overhead line pylons on the skyline and baseline infrastructure would also be partially filtered by the growth of tree planting. Relative to the baseline, these changes would represent a Low magnitude and a **Minor Adverse** effect that is **Not Significant**.

6.12.50 Similar effects would be experienced by people in vehicles along the northern section of Rawfield Lane. The growth of reinforced hedgerows along Rawfield Lane and woodland planting on low level mounding to the north of the proposed substation, would restrict visibility of the 15m high gantries of the proposed substation and to a lesser extent the existing substation. Views of the 275kV XC overhead line pylons would also be partially restricted as a result of the growth of reinforced hedgerows and hedgerow trees along Rawfield Lane. These changes would represent a Low magnitude and a **Minor Adverse** effect that is **Not Significant.**

6.12.51 People travelling in vehicles along the A1(M), A162, A1246 and passengers of the Castleford to Sherburn in Elmet railway would not experience any discernible change from the Operation Year 1 assessment and consequently the assessed level of effect would remain at **Minor Adverse** for the A1(M) and **Minor/ Negligible Adverse** for people on the other three routes. In all cases the assessed effect would be **Not Significant**.

6.13 Preliminary assessment of cumulative (inter project) effects

6.13.1 In accordance with Planning Inspectorate Advice Note 17 a long list of 'other development', including allocations, has been reviewed and screened to establish those other developments which could result in significant effects in cumulation with the Project. The process followed is described in **Section 4.9** and a long list of developments considered is provided in **Appendix 4C** of the PEIR. **Table 4.5** lists all the short listed developments identified to date, which will be kept under review as the Project progresses.

6.13.2 A detailed assessment of the likely significant cumulative effects will be provided in the ES. At this stage of the Project the other developments which have the potential for significant effects in cumulation with the Project in relation to landscape and visual effects comprise the following:

- An agricultural unit in Shipton by Beningborough (20/01004/FUL);
- Various developments close to the existing Monk Fryston Substation (proposed motorway services on the A1(M) near Lumby (2019/0547/EIA), potential minerals development (NY/2020/0204/SCO), a gas peaking plant (2020/0594/FULM) and energy storage projects (2021/0633/FULM, 2021/0789/FULM);
- Mixed use development, Plantation Drive, York (14/02798/FULM (reclamation works, development platform), 15/00524/OUTM (,100 dwellings, community uses, public open space));

- Mixed use development, York Central, Leeman Drive (18/01884/OUTM (outline), 20/00710/REMM (RM): up to 2,500 dwellings and office, retail, leisure, hotel and other uses);
- Extensions or additional works at existing quarries at Jackdaw Quarry, Stutton (NY/2021/0098/A27), Newthorpe Quarry (NY/2017/0268/ENV) and Stutton (NY/2018/0009/FUL); and
- Proposed housing allocations at Tadcaster (TAD2 105 dwellings) and east of Skelton (ST14: Land West of Wiggington Road 1348 dwellings, 55Ha).

6.14 Preliminary significance conclusions

A summary of the results of the preliminary landscape and visual amenity assessment is provided in **Table 6.16**.

Table 6.16 – Preliminary summary of significance of effects

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Landscape Receptors			
Vale Farmland with Plantation Woodland and Heathland Regional Landscape Character Type: Construction	Medium	Low	Minor Adverse (Not Significant)
Vale Farmland with Plantation Woodland and Heathland Regional Landscape Character Type: Operation	Medium	Medium	Moderate Adverse (Not Significant)
River Floodplain Regional Landscape Character Type: Construction	Medium	Low	Minor Adverse (Not Significant)
River Floodplain Regional Landscape Character Type: Operation	Medium	Very Low	Minor/Negligible Beneficial (Not Significant)
Huby and Shipton Vale Local Landscape Character Area: Landscape Character Sub-Types 5b and 5c: Construction and Operation Year 1	Medium	Medium	**Moderate Adverse (Significant)**
Huby and Shipton Vale Local Landscape Character Area: Landscape Character Sub-Types 5b and 5c: Operation Year 15	Medium	Medium	Moderate Adverse (Not Significant)
Huby and Shipton Vale Local Landscape Character Area:	High	No change	No effect

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Landscape Character Sub-Type 7A: Construction			
Huby and Shipton Vale Local Landscape Character Area: Landscape Character Sub-Type 7A: Operation	High	Very Low	Minor Adverse (Not Significant)
Ouse Floodplain Local Landscape Character Area: Construction	Medium	Low	Minor Adverse (Not Significant)
Ouse Floodplain Local Landscape Character Area: Operation	Medium	Very Low	Minor/Negligible Beneficial (Not Significant)
Scagglethorpe Moor Mixed Farmland Local Landscape Character Area: Construction	Medium	Low	Minor Adverse (Not Significant)
Scagglethorpe Moor Mixed Farmland Local Landscape Character Area: Operation	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Lower Nidd Grassland Local Landscape Character Area: Construction	Medium	Low	Minor Adverse (Not Significant)
Lower Nidd Grassland Local Landscape Character Area: Operation	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
West Selby Limestone Ridge Local Landscape Character Area: Construction and Operation Year 1	Medium	Medium	Moderate Adverse (Not Significant)
West Selby Limestone Ridge Local Landscape Character Area: Operation Year 15	Medium	Low	Minor Adverse (Not Significant)
Open Arable Farmland, East Bramham Landscape Character Type	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Locally Important Landscape Area	Medium	Low	Minor Adverse (Not Significant)
Visual Receptors			
North-west of York Area: Residential Visual Receptors			

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Residents of Rawcliffe, York	High	No change	No Effect
Residents of Shipton-by-Beningbrough: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Shipton-by-Beningbrough: Operation	High	Low	Moderate Adverse (Not Significant)
Residents of Skelton: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Skelton: Operation	High	Low	Moderate Adverse (Not Significant)
Residents of Beningbrough	High	Very Low	Minor Adverse (Not Significant)
Residents of Nether Poppleton: Construction	High	Very Low	Minor Neutral (Not Significant)
Residents of Nether Poppleton: Operation	High	Very Low	Minor Beneficial (Not Significant)
Residents of Upper Poppleton: Construction	High	Very Low	Minor Neutral (Not Significant)
Residents of Upper Poppleton: Operation	High	Very Low	Minor Neutral (Not Significant)
Residents of Moor Monkton: Construction	High	Low	Moderate Adverse (Not Significant)
Residents of Moor Monkton: Operation	High	Very Low	Minor Beneficial (Not Significant)
Residents of Nun Monkton: Construction	High	Very Low	Minor Neutral (Not Significant)
Residents of Nun Monkton: Operation	High	Very Low	Minor Adverse (Not Significant)
Residents of Overton: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Overton: Operation	High	Very Low	Minor Beneficial (Not Significant)
Residents of dwellings on Skelton, Rawcliffe Moor and Wiggington Moor (New Enclosures)	High	Very Low	Minor Adverse (Not Significant)

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Residents of dwellings on Wigginton Moor (Old Enclosures)	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Bohemia/Greenthwaite	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Shipton Moor	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Beningbrough Moor	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings at Red House	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Scagglethorpe Moor: Construction	High	Low	**Moderate Adverse (Significant)**
Residents of dwellings on Scagglethorpe Moor: Operation	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Moor Monkton Moor	High	Very Low	Minor Adverse (Not Significant)
Residents of Moorlands Farm: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Moorlands Farm: Operation	High	Low	Moderate Adverse (Not Significant)
Residents of Agricola, north of Newlands Farm	High	Low	Moderate Adverse (Not Significant)
Residents of Newlands Farm: Construction	High	Low	Moderate Adverse (Not Significant)
Residents of Newlands Farm: Operation	High	Very Low	Minor Adverse (Not Significant)
Residents of North Hall Moor	High	Very Low	Minor Adverse (Not Significant)
Residents of Dovecot Barn	High	Very Low	Minor Adverse (Not Significant)
Receptors at Woodstock Lodge wedding venue: Construction	High	Very Low	Minor Adverse (Not Significant)
Receptors at Woodstock Lodge wedding venue: Operation	High	Medium	**Major/Moderate Adverse (Significant)**

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Residents of Hall Moor Farm Cottages: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Hall Moor Farm Cottages: Operation	High	Low	Moderate Adverse (Not Significant)
Residents of Hall Moor Farm (South): Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Hall Moor Farm (South): Operation	High	Low	Moderate Adverse (Not Significant)
Residents of Overton Grange and Nos. 1 and 2 Glenroyd Cottages: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of Overton Grange and Nos. 1 and 2 Glenroyd Cottages: Operation	High	Medium	**Major/Moderate Adverse (Significant)**
Residents of New Farm: Construction	High	Low	Moderate Adverse (Not Significant)
Residents of New Farm: Operation	High	Low	**Moderate Adverse (Significant)**
Residents of dwellings on Stripe Lane: Construction	High	Very Low	Minor Adverse (Not Significant)
Residents of dwellings on Stripe Lane: Operation	High	Low	Moderate Adverse (Not Significant)
North-west of York Area: Recreational Visual Receptors			
National Cycle Route 65: Construction and Operation Year 1	High	Medium	**Major/Moderate Adverse (Significant)**
National Cycle Route 65: Operation Year 15	High	Low	Moderate Adverse (Not Significant)
York and Selby long distance path	High	Very Low	Minor Adverse (Not Significant)
River Ouse Corridor: Construction	High	Low	**Moderate Adverse (Significant)**
River Ouse corridor: Operation	High	Very Low	Minor Beneficial (Not Significant)

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
PRoW, west of Newlands Farm: Construction	High	None[36]	No Effect
PRoW, west of Newlands Farm: Operation	High	Medium	**Major/Moderate Adverse (Significant)**
PRoW, east of Shipton: Construction	High	Low	**Moderate Adverse (Significant)**
PRoW, east of Shipton: Operation	High	Medium	**Major/Moderate Adverse (Significant)**
PRoWs on Shipton Moor	High	Very Low	Minor Adverse (Not Significant)
PRoWs west of Shipton	High	Very Low	Minor Adverse (Not Significant)
PRoWs on Wiggington Moor	High	Very Low	Minor Adverse (Not Significant)
PRoWs at Bohemia	High	Very Low	Minor Adverse (Not Significant)
PRoW Skelton to Rawcliffe	High	Very Low	Minor Adverse (Not Significant)
PRoWs near Nun Monkton:	High	Very Low	Minor Adverse (Not Significant)
PRoWs near Moor Monkton: Construction	High	Low	Moderate Adverse (Not Significant)
PRoWs near Moor Monkton: Operation	High	Very Low	Minor Adverse (Not Significant)
PRoWs on Scagglethorpe Moor: Construction	High	Low	Moderate Adverse (Not Significant)
PRoW on Scagglethorpe Moor: Operation	High	Very Low	Minor Adverse (Not Significant)
PRoWs south of the A59	High	Very Low	Minor Adverse (Not Significant)
Forest of Galtres Golf Club: Construction	Medium	Very Low	Minor/Negligible Adverse

[36] Assume footpath stopped up for Construction Phase

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
			(Not Significant)
Forest of Galtres Golf Club: Operation	Medium	Low	Minor Adverse (Not Significant)
Beningbrough Hall RPG and PRoW: Construction	High	No Change	No effect
Beningbrough Hall RPG and PRoW: Operation	High	Very Low	Minor Adverse (Not Significant)
Millennium Green in Nether Poppleton: Construction	High	Very Low	Minor Neutral (Not Significant)
Millennium Green in Nether Poppleton: Operation	High	Very Low	Minor Beneficial (Not Significant)
Poppleton Centre recreation ground	Medium	Very Low	Minor/Negligible Neutral (Not Significant)
Shipton recreation ground	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
North-west of York Area: Transport Visual Receptors			
A19: Construction	Medium	Medium	**Moderate Adverse (Significant)**
A19: Operation Year 1	Medium	High to Medium	**Major/Moderate Adverse (Significant)**
A19: Operation Year 15	Medium	Medium	**Moderate Adverse (Significant)**
B1363	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
East Coast Mainline: Construction	Medium	Low	Minor Adverse (Not Significant)
East Coast Mainline: Operation Year 1	Medium	Medium	Moderate Adverse (Not Significant)
East Coast Mainline: Operation Year 15	Medium	Low	Minor Adverse (Not Significant)
Corban Lane: Construction	Medium	Low to Medium	Moderate Adverse

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
			(Not Significant)
Corban Lane: Operation	Medium	Medium	Moderate Adverse (Not Significant)
Stripe Lane	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Overton Road: Construction and Operation Year 1	Medium	Medium	**Moderate Adverse (Significant)**
Overton Road: Operation Year 15	Medium	Low	Minor Adverse (Not Significant)
Shipton Low Road	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Beningbrough Lane	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Tadcaster Area: Residential Visual Receptors			
Tadcaster	High	Very Low	Minor Adverse (Not Significant)
Stutton	High	Very Low	Minor Adverse (Not Significant)
Bramham	High	Very Low	Minor Adverse (Not Significant)
Scattered dwellings near Hazelwood Park	High	No change	No effect
Farmsteads south-west of Stutton	High	Very Low	Minor Adverse (Not Significant)
Farmsteads at Toulston	High	Very Low	Minor Adverse (Not Significant)
High Moor Farm	High	Very Low	Minor Adverse (Not Significant)
High Moor Grange Farm: Construction	High	Low	Moderate Adverse (Not Significant)
High Moor Grange Farm: Operation	High	Very Low	Minor Adverse

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
			(Not Significant)
Wise Warren	High	Very Low	Minor Adverse (Not Significant)
Headley Hall and cottages	High	Very Low	Minor Adverse (Not Significant)
Brickhouse Farm: Construction	High	Very Low	Minor Adverse (Not Significant)
Brickhouse Farm: Operation	High	No Change	No Effect
Red Brick House Farm:	High	Up to Medium	**Major/Moderate Adverse (Significant)**
Tadcaster Area: Recreational Visual Receptors			
NCN Route 66	High	Very Low	Minor Adverse (Not Significant)
PRoWs along Chantry Lane and Old London Road	High	Very Low	Minor Adverse (Not Significant)
PRoWs east of Hazel Wood	High	Very Low	Minor Adverse (Not Significant)
PRoWs west of Tadcaster	High	Very Low	Minor Adverse (Not Significant)
PRoW between Headley Lane and the A63	High	Very Low	Minor Adverse (Not Significant)
PRoWs near Toulston	High	Very Low	Minor Adverse (Not Significant)
Tadcaster Area: Transport Visual Receptors			
A64: Construction	Medium	Medium	Moderate Adverse (Not Significant)
A64: Operation	Medium	Low	Minor Adverse (Not Significant)
A659: Construction	Medium	Medium	**Moderate Adverse (Significant)**

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
A659: Operation	Medium	Low	Minor Adverse (Not Significant)
Garnet Lane: Construction	Medium	Low to Medium	Moderate Adverse (Not Significant)
Garnet Lane: Operation	Medium	Low	Minor Adverse (Not Significant)
Monk Fryston Substation Area: Residential Visual Receptors			
Fairburn	High	Very Low	Minor Adverse (Not Significant)
Burton Salmon:	High	Very Low	Minor Adverse (Not Significant)
Ledsham	High	Very Low	Minor Adverse (Not Significant)
Lumby	High	Very Low	Minor Adverse (Not Significant)
South Milford	High	Very Low	Minor Adverse (Not Significant)
Hillam	High	Very Low	Minor Adverse (Not Significant)
Monk Fryston	High	Very Low	Minor Adverse (Not Significant)
Dwellings at Betteras Hill Road	High	Very Low	Minor Adverse (Not Significant)
Dwellings at A63/A162 junction	High	Very Low	Minor Adverse (Not Significant)
Dwellings between Long Heads Lane and South Milford	High	Very Low	Minor Adverse (Not Significant)
Scat House Farm and Peckfield Lodge	High	Very Low	Minor Adverse (Not Significant)
Monk Fryston Lodge and bungalow	High	Very Low	Minor Adverse (Not Significant)
Farmhouse east of Monk Fryston Lodge: Construction and Operation Year 1	High	Low	Moderate Adverse (Not Significant)

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Farmhouse east of Monk Fryston Lodge: Operation Year 15	High	Very Low	Minor Adverse (Not Significant)
Pollums House Farm: Construction	High	Medium	**Major/Moderate Adverse (Significant)**
Pollums House Farm: Operation Year 1	High	Low	**Moderate Adverse (Significant)**
Pollums House Farm: Operation Year 15	High	Low	Moderate Adverse (Not Significant)
Monk Fryston Substation Area: Recreational Visual Receptors			
PRoW between Rawfield Lane and the A162: Construction	High	Very Low	Minor Adverse (Not Significant)
PRoW between Rawfield Lane and the A162: Operation Year 1	High	Low	Moderate Adverse (Not Significant)
PRoW between Rawfield Lane and the A162: Operation Year 15	High	Very Low	Minor Adverse (Not Significant)
PRoW near J42 of A1 (M)	High	Very Low	Minor Adverse (Not Significant)
PRoW Red Hill Lane	High	Very Low	Minor Adverse (Not Significant)
PRoWs south of Ledsham	High	Very Low	Minor Adverse (Not Significant)
PRoW north of Old Quarry Lane	High	Very Low	Minor Adverse (Not Significant)
PRoWs between Hillam and Burton Common Lane	High	Very Low	Minor Adverse (Not Significant)
PRoWs over Lumby and Milford Common	High	Very Low	Minor Adverse (Not Significant)
PRoWs around Monk Fryston	High	Very Low	Minor Adverse (Not Significant)
PRoW south-east of South Milford	High	Very Low	Minor Adverse (Not Significant)
Ledston Park RPG and PRoW	High	Very Low	Minor Adverse (Not Significant)

Receptor	Sensitivity of Receptor[1]	Magnitude of Change[2]	Significance[3]
Monk Fryston Substation Area: Transport Visual Receptors			
A1(M): Construction	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
A1(M): Operation	Medium	Low	Minor Adverse (Not Significant)
A162	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
A1246	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
A63: Construction	Medium	Low	Minor Adverse (Not Significant)
A63: Operation Year 1	Medium	Medium	**Moderate Adverse (Significant)**
A63: Operation Year 15	Medium	Low	Minor Adverse (Not Significant)
Castleford to Sherburn in Elmet railway	Medium	Very Low	Minor/Negligible Adverse (Not Significant)
Rawfield Lane: Construction	Medium	Medium	**Moderate Adverse (Significant)**
Rawfield Lane: Operation Year 1	Medium	Medium	**Moderate Adverse (Significant)**
Rawfield Lane: Operation Year 15	Medium	Low	Minor Adverse (Not Significant)

1. The sensitivity of a receptor is defined using the criteria set out in **Section 6.8** and is defined as low, medium and high.
2. The magnitude of change on a receptor resulting from activities relating to the development is defined using the criteria set out in **Section 6.8** and is defined as Very Low, low, medium and high.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), major/moderate (significant) moderate (potentially significant) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Section 6.8**.

6.15 Further work to be undertaken

6.15.1 The information provided in this PEIR is preliminary, the final assessment of likely significant effects will be reported in the ES. This section describes the further work to be undertaken to support the landscape and visual amenity assessment presented in the ES.

Baseline

6.15.2 At the invitation of the National Trust, a field survey at Beningbrough Hall with cultural heritage consultants will be arranged to establish the baseline visibility towards the Project from the upper floors of the Hall. This work will be programmed for the winter of 2021/ 2022, when intervisibility across the landscape is greatest.

6.15.3 In order to verify the preliminary assessment results, a more detailed field survey and assessment of individual residential receptors within 500m of proposed pylons and where views of the Project are predicted, is planned. The preliminary survey indicates that properties at this range have the greatest potential to experience significant effects upon visual amenity as a result of the Project. This survey and assessment will be dependent on resident's permission as most properties are located some distance from publicly accessible locations.

Assessment

6.15.4 The impact of construction traffic from a tranquillity and visual perspective will be assessed, following the provision of traffic flow calculations for relevant route sections of the local highway network.

6.15.5 A cumulative landscape and visual assessment shall be undertaken in the ES based on a fixed inventory of other developments which require consideration that shall be agreed, following consultation and agreement with the local planning authorities.

Environmental measures

6.15.6 There will be inputs into the Outline CEMP, in order to minimise adverse landscape and visual effects arising from the construction of the Project. The resulting measures will be considered in the construction phase assessment, as part of the LVIA ES chapter.

6.15.7 Currently, no specific landscape measures have been considered in association with the Shipton CSECs and the Tadcaster CSECs, because the greatest potential for significant landscape and visual effects occurs with the much larger footprints of the proposed Overton and Monk Fryston Substations. The only significant adverse effect upon landscape and visual receptors identified at Operation Year 1 as a result of the CSECs, in conjunction with new pylons, is the impact upon users of the public right of way west of Newlands Farm. Consideration of landscape measures in this area will occur as part of the development of an integrated environmental measures strategy, with inputs from ecological and arboricultural surveys. The strategy will reflect the plans of any nearby permitted development, including the battery storage proposals to the south of the Proposed Monk Fryston Substation, currently to be determined by Selby District Council.

6.15.8 The Year 15 assessment contained in this PEIR will be reassessed in the ES, based on the integrated outline environmental measures strategy.

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