# Appendix 6F
# Landscape Character Receptor Assessment

The assessment of effects arising from the Project upon the character and key characteristics of the Landscape Character Areas (LCAs) and Landscape Character Types (LCTs) that have been scoped into the assessment is set out in **Tables 6F.1** to **6F.9** below. The assessment references the key characteristics summarised in **Appendix 6D: Landscape Character Baseline** and supporting text contained within the extant assessments. The determination of landscape sensitivity to the Project for each landscape receptor is set out in **Appendix 6E: Landscape Sensitivity**.

**Tables 6F.1** to **6F.9** below assess the effects of the Project upon landscape character for the construction phase, at Operation Year 1 and Operation Year 15. This assessment has been undertaken in accordance with the methodology set out in **Appendix 6C: Landscape and Visual Impact Assessment Methodology** and with reference to **Chapter 3: Description of the Project** that includes the outline landscape strategy.

| Table 6F.1: Landscape Assessment of Vale Farmland with Plantation Woodland and Heathland Regional Landscape Character Type | |
|---|---|
| **Administrative Area:** | The area assessed is the part of the LCA within City of York administrative area only and does not overlap with extant local landscape character assessments in adjoining districts. |
| **Relevant Figures:** | Figures 6.2 to 6.7, 6.16 and 6.19. Photoviewpoints 5, 6, 9, 13. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix 6E: Table 6E.1):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Direct landscape effects:** | 400kV YN and 275kV XC and SP Overhead Line. Southernmost temporary construction compound associated with the Shipton CSE Compounds/400kV YN overhead line. |
| **Indirect landscape effects**: | Project components listed above will also result in indirect landscape effects and in addition potential for indirect effects from the proposed Overton Substation, temporary construction compounds and the realigned 275kV XC overhead line. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees would be required to accommodate temporary construction access routes and visibility splays linked to the proposed 400kV YN overhead line (pylons YN002-YN006), the proposed 275kV overhead line (pylon SP5), the southern Shipton CSE Compound and the southern temporary construction compound. Temporary scaffolding would be erected either side of Corban Lane. Indirect effects would be experienced from views of the temporary overhead line in the adjacent Huby and Shipton Vale LCA. The construction period including reinstatement would last approximately 12 months for the Shipton CSE Compound, 21 months for the 400kV YN overhead line and 29 months for the 275kV SP overhead line. | Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Daytime working only is proposed at the Shipton compound, although potential lighting may be required for short periods at the start and end of the day in Winter. The Zone of Theoretical Visibility (ZTV) at **Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates structures up to 5.5m high (for example, double height portacabins) may be visible across a localised area of the LCA, largely covering an area of farmland between Corban Lane and the Forest of Galtres Golf Course. In reality, visibility of any ground level activity including movement of vehicles and materials would be restricted by virtue of mature hedgerow cover along Corban Lane and intervening field boundaries.<br><br>In terms of indirect effects, the visibility of temporary pylons YR038T and YR039T at 49m and 52m high would be similar to the closest existing pylons YR039 and YR040 at 42m and 45m high respectively, noting the temporary pylons are more distant from Corban Lane and the LCA to the south.<br><br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility over the 36-month construction period of 5.5m high structures that would be predominantly concentrated along the western edge of the LCA between the edge of Skelton to the south and Corban Lane to the north. Construction on the site of the nearby Overton Substation would be theoretically visible from a similar area. In reality visibility would be restricted by perimeter earth bunding to the compounds and substation and intervening hedgerows are predicted to restrict perception of ground level activity from the majority of the LCA. 24/7 working and temporary lighting would have a localised adverse impact upon tranquillity, perceived in the context of the nearby East Coast Mainline (ECML) railway and the A19 corridor.<br><br>The construction of the proposed 400kV YN overhead line, 275kV SP overhead line and the realigned 275kV XC overhead line would be intermittently visible from locations within the LCA north and west of Skelton and west of Upper Poppleton. The establishment of 50m square | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | working zones around each pylon, ground works including crane pads, installation of foundations and construction of part pre-assembled lattice pylon sections utilising cranes would be required.<br>In summary the construction phase of the Project would have some direct effects in terms of localised loss of landscape elements and the introduction of a temporary construction compound south of the Shipton CSE compound. New pylons and associated access tracks would also be constructed and represent direct effects within the LCA. | | |
| Operation<br>Year 1 | Permanent and prominent structures within the LCA would comprise 400kV YN overhead line (pylons YN002-YN006 at 46m to 50m high) and the proposed 275kV SP overhead line (pylon SP5 at 51m high). **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates the proposed 400kV and 275kV overhead line would be theoretically visible from the majority of the LCA, although in reality perception would be reduced in places by screening from field boundary hedgerows and hedgerow trees. **Figure 6.3: Zone of Theoretical Visibility of Shipton Tee 400kV CSE Compounds** indicates that the CSE compounds with gantries at 15m high would be theoretically visible from a localised area of farmland south of Corban Lane and east of Shipton village. With reference to **Photoviewpoints 5 and 9** the proposed overhead line would be frequently perceived in combination with the existing 400kV overhead line that crosses the north-eastern part of the LCA and low voltage overhead lines on wooden poles. Further south and with reference to **Photoviewpoint 13,** the existing 275kV SP and realigned XC overhead lines in the adjoining LCA would be intermittently visible from the LCA. **Figure 6.6 Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility of 15m high structures within the substation from land within the LCA to the north and west of Skelton, with more distant visibility from land to the west of Upper Poppleton.<br>The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and** | Medium | Moderate Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Visual Impact Assessment Methodology**). In conclusion, whilst the LCA is predominantly rural, the LCA already hosts the 400kV YR overhead line north of Corban Lane and the introduction of an additional high voltage overhead line near the periphery of the LCA would not represent a significant effect. | | |
| Operation Year 15 | There is the potential for a reduction in the visibility of the Overton Substation in the adjoining LCA as a result of the outline landscape strategy that includes the proposed reinforcement of existing hedgerows along the A19 and growth of planting to the north-east of the substation. The pylons of the proposed 400kV YN overhead line and 275kV SP overhead line are however likely to appear unchanged from Operation Year 1, hence whilst there would be an overall modest reduction in assessed magnitude at Operation Year 15 as a result of planting, with respect to the Overton Substation, the preliminary assessment is that, overall, the assessed magnitude would remain 'Medium'. | Medium | Moderate Adverse<br>Not Significant |

| Table 6F.2: Landscape Assessment of River Floodplain Regional Landscape Character Type | |
|---|---|
| **Administrative Area:** | The area assessed is the part of the LCA within City of York administrative area only and does not overlap with extant landscape character assessments in adjoining districts. |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.16. Photoviewpoints 2, 4, 18. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Decommissioning of an existing section of the 275kV XCP overhead line and realignment of the XC overhead line including access and temporary structures (at this stage this could comprise towers or pylons). |
| **Potential Indirect landscape effects**: | Visibility of 275kV XC and SP overhead line and Overton Substation. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees would be required to accommodate temporary construction access routes linked to the proposed 4 No. 275kV XC overhead line, the 5 No. associated temporary pylons and the removal of 4 No. existing pylons ). The construction routes utilise and are connected to existing surfaced roads/tracks located in the adjoining Vale Farmland with Plantation Woodland and Heathland LCA to the south.<br>Temporary scaffolding would be erected adjacent to the River Ouse. The temporary pylons between 48m and 51m high are similar in height to the existing pylons nearby that would be decommissioned and are 50m to 51m high. The construction period including reinstatement would last 21 months. 50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled | Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons.<br>Given the relatively open character of the landscape, indirect effects would occur as a result of the decommissioning of the existing XCP 275kV overhead line and the construction of both temporary and permanent pylons within the adjacent Huby and Shipton Vale Farmland LCA to the north-east and the Scagglethorpe Moor Mixed Farmland LCA to the west.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility of 5.5m high structures from localised parts of the LCA for the 24-month construction period. Given the separation distance in excess of 1.5km and the intervening East Coast Mainline along an embankment, no ground level construction activity within or associated with the compounds is predicted to be perceived. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects. | | |
| Operation<br>Year 1 | Permanent structures within the LCT would comprise the 4 No. pylons of the new 275kV XC overhead line at 49 to 54m high and associated access that would be in a similar location and of a similar height (50 to 51m high) to the pylons to be decommissioned.<br>**Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates an almost identical pattern of visibility across the LCT between the current and replacement pylons. The decommissioning of pylons XCP010-XCP013 north of Overton and replacement with pylons XC417 to XC421 with a greater separation distance from the LCA, the Project would represent a modest improvement on the baseline situation in terms of indirect effects (see **Photoviewpoint 4 and 18**).<br>At the eastern end of the LCA (see **Photoviewpoint 2**), the removal of the 275kV XCP overhead line would be perceived in the context of the | Very Low | Minor/Negligible Beneficial<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | new 275kV SP overhead line set behind the East Coast mainline stanchions. There would also be distant views of the proposed realignment of the 275kV XC overhead line passing Overton Wood.<br>**Figure 6.6 Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility of 15m high structures within the substation over ~1.7km distant from localised areas near the southern boundary of the LCA, with no visibility predicted within the LCA closer to the river. The upper parts of the substation would be barely perceptible and set behind the closer infrastructure of the East Coast Mainline.<br>In conclusion, whilst the LCA is predominantly rural, it is already directly and indirectly affected by high voltage overhead lines. The Project would, on balance, be beneficial relative to the existing baseline due to the decommissioning of pylons north of Overton and replacement with pylons with a greater separation distance from the LCA. | | |
| Operation Year 15 | No outline landscape measures are currently proposed within the LCA or intervisible from it that would alter the assessment conclusions at Operation Year 1. As part of the ES design evolution there may be opportunities to strengthen riparian planting and undertake other landscape enhancements identified in the extant assessment. | Very Low | Minor/Negligible Beneficial<br>Not Significant |

| Table 6F.3: Landscape Assessment of Huby and Shipton Vale Local Landscape Character Area: Sub-Types 5b and 5c | |
|---|---|
| **Administrative Area:** | Hambleton District. |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.19 and Photoviewpoints 1, 3, 7, 10, 11, 12, 14, 15, 16, 17. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Shipton North and South 400kV CSE Compounds, 400kV YN UGC and overhead line, Overton Substation, 275kV XC and SP overhead lines. Temporary diversion to 400kV YN overhead line and temporary construction compounds at Shipton and Overton. |
| **Potential Indirect landscape effects**: | 275kV XC south of River Ouse in adjoining LCAs. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees would be required to accommodate temporary construction access routes and visibility splays linked to the proposed 400kV YN overhead line, realigned 275kV XC overhead line and the 275kV SP overhead line. Localised vegetation removal would also be required to establish the access routes to the northernmost temporary construction compound at Shipton and the two temporary construction compounds near the Overton Substation. The southern end of the small block of woodland south-west of Newlands Farm would be coppiced to accommodate the temporary overhead line diversion. Temporary scaffoldings in four places would be erected either side of the farm track to Newlands Farm, the A19, the East Coast Mainline and Overton Road, micro-sited to minimise structural vegetation loss and damage. | Medium | **Moderate Adverse**<br>**Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The construction of the 400kV YN overhead line, the 275kV XC overhead line, the SP 275kV overhead line and the decommissioning of part of the 275kV XCP overhead line would require the establishment of 50m square working zones around each new pylon. Ground works at each pylon would include the formation of crane pads and for new pylons the installation of pylon foundations and construction of part pre-assembled lattice pylon sections.<br><br>The temporary diversion overhead line at Shipton would involve the construction of pylons at 49m and 52m high, which are slightly taller than nearby pylon YR040T at 45m high, that would be decommissioned.<br><br>Daytime working to construct the Shipton CSE compounds is proposed, and potential lighting may be required for short periods at the start and end of days in winter.<br><br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates structures up to 5.5m high (for example, double height portacabins) may be intermittently visible across a localised area of the LCA, most notably across a tract of Shipton Moor, extending west across the A19 and the East Coast Mainline. Visibility of construction activity would only be partially restricted by virtue of mature field boundary hedgerows with trees, west of the construction compounds (see **Photoviewpoint 10**) and to the south-east, (see **Photoviewpoints 5** and **9**). The addition of perimeter earth bunding would limit some visibility of lower activity, however construction activity within the compounds and on the Overton Substation site would be clearly apparent.<br><br>**Figure 6.5 Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that structures up to 5.5m high within the compounds would be theoretically visible from the LCA south and east of Shipton-by Beningbrough. Where upper parts of structures within the compounds are potentially visible, they would be typically seen in a rural context with some existing infrastructure present, including the East Coast Mainline stanchions (see **Photoviewpoint 7**). Closer to the compounds and the Overton Substation under construction, temporary earth bunding is predicted to partially restrict views of ground level activity (see | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Photoviewpoint 15**). Construction activity in the vicinity of the compounds and on the Substation site, would be more clearly perceptible from Overton Road close to the access points and from the A19 to the north. Over the 24-month construction period lighting would be required for 24/7 operations. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects.<br>The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). These adverse effects would, however, be perceived within a large-scale agricultural landscape that whilst already influenced by man-made infrastructure, is predominantly rural in character. The location of the compound entrances on Overton Road, close to the junction with the A19, minimises the length of Overton Road that would be adversely affected by construction traffic, however a full assessment of the impact of construction traffic on the LCA has been deferred to the ES. The adoption of an outline CEMP would minimise adverse effects on the surrounding landscape character however in consideration of the duration and extent of construction effects and the predominantly rural context, it is concluded that the overall construction phase effects upon the Huby and Shipton Vale LCA would be Significant. | | |
| Operation Year 1 | Permanent structures within the LCA would comprise the pylons of the 400kV YN overhead line, the 275kV XC overhead line, the 275kV SP overhead line, the northern Shipton CSE compound, the Overton Substation and associated permanent access to the aforementioned structures. **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates the proposed 400kV YN overhead line and 275kV SP overhead line would be theoretically visible from the majority of the LCA, with pylons in the LCA ranging in height from 44m to 60m tall. In reality visibility of the lower parts of the pylons would be reduced by intervening hedgerows and scattered trees (see **Photoviewpoints 7, 10, 12, and 16**) with less restricted visibility available from isolated locations closer to the Project | Medium | **Moderate Adverse Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | where the arable farmland landscape is more open (see **Photoviewpoints 14 and 15**).<br>**Figure 6.3: Zone of Theoretical Visibility of Shipton 400kV CSE Compounds** indicates that the CSE compounds at 15m high would have intermittent theoretical visibility from the surrounding landscape, in reality notably reduced by screening from intervening hedgerows and scattered trees (see **Photoviewpoints 10, 11 and 12**).<br>**Figure 6.6 Zone of Theoretical Visibility of Overton Substation** indicates that the substation structures are likely to be most visible from land at the southern end of LCA between Shipton, Skelton and Overton Wood, with more distant and restricted visibility from farmland to the north-east and west of Shipton. With reference to **Photoviewpoint 15**, taken from Overton Road near the junction with the A19, at close range, the Overton Substation infrastructure would typically be highly visible, although lower parts of the installation would be partly screened by the East Coast Mainline embankment, west of the railway and intervening planting (see **Photoviewpoints 14 and 17**).<br>In conclusion, the LCA is predominantly rural and whilst existing high voltage pylons are located within the LCA north-east of Shipton and north of Overton the Project would result in a significant increase in transmission infrastructure. The removal of the 275 kV XCP overhead line north of the village of Overton has been accounted for in the assessment, noting a net increase of 7 No. lattice pylons would be installed within the LCA. The addition of the Overton Substation and to a lesser extent the much smaller Shipton CSE compounds would have localised and notable adverse impacts upon landscape character, minimised by embedded measures for example, the siting of the Overton Substation close to existing major transport infrastructure. Adverse impacts would be slightly reduced by embed measures including low level earth bunds near the Overton Substation, recognising that large scale earthworks have the potential to become incongruous structures in a flat landscape, if not carefully designed. The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C:** | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Landscape and Visual Impact Assessment Methodology**). In consideration of the existing rural context, the addition of the Overton Substation and sections of three new high voltage overhead lines, it is concluded that the overall effects upon the Huby and Shipton Vale LCA would be Significant. | | |
| Operation Year 15 | There is the potential, following the growth of planting detailed in the outline landscape strategy for improved integration of the Overton Substation in the surrounding landscape. 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 CSE compounds would already have limited visibility through the retention of existing treed hedgerows, although reinforcement of field boundary hedgerows may be appropriate to consider based on the final layout design and the full results of the ecological and arboricultural surveys. The embedded measures will be further developed as part of the ES submission to provide outline details of the improvements to existing green infrastructure, in line with the recommendations contained in the extant landscape character assessments.<br>The proposed pylons are likely to appear unchanged from Operation Year 1 across the majority of the LCA, with visibility reduced in localised areas as a result of the growth of planting for example, in the vicinity of the Overton Substation.<br>The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Improvements in green infrastructure, relative to the baseline and the reduction of visibility of new transmission infrastructure across the LCA, are accounted for when concluding that the Moderate effect assessed would be Not Significant. | Medium | Moderate Adverse<br>Not Significant |

| Table 6F.4: Landscape Assessment of Huby and Shipton Vale Local Landscape Character Area: Sub-Type 7A | |
|---|---|
| **Administrative Area:** | Hambleton District. |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.19 and Photoviewpoint 8. |
| **Minimum separation distance from Project:** | 1.4km. |
| **Sensitivity (see Appendix C):** | A High Value and High Susceptibility results in a High Sensitivity. |
| **Potential Direct landscape effects:** | None. |
| **Potential Indirect landscape effects**: | Shipton CSE Compounds, 400kV YN overhead line, Overton Substation, 275kV XC and SP overhead lines. Temporary diversion to YR overhead line and temporary construction compounds at Shipton and Overton. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | **Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates structures up to 5.5m high are theoretically visible from very localised parts of the LCT, however given that the compounds are located over ~3.1km distant and there are numerous intervening hedgerows with frequent hedgerow trees in addition to the screening from woodland planting accounted for in the ZTV (see **Photoviewpoint 8**). No visibility with any construction activity is predicted. | No change | No Effect |
| Operation Year 1 | **Photoview 8** illustrates the role that scattered tree planting has in restricting views towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line south of Moor Monkton with pylon XC428T that is to be decommissioned party visible on the skyline, over ~1.8km distant. The proposed replacement of the 275kV XCP overhead line will result in a greater separation from this LCT, with pylon XC429 located over 2km | Very Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | distant from the viewpoint. Whilst pylon XC429 would be 6m higher than the decommissioned pylon, given the greater separation distance it would appear at a similar height on the distant horizon.<br><br>**Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates that the geographical extent of theoretical visibility of the proposed 275kV XC overhead line (with pylon heights between 48m and 54m) would be almost identical to the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line (with pylon heights between 36m and 50m) that would be decommissioned. As demonstrated in **Photoviewpoint 8** the actual pattern of visibility of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line from higher ground to the south of Beningbrough Hall is much restricted by intervening parkland trees that are not accounted for in the ZTV. Given the distribution of parkland trees at the northern part of the LCT that falls within the ZTV, it is predicted that visibility in an area located further from the Project than **Photoviewpoint 8**, would be limited to very intermittent visibility of the upper parts of both existing and proposed pylons.<br><br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates potential visibility of proposed pylons, predominantly from the northern end of the LCT, however given the prevalence of parkland trees and intervening hedgerows in an easterly direction, views are predicted to be very restricted. The existing 400kV Norton to Osbaldwick (2TW/YR) overhead line is located ~4km distant from the LCT and the proposed 400kV YN overhead line would be at a similar separation distance, but extending south across the distant skyline, beyond the settlement of Shipton. | | |
| Operation Year 15 | No significant changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse Not Significant |

| Table 6F.5: Landscape Assessment of Ouse Floodplain Local Landscape Character Area | |
|---|---|
| **Administrative Area:** | Hambleton District. This assessment excludes the part of the LCA that coincides with Beningbrough Hall Parkland (covered in **Table 6F.4** above). |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.19. Photoviewpoints Nos. 4 and 18 (taken from adjacent LCA). |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Decommissioning of pylon XCP009 and construction of temporary scaffolding on the northern bank of the River Ouse related to the decommissioned 275kV XCP overhead line and proposed 275kV XC overhead line. |
| **Potential Indirect landscape effects**: | 400kV YN overhead line, Overton Substation, 275kV XC and SP overhead lines. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The LCA covers the course of the River Ouse, adjacent agricultural land and settlements closely associated with the river. There would be limited direct construction effects in this LCA, confined to the decommissioning of pylon XCP009 and construction of temporary scaffolding on the northern bank of the River Ouse. There would be a limited impact upon structural vegetation although some localised scrub clearance may be required to accommodate the temporary scaffolding. The construction period including reinstatement would last 21 months for the XC 275kV overhead line. A 50m square working zone would be established around XCP009 and ground works to establish a crane pad for dismantling the pylon would be constructed.<br>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, | Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | including installation of temporary pylons up 48m to 51m tall that would be similar in height to the pylons nearby that would be decommissioned and the new pylons that would be constructed. | | |
| Operation Year 1 | The removal of pylon XCP009 as part of the overhead line that would be decommissioned would be clearly noticeable (see **Photoviewpoint 4b**), resulting in the LCA no longer accommodating any pylons. The proposed 275kV XC overhead line would pass over the river ~390m further north and follow an alignment outside the LCA, broadly parallel to the edge of Overton Wood. The new alignment would be partly backclothed by Overton Wood and lie perpendicular to the river, compared with the oblique crossing of the decommissioned stretch. In this context it is assessed that the overall effect of the Project upon the LCA, relative to the baseline, is slightly improved.<br>At the eastern end of the LCA and north of Nether Poppleton (see **Photoviewpoint 18**), indirect effects as a result of the decommissioned 275kV XCP overhead line line would represent an improvement, relative to the baseline. The pylons as part of the realigned 275kV XC overhead line, and also the 275kV SP overhead line, to the east of the East Coast Mainline railway embankment, would both be notably more distant and less apparent on the skyline than the decommissioned 275kV XCP overhead line line. | Very Low | Minor/Negligible Beneficial<br>Not Significant |
| Operation Year 15 | No outline landscape measures are currently proposed within the LCA or intervisible from it that would alter the assessment conclusions at Operation Year 1. As part of the ES design evolution, there may be opportunities to strengthen riparian planting and undertake other landscape enhancements identified in the extant landscape character assessments. | Very Low | Minor/Negligible Beneficial<br>Not Significant |

| Table 6F.6: Landscape Assessment of Scagglethorpe Moor Mixed Farmland Local Landscape Character Area | |
|---|---|
| **Administrative Area:** | Harrogate District. |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.19. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | With reference to Table 6E.6 a Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Temporary diversion to 275kV XC/XCP overhead line. Proposed realignment 275kV XC overhead line. Decommissioning of a section of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. |
| **Potential Indirect landscape effects**: | Project components listed above will extend into adjoining LCAs and result in indirect landscape effects. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees would be required to accommodate temporary construction access routes linked to the proposed 4 No. 275kV XC overhead line pylons at 48-51m tall, the single temporary pylon at 48m tall and the decommissioning of 4 No. existing pylons that are 41-46m tall. Temporary scaffolding would be erected either side of Red House Lane where both the existing and proposed overhead line lines cross. The construction period, including reinstatement, would last 21 months for the XC 275kV overhead line. 50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons.<br>Indirect effects would occur as a result of the decommissioning of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line and the construction of both temporary and permanent pylons within the adjacent River Floodplain LCT to the east and the Lower Nidd Grassland LCA to the | Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | west. Given the relatively open character of the landscape, visibility of the decommissioning and construction activities would occur. | | |
| Operation Year 1 | Permanent structures within the LCA would comprise the four pylons of the proposed 275kV XC overhead line at 48 to 51m high and associated access. The proposed pylons are slightly taller than the 4 No. pylons to be decommissioned (41 to 46m high). **Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates an almost identical pattern of visibility across the LCA between the current situation and the replacement pylons.<br>**Figure 6.6 Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from the south-eastern end of the LCA, over ~2.7km from the Project. Intervening hedgerow planting in reality is likely to prevent any visibility of the Overton Substation.<br>In conclusion, whilst the LCA is predominantly rural, it is already directly and indirectly affected by high voltage overhead lines. Given that the proposed 275kV XC overhead line would follow a very similar alignment to the current overhead line and there would only be a modest increase in the height of the pylons, the magnitude of change would be Very Low and the overall effect Minor/Negligible and Not Significant. | Very Low | Minor/Negligible Adverse<br>Not Significant |
| Operation Year 15 | No outline landscape measures are currently proposed within the LCA or would be visible from it that would change the assessment conclusions at Operation Year 1. | Very Low | Minor/Negligible Adverse<br>Not Significant |

| Table 6F.7: Landscape Assessment of Lower Nidd Grassland Local Landscape Character Area | |
|---|---|
| **Administrative Area:** | Harrogate District. |
| **Relevant Figures:** | Figures 6.2 to 6.7 and 6.19 and Photoviewpoint 29. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Temporary diversion to 275kV XC/XCP overhead line. Proposed 275kV XC overhead line. Decommissioning of a section of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. |
| **Potential Indirect landscape effects**: | Project components listed above will extend into adjoining LCAs and result in indirect landscape effects. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees could be required to accommodate temporary construction access routes linked to the proposed pylon XC429 at 54m tall, the single temporary pylon at 55m tall and the decommissioning of 2 No. pylons at 36m and 48m tall. The construction period including reinstatement would last 21 months for the XC 275kV overhead line. 50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons.<br>Indirect effects would occur as a result of the decommissioning of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line and the construction of both temporary and permanent pylons within the adjacent Scagglethorpe Moor Mixed Farmland LCA to the east. Given the relatively | Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | open character of the landscape, visibility of the decommissioning and construction activities in this adjoining LCA would occur. | | |
| Operation Year 1 | Permanent structures within the LCA would comprise the single XC429 pylon at 54m tall and associated access. The XC429 pylon is slightly taller than the XC428T pylon to be decommissioned (48m tall), however it would be located c.220m to the south-west of the decommissioned pylon and further from the village of Moor Monkton. **Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates an almost identical pattern of visibility across the LCA between the current situation and the replacement pylons. **Figure 6.6 Zone of Theoretical Visibility of Overton Substation** indicates very localised and intermittent theoretical visibility from the southern part of the LCA of 15m high structures within the substation over ~4.4km distant. In reality, intervening layers of hedgerows are predicted to prevent any visibility.<br>In conclusion, whilst the LCA is predominantly rural, it is already directly and indirectly affected by high voltage overhead lines. Given that the realigned 275kV XC overhead line would follow a very similar alignment to the current overhead line and there would only be a modest increase in the height of the pylons, the magnitude of change would be Very Low. | Very Low | Minor/Negligible Adverse<br>Not Significant |
| Operation Year 15 | No outline landscape measures are currently proposed within the LCA or would be visible from it that would alter the assessment conclusions at Operation Year 1. | Very Low | Minor/Negligible Adverse<br>Not Significant |

| Table 6F.8: Landscape Assessment of West Selby Limestone Ridge Local Landscape Character Area | |
|---|---|
| **Administrative Area:** | Selby District. |
| **Relevant Figures:** | Figures 6.8 to 6.13, 6.20 and 6.21 and Photoviewpoints 19, 20, 21, 22, 23, 24, 25, 26, 27 and 28. |
| **Minimum separation distance from Project:** | Host area. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | Temporary local diversions to XD and XC overhead line, 2 No. temporary construction compounds at Tadcaster Area and 2 No. temporary construction compounds at Monk Fryston Substation Area. New section of 275kV XC overhead line and extension of Monk Fryston Substation. Decommissioning of a section of existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line at Monk Fryston Substation Area. Replacement of 275kV XD pylon and construction of 2 No. CSE Compounds at Tadcaster Area with underground cable connection including diversion of existing gas pipeline. Temporary scaffolding on Garnet Lane and the A659 in Tadcaster Area and along Rawfield Lane and the A63/A1(M) junction in the Monk Fryston Substation Area. |
| **Potential Indirect landscape effects**: | Project components listed above will also result in indirect landscape effects. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Removal of short lengths of hedgerows and occasional hedgerow trees would be required to accommodate temporary construction access routes and visibility splays linked to the construction compounds, pylons, the Tadcaster CSE compounds sites and the proposed Monk Fryston Substation site. Plantation woodland would need to be removed to accommodate the footprint and clearance zone around the CSE Compound adjacent to pylon XC481 at Tadcaster, and two sections of intermittent hedgerows would be removed within the proposed Monk Fryston substation footprint. Approximately 0.2 hectares of broadleaf woodland to the south- | Medium | Moderate Adverse<br>Not Significant |

west of Pollums House would be coppiced to accommodate the temporary overhead line.

Temporary scaffoldings on both sides of the highway would be required under the overhead lines on Garnet Lane, the A659 and the A64 in the Tadcaster Area. In the Monk Fryston Substation Area, temporary scaffoldings would be needed either side of the A63 near the roundabout junction with the A1 (M) and at two locations on Rawfield Lane close to the existing substation. All scaffoldings would be micro-sited to minimise structural vegetation loss and damage.

50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons.

The principal construction works related to pylons in the Tadcaster Area comprise the erection of 2 No. temporary guyed pylons that would be 33m tall, the decommissioning of pylon XD001 (39m tall) and the construction of a new pylon XD001 (47m tall), connected to a proposed CSE compound that is linked to a second CSE compound by an underground cable link.

**Figure 6.8 Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** indicates that the main area of visibility of structures up to 5.5m high, for example double height porta-cabins, would be restricted to a relatively localised area of agricultural land north and south of the A1(M) where the landscape is already influenced by the existing 275kV XD overhead line. The characteristics of the undulating landform combined with frequent blocks of woodland would restrict the potential for more extensive visibility across the wider LCA. The visibility of ground level movements within the construction compounds would be restricted by the construction of temporary earth bunds to the perimeter of the compounds.

Construction of the Tadcaster CSE compounds and associated infrastructure would be restricted to daytime periods only, although potential

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | lighting may be required for short periods at the start and end of days in winter.<br><br>The principal construction works related to pylons in the Monk Fryston Substation Area comprise the erection of 2 No. temporary pylons that would be 45m and 55m tall, the decommissioning of 4 No. pylons that are between 35.1m and 41.8m tall, and the construction of 5 No. new pylons that would be between 47m and 60m tall. Infrastructure within the proposed Monk Fryston Substation, including gantries up to 15m tall, would be similar to the scale of the infrastructure within the adjacent existing substation.<br><br>**Figure 6.8 Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates that the main area of visibility of structures up to 5.5m high for example, stacked porta-cabins, would be restricted to a relatively localised area of agricultural land surrounding the compounds where the landscape is already influenced by high voltage overhead lines and the existing substation. The ZTV also indicates the potential for visibility north of the A1246, however review in the field indicates that in reality the presence of intermittent hedgerows and scattered trees will limit visibility of construction activity and where partial visibility does occur, the upper parts of structures within the construction compounds would be perceived against a backdrop of the existing substation and overhead line lattice pylons (see **Photoviewpoint 25**). The visibility of ground level movements within the construction compounds would also be restricted by temporary earth bunds to the perimeter of the compounds.<br><br>The works associated with the proposed Monk Fryston substation would require 24/7 working over 24 months and consequently lighting to this area and the nearby compounds would be required. The sensitive design of any construction lighting would minimise any adverse night-time effects.<br><br>The assessment concludes a Medium magnitude and a Moderate adverse effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). These adverse effects would, however, be perceived within a medium to large-scale agricultural landscape that is heavily influenced by man-made infrastructure, most | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | notably the proximity of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line and A64 dual carriageway in the Tadcaster Area and multiple high voltage overhead lines, the existing substation and A1 (M) dual carriageway in the Monk Fryston Substation Area. The adoption of an outline CEMP would minimise adverse effects on the surrounding landscape character and in consideration of these measures and the aforementioned local context, it is concluded that the overall construction phase effects upon the West Selby Ridge LCA would be Not Significant. The location of the Project components, including construction compounds, will minimise the area of the LCA that would be most affected by construction traffic, and this will be assessed in the ES. | | |
| Operation Year 1 | Permanent structures within the LCA in the Tadcaster Area would comprise a new pylon XD001 (47m tall), connected to a proposed CSE compound that is linked to a second CSE compound by an underground cable link. Infrastructure within the CSE Compounds would be up to 15m tall.<br><br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the replacement pylon, that would be 8m taller than the existing pylon, would be visible from a similar geographical area. Very small increases in the area where the proposed pylon would be theoretically visible can be observed, for example to the west of Stutton, ~1.9km to the east. In reality, however, local vegetation not included in the ZTV, comprising hedgerows and scattered trees would largely restrict visibility at this range. From close range locations, where views are less restricted, the increased height of the pylon is more likely to be perceived, noting the change would be incremental in the context of visibility of pylons on the 275kV XC and XD overhead line (see **Photoviewpoints 20 and 21**).<br><br>**Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates that the infrastructure up to 15m high would be theoretically perceived from localised areas within the LCA due to the undulating landform and frequent woodland cover. In reality visibility, would be further reduced in many places by intervening hedgerows and scattered | Medium | Moderate Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | trees (see **Photoviewpoints 19 and 22**) with less restricted visibility available from isolated locations closer to the Project where the arable farmland landscape is more open (see **Photoviewpoints 20 and 21**).<br><br>The replacement pylons between 47m and 60m tall would be noticeably taller than the decommissioned pylons between 35.1m and 41.8m tall. **Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates that the taller replacement pylon would be theoretically visible from a similar geographical area to the pylons that are to be decommissioned, with theoretical increases in visibility across farmland and a short section of the A162 to the south-east and from land south of Ledsham to the west, set beyond the A1(M). In reality, however, from the area south of Ledsham, local screening elements not included in the ZTV including hedgerows and scattered trees are predicted to restrict actual visibility and from the A162, the proposed pylons would be barely perceptible in the context of much closer transmission lines crossing the open arable farmland i.e., the 4YS 400kV overhead line to the north and the two high voltage overhead lines to the west between the A1(M) and the A162. From close range locations, where views are less restricted the increased height would likely be perceived, noting the change would be incremental in the context of visibility of existing pylons (see **Photoviewpoints 25, 26 and 27**).<br><br>**Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates that at close range the proposed substation would be visible across a similar area to the existing substation (see **Photoviewpoints 23, 25, 26 and 27**). From more distant locations, including most notably, a tract of farmland between Burton Salmon and Monk Fryston, the existing substation would be screened, and the proposed substation only is predicted to be theoretically visible. From review in the field, it is predicted that in these locations only the uppermost gantries of the proposed substation would be visible, set behind a wooded ridgeline (see **Photoviewpoint 28)**. | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | In conclusion, whilst the character of the LCA is predominantly rural, the direct impacts of the Project would be incremental to the presence of existing high voltage pylon pylons within the LCA and the Monk Fryston Substation. The addition of the Monk Fryston proposed substation, taller replacement pylons, and to a lesser extent the much smaller Tadcaster CSE compounds and single replacement pylon, would have localised adverse impacts upon landscape character, minimised by embedded measures, including, the siting of the Monk Fryston substation adjacent to the existing substation and within a framework of woodland planting to the south and east. Adverse impacts upon landscape character would be further reduced at Year 1 Operation by embedded measures yet to be considered in detail including low level earth bunds, noting that large scale earthworks have the potential to become incongruous structures in a flat landscape if not carefully designed. The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In consideration of the local context described above and the embedded landscape measures adopted, it is concluded that the overall Operation Year 1 effects upon the West Selby Limestone Ridge LCA would be Not Significant. | | |
| Operation Year 15 | There is the potential, following the growth of planting set out in the outline landscape strategy, for better integration of both the existing and proposed Monk Fryston substations in the local landscape. The Strategy will be further developed as part of the ES submission to ensure that the planting would provide enhancement to existing green infrastructure to reflect the recommendations in the extant landscape character assessments where possible, and to compliment ecological objectives. 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 planting design to the south of the Monk Fryston Substation will be influenced by the potential granting of planning consent to 2 No. battery storage developments (undetermined at the time of writing, noting an additional application for a | Low | Minor Adverse Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | gas peaking plant also to be determined). Potential 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 CSE compounds, however operational easements, the underground connection, and relationship to the A64 highway land would require more detailed consideration.<br><br>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 CSE compounds and the taller pylons in both areas would outweigh these beneficial effects and continue to have an adverse impact at Year 15, relative to the baseline conditions, where high voltage overhead lines and the substation at Monk Fryston, are established man-made features in the landscape. The preliminary assessment is that the overall assessed magnitude would reduce to Low, with an overall Minor adverse level of effect that is Not Significant. | | |

| Table 6F.9: Landscape Assessment of Open Arable Farmland, East Bramham Landscape Character Area | |
|---|---|
| **Administrative Area:** | Leeds City. |
| **Relevant Figures:** | Figures 6.8 to 6.10 and 6.20. |
| **Minimum separation distance from Project:** | ~300m. |
| **Sensitivity (see Appendix C):** | A Medium Value and Medium Susceptibility results in a Medium Sensitivity. |
| **Potential Direct landscape effects:** | None. |
| **Potential Indirect landscape effects**: | Temporary diversion to XD overhead line, 2 temporary construction compounds. 2 No. CSE compounds. Decommissioning of existing XD001 pylon and replacement with XD001 pylon. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Visibility of the upper parts of the temporary guyed pylons that would be 33m tall, the decommissioning of pylon XD001 (39m tall) and the construction of a new pylon XD001 (47m tall) in the adjoining West Selby Limestone Ridge LCA, would be visible in the context of the 275kV XD overhead line that passes through the centre of the Open Arable Farmland, East Bramham LCA. There would also be potential visibility of the temporary scaffolding on the A659.<br>**Figure 6.8 Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** indicates that the main area of visibility of structures up to 5.5m high for example, stacked porta-cabins would be restricted to a relatively localised area of agricultural land concentrated to the south-east of the LCA between the A64 and Warren Lane, where the landscape is already influenced by the existing 275kV XD overhead line. The characteristics of the undulating landform combined with frequent small blocks of woodland restrict the potential for more wider ranging visibility across the LCA, further west towards Bramham. In addition to the screening | Very Low | Minor/Negligible Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | function of intervening hedgerows, the visibility of ground level movements within the construction compounds and site of the westernmost CSE Compound would be restricted by hedgerows along the A659 and temporary earth bunds to the perimeter of the construction compounds.<br>Construction of the Tadcaster CSE compounds and associated infrastructure would be restricted to daytime periods only, although potential lighting may be required for short periods at the start and end of days in Winter. | | |
| Operation<br>Year 1 | Permanent structures visible within the adjoining West Selby Limestone Ridge LCA would comprise a new pylon XD001 (47m tall), and 2 No. CSE compounds with infrastructure up to 15m tall.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the replacement pylon XD001, 8m taller than the existing pylon XD001, would be visible from a similar geographical area concentrated to the south-east of the LCA between the A64 and Warren Lane, where the landscape is already influenced by the existing 275kV XD overhead line. Frequent hedgerows along field boundaries and highways further restrict views and where any changes as a result of the Project would be slight and perceived in the context of the much closer 275kV XD overhead line.<br>**Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates that the infrastructure up to 15m high would be theoretically visible from localised areas within the LCA due to the undulating landform and frequent woodland cover. In reality visibility, would be further reduced in many places by intervening hedgerows and scattered trees and the upper parts of gantries within the compound would represent minor infrastructure elements, set beyond the A659 corridor.<br>In conclusion, whilst the character of the LCA is predominantly rural, the direct impacts of the Project would be incremental to the presence of existing XD overhead line that crosses the LCA. The addition of the taller replacement pylon and to a lesser extent the much lower CSE compounds | Very Low | Minor/Negligible Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | would have barely perceptible indirect impacts upon landscape character of the Open Arable Farmland, East Bramham LCA. | | |
| Operation Year 15 | Potential 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 CSE Compounds, however operational easements, the underground connection, and relationship to the A64 highway land require more detailed consideration. | Very Low | Minor/Negligible Adverse<br>Not Significant |

**Table 6F.10: Landscape Assessment of Locally Important Landscape Area (LILA)**

| | |
|---|---|
| **Administrative Area:** | Selby District. |
| **Relevant Figures:** | Figures 6.8 to 6.13, 6.15 and Photoviewpoints 19, 20, 21, 22 and 25. |
| **Minimum separation distance from Project:** | Host area in Tadcaster. In Monk Fryston Substation Area the Project is located outside the LILA. |
| **Sensitivity (see Appendix C):** | The presence of the designation would typically indicate a High landscape value, however the sensitivity assessment of the component West Selby Limestone Ridge LCA (see **Appendix 6E – Table 6E.8**) indicates a Medium landscape character sensitivity within the Study Area, reflecting the presence of the designation in the Value assessment. The sensitivity assessment also includes the assessment of the susceptibility of the landscape to accommodate the Project, accounting for the baseline presence of existing electricity transmission infrastructure.<br>An assessment of the Project against the special qualities of the LILA contained in the Selby District Local Landscape Review prepared by LUC for Selby District Council (Dec 2019), with reference to the Magnesian Limestone area within the Study Area is set out below, in order to inform an overall assessment of the impact of the Project upon the designation. |
| **Potential Direct landscape effects:** | Within the Tadcaster Area comprising 2 No. temporary construction compounds, temporary scaffolding on Garnet Lane and the A659, a temporary diversion to XD overhead line, replacement of a single 275kV XD pylon and construction of 2 No. CSE Compounds with underground cable connection. |

| Table 6F.10: Landscape Assessment of Locally Important Landscape Area (LILA) | |
|---|---|
| **Potential Indirect landscape effects**: | Within the Monk Fryston Substation Area: temporary local diversion to the XC overhead line, 2 No. temporary construction compounds, decommissioning and erection of a section of the 275kV XC overhead line and the extension of the existing Monk Fryston Substation. Temporary scaffolding along Rawfield Lane and the A63/A1(M) junction. |

| Special Qualities within the Magnesian Limestone part of the LILA | Commentary |
|---|---|
| 1. Underlying geology of Magnesian dolomitic limestone rocks of Permian age (c.272-252 million years ago). | The construction of foundations for the replacement pylon, CSE compounds and underground cable link may have some very localised effects on bedrock e.g., piling foundations, however the overall integrity of the bedrock would remain unaffected. |
| 2. Geology is expressed at the surface through species-rich Magnesian limestone grasslands, for example at Sherburn Willows SSSI. | All direct impacts would occur on arable farmland and there is no significant impact on species-rich grasslands or SSSI as a result of the Project. |
| 3. Magnesian limestone used as a distinctive local building material, in contrast to other parts of the District, including prominent stone walls. | There will be no removal of stone walls associated with the Project. |
| 4. Small villages where limestone predominates, such as Womersley and Saxton. | There is no direct or indirect impact on the landscape character of small villages where limestone predominates, noting Wormersley and Saxton and located some distant beyond the Project Study Areas. |
| 5. Long association with mineral extraction for building, aggregates, and lime. | Jackdaw Crag Quarry is located to the south of the A64, and the Project and current expansion plans will only affect land to the south of the A64. The Project will not prevent mineral extraction. |
| 6. Important parkland influences associated with settlements and country houses, particularly extensive, where associated with the River Wharfe, at Newton Kyme and Grimston. | There are no parkland influences in close association with the Project. The River Wharfe at Newton Kyme has been scoped out of the assessment as whilst it lies just within the 3km radius Study Area, it is outside the ZTV. Ledston Park RPG is located outside Selby District ~2.1km north-west of the Project within |

| Special Qualities within the Magnesian Limestone part of the LILA | Commentary |
|---|---|
| | the Monk Fryston Substation Area and falls within the current LILA but has been excluded from the candidate LILA as it falls outside Selby District's administrative area. The RPG is surrounded by woodland and largely falls outside the ZTV. Heavily filtered restricted views of the Project from elevated ground are assessed to result in a Minor effect on the visual amenity of visitors to the Park that is Not Significant. The impact on the landscape setting of Ledston Park RPG is covered in the **Chapter 8: Historic Environment** of the PEIR. |
| 7. Large-scale rolling farmland, elevated above the low-lying plain to the east, and offering wide views across the adjacent landscape. | The Project would not prevent or adversely impact any elevated views from the LILA designation across the landscape to the low lying plain to the east, that lies outside the LVIA Study Area. |
| 8. A modest but distinctive eastern escarpment, forming a backdrop and setting to a string of settlements from Tadcaster south through Towton, Sherburn and Womersley. | The Project would be barely perceptible from Tadcaster that largely lies outside the ZTV. Towton was scoped out of the assessment as it 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 greater than Very Low and consequently no potential for any discernible effect upon this special quality. |
| 9. Deep valleys featuring pasture and calcareous woodlands, including sections of ancient semi-natural woodland. | The Project would have no impact on any deep valleys, pasture, or woodlands within the LILA. |

**Preliminary assessment of landscape effects upon the Locally Important Landscape Area[1]**

| | Magnitude | Effect and Significance |
|---|---|---|
| Construction | Low | Minor adverse and Not Significant |
| Operation Year 1 and 15 | Low | Minor adverse and Not Significant |

# Appendix 6G
# Visual Receptor Assessment

| Table 6G.1: Residents of Rawcliffe, York. | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | 1.7km to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The suburb at the north-western edge of York comprises cul-de-sac housing estates and is flanked by allow level earth mound and a woodland belt where it lies adjacent to the A1237 and street trees and a hedgerow along the A19 corridor to the south-west<br>The ZTVs indicate no theoretical visibility of the Overton or Shipton construction compounds. | No change | No effect<br>Not Significant |
| Operation Year 1 | **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical ground level visibility from the town where it lies adjacent to the A1237 and A19 corridors. The orientation of dwellings combined with the presence of the aforementioned mature planting is predicted to prevent theoretical ground level glimpses of the upper parts of the 275kV SP overhead line and 400kV YN overhead line.<br>The ZTV indicate that there would be no visibility of the Overton Substation. | No Change | No effect<br>Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | No Change | No effect<br>Not Significant |

| Table 6G.2: Residents of Shipton-by-Beningbrough | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 and Photoviewpoints 7 and 16 |
| **Minimum separation distance from Project:** | 550m to 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The village is a relatively compact, inward facing, settlement centred on the A19. Beyond the historic core, post-war residential development is typically arranged in cul-de-sacs off minor roads including South Garth and East Lane to the south-east and north-east of the village centre respectively and more recent development off Dawnay Garth to the south-west. An industrial estate is located to the west of the settlement, adjacent to the East Coast Mainline railway and several scattered dwellings are located at or beyond the periphery of the settlement. The greatest theoretical potential for views of the construction phase of the Project would occur from the rear elevations and gardens of dwellings at the eastern edge of the village (see nearby **Photoviewpoint 16**) and the southern edge of the village (see **Photoviewpoint 7**).<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates that the compounds, ~770m to the north-east of the village could be theoretically visible to residents in properties off East Lane. Review in the field, however, indicates garden fences and/or tree planting combined with multiple intervening hedgerows and hedgerow trees would combine to prevent any oblique visibility of the construction compounds from ground level rooms or gardens. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds ~500m south of the village could be theoretically visible to residents in properties at the southern end of the village including South Garth, Station Lane, and outlying dwellings, and also at the north-eastern edge of the village off East Lane. In reality, views from all these areas towards the construction compounds would be heavily restricted by multiple field boundary hedgerows with mature trees and only localised glimpses, of the upper parts of materials stored on the compound are predicted to be visible<br>The compounds would be surrounded by a perimeter fence and localised earth bunds and any glimpses would typically occur in the background context of the existing stanchions of the electrified East Coast Mainline, (See **Photoviewpoint 7** near an outlying property at the southern edge of the village). The construction period would be over 24-months and lighting would be required for 24/7 operations. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects. | | |
| Operation Year 1 | The Overton Substation would be located ~760m south-east of the village at the closest point (excluding outlying properties). **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation could be visible from properties at the southern edge of the village and also from a localised part of the village to the north-east off East Lane. In reality, as explained in the construction phase above for the nearby temporary compounds and with reference to **Photoviewpoints 7 and 16**, the presence of multiple mature hedgerows and hedgerow trees are predicted to largely prevent visibility of the Overton Substation structures.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates that in addition to properties on the southern edge and north-eastern end where residents may have theoretical views of the substation, the central part of the village to the eastern edge has theoretical visibility of the 400kV YN | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | overhead line, located ~840m to the south-east. In reality, however, the rear gardens of properties in the centre of the village contain a notable coverage of mature trees and in combination with garden fences and hedgerows are predicted to largely prevent ground level visibility of the 400kV YN overhead line. Intermittent views of the 400kV YN overhead line, are predicted from a limited number of dwellings at the south-eastern edge of the village, off South Garth, where the main facades of the properties face south or east. Tall hedgerows along South Garth prevented a representative photograph close to dwellings, however **Photoviewpoint 16d**, taken from a public footpath to the north of South Garth, provides an indication of the scale of the 400kV YN overhead line pylons in views from a similar range and the role of multiple intervening hedgerows in screening the lower parts of the pylons.<br>The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). These adverse effects would be perceived from a limited number of dwellings in the village and given the separation distance it is assessed that the Moderate effect would be Not Significant. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Low | Moderate Adverse and Not Significant |

| Table 6G.3: Residents of Skelton | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 and Photoviewpoint 13 |
| **Minimum separation distance from Project:** | 400m to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The village is a compact, nucleated and inward facing settlement. Residential development is typically arranged in cul-de-sacs off minor roads. The A19 passes the western edge of the village. Views outwards towards the Project are frequently restricted by dwelling orientation, garden fences, walls, and planting. When combined with mature tree cover along the A19, only intermittent visibility would be available towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line and East Coast Mainline Railway (see **Photoviewpoint 13d)**, noting the view is taken from the A19 through a short break in the roadside tree planting and is not representative of views obtained from dwellings to the east of the A19. Outward views from the north-western edge of the village are typically restricted by mature trees and hedgerows.<br><br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds, ~1.4km to the north-east of the village could be theoretically visible to residents of properties at the north-western edge of the village, however review in the field indicates garden planting/fencing and mature hedgerow/tree planting along the A19 would likely prevent any oblique visibility of the construction compounds from ground level rooms or gardens of these dwellings.<br><br>50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The majority of the construction activity associated with the 275kV SP overhead line, apart from the latter phases where the lattice pylons are raised, is predicted to be screened by intervening vegetation from the western edge of the village that includes garden planting and mature trees along the A19 corridor. | | |
| Operation Year 1 | The Overton Substation would be located ~1km north-west of the village at the closest point. **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation could be visible from properties at the north-western edge of the village, however in reality, as explained in the construction phase above for the nearby temporary compounds, the presence of intervening planting is predicted to prevent ground level visibility of the Overton Substation structures. The relationship of the substation site to intervening planting along the A19 close to the settlement illustrated in **Photoviewpoint 13d.**<br><br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility from the northern and western edge of the village. The 275kV SP overhead line is located ~400m south-west of the A19. **Photoviewpoint 13d**, was taken from the A19 through a short break in the roadside tree planting and is not representative of views from the village that are typically more restricted by tree planting along the A19, predominant dwelling orientation and fencing/planting within the property curtilage; however, there is the potential for restricted ground level rear views towards the 275kV SP overhead line from a small number of dwellings. Theoretical ground level views from the north-western edge of the village towards the 400kV YN overhead line, at least ~1.3km distant, are predicted to be restricted by mature hedgerows and tree cover along the edge of the village.<br><br>The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). These adverse effects would be perceived from a limited number of dwellings in the village and in the context of the | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | A19 road corridor and other existing pylons in the view, it is assessed that the Moderate effect would be Not Significant. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Low | Moderate Adverse and Not Significant |

| Table 6G.4: Residents of Beningbrough | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.4km to realigned 275kV XCP/XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The small village comprises several farmsteads and outlying dwellings is lying close to the River Ouse and there are views from the southern edge of the settlement towards the realigned 275kV XCP/XC overhead line. The majority of ground level views are heavily restricted by hedgerows and intervening tree cover. The temporary pylons closest to the village (~1.4km south) would range between 48m to 50m tall, compared with the nearby decommissioned pylons at 41m to 50m tall, however any changes would be barely perceptible given the separation distance and level of intervening vegetation cover.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates there would be no visibility of the temporary construction compounds. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | The replacement pylons closest to the village (~1.4km south) would range between 48m to 52m tall, compared with the nearby decommissioned pylons at 41m to 50m tall, however any changes would be barely perceptible given the separation distance and level of intervening vegetation cover. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.5: Residents of Nether Poppleton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 and Photoviewpoints 2 and 18 |
| **Minimum separation distance from Project:** | ~1km to 275kV XCP overhead line (to be decommissioned) |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The village is a compact, nucleated settlement, with the northern edge of the village lying close to the River Ouse and intermittent views towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line are available (see **Photoviewpoints 2 and 18**). Views from the western edge of the village including longer range views of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, noting these views are frequently filtered by mature tree cover along the settlement edge. | Very Low | Minor Neutral and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds, ~2.5km to the north of the village would not be visible.<br>The decommissioning of the 275kV XCP overhead line, ~930m from the village at the closest point, would be partly visible from a small number of publicly accessible locations at the north-east and north-west ends of the village (see **Photoviewpoints 2 and 18**), noting that similar views from private properties that back onto the River Ouse are predicted to be available, partially restricted by mature tree cover. | | |
| Operation Year 1 | The Overton Substation would be located ~2.1km north of the village at the closest point. **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation could be visible from very localised parts of the north-west and northern edge of the village, however with the substation being set behind the closer embankment of the East Coast Mainline, only the upper parts of the gantries within the substation are predicted to be visible. These structures would be seen within the context of the much closer stanchions that follow the route of the railway (see **Photoviewpoint 2a**)<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility from the northern and north-western edge of the village and with reference to the Construction phase description above, the visibility would be similarly restricted by intervening tree cover along the edge of the village with only intermittent views towards the Project available. There would be intermittent visibility of new sections of the 275kV SP overhead line and 275kV XC overhead line, located at a minimum separation distance of ~930m to ~2km respectively from the village. Accounting for the decommissioning of the much closer 275kV XCP overhead line and potential distant partial visibility of the upper parts of the gantries within the Overton Substation, it is assessed that, overall, there would be a beneficial impact upon visual amenity. | Very Low | Minor Beneficial and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Beneficial and Not Significant |

| Table 6G.6: Residents of Upper Poppleton | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.5km to 275kV XCP overhead line (to be decommissioned) |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The village is a compact, nucleated settlement that is conjoined with Nether Poppleton to the north and north-east. Views towards the Project from the western edge of the settlement where it adjoins open countryside are available, frequently filtered by hedgerows and mature tree cover.<br>The ZTVs indicate no visibility of the construction compounds or site of Overton Substation would be available. The upper parts of the temporary structures on the 275kV XC overhead line, may be visible over ~1.9km distant, noting these would be slightly shorter than the pylons nearby that would be decommissioned. | Very Low | Minor Neutral and Not Significant |
| Operation Year 1 | The Overton Substation would not be visible, being screened by intervening built development in the adjacent settlement of Nether Poppleton. **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility from the western edge of the village and with reference to the construction phase above, the visibility would be similarly restricted by intervening tree and hedgerow cover along the edge of the village. There would be intermittent 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. | Very Low | Minor Neutral and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Neutral and Not Significant |

| Table 6G.7: Residents of Nun Monkton | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.1km south-east to the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line (to be decommissioned) and ~1.2km to the proposed 275kV XC realignment. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The small settlement is centred on a village green with St. Mary's church surrounded by mature tree cover located to the east and scattered dwellings along Pool Lane, beyond the main core of the village to the north-west. Views towards the project to the south and particularly the south-east are heavily restricted by mature tree cover within rear gardens and beyond the village by mature field boundary hedgerows and occasional hedgerow trees.<br>The construction of the temporary overhead line would require the installation of a 55m high pylon (XC430T) that would be 7m taller than the existing XC428 pylon, although it would be located ~70m further south and consequently there is unlikely to be any perceptible change experienced by the residents of Moor Monkton, noting the ZTV indicate there would be no views of the temporary construction compounds or site of the Overton substation. | Very Low | Minor Neutral and Not Significant |
| Operation Year 1 | New pylons on the realigned 275kV XCP overhead line to the south-east would be 8-10m taller than the decommissioned pylons, however these pylons would be located south of the decommissioned line and any perception of an increase in height would be modest given the minimum ~1.1km separation distance from Nun Monkton. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The new section of the 275kV XCP overhead line would be ~3.6km distant to the south-east and the upper parts of the pylons and overhead line would be theoretically visible, but in reality, unlikely to be available due to mature tree cover at the western edge of the village. The ZTV indicate no visibility of the Overton Substation. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.8: Residents of Moor Monkton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 and Photoviewpoint 29 |
| **Minimum separation distance from Project:** | ~100m to existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line (to be decommissioned) ~100m to the temporary overhead line and ~235m to realigned 275kV XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The small village is a linear settlement, lying close to the River Ouse and there are views from the southern edge towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line that is to be decommissioned. Many views are partly restricted by intervening tree cover, however less restricted views are available from the south-eastern edge of the village (see **Photoviewpoint 29**), The properties on East Lane are typically orientated perpendicular to the closest existing pylon XC428, however views from front and potentially rear gardens and from East Lane itself would be available.<br>The construction of the temporary overhead line would require the installation of a 55m high pylon (XC430T) that would be 7m taller than the | Low | Moderate Adverse and<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | existing XC428 pylon, although it would be located ~70m further south of the village. The installation of the temporary pylon, construction of a new pylon XC429 and the decommissioning of pylon XC428, would require the establishment of 50m square working zones around each pylon. Ground works would include the formation of crane pads and for the new pylons the installation of foundations and construction of part pre-assembled lattice pylon sections.<br>The assessment concludes that the Project, in the context of the existing infrastructure would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The construction activity would be confined to a localised area near the south-eastern edge of the village and would occur over a limited period of time.. The low-level screening function that existing intervening hedgerows, garden fences and trees would have in restricting visibility of ground level activity is noted. When these factors are considered in the round, it is concluded that the Moderate effect would be Not Significant. | | |
| Operation Year 1 | The realigned 275kV XC overhead line includes the 54m tall XC429 pylon that would be ~235m from the edge of the village, compared with the decommissioned 48m tall XC428 pylon that is located ~100m from the village and in a more visually prominent location relative to properties on East Lane. New pylons on the realigned 275kV XC overhead line to the south-east would be 8-10m higher than the decommissioned pylons, however these would be located over 500m from the edge of the village at the closest point and any perception of an increase in height would be limited by the more apparent changes from the decommissioning of the much closer XC428 pylon. | Very Low | Minor Beneficial and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Beneficial and Not Significant |

| Table 6G.9: Residents of Overton | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 and Photoviewpoint 3 |
| **Minimum separation distance from Project:** | ~110m to 275kV XCP overhead line (to be decommissioned) |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This small village is a linear, dispersed settlement, a short distance north of the River Ouse. Residential properties are typically detached with the exception of a terrace of 5 No. dwellings at the western end of the village. Visibility with the surrounding landscape is variable, although frequently restricted by outbuildings, mature hedgerows, and tree planting. **Photoviewpoint 3** illustrates an example taken from a public footpath (but representative of views from the nearby farmhouse) of less restricted views from the western edge of the village.<br><br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds, ~1.5km to the north of the village could be theoretically visible to residents, however review in the field indicates that outbuildings and/or garden planting, fencing and/or mature hedgerow planting along the curtilage of the dwellings would typically restrict visibility of the construction compounds. Where restricted glimpses may be available, it is predicted that any ground level activity would be fully restricted by the East Coast Mainline on an embankment. The Overton Substation site that would be under construction is located ~1.3km to the north and also set beyond the East Coast Mainline.<br><br>50m square working zones around each pylon would be established and ground works including crane pads, installation of foundations for new pylons and construction of part pre-assembled lattice pylon sections would take place. Cranes would be required for both dismantling and erecting pylons. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The majority of the ground level construction activity associated with the decommissioning, apart from the latter phases where the lattice pylons are dismantled, is predicted to be screened by intervening vegetation from most locations in the village, noting less restricted views from the western end of Overton (see **Photoviewpoint 3**). | | |
| Operation Year 1 | The Overton Substation would be located ~1.3km north of the village at the closest point. **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation could be visible from Overton, however in reality, as explained in the construction phase above for the nearby temporary compounds, the presence of intervening planting is predicted to largely prevent ground level visibility of the Overton Substation structures. The location of the substation set behind the East Coast Mainline is illustrated in **Photoviewpoint 3b.**<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility, however given most views out from the village are heavily restricted by mature hedgerows and/or tree cover, in reality visibility from properties is predicted to be limited at ground level where views are typically restricted by outbuildings, walls, fences and planting within the property curtilage. With reference to **Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429),** the decommissioning of the closer pylons to the village i.e. XCP010 to XCP-012 would have some localised beneficial effects upon visual amenity, based on field observations of the current visibility of 275kV XCP overhead line that lies between ~110m and 400m from the village to several properties, both at the western end of the village (see **Photoviewpoint 3**) and from other dwellings further east within the village. There would be intermittent visibility of new sections of the 275kV SP overhead line and 275kV XC overhead line, located at a minimum separation distance of ~800m to ~950m from the village. Accounting for the decommissioning of the much closer 275kV XCP overhead line and potential distant partial visibility of the upper parts of the gantries within the | Very Low | Minor Beneficial and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Overton Substation, it is assessed that, overall, there would be a beneficial impact upon visual amenity. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Beneficial and Not Significant |

**Table 6G.10: Residential receptors on Skelton Moor, Rawcliffe Moor and Wiggington Moor (New Enclosures)**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.1km to 275kV SP overhead line and ~1.7km to 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This group comprises several properties that are part of isolated farmsteads. Farm buildings, together with mature treed hedgerows and/or woodland belts to the curtilage of the farmsteads, typically restrict the potential for views towards the Project.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from most dwellings in this receptor group. There is the potential for visibility of activity associated with the latter phases of construction of the 400kV YN overhead line and 275kV SP overhead line where cranes would be raising the upper sections of the lattice pylonlattice pylons, however given that views towards the Project would typically be fully or heavily restricted by | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | nearby buildings and/or planting, it is assessed that construction activity associated with the Project would be barely perceptible. | | |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no theoretical visibility from the majority of properties in this receptor group apart from potential views from St Catherine's, however in reality views from dwellings are predicted to be restricted by farm buildings and multiple layers of local mature tree cover.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons, with the closest pylons being the 275kV SP overhead line to the west and the 400kV YN overhead line to the north-west. The pylons would be over 1.1km distant from the closest dwelling and typically be oblique to the main dwelling orientation. Views towards the Project are heavily restricted by nearby farm buildings and vegetation; however, any available views would comprise intermittent glimpses of the upper parts of the new pylons on the skyline, frequently set above intervening blocks of woodland and the settlement of Skelton in the wider landscape. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment | Very Low | Minor Adverse and Not Significant |

| Table 6G.11: Residential receptors on Wiggington Moor (Old Enclosures) | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~620m to the temporary overhead line on the 400kV YR overhead line and ~1.3km to the 400kV YR/YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value, resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This group comprises several properties that are associated with isolated farmsteads. Farm buildings, together with mature treed hedgerows and/or woodland belts to the curtilage of the farmsteads, typically restrict the potential for views towards the Project. The existing 400kV YN overhead line passes through the centre of this receptor group.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from the majority of properties in this receptor group. Theoretical visibility from Plainville Farm is indicated, however preliminary review indicates that ground floor views toward the Project to the west and south-west would typically be heavily restricted by mature hedgerows and tree cover close to the farm.<br>There is the potential for heavily restricted visibility of the upper parts of the temporary structures, seen in the context of much closer existing pylons on the 400kV YR OH. Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the lattice pylonlattice pylons may be partially visible, however given that views towards the Project would typically be heavily restricted by nearby buildings and/or planting, it is assessed that construction activity associated with the Project would be barely perceptible. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** and **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no theoretical visibility from the majority of properties in this receptor group, apart from potential views from the edge of Plainville Farm and more distant dwellings off the B1363. In reality, views of new 15m high structures would be barely discernible new elements in the view, set in the context of the much closer existing 400kV YN overhead line.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | theoretical visibility of new pylons. The new pylons of the 400kV YN overhead line would be over 1.3km distant from the closest dwelling in the group and any available views would be restricted to intermittent glimpses of the upper parts of the new pylons set in the context of the much closer existing 400kV YN overhead line that passes through the centre of this receptor group. | | |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment | Very Low | Minor Adverse and Not Significant |

**Table 6G.12: Residential receptors at Bohemia and Greenthwaite**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1km to the temporary overhead line on the 400kV YR overhead line and ~1.3km to the new 400kV YR/YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This group comprises several properties that are part of isolated farmsteads. Farm buildings, together with mature treed hedgerows and/or woodland belts to the curtilage of the farmsteads, typically restrict the potential for views towards the Project. Other properties in more open locations, including dwellings at Rosecroft Farm, are often surrounded by conifer hedges that would restrict the majority of views towards the Project.<br>The existing 400kV Norton to Osbaldwick (2TW/YR) overhead line would be visible in available views towards the Project. An additional overhead line supported by lattice pylonlattice pylons passes through the centre of | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | the receptor group and this overhead line would be visible from properties off the B1363.<br><br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from most properties in this receptor group. Theoretical visibility from Rosecroft Farm is indicated, however preliminary review indicates that ground floor views toward the Project to the west and south-west would be restricted by conifer screens.<br>There is the potential for heavily restricted visibility of the upper parts of the temporary structures, seen in the context of the existing pylons on the 400kV YR OH. Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the lattice pylonlattice pylons may be intermittently visible, however given that views towards the Project would typically be heavily restricted by nearby buildings and/or planting, it is assessed that construction activity associated with the Project would be barely perceptible. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates theoretical visibility from the majority of properties in this receptor group. In reality, in any available views, the 15m high gantries would be barely discernible new elements, often filtered by intervening field boundary hedgerow trees and set in the context of the existing 400kV YN overhead line.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons, and where views are available in reality this would comprise the 400kV YN overhead line to the west of this receptor group. The pylons would be over ~1.3km distant from the closest dwelling in the group and views would be restricted to intermittent glimpses of the upper parts of the new pylons set in the context of the much closer 400kV YN overhead line. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.13: Residential receptors on Shipton Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~750m to the temporary overhead line on the 400kV YR overhead line and ~1.1km to the new 400kV YR/YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This group comprises a number of properties that are usually part of isolated farmsteads. Farm buildings, together with mature treed hedgerows and/or woodland belts to the curtilage of the farmsteads, typically restrict the potential for views towards the Project. Some less restricted south-west facing views are available from the rear of several dwellings on Ambler's Lane, noting that the pylons of the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line are predicted to be intermittently visible on the skyline.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates theoretical visibility of 5.5m high structures on the proposed compounds from several properties in this receptor group. Preliminary review indicates that ground floor views towards the Project would be typically restricted by planting to the curtilage | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | of the farmsteads and where less restricted views are available, intervening field boundary hedgerows are predicted to screen most ground level movements associated with the Construction Phase (noting the installation of perimeter earth bunds to the compounds would reinforce this screening). Any glimpses of taller structures in the compounds, including double height Portacabins, would be barely discernible and backclothed by woodland.<br>There is the potential for views of the upper parts of the temporary structures, seen in the context of the existing pylons on the 400kV YR and 2TW overhead lines. Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the lattice pylonlattice pylons may be intermittently visible, however it is assessed that construction activity associated with the Project would not be visible or barely perceptible to residents. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates theoretical visibility from a number of properties in the group. In reality, in any available views, visibility would be restricted by intervening field boundary hedgerow trees and the 15m high gantries would be barely discernible new elements, set in the context of the existing 400kV YN overhead line and backclothed by tree cover.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons, and in reality, where views are available this would comprise the 400kV YN overhead line to the south-east of this receptor group. The pylons would be over 1.1km distant and restricted to intermittent glimpses of the upper parts of the new pylons and typically set in the context of the closer existing 400kV YN overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment | Very Low | Minor Adverse and Not Significant |

| Table 6G.14: Residential receptors on Beningbrough Moor | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.3km to the temporary construction compounds and ~1.5km to the new 275kV XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This group comprises dwellings at Wood Farm, Beningbrough Grange and Park House. The dwellings are orientated south or south-eastwards with potential ground level views towards the Project, partially restricted by hedgerows and occasional trees close to the dwellings. The existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, ~1.9km south is predicted to be partially visible. Overton Wood and smaller blocks of woodland in the wider landscape between the dwellings and the Project would restrict the vertical extent of new structures that would be visible.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no theoretical visibility from the dwellings.<br>The temporary pylons as part of the 275kV XC overhead line realignment may be visible over ~2km to the south in the context of the nearby existing pylons to be decommissioned of a similar height.<br>Activity associated with the latter phases of construction of the 275kV XC and 400kV YN overhead line, when cranes would be raising the upper sections of the lattice pylons may be intermittently visible, however it is assessed that construction activity associated with the Project would typically not be visible or barely perceptible to residents. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from Beningbrough Grange with no visibility from Wood Farm or Park House. Views of the Overton Substation over | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | 2.6km distant from Beningbrough Grange, would be restricted to upper parts of the 15m high gantries. These would be barely discernible new elements in the landscape and set in the context of the closer stanchions of the East Coast Mainline (ECML) railway.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons. In reality, the most discernible changes are likely to comprise views of the upper parts of new pylons on 275kV XC overhead line and the 400kV YN overhead line. The pylons would be over ~1.5km distant and only the upper parts would be typically seen on the skyline above intervening woodland. | | |
| Operation Year 15 | No notable changes predicted from the Operation Year 1 assessment, however where the Overton Substation is partially visible there would be a reduction in visibility of the gantry structures as a result of the growth of new hedgerow trees and woodland planting to the north-west of the Overton Substation. | Very Low | Minor Adverse and Not Significant |

**Table 6G.15: Residential receptors at Red House**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~1.4km to realigned 275kV XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The cluster of dwellings comprises several properties at the Red House Estate where ground level views south and east to the Project would be | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | typically filtered by hedgerows and tree cover within the property curtilage. The outlying property at Park Farm has less restricted ground floor views towards the Project, noting predicted visibility of the existing 275KV overhead line, ~340m to the south at the closest point.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates there would be no visibility of any temporary construction compounds.<br>The temporary pylons closest to the village (~480m south) would range between 48m to 50m tall, compared with the nearby decommissioned pylons at 41m to 50m tall. | | |
| Operation Year 1 | The replacement pylons closest to the village (~390m south) would be 48m to 52m tall and would be up to 50m further away from the dwellings than the decommissioned pylons at 41m to 50m tall. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.16: Residential receptors on Scagglethorpe Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~100m to 275kV XC overhead line realignment |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The group of receptors comprises residential properties within scattered farmsteads south of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. Views towards the Project vary from unrestricted views from the dwelling at Woodhouse Farm, to more restricted views from other dwellings as a result of local tree cover within the curtilage of the farmstead. In places farm buildings also restrict views towards the Project.<br><br>The temporary overhead line would lie close to the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, being ~35m more distant in the vicinity of Thickpenny Farm and ~20m closer to New Farm.<br><br>Ground works in a 50m working area around the base of each pylon would include the formation of crane pads and for the new pylons the installation of foundations and construction of part pre-assembled lattice pylon sections.<br><br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that from limited parts of the PRoW network south-east of Woodhouse Farm and New Farm, there would be theoretical visibility of 5.5m high structures on the Overton temporary construction compounds, over ~2.3km to the north-east. Given the presence of hedgerows to field boundaries north of the River Ouse and the intervening East Coast Mainline along an embankment, no ground level construction activity within or associated with the compounds is predicted to be perceived.<br><br>The assessment concludes that the Project, in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Residents at Woodhouse Farm, with unrestricted views towards the Project, are likely to experience the greatest level of changes associated with the installation of temporary pylons, decommissioning of pylons and construction of new pylons on the 275kV XC overhead line. In this context it is concluded that the Moderate effect upon the views experienced by residents would be Significant. Views from | Low | **Moderate and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | the other dwellings within the group where mature intervening planting and other buildings frequently limits the extent of views, the assessed effect would be Not Significant. | | |
| Operation Year 1 | The new pylons on the realigned 275kV XC overhead line would be 49m to 54m tall compared with the 50m to 51m height range of the decommissioned pylons, in similar locations. It is unlikely, given the range in heights and spacing of the pylons that any modest increases in height of the overhead line would be readily perceived by residents. The replacement of the decommissioned section of the 275kV XCP overhead line crossing the River Ouse, with the more distant 275kV XC overhead line, which represents an improvement may be perceptible in some views; however overall, the changes from the realignment of the 275kV overhead line would represent a Very Low magnitude of adverse change. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.17: Residential receptors on Moor Monkton Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~690m to realigned 275kV XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The group of receptors typically comprises residential properties within scattered farmsteads south-west of the 275kV XC overhead line | Very Low | Minor and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | realignment. A larger group of dwellings is located at the southern end of Church Lane at the junction with the A59. The existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line passes through the receptor group and across Church Lane and the A59.<br>The main elevations of the majority of dwellings are orientated away from the Project, the main exception being a cluster of dwellings at Cock Hill where woodland and farm buildings to the north of the dwellings would restrict views.<br>Ground works in a 50m working area around the base of each pylon would include the formation of crane pads and for the new pylons the installation of foundations and construction of part pre-assembled lattice pylon sections. Given the intervening distance and the presence of mature hedgerows and hedgerow trees close to the properties, there would be limited visibility of this construction activity, likely to be confined to the latter stages of the construction when cranes would lower decommissioned lattice pylon sections and raise the sections for the new pylons.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no visibility. | | |
| Operation Year 1 | The new pylons on the realigned 275kV XC overhead line would be 51m to 54m tall compared with the 36m to 48m height range of the decommissioned pylons. It is unlikely, given the restricted views from the properties, the baseline context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line pylons, that these changes would be readily perceived by residents. The replacement of the decommissioned section of the 275kV XCP overhead line crossing the River Ouse, with the more distant 275kV XC overhead line, which represents an improvement may be perceptible in some views; however overall, the changes from the realignment of the 275kV overhead line would represent a Very Low magnitude of adverse change. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.18: Residential receptors at Moorlands Farm | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22. See **Photoview 5** from a public footpath ~140m west of the dwellings. |
| **Minimum separation distance from Project:** | ~930m to 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Several properties including converted barns are clustered in a mature wooded setting with potential views in a westerly and north-westerly direction to the Project, noting these views are restricted by property orientation, outbuildings, and mature tree cover. In addition, hedgerow trees along intervening field boundaries create layers of screening. Consequently, the majority of ground level views from the properties towards the Shipton construction compounds and CSE compounds would be restricted. The temporary pylons (49m to 52m tall) are over 1.2km distant and would be set further from the properties than the closer pylons to be decommissioned (42 to 45m tall), and any restricted glimpses of the upper parts of these pylons, in the context of the existing pylons (see **Photoview 5**), would represent a slight change to the view.<br>Theoretical views to the south-west of the Overton Substation under construction and the associated temporary construction compounds, over ~2km distant, are predicted to be restricted in reality by multiple intervening field boundary hedgerows with trees.<br>There would be some visibility of the activity associated with the construction of the 400kV YN overhead line, however it is predicted that ground level views of this construction activity would be predominantly | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | restricted to the latter phase of construction when cranes would be lifting the lattice pylon sections. | | |
| Operation Year 1 | Ground level views of the 400kV YN overhead line are predicted to be predominantly restricted by property orientation, outbuildings, and mature tree cover, with hedgerow trees along intervening field boundaries also contributing to the level of screening. The proposed YN003 pylon, ~940m to the north-west, would be the closest pylon to the properties and the upper and mid-parts of the pylon are predicted to be visible above multiple intervening hedgerows with hedgerow trees.<br>**Figure 6.3 Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates theoretical visibility of the structures over 1.3km to the north-west and **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates potential views of the substation over ~2km to the south-west. In reality and with reference to **Photoviewpoint 5**, it is likely that any limited views available from the dwellings towards the Project would be further restricted, by multiple intervening field boundary hedgerows.<br>The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Views to the west, north-west and south-west would be restricted within the curtilage of the dwellings and when combined with the wider screening from hedgerows and hedgerow trees and the separation distances to the Project, the changes that could be perceived as a result of the Project are assessed to be Not Significant. | Low | Moderate Adverse and Not Significant |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment have been assessed as Not Significant. | Low | Moderate Adverse and Not Significant |

| Table 6G.19: Residential receptors at Agricola, north of Newlands Farm | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | 220m to the temporary overhead line. |
| **Visual Receptor Sensitivity:** | Residents would a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Preliminary assessment indicates that the garden perimeter is enclosed by conifer trees and understorey shrubs. This planting and nearby farm buildings would restrict visibility of the temporary overhead line pylons YR038T and YR039T (49m and 52m high respectively). The pylons are located closer to the property than the slightly shorter existing pylons YR039 and YR040T (42m and 45m high). Should any ground level glimpses be available between the garden vegetation, the middle and upper parts of the temporary pylons are likely to be visible. Given the level of established intervening screening, it is assessed that the magnitude of change relative to the baseline from the property and garden at ground floor level would be Low. Other construction activity would be clearly perceived from the access drive to the property including visibility of the temporary scaffolding, 2 No. temporary construction compounds and the construction of the 2 No. CSE compounds. Measures to minimise visual impact of this activity from the access road and wider landscape includes restricting construction operations to daylight hours, adoption of perimeter earth bunds and/or fencing to the construction compounds.<br><br>The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In consideration of the level of screening in views from the property, afforded by the conifer screen and garden planting | Low | Moderate Adverse and<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | the changes, largely perceived from the access drive to the dwelling are considered Not Significant. | | |
| Operation Year 1 | With reference to **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds,** the 2 No. CSE compounds are predicted to be screened from the property by intervening farm buildings, noting they would be visible from the access road in the context of the much taller existing 400kV Norton to Osbaldwick (2TW/YR) overhead line pylons. The newly constructed YR040T pylon would be 10m taller than the decommissioned YR040T pylon that it replaces, however it is predicted any potential views from the property of the upper parts of the new 400kV YN overhead line would be largely restricted by the existing conifer screen around the garden. The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In consideration of the level of screening in views from the property, afforded by the conifer screen and garden planting the changes, largely perceived from the access drive to the dwelling are considered Not Significant. | Low | Moderate Adverse and Not Significant |
| Operation Year 15 | There are no specific embedded measures considered necessary at this stage, however localised planting to account for any loss of trees and short sections of hedgerows would be considered in conjunction with arboricultural and ecological assessments as part of the ES. | Low | Moderate Adverse and Not Significant |

| Table 6G.20: Residential receptors at Newlands Farm | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~125m to temporary overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Preliminary assessment indicates that farm buildings to the west of the property would restrict visibility of the majority of construction activity associated with the CSE compounds from the dwelling. Views of the temporary overhead line pylon YR038T located ~250m to the south would be available and at 49m tall it is slightly higher than the nearby existing pylon YR039 (42m tall). Other construction activity would be clearly perceived from the access drive to the property including visibility of the temporary scaffolding, the two temporary construction compounds and the construction of the two CSE compounds. Embedded measures to minimise the visual impact of this activity from the access road (and wider landscape) includes restricting construction operations to daylight hours, adoption of perimeter earth bunds and/or fencing to the construction compounds. The assessment concludes a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In consideration of the established presence of the 400kV YR overhead line, any visibility of the temporary overhead line would be incremental to this and consequently the changes are considered Not Significant. | Low | Moderate Adverse and<br>Not Significant |
| Operation<br>Year 1 | With reference to **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds,** the 2 No. CSE compounds are predicted to be screened from the property by intervening farm buildings, noting the CSE compounds would be visible from the access road in the context of the much taller existing 400kV Norton to Osbaldwick | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | (2TW/YR) overhead line pylons. The newly constructed YR040T pylon would be 10m taller than the decommissioned YR040T pylon that it replaces however it is predicted that the new 400kV YN overhead line extending to the south would not be visible from the dwelling at ground level due to screening from the intervening farm buildings. | | |
| Operation Year 15 | There are no specific embedded measures considered necessary at this stage, however localised planting to account for any loss of trees and short sections of hedgerows would be considered in conjunction with arboricultural and ecological assessments as part of the ES. | Very Low | Minor Adverse and Not Significant |

**Table 6G.21: Residential receptors at North Hall Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~250m to temporary overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Preliminary assessment indicates that the perimeter of the property grounds to the west and south are defined by mature hedgerows and groups of mature trees. In addition, mature woodland is located ~100m north of the curtilage.<br>The temporary pylon YR038T at 49m tall is located ~340m to the north of the dwelling and is slightly higher than the nearby, but closer existing pylon YR039 at 42m high**. Figure 6.2: Zone of Theoretical Visibility of Shipton** | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Temporary Construction Compounds** indicates no visibility of structures within the compounds is predicted from the property. | | |
| Operation Year 1 | With reference to **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds,** the 2 No. CSE Compounds are predicted to be screened from the property by an intervening woodland belt. The newly constructed 400kV YN overhead line could be theoretically visible to the west and south-west of the dwelling with reference to **Figure 6.4:**<br>**Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6),** however only intermittent and heavily filtered glimpses are likely given the maturity of the planting surrounding the dwelling. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | There are no specific embedded measures considered necessary at this stage and there are no changes to the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.22: Residential receptors at Dovecot Barn**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~240m to temporary overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Preliminary assessment indicates that the main elevations of the property face west and east. West facing views at ground level are predicted to be restricted by hedging and the adjacent property of North Hall Moor. East facing views are partly restricted by a barn and face away from the Project. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The temporary overhead line to the north would be located further from the property than the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line and any visibility from the property curtilage would be restricted by intervening woodland**. Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates no visibility of structures within the compounds is predicted from the property. | | |
| Operation Year 1 | With reference to **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds,** the 2 No. CSE compounds are predicted to be screened from the property. The newly constructed 400kV YN overhead line could be theoretically visible to the west and south-west of the dwelling with reference to **Figure 6.4:**<br>**Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6),** however only intermittent and heavily filtered glimpses are likely given that views would be restricted by the nearby North Hall Moor building and frequent mature tree cover. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | There are no specific embedded measures considered necessary at this stage and there are no changes to the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.23: Residential receptors at Woodstock Lodge and associated wedding venue**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~350m to 400kV YN overhead line (residential property) and ~320m to 400kV YN overhead line (wedding venue buildings) |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. The residents of Woodstock Lodge operate the adjacent wedding venue business where the countryside setting is part of the wedding experience for guests and consequently with reference to **Appendix A: Landscape and Visual Impact Assessment Methodology** these guests '*undertaking an activity where the focus of the activity involves an appreciation of the landscape'* are also assessed to have a High susceptibility and consequently a High overall sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Preliminary assessment indicates that mature tree cover surrounds the property on all sides and includes a number of coniferous specimens. No views of the temporary construction compounds are predicted, noting the tree cover surrounding the property would be reinforced by mature tree planting and woodland along Corban Lane to the north-west. There would be some visibility of the activity associated with the construction of the 400kV YN overhead line, particularly the YN004 pylon and to a lesser extent the more distant YN005 pylon from the southern edge of the wedding venue buildings/courtyard and associated open field, however it is predicted that views of this construction activity from the residential property and garden would be fully restricted. | Very Low | Minor Adverse and Not Significant (Wedding venue only) |
| Operation Year 1 | The 2 No. CSE compounds to the north-west are predicted to be screened from the residential property and wedding venue. In south and south-east facing views from the wedding venue, the newly constructed 400kV YN overhead line would be clearly visible on the skyline with lower parts of the pylons screened by an intervening field boundary hedgerow. The closest pylon YN004 would be ~320m from the wedding venue buildings and pylon YN005 would be ~480m distant. | Medium | Major/Moderate Adverse and Significant (Wedding venue only) |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage as with respect to views from the wedding venue they would only have a modest impact in restricting visibility of the new 400kV YN overhead line. Off-site enhancement measures within the grounds of Woodstock Lodge and separate from the embedded measures delivered elsewhere within the draft Order Limits may include tree planting that, over time, would increasingly restrict views of the 400kV YN overhead line. | Medium | Major/Moderate Adverse and Significant (Wedding venue only) |

| Table 6G.24: Residential receptors at Hall Moor Farm Cottages | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~330m to 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The construction access route between pylon YN003 and YN004 crosses the long access track to the property and may require the localised removal of structural planting. The rear elevation of the properties faces west. Mature hedgerows and hedgerow trees along the access track and similar planting along other intervening field boundaries would combine to restrict ground level views of construction activity associated with the 400kV YN overhead line. No views of ground level activity associated with the temporary construction compounds, located over 800m to the north is predicted from either the dwellings or gardens, however **Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates theoretical visibility. In reality this is likely to be confined to the upper parts of any 5.5m high structures at the south-west corner of the southern temporary compound i.e., barely perceptible from Hall Moor Farm Cottages.<br>There would be some visibility of the activity associated with the construction of the 400kV YN overhead line, particularly the YN004 pylon and to a lesser extent the more distant YN005 pylon, however it is predicted that ground level views of this construction activity would be predominantly restricted. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | The 2 No. CSE compounds to the north are predicted to be heavily filtered, by intervening field boundary hedgerows and trees located relatively close to the properties, further reinforced by planting along more distant field boundaries. In west facing views from the properties, the newly constructed | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | 400kV YN overhead line would be visible but heavily filtered by intervening hedgerows and field boundary trees, noting the closest pylon YN004 would be ~330m distant and pylon YN005 ~540m distant. The upper parts of the YN004 are predicted to be visible in oblique views from the property above intervening tree cover with the more distant YN005 heavily filtered by tree cover. The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In consideration of the level of mature tree and hedgerow cover and the separation distance from the properties and oblique line of sight to the closest YN004 pylon, the changes as a result of the Project are considered Not Significant. | | |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified at Operation Year 1 are assessed to be Not Significant. | Low | Moderate Adverse and Not Significant |

| Table 6G.25: Residential receptors at Hall Moor Farm (South) | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~560m to 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The properties comprise 'The Granary' to the west and the farmhouse of Hall Moor Farm (South) to the east. All west and south-west facing views already have close range visibility of overhead power lines (three strand) on wooden poles that lie adjacent to the rear gardens of both properties.<br>Mature hedgerows and hedgerow trees that define intervening field boundaries would combine to restrict ground level views of construction activity associated with the 400kV YN overhead line from both properties, noting the construction access between YN003 and YN004 crosses the long access track to the property and may require the localised removal of structural planting. Views to the north and north-west in the direction of the Shipton construction compounds and CSE Compounds would be fully restricted by farm buildings and a nearby copse of mature trees. Theoretical views to the south-west of the Overton Substation under construction and the associated temporary construction compounds, over ~1.6km distant, are predicted to be restricted in reality by multiple intervening field boundary hedgerows with trees.<br>There would be some visibility of the activity associated with the construction of the 400kV YN overhead line, however it is predicted that ground level views of this construction activity would be predominantly restricted to the latter phase of construction when cranes would be lifting the lattice pylon sections. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | Views of the 400kV YN overhead line from the farmhouse of Hall Moor Farm (South) are predicted to be predominantly restricted by the Granary to the west and where west facing views from both properties and gardens would be experienced, they would be set in the context of existing low voltage overhead lines on wooden poles that lie adjacent to the rear gardens. The proposed YN005 pylon, ~640m to the west, would be the closest pylon to the properties and the upper and mid-parts of the pylon are predicted to be visible above multiple intervening hedgerows with hedgerow trees.<br><br>**Figure 6.3 Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates no theoretical visibility due to intervening farm buildings**. Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates potential views with the properties being on the edge of the ZTV, however any visibility of the Overton Substation over 1.5km to the south-west is predicted to be largely restricted by multiple intervening field boundary hedgerows. Glimpses of the upper parts of the gantries, if available would be perceived in the context of the stanchions associated with the electrified route of the East Coast Mainline.<br><br>The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Views to the west and south-west of the 400kV YN overhead line would be partially restricted by buildings and local tree cover and seen in the context of much closer overhead power lines on wooden poles. When these considerations are combined with the aforementioned separation distances from the properties, the changes as a result of the Project are assessed to be Not Significant. | Low | Moderate Adverse and Not Significant |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment have been assessed as Not Significant. | Low | Moderate Adverse and Not Significant |

| Table 6G.26: Residential receptors at Overton Grange and Nos. 1 and 2 Glenroyd Cottages | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~370m to 275kV XC overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The principal ground level views from Overton Grange look east over an enclosed garden area and preliminary review indicates the main views from Glenroyd cottages would face east and west. **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates potential visibility, however due to the orientation of the properties and presence of agricultural outbuildings, ground level views towards the compounds would be restricted. Any oblique views of construction activity within the compounds, located ~970m to the north-east would be perceived in the context of the East Coast Mainline (located on a low embankment with frequent stanchions to support the overhead cables) and potentially low-level earth bunds to the perimeter of the compound. 24/7 working with night-time lighting in the compounds would occur over the 24-month construction period. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects.<br>The construction of the proposed 275kV XC overhead line to the west of the properties and the proposed 275kV SP overhead line to the east, would require the establishment of 50m square working zones around each new pylon. Ground works would include the formation of crane pads and the installation of pylon foundations and construction of part pre-assembled lattice pylon sections. The majority of the construction activity associated with the 275kV SP overhead line, apart from the latter phases where the lattice pylons are raised, is predicted to be restricted by the ECML | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | railwayembankment, reinforced by frequent intervening structural planting. Views of ground level construction activity associated with the installation of the 275kV XC overhead line to the west would be predominantly restricted by intervening farm buildings. | | |
| Operation Year 1 | There would be open, direct east facing views of the 275kV SP overhead line from all three properties, including the upper and mid parts of the pylons, with the overhead line set above the ECML Railway. Intermittent filtering of the lower and mid parts of the pylons would occur from existing trees along the railway, particularly when these are in full leaf. Views of the XC overhead line to the west and north-west would be more restricted, noting the closest pylon is located ~400m distant from the properties and would be predominantly screened by intervening farm buildings. | Medium | **Major/Moderate Adverse and Significant** |
| Operation Year 15 | No notable changes from the Year 1 assessment, although the growth of proposed planting along the railway corridor would filter views of the Overton Substation infrastructure and lower parts of some pylons close to the Substation, which is not sufficient to reduce the overall magnitude to a Low level. | Medium | **Major/Moderate Adverse and Significant** |

**Table 6G.27: Residents of New Farm**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | 450m to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The semi-detached dwellings are located close to the A19, and front elevations face south over farmland towards Stripe Lane and the existing SP-7 pylon, that is ~680m distant. Oblique views from the rear of the properties would be available towards the temporary construction compounds and the closer Overton Substation site in particular, ~700m to the north-west. These oblique rear views would be available over a garden hedgerow and to the west of a belt of mature garden trees, noting that additional hedgerows along intervening field boundaries would help reduce visibility of construction activity associated with the Overton Substation. The majority of ground level activity would be screened by perimeter earth bunds. 24/7 working with night-time lighting in the compounds would occur over the 24-month construction period. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects.<br><br>The construction of the proposed 275kV SP overhead line would require the establishment of 50m square working zones around each new pylon. Ground works would include the formation of crane pads and the installation of pylon foundations and construction of part pre-assembled lattice pylon sections using cranes. Oblique views of ground level activity related to the construction of the closest SP-5 pylon, ~450m to the south-west would be largely restricted by intervening farm buildings until the latter stages of the lattice pylon construction are completed. There would be views from the front elevation of the dwellings of the construction activity associated with the SP-6 pylon, located ~590m distant, with ground level activity partially filtered by trees and shrubs along the watercourse. An increase in construction traffic along the A19 is predicted to be perceived but would remain heavily filtered by the existing tree planting to the rear gardens.<br>This assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the separation distances, orientation of the properties, intervening vegetation, and the adoption of perimeter earth bunds to the boundary of the Overton Substation Site, the changes as a result of the Project are assessed to be Not Significant. | Low | Moderate Adverse and<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | The upper parts of the 15m high gantries within the substation and the 275kV SP overhead line would be visible obliquely at ground floor level from the rear of the properties, as explained in the construction phase above. Potentially more direct views across the A19 corridor towards the more distant 400kV YN overhead line to the north, would be heavily filtered by mature tree planting to the rear of the dwellings. There would be the potential for oblique and narrow views of the YN-008 pylon ~960m distant from the westernmost dwelling and less restricted views from rear gardens of the 275kV SP overhead line including pylon SP-4 located ~570m distant.<br>This assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the visibility of new pylons and the upper parts of gantries within the Overton Substation, albeit partly mitigated by the orientation of the dwelling and presence of existing intervening planting, it is assessed that the changes as a result of the Project would be Significant. | Low | Moderate Adverse and Significant |
| Operation Year 15 | No notable changes are predicted from the Operation Year 1 assessment. The outline landscape strategy has currently not included new planting to the south-east of the substation that may restrict visibility from the dwellings at New Farm further, as it is not currently clear the area that will be required to accommodate flood attenuation. There may be the potential in the ES, with inputs from hydrological and ecological consultants, to include additional tree or woodland planting close to the south-east boundary of the Overton Substation and/or planting between the substation and the watercourse that defines the draft Order Limits. | Low | Moderate Adverse and Significant |

| Table 6G.28: Residents of dwellings on Stripe Lane | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.22 |
| **Minimum separation distance from Project:** | ~450m to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Two dwellings face onto Stripe Lane, south-west of the junction with the A19. Ground floor views are predicted to be heavily restricted by mature hedgerows and in places trees within front gardens, and a mature hedge is present along the northern edge of Stripe Lane.<br>Additional hedgerows along intervening field boundaries would help reduce visibility of construction activity associated with the Overton Substation over ~1.3km distant. The majority of ground level activity would be contained by perimeter earth bunds. 24/7 working with night-time lighting in the compounds would occur over the 24-month construction period. The sensitive design of any construction lighting to restrict vertical light escape and sky-glow would minimise any adverse night-time effects.<br>The construction of the proposed 275kV SP overhead line would require the establishment of 50m square working zones around each new pylon. Ground works would include the formation of crane pads and the installation of pylon foundations and construction of part pre-assembled lattice pylon sections, using cranes. Theoretical oblique views of ground level activity related to the construction of the closest SP-6 pylon, ~380m to the north-west are predicted to be restricted by intervening hedgerows, however the latter stages of the lattice pylon construction with cranes are likely to be visible from some locations within the property curtilage. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | This assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the separation distances, orientation of the properties and presence of mature intervening vegetation, the changes as a result of the Project are assessed to be Not Significant. | | |
| Operation Year 1 | The upper parts of the 15m high gantries within the Overton substation, over ~1.3km distant are predicted to be predominantly screened at ground level from the property curtilage, by mature hedgerows both sides of Stripe Lane and multiple intervening field boundary hedgerows, further north. It is predicted that there would be oblique ground level views of the upper parts of 275kV SP overhead line.<br>This assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the oblique nature of views to the 275kV SP overhead line, heavily restricted by existing planting close to the dwellings, it is assessed that the changes as a result of the Project would be Not Significant. | Low | Moderate Adverse and<br>Not Significant |
| Operation Year 15 | No notable changes are predicted from the Operation Year 1 assessment. | Low | Moderate Adverse and<br>Not Significant |

**Table 6G.29: Recreational receptors using National Cycle Network (NCN) Route 65**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 1, 3, 14, 15 and 17 |
| **Minimum separation distance from Project:** | Cyclists would pass under the 275kV XC overhead line being decommissioned and realigned. |
| **Visual Receptor Sensitivity:** | Cyclists using the route, largely restricted to minor roads would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | NCN Route 65 is a 214km route connecting Hornsea and Middlesbrough. Within the Study Area NCN Route 65 initially follows an off-road course south of Skelton close to the River Ouse. The route then follows Stripe Lane, Overton Road, Shipton Low Road, Beningbrough Lane and finally New Road, with a spur of the route also passing through Beningbrough Park. The roads are typically relatively quiet country lanes, with localised indirect influences of transport activity and infrastructure associated with the ECML railway and A19.<br><br>Temporary scaffolding would be erected either side of Overton Road under the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to be decommissioned north of Overton (see **Photoviewpoint 3**) and south-west of the proposed Overton Substation where the new 275kV XC overhead line would cross the road (see **Photoviewpoint 14**). The temporary construction compounds would be surrounded by perimeter earth bunds and the upper parts of portacabins, lighting columns and construction plant and materials would be visible from a section of the route between the edge of Overton and north of the Project where the cycle route runs parallel to the East Coast Mainline. Localised views (see **Photoviewpoint 15**) would also be available towards construction activity on the Substation site, partially restricted by low level earth bunds and fencing. The magnitude of change would be greatest near the temporary compound entrances, where hedge removal would be required to establish visibility splays. These changes would typically be perceived with a backdrop of the stanchions of the electrified East Coast Mainline, elevated on an embankment (see **Photoviewpoints 14 and 15**). The presence of increased construction traffic on the route would be localised but directly experienced along the route between the junction with the A19 and the temporary access points to the construction compounds on Overton Road. The erection and decommissioning of multiple pylons with cranes would be clearly visible on the 275kV XCP/XC overhead line, in particular where cyclists would pass close to pylons XC419 and XC420 on the route section between the western edge of Overton and the ECML railway. | Medium | **Major/Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates that cyclists travelling from York along the off-road route towards Skelton and Overton, would theoretically have views of the proposed 275kV SP overhead line that runs parallel to the ECML railway. In reality, however, local tree cover close to the route typically restricts visibility and at **Photoviewpoint 1**, the existing SP-7 pylon north of Stripe Lane would be more apparent at ~80m from the route than potential distant glimpses of the proposed pylons (SP-3 to 6) along the new 275kV SP overhead line. Views of the 275kV SP overhead line available to cyclists travelling in both directions along Stripe Lane would be typically heavily restricted by mature hedgerows along the road corridor and mature tree cover along the ECML railway.<br><br>After passing through Overton where views are more restricted, the decommissioned section of the 275kV XCP overhead line north of Overton village would be replaced by a new section of the 275kV overhead line, ~1km further north and in the vicinity of the ECML railway(see **Photoviewpoint 14**). There would be clear views towards the gantries and associated infrastructure of the Overton Substation that would appear as prominent new infrastructure in available views travelling in both directions along Overton Road (see **Photoviewpoints 14** and **15**). Views of new pylons on the new section of the 275kV XC overhead line, combined with new pylons east of the ECML railway on the 275kV SP overhead line would result in a net increase in pylons visible to cyclists along the route. Travelling along Shipton Low Road towards the Project in the opposite direction (see **Photoviewpoint 17**), the views across the flat landscape are typically restricted by roadside hedgerows and consequently visibility of the Substation infrastructure and both the 275kV XC overhead line and 275kV SP overhead line would be more limited. Cyclists approaching the railway bridge crossing from the north can experience views to nearby signage that identifies the exact location on the ECML railway that is 200 miles from Edinburgh Waverley. It is understood that this location has particular | Medium | **Major/ Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | significance to train spotters, noting direct views of the signage from Overton Road would not be restricted by the Project. | | |
| Operation Year 15 | The outline landscape strategy includes woodland planting on the low-level earth bunds 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 in the existing tree belt that lies to the east of the railway corridor, beyond the maintenance easements associated with the railway.<br>The assessment concludes that the Project, in the context of the baseline infrastructure would represent a Low magnitude and a Moderate Adverse effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The growth of the proposed structural vegetation would substantially restrict visibility of the proposed substation infrastructure. Visibility 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 this context it is concluded that the assessed Moderate effect would be Not Significant. | Low | Moderate Adverse and Not Significant |

**Table 6G.30: Recreational users of the York and Selby Long Distance Path**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 |
| **Minimum separation distance from Project:** | 400m to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Recreational users of the path have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The route follows the River Ouse corridor from the edge of the Study Area in York and then follows an on-road route along the A1237 and A19 before terminating at the junction with Stripe Lane on the edge of Skelton.<br>The existing 275kV SP overhead line runs parallel with the path along the ECML rail corridor and the pylons are clearly visible from the route section along the River Ouse.<br>At the junction with Stripe Lane, oblique views towards the ECML railway and the 275kV SP overhead line would be available, heavily filtered by tree cover. The latter stages of the lattice pylon construction with cranes may also be glimpsed. Elsewhere from the route, views of ground level activity would be restricted by intervening buildings and vegetation. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from the route along the edge of Skelton. In reality, visibility of the Substation would be predominantly fully restricted by tree cover along the A19 and near the junction with Stripe Lane.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility along the majority of the York and Selby Long Distance Path, however review in the field indicates that intervening tree cover along much of the route would restrict visibility and potential occasional glimpses of the upper parts of the new 275kV SP overhead line would be perceived in the context of the much closer existing pylons that run along the ECML railway. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No notable changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.31: Recreational receptors using the River Ouse Corridor | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 2, 4 and 18 |
| **Minimum separation distance from Project:** | Walkers, horse-riders, canoeists, and other boat users would pass under the 275kV XC/XCP overhead line being decommissioned and realigned. |
| **Visual Receptor Sensitivity:** | People using the river and PRoWs would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | A public bridleway is located along the southern bank of the River Ouse between the edge of Nether Poppleton (see **Photoviewpoint 18**) and Nun Monkton to the north-west. Permissive access near the southern bank of the river occurs to the north-west of Nether Poppleton (see **Photoviewpoint 2**) and a public footpath follows the northern bank of the River Ouse from the edge of York to Newton-on-Ouse. The public rights of way and river pass under the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to the south of Overton Wood (**see Photoviewpoint 4**).<br><br>People using the public rights of way and river would pass adjacent to the temporary scaffolding constructed on either side of the River Ouse in two locations associated with the decommissioning and realignment of the 275kV XC overhead line. Working zones of 50m square would be established around each pylon and ground works including construction of crane pads and installation of foundations for new pylons would be visible prior to the erection of the new part pre-assembled lattice pylon sections. Cranes would be required for both dismantling and erecting pylons. Given the relatively open character of the landscape, visibility from the river corridor of the construction activities associated with more distant pylons on the 275kV XC overhead line from the river corridor would also occur to some extent. The temporary pylons would be 48m to 51m high and comparable in height to the existing pylons nearby that would be decommissioned. The construction period including reinstatement would | Low | **Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | last 21 months for the XC 275kV overhead line. Further afield, **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no potential visibility along the river corridor.<br>The assessment concludes that the Project, in the context of the existing infrastructure would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The temporary structures erected including scaffolding close to the public rights of way and the pylons associated with the temporary overhead line would be visible from public rights of way both sides of the River Ouse and from the course of the river itself. Given the sustained nature of views of construction activity in this relatively open landscape and high sensitivity of the receptors it is assessed, on balance, that the Moderate level of effects assessed are Significant for the section of the river corridor located south of Overton Wood. It should be noted that the impact on the Construction Phase on the River Ouse corridor closer to Nether Poppleton (See **Viewpoints 2 and 18**) where temporary pylons and scaffolding would not be as visible is assessed as Not Significant. Further to the north-west along the river corridor, the separation distance to the 275kV XC overhead line increases and at the south-eastern edge of Moor Monkton it would be between ~1.1km and ~1.3km. Consequently, at this range and with the presence of intervening field boundary hedgerows, ground level construction activity associated with the decommissioning and installation of the 275kV overhead line would be frequently screened or barely perceptible. | | |
| Operation Year 1 | The new pylons along the 275kV XC overhead line closest to the River Ouse would be 54m tall (XC416 and XC417), which is slightly taller than the existing pylons that would be decommissioned at 46m and 50m tall (XCP008 and XCP009). The crossing of the new line would be perpendicular to the river and the lower parts of the pylons north of the river backclothed by Overton Wood, representing a small visual improvement to the more oblique crossing and open setting of the decommissioned 275kV XCP overhead line. | Very Low | Minor Beneficial<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | At the eastern end of the river corridor to the north-east of Nether Poppleton the decommissioning of the XCP overhead line would be perceived in the context of additional pylons of the SP 275kV OH line set behind the ECML railway gantries and more distant views of the proposed 275kV XC passing Overton Wood (see **Photoview 2**). At other locations along the river corridor to the north of Nether Poppleton (see **Photoview 18**) the decommissioning of the 275kV XCP overhead line, ~1km to the north would be replaced by pylons of a similar height set over ~2km distant representing a beneficial impact upon visual amenity. | | |
| Operation Year 15 | No outline landscape embedded measures are currently proposed within the river corridor, however as part of the ES design evolution there may be opportunities to strengthen riparian planting and undertake other landscape enhancements identified in the extant assessments. | Very Low | Minor Beneficial Not Significant |

**Table 6G.32: Recreational receptors using Other Route with Public Access (ORPA) west of Newlands Farm**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 |
| **Minimum separation distance from Project:** | The temporary overhead line at Shipton passes over the PRoW and the vehicular access to both compounds coincides with the ORPA. |
| **Visual Receptor Sensitivity:** | Walkers on the ORPA would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The ORPA follows a single carriageway road that is the access to Newlands Farm, connecting to Corban Lane. The route passes under the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line and continues north, following the edge of a block of woodland and along a track that connects to the public road network near Laund House to the north-west. The ORPA | Medium | Major/Moderate Adverse and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | is bounded by low clipped hedgerows and occasional hedgerow trees. Photography from this route would be undertaken as part of the ES to replace **Photoviewpoint 9** from Corban Lane that was selected before the locations of the CSE Compounds were determined, noting the extensive potential siting area set out in the Scoping Report.. Views of construction activity within the temporary compounds and the construction of the CSE compounds and new pylons would be available. | | |
| Operation Year 1 | The new 400kV YN overhead line would run ~220m east and parallel to the PRoW, noting pylon YR040 would be 10m taller than pylon YR040T that it would replace. In addition, there would be clear visibility of the Shipton CSE compounds with infrastructure up to 15m high, less than 150m from the ORPA at the closest point. | Medium | Major/Moderate Adverse and Significant |
| Operation Year 15 | The outline landscape scheme does not currently detail any specific embedded measures associated with the 400kV YN overhead line and CSE Compounds. Given the close proximity of the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line to the ORPA and the isolated location of the ORPA that is not well connected to the wider network, any specific landscape embedded measures to address the visibility of the new structures associated with the Project may not be required. This preliminary conclusion would however be subject to further discussion with consultees and landowners to inform any additional embedded measures that may be included as part of the ES. | Medium | Major/Moderate Adverse and Significant |

**Table 6G.33: Recreational receptors using Public Rights of Way east of Shipton-by-Beningbrough**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 5 and 16 |
| **Minimum separation distance from Project:** | 400kV YN overhead line would cross the public footpath in the vicinity of pylon YN005. |

| Table 6G.33: Recreational receptors using Public Rights of Way east of Shipton-by-Beningbrough | |
|---|---|
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The public rights of way network east of the village are accessed off Main Street and East Lane and walkers experience views across medium to large scale fields that are bordered by mature hedgerows with frequent hedgerow trees. overhead lines on wooden poles cross the area (see **Photoviewpoints 5** and **16**).<br>Working zones of 50m square would be established around each pylon and ground works including construction of crane pads and installation of foundations for new pylons would be visible prior to the erection of the new part pre-assembled lattice pylon sections with cranes. Given the location of the PRoW in relation to intervening hedgerows, it is predicted that sequential unrestricted visibility of ground level construction activity related to pylons YN003, YN004 and YN005 would be available to footpath users. The temporary scaffolding over Corban Lane would also be visible although located ~480m to the north at the closest point. The construction period, including reinstatement, would last 21 months. Further afield, **Figure 6.2: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates the potential for visibility for people using the PRoW network, with a minimum separation distance of ~630m. **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility with a minimum separation distance of ~790m between the PRoW and the construction compounds to the south. 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 the PRoW network. Potential glimpses of higher elements within the compounds would be theoretically available for example, stacked portacabins at up to 5.5m high. The sensitive design of any construction lighting within the Overton | Low | Moderate Adverse and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | compounds and Substation site to restrict vertical light escape and sky-glow would minimise any adverse effects during dusk and dawn.<br>The assessment concludes that due to the localised extent of visibility of the principal construction activity related to the 400kV YN overhead line, the changes would represent a Low magnitude overall and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Where construction would be visible at close range from the PRoW in a landscape that currently contains limited vertical man-made infrastructure, it is assessed that the Moderate level of effects would be Significant. This assessment applies to a localised part of the PRoW network north of Hall Moor Farm cottages and extending west, directly north of the sewage works. Closer to the village of Shipton, intervening hedgerows would increasingly screen construction activity from view and at separation distances of more than 400m from the closest pylon, the magnitude of change would have diminished to the extent that effects upon visual amenity would be Not Significant (see **Photoviewpoint 16d**). Views of the 400kV YN overhead line under construction from the PRoW network further to the east (see **Photoviewpoint 5**) would be restricted by a combination of farm buildings, multiple layers of mature hedgerows and hedgerow trees. | | |
| Operation Year 1 | The new pylons along the 400kV YN overhead line, closest to the PRoW would be 50m tall and at very close range would represent prominent new man-made features in the rural landscape, noting only occasional distant views of the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line over ~740m to the north. In addition, there would likely be partial visibility of the upper parts of the Overton Substation gantries located over ~1.1km to the south-east and also partial visibility of the Shipton CSE Compounds ~1km to the north from some parts of the PRoW network; however both of these new built elements would be small man-made elements in the view, unlikely readily discernible to the casual observer (see **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** and **Photoviewpoint 5**). | Medium | Major/Moderate and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | The outline landscape scheme details hedgerow reinforcement to the A19 and structural planting to the north-eastern edge of the Overton Substation which will reduce the potential for views of the 15m high gantries on the substation site, noting that given the separation distance and presence of intervening planting the gantries are not predicted to be prominent elements in the Operation Year 1 views and consequently the slight reduction in visibility of Overton Substation would not reduce the overall assessed magnitude that is primarily dictated by the close range visibility of the 400kV YN overhead line. | Medium | Major/Moderate and Significant |

**Table 6G.34: Recreational receptors using Public Rights of Way on Shipton Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 10, 11 and 12 |
| **Minimum separation distance from Project:** | ~700m from the temporary overhead line at Shipton. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The public rights of way network across Shipton Moor to the north and north-east of Shipton is relatively sparse and includes a public footpath connecting the northern edge of Shipton with Hall Bank Farm (see **Photoviewpoint 10**) and PRoW further north connecting to the A19 (see **Photoviewpoint 12**). PRoW to the north-east of the Study Area include a public bridleway connecting the B1363 and Bull Lane (See **Photoviewpoint 11**). The landscape comprises open large to medium scale arable fields defined by mature hedgerows with hedgerow trees, concentrated along occasional minor watercourses. The area is crossed by an existing 400kV overhead line with pylons ranging in height from ~42m to | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | 52.5m tall (See **Figure 6.22**). In addition, there is a lower lattice pylon overhead line that crosses the north-eastern part of the Study Area and the B1363, to the south of **Photoviewpoint 11**.<br>Views from the PRoW network on Shipton Moor from the closest point to the Project are represented by **Photoviewpoint 10.** Multiple layers of mature field boundary hedgerows with trees would restrict views of the temporary scaffolding, construction compounds and vehicular activity along the single lane access track that connects to Corban Lane. The temporary pylons for the overhead line diversion would be visible in the context of the closer existing angle pylon of a similar height that would appear more prominent in the view. More distant views from PRoW on Shipton Moor (see **Photoviewpoint 11** and **12**) would include views of the temporary pylons, however, within the Study Area, these pylons would be ~1 to ~3km distant and seen in the context of much closer pylons of the existing overhead lines, consequently they would form a barely perceptible new structures in these views. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates intermittent visibility across Shipton Moor that coincides with views from PRoWs represented by **Photoviewpoints 10, 11 and 12**. Review in the field, however indicates that visibility of the 15m high gantries would be limited by intervening hedgerows and hedgerow trees and where glimpses would be available of the upper parts of the gantries, these are likely to be barely perceptible, being seen against a backdrop of existing planting. The new pylons along the 400kV YN overhead line would be similar in scale to the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line pylons that would be closer the PRoW. Whilst the visibility of the new 400KV YN overhead line on the skyline would clearly represent an adverse effect, given the separation distances involved and the context of the existing pylons, it is assessed that this change would typically constitute a Very Low magnitude. | Very Low | Minor Adverse and Not Significant |
| Operation | No specific embedded measures contained in the outline landscape strategy would reduce the level of effect identified at Operation Year 1. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Year 15 | | | |

**Table 6G.35: Recreational receptors using Public Rights of Way west of Shipton-by-Beningbrough**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 |
| **Minimum separation distance from Project:** | ~1km to the 400kV YN overhead line within Shipton-by-Beningbrough (route is outside ZTV at this point). |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The network crosses arable farmland and connects the centre of Shipton in the east to Beningbrough Lane in the west. Views towards the Project from some sections of the PRoWs would be restricted, most notably by buildings within Shipton at the eastern end but also where route sections are located behind hedgerows further to the west. Where unrestricted and oblique views towards the Project are available, there are distant views of the existing 275kV overhead line, ~2.3km to the south at the closest point.<br><br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5 Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility of structures up to 5.5m high stored on the compounds, with the Shipton compounds located ~2.8km distant and predicted to be screened by multiple intervening field boundary hedgerows and hedgerow trees. The closer Overton compounds are ~1.2km south, beyond the ECML railway corridor that is delineated by frequent stanchions. Visibility of construction activity within the compounds would be restricted by perimeter earth bunds, although the upper parts of taller structures e.g., double height portacabins, are predicted to be visible typically backclothed by vegetation and seen in the | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | context of the Overton Road bridge over the ECML railway and built development near the edge of Shipton, including the Sidings Hotel. Reference is made to **Photoviewpoint 17** taken from Shipton Low Road (NCR 65) that is located ~190m closer to the Project than the PRoW network assessed, but from where similar views would occur.<br>Visibility of ground works associated with the construction of crane pads and installation of foundations for new pylons would be restricted by intervening hedgerows, Overton Wood to the west and the ECML railway corridor to the east. Any works are most likely perceived in relation to pylon XC419 located in open arable land ~1.9km south-east of the PRoW network at the closest point. The erection of the new part pre-assembled lattice pylon sections with cranes would be more widely visible at the end of the construction period where the magnitude would be move towards the levels assessed at Operation Year 1. | | |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from the central part of the PRoW network with no visibility from the western end of the PRoW near Beningbrough Lane or the PRoW east of the ECML. Within the central section of the PRoW network, the majority of the route falls behind a mature hedgerow that would restrict views south-east towards the Project. Where the Substation would be visible from localised sections of the route, views are predicted to be restricted to upper parts of the 15m high gantries. These would be barely discernible new elements in the landscape, backclothed by tree cover and set in the context of the closer stanchions of the ECML Railway.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons from the majority of the PRoW, apart from the eastern section closet to Shipton-by-Beningbrough. The most discernible changes are likely to comprise views of new pylons on 275kV XC overhead line and 400kV YN overhead line closest to Overton Substation from localised sections of the route, east of Shipton Low Road and east of Beningbrough Lane where views would not be restricted by the | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | adjacent hedgerow. The pylons would be ~1.6km to ~1.8km distant and seen on the skyline, replacing distant views of the decommissioned section of the 275kV overhead line, currently visible ~2.7km to the south at the closest point. | | |
| Operation Year 15 | No notable changes predicted from the Operation Year 1 assessment, however where the Overton Substation is partially visible there would be a reduction in views of the gantry structures as a result of the growth of new hedgerow trees and woodland planting to the north-west of the Overton Substation. | Very Low | Minor Adverse and Not Significant |

**Table 6G.36: Recreational receptors using Public Rights of Way on Wiggington Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 |
| **Minimum separation distance from Project:** | ~730m from the temporary overhead line at Shipton and ~1.4km from the 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This PRoW network comprises 3 No. routes that link the village of Wiggington with the road network that crosses Wigginton Moor. The existing 400kV YN overhead line passes through the centre of this receptor group. The majority of the network is bounded by mature hedgerow with occasional hedgerow trees. The low clipped nature of some hedgerow sections, particularly further from the settlements, allows views across the surrounding farmland towards the Project.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5: Zone of Theoretical** | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Visibility of Overton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from the majority of PRoW network. Theoretical visibility of the Overton construction compounds, over ~2.7km distant is indicated from very localised sections of the routes, north Wiggington, however review in the field indicates that multiple intervening hedgerows and hedgerow trees would prevent any actual views. A similar very restricted theoretical visibility of the Shipton construction compounds, ~1.4km distant, is indicated from the PRoW north of Plainville Hall, however the route is flanked by mature hedgerows and hedgerow trees that would prevent views.<br>There is the potential for heavily restricted visibility of the upper parts of the temporary structures, seen in the context of much closer existing pylons on the 400kV YR OH. Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the lattice pylons would be partially visible. In conclusion it is assessed that construction activity associated with the Project would be barely perceptible from the PRoW network. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** and **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from localised parts of the PRoW, particularly in relation to the Shipton CSE compounds. In reality, views of new 15m high structures would be barely discernible new elements in the view, due to multiple layers of intervening hedgerows with hedgerow trees set in the context of the much closer existing 400kV YN overhead line.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons. The new pylons of the 400kV YN overhead line would be over 1.4km distant from the closest PRoW and any available views would be restricted to intermittent glimpses of the upper parts of the new pylons set in the context of the much closer existing 400kV YN overhead line that passes through the centre of this receptor group. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment | Very Low | Minor Adverse and Not Significant |

| Table 6G.37: Recreational receptors using Public Rights of Way at Bohemia | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and **Photoviewpoint 11** |
| **Minimum separation distance from Project:** | ~1.1km from the temporary overhead line at Shipton and ~1.4km from the 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | This PRoW network comprises 3 No. routes that cross open agricultural land and connect to Brownmoor Lane and Bull Lane. An existing high voltage overhead line on lattice pylons passes through the centre of this receptor group. The low clipped hedgerows and occasional hedgerow trees typically allow medium to long range views across the surrounding farmland towards the Project (see **Photoviewpoint 11**).<br>The existing 400kV Norton to Osbaldwick (2TW/YR) overhead line is visible on the distant horizon beyond a closer high voltage line with lattice pylonlattice pylons that passes over the PRoW and through the centre of the receptor group near Broad Oaks Farm.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from the PRoW network, apart from a localised section of the route near the B1363. As illustrated in **Photoviewpoint 11**, multiple layers of intervening hedgerows and hedgerow trees already restrict visibility of the lower parts of the 400kV YR overhead line pylons that lie closer to the viewer, and consequently no visibility of structures on the construction compounds is predicted.<br>There is the potential for heavily restricted visibility of the upper parts of the temporary structures, seen in the context of the closer existing pylons on the 400kV YR OH.<br>Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | lattice pylons may be intermittently visible, over ~1.4km distant, and in the context of much closer existing pylons. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates theoretical visibility from the PRoW network. In reality, in any available views, the 15m high gantries would be barely discernible new elements, often filtered by intervening field boundary hedgerow trees and set in the context of the existing 400kV YN overhead line.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons from the majority of the PRoW network. For PRoW users travelling along the routes from the B1363, views would initially include the high voltage overhead line that crosses over the ProW near Broad Oaks Farm and Low Bohemia Farm (see **Photoviewpoint 11**). The pylons on the new 400kV YN overhead line would be over ~1.4km distant and upper parts would be perceived on the skyline, in the context of the closer 400kV YR overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.38: Recreational receptors using Public Right of Way Skelton to Rawcliffe | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~870m to 275kV SP overhead line and ~1.9km to 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW passes through the built-up suburb of Rawcliffe at the edge of the Study Area, crosses the A1237 and agricultural land before following the eastern edge of Skelton and terminating near the village school. The section of the route between Rawcliffe and Skelton is flanked by mature treed hedgerows for ~75% of the route, with an open section north of the A1237. Oblique views of the upper parts of pylons on the existing 275kV SP overhead line, ~1.2km distant are available on the skyline, set above the trees that define the A19 corridor.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds.<br>There is the potential for visibility of activity associated with the latter phases of construction of the 275kV SP overhead line where cranes would be raising the upper sections of the lattice pylonlattice pylons, however this would be barely perceptible and set above the tree cover surrounding Skelton Golf course. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no theoretical visibility from the PRoW.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons, with the closest pylons being on the 275kV SP overhead line over ~1.8km distant, which represents an | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | extension of the closer existing 275kV SP overhead line already visible, obliquely from the open section of the PRoW north of the A1237. Only the upper parts of the closest pylons would be visible on the skyline, above the settlement of Skelton and planting around the Skelton Golf course. | | |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.39: Recreational receptors using Public Rights of Way near Nun Monkton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~950m to decommissioned 275kV XCP/XC overhead line. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The rights of way network extend from the village in all directions, however review of the ZTV and appraisal in the field indicates that, in reality views would be predominantly restricted to parts of the network to the south-west and west of the settlement, less restricted by buildings and mature tree cover.<br>The construction of the temporary overhead line would require the installation of a 55m high pylon (XC430T) that would be 7m taller than the existing XC428 pylon, although it would be located ~70m further south and consequently there is unlikely to be any perceptible change experienced by the users of the PRoW in the vicinity of Moor Monkton, noting the ZTV indicates there would be no views of the temporary construction | Very Low | Minor Neutral and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | compounds or the Overton substation under construction, located over ~4km distant to the east. | | |
| Operation Year 1 | The realigned 275kV XC overhead line would be ~1.1km distant and would consist of pylons 48 to 54m tall, compared with the 41m to 50m height range of the closest decommissioned pylons on the 275kV XCP overhead line. It is unlikely, given the range in heights, and spacing of the pylons that the overall modest increase in height of the new overhead line would be readily perceived by recreational users moving through the landscape.<br>The PRoW would be over ~3.4km from the closest pylon on the new 275kV XC overhead line, crossing the River Ouse. Where distant glimpses may be available of the 275kV XC overhead line, it would form a barely perceptible and intermittent element, set a further ~1.8km beyond Redhouse Wood. | Very Low | Minor adverse and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor adverse and Not Significant |

**Table 6G.40: Recreational receptors using Public Rights of Way near Moor Monkton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 29. |
| **Minimum separation distance from Project:** | Temporary overhead line and realigned 275kV XC overhead line would pass over the public bridleway south of East Lane. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW network extends north of the village on three routes linking to the village of Nun Monkton (see **Photoviewpoint 29**), with one of the routes | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | extending north-west into Redhouse Wood. A route also extends south-west from the village to meet the A59 and the final part of the network is a public bridleway that extends south of the village along East Lane, and under the existing 275kV SP overhead line. Apart from the PRoW network that passes through Redhouse Wood, there is typically limited tree cover or hedgerows that would restrict views across the surrounding landscape along these routes.<br>The construction of the temporary overhead line would require the installation of a 55m high pylon (XC430T) that would be 7m taller than the existing XC428 pylon (to be decommissioned), with the temporary pylon located further from the public bridleway. Ground works in a 50m working area around the base of each pylon would include the formation of crane pads and for the new pylons the installation of foundations and construction of part pre-assembled lattice pylon sections.<br>Field boundaries along the PRoW are typically post and wire fences or low clipped hedgerows, although intervening field boundary hedgerows would restrict views towards the pylon bases in places. The section of the PRoW where ground level changes would be highly visible for a short period is restricted to the bridleway south of East Lane. The ZTVs indicate there would be no visibility with the temporary construction compounds or the Overton Substation over 2.4km to the east.<br>The assessment concludes that the Project, in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In light of the localised construction effects upon the PRoW network, it is concluded that the Moderate effect upon the views experienced by recreational users would be Not Significant. | | |
| Operation Year 1 | The new pylons on the realigned 275kV XC overhead line would be 48m to 54m tall compared with the 36m to 50m height range of the decommissioned pylons, at the same or slightly further separation distance from the PRoW. It is unlikely, given the range in heights, and spacing of the | Very Low | Minor adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | pylons that the overall modest increase in height of the overhead line would be readily perceived by recreational users moving through the landscape, relative to the baseline. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor adverse and Not Significant |

**Table 6G.41: Recreational receptors using Public Rights of Way on Scagglethorpe Moor**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | Realigned 275kV XC overhead line would pass over the PRoW on Red House Lane. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The network extends across Scagglethorpe Moor between Church Lane, south of Moor Monkton in the west, to the edge of Nether Poppleton to the east. The network also extends north to the dwellings at Redhouse, close to the River Ouse. PRoWs typically follows single track country lanes, farm tracks and in places cross farmland, typically along field boundaries.<br>At the central and eastern part of the network, there is typically, more limited tree cover and hedgerows along the routes that would restrict views across the landscape towards the realigned 275kV XC overhead line under construction, however more restricted visibility as a result of hedgerows and local tree cover close to the routes occurs at the western end of the network in the vicinity of farmsteads, including Thickpenny Farm and Cockhill Farm. | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Temporary scaffolding would be erected over Redhouse Lane, noting the single-track highway, together with Hall Lane accommodates a bridleway ~2.6km long, connecting Church Lane to Redhouse School.<br><br>The principal temporary overhead line would require the construction of up to 6 No. temporary pylons up to 51m high, closely associated with the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line alignment. An additional temporary pylon would be erected to the south of Moor Monkton associated with the 275kV XC overhead line realignment. Ground works in a 50m working area around the base of all pylons to be erected or decommissioned would include the formation of crane pads, and for the new pylons the installation of foundations and construction of part pre-assembled lattice pylon sections.<br><br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that from limited parts of the PRoW network south-east of Woodhouse Farm and New Farm, there would be theoretical visibility of 5.5m high structures on the Overton temporary construction compounds, over ~2.2km to the north-east. Given the presence of hedgerows to field boundaries north of the River Ouse and the intervening ECML railway along an embankment, no ground level construction activity within or associated with the compounds is predicted to be perceived.<br><br>The assessment concludes that the Project, in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). In light of the localised construction effects upon the PRoW network, most perceptible where a bridleway passes under the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line on Red House Lane and the temporary overhead line is located close to a bridleway to the south of Moor Monkton, it is concluded that the Moderate effect upon the views experienced by recreational users would be Not Significant. | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | The new pylons on the realigned 275kV XC overhead line would be 48m to 54m tall compared with the 36m to 50m height range of the decommissioned pylons, in similar locations. It is unlikely, given the range in heights and spacing of the pylons that the overall modest increase in height of the overhead line would be readily perceived by recreational users moving through the landscape. At the eastern end of the PRoW network the replacement of the decommissioned section of the 275kV XCP overhead line crossing the River Ouse, with the more distant 275kV XC overhead line would be perceptible given the openness of the landscape. This change would have a modest beneficial effect upon views from the PRoW network, resulting in an overall conclusion that the small changes, on balance would be Neutral for the PRoW, network when assessed as a whole. | Very Low | Minor Neutral and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Neutral and Not Significant |

**Table 6G.42: Recreational receptors using Public Rights of Way south of the A59**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~1.6km from the temporary overhead line and ~1.9lm from the 275kV XC realigned overhead line. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW network would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW network extends across Wilstrop Moor south of the A59, and an isolated PRoW to the east, connects Hessay and the A59. The existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line passes over the | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | PRoW near White Syke Farm. Potential views towards the over ~2km north are typically restricted by intervening hedgerows and planting associated with farmsteads along the A59 corridor.<br>Views north from the PRoW routes towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line are heavily restricted because the routes are typically flanked by mature hedgerows with hedgerow trees. Where occasional views towards the Project are available, intervening field boundary hedgerows and planting associated with farmsteads near the A59, restrict the potential for visibility.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no visibility from the PRoW network.<br>There is the potential for limited views of the temporary structures, cranes and upper parts of the lattice pylons being installed as part of the 275kV XC overhead line realignment. | | |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no theoretical visibility from the majority of the PRoW and limited theoretical visibility east of Hessay. In reality, views are predicted to be fully restricted by multiple field boundary hedgerows, noting the Overton Substation would be over ~4km distant.<br>**Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates a similar geographical pattern of visibility between the existing and proposed pylons on the realigned 275kV XC overhead line.<br>The new pylons on the realigned 275kV XC overhead line would be 48m to 54m tall compared with the 36m to 51m height range of the decommissioned pylons, in similar locations. It is unlikely, given the range in heights and spacing of the pylons that the overall modest increase in height of the overhead line would be readily perceived by recreational users moving through the landscape. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.43: Recreational users of Forest of Galtres Golf Club | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~640m to 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | Recreational users of the golf course have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | 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.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that intervening woodland cover would prevent visibility.<br>The majority of the construction activity associated with the 400kV YN overhead line, apart from the latter phases where the lattice pylons are raised, is predicted to be screened by intervening vegetation from the golf course. | Very Low | Minor/Negligible Adverse and<br>Not Significant |
| Operation<br>Year 1 | The Overton Substation would be located ~870m south-west of the golf course at the closest point. **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation would not be visible from the golf course.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates intermittent visibility from the golf course which is predicted to be restricted to the 400kV YN overhead line, over 640m distant, with views predicted to be restricted to the upper parts of the closer pylons. The assessment concludes a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact** | Low | Minor Adverse<br>and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Assessment Methodology**). In consideration of the relatively limited part of the 400KV YN overhead line predicted to be visible, and the separation distance involved, the Moderate level of effect assessed would be Not Significant. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Low | Minor Adverse and Not Significant |

**Table 6G.44: Recreational users to Beningbrough Hall RPG and PRoW**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 8. |
| **Minimum separation distance from Project:** | ~1.4km to the closest new pylon of the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Recreational users of the PRoW and visitors to the National Trust property and gardens would have a High susceptibility and views are of a High value resulting in an overall High sensitivity. |
| **Assessment Parameters:** | The field assessment was carried out from ground floor level in Winter. The National Trust in response to the Scoping Report, invited a field appraisal from the upper floors of Beningbrough Hall in Winter 2021/2022, from rooms accessible to visitors and where windows face the direction of the Project. The preliminary appraisal is that given the proposed changes to the realignment of the 275kV XC overhead line are judged to be not significant from high sensitivity receptors much closer to the Project, any changes that may be perceived from Beningbrough Hall above the canopy of mature trees that surround the building, is unlikely to have the potential to result in significant effects upon the baseline visual amenity experienced by visitors. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | **Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** and **Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates | No change | No Effect |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | structures up to 5.5m high are theoretically visible from very localised parts of the RPG and PRoW within it, however given that the compounds are located over 3.1km distant and there are numerous intervening hedgerows with frequent hedgerow trees in addition to the screening from woodland planting accounted for in the ZTV (see **Photoviewpoint 8**). No visibility with any construction activity is predicted. | | |
| Operation Year 1 | **Photoview 8** illustrates the role that scattered tree planting has in restricting views towards the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line south of Moor Monkton with pylon XC428 that is to be decommissioned party visible on the skyline, over 1.8km distant. The proposed replacement of the XCP overhead line will result in a greater separation, with pylon XC429 located over 2km distant. Whilst pylon XC429 would be 6m higher than the decommissioned pylon, given the greater separation distance it would appear at a similar height on the distant horizon.<br>**Figure 6.7: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)** indicates that geographical extent of theoretical visibility of the proposed 275kV XC overhead line (with pylon heights between 48m and 54m) would be almost identical to the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line (with pylon heights between 36m and 50m) that would be decommissioned. As demonstrated in **Photoviewpoint 8** the actual pattern of visibility of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line from higher ground to the south of Beningbrough Hall is much restricted by intervening parkland trees that are not accounted for in the ZTV. Given the distribution of parkland trees at the northern part of the RPG that falls within the ZTV, it is predicted that visibility in an area located further from the Project, would be limited to very intermittent visibility of the upper parts of both existing and proposed pylons.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates potential | Very Low | Minor Adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | visibility of proposed pylons, predominantly from the northern end of the RPG, however given the prevalence of parkland trees and intervening hedgerows in an easterly direction, views are predicted to be very restricted. The existing 400kV YN overhead line is located ~4km distant from the LCT and the proposed 400kV YN overhead line would be at a similar separation distance, but extending south across the distant skyline, beyond the settlement of Shipton. | | |
| Operation Year 15 | No significant changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Adverse Not Significant |

**Table 6G.45: Recreational users of Millennium Green in Nether Poppleton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 2. |
| **Minimum separation distance from Project:** | ~1km to 275kV SP overhead line. |
| **Visual Receptor Sensitivity:** | Recreational users of the park have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Millennium Green is surrounded by hedgerows with mature trees that restrict visibility to the wider landscape and the Project to the north. **Photoviewpoint 2** was taken from a permissive path north of the park, noting it represents a publicly accessible location connected to Millennium Green that people may visit.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds, ~2.6km to the north would not be visible. | Very Low | Minor Neutral and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The latter stages of the decommissioning of the 275kV XCP overhead line, ~1km from the viewpoint and construction of new pylons on the 275kV SP overhead line, set beyond the ECML railway, (and more distant than the pylons to be decommissioned), would be visible. All changes would be perceived in the context of much closer pylon on the 275kV SP overhead line that would be retained. | | |
| Operation Year 1 | The Overton Substation would be located ~2.2km to the north. **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates that 15m high gantries within the substation could be visible from the permissive footpath route (see **Photoviewpoint 2)**, however with the Overton Substation being set behind the embankment of the ECML railway, only the upper parts of the gantries within the substation are predicted to be visible. These structures would be seen within the context of the much closer stanchions that follow the route of the railway (see **Photoviewpoint 2a**).<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility and with reference to the Construction phase description above, the visibility, in reality, would be restricted to the permissive footpath north of Millennium Green. There would be visibility of new sections of the 275kV SP overhead line and 275kV XC overhead line, located at a minimum separation distance of ~1km and ~2.3km respectively. Accounting for the decommissioning of the closer 275kV XCP overhead line and potential distant partial visibility of the upper parts of the gantries within the Overton Substation, it is assessed that, overall, there would be a beneficial impact upon visual amenity. | Very Low | Minor Beneficial and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Beneficial and Not Significant |

| Table 6G.46: Recreational users of Poppleton Centre recreation ground | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~1.3km to 275kV XCP overhead line to be decommissioned. |
| **Visual Receptor Sensitivity:** | Recreational users of the recreation ground have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Mature tree cover along Ouse Moor Lane and Main Street heavily filters views north towards the Project.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates that the compounds to the north would not be visible. The upper parts of the temporary structures on the 275kV XCP overhead line, may be visible over ~1.7km distant, noting these would be slightly shorter than the pylons nearby that would be decommissioned.<br>The latter stages of the realignment and decommissioning of the 275kV XCP overhead line would be barely perceptible, being heavily filtered by mature tree cover to the boundary of the recreation ground. | Very Low | Minor Neutral and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no visibility from the recreation ground. **Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility and with reference to the construction phase above, the visibility would be similarly restricted by intervening tree cover. There is the potential for heavily filtered views of new sections of the 275kV XC overhead line realignment, with a similar height of pylon and located slightly further from the recreation ground than the decommissioned section of overhead line. | Very Low | Minor Neutral and Not Significant |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor Neutral and Not Significant |

| Table 6G.47: Recreational users of Shipton recreation ground | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | ~1.1km to 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | Recreational users of the recreation ground have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Mature trees and hedgerows along the northern and western boundary of the recreation ground, the A19 corridor and the Vicarage, combine to heavily filter views towards the 400kV YN overhead line.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates the potential for theoretical visibility, however in reality this would be restricted by multiple layers of planting described above.<br>**Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates no visibility.<br>The latter stages of the construction of the 400kV YN overhead line where lattice pylon sections are erected with cranes would be barely perceptible. | Very Low | Minor/Negligible Adverse and<br>Not Significant |
| Operation<br>Year 1 | **Figure 6.3 Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates the potential for theoretical visibility, however in reality this would be restricted by multiple layers of planting described in the Construction phase above.<br>**Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates no visibility from the recreation ground.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility and with reference to the construction phase above, the | Very Low | Minor/Negligible Adverse and<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | visibility would be similarly restricted by intervening tree cover. There is the potential for heavily filtered and narrow views from the recreation ground car park of limited sections of the 400kV YN overhead line, with the overhead line and upper parts of the pylons set above the planting surrounding Woodstock Lodge. | | |
| Operation Year 15 | No changes are predicted from the Operation Year 1 assessment. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.48: People in vehicles on the A19**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 7 and 13. |
| **Minimum separation distance from Project:** | People in vehicles would pass under the proposed 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The A19 links to the A1237 on the edge of York and follows a route broadly parallel to the ECML railway through the centre of the Study Area. The route section between Skelton and Shipton-by-Beningbrough lies closest to the Project and crosses a relatively open arable landscape with low clipped hedgerows. Views from the route closer to the settlements are more frequently restricted by intervening vegetation. Travelling south from the village of Shipton-by-Beningbrough, views would initially be restricted by intervening mature hedgerows and hedgerow trees (see **Photoviewpoint 7**). Travelling north from Skelton, intermittent and fleeting views between | Medium | **Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | gaps in tree cover would be available towards construction activity related to pylons on the 275kV SP overhead line (see **Photoviewpoint 13**).<br>The Overton Substation site and temporary construction compounds located south of the A19 would be surrounded by earth bunds and 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 Overton Road.<br>Temporary scaffolding would be erected either side of the A19 where the proposed 400kV YN overhead line crosses the carriageway. The construction period would be over 24-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 would minimise adverse night-time effects.<br>The assessment concludes that the Project would represent a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). From the aforementioned ~1.5km route section, the construction activity and associated structures would typically be perceived against a backdrop of the stanchions of the electrified ECML railway, elevated on an embankment. This backdrop, however, forms a relatively minor component in views from the A19 and sustained visibility of construction activity at a much closer range, accounting for embedded design measures, is judged to be Significant. | | |
| Operation Year 1 | From the ~1.5km section of the A19, 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 and most prominent new structure. | High to Medium | **Major/Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | 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 bunds 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 the visibility of the substation gantries. The assessment concludes that the Project would represent a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given that unrestricted views of the middle and upper parts of the tallest infrastructure including the pylons along the 275kV SP overhead line and the closest pylons on the 400kV YN overhead line would remain, whilst a there would be a reduction in visibility of the substation infrastructure compared with Operation Year 1, the assessment relative to the baseline is that a significant effect on views would remain at Year 15. | Medium | **Moderate Adverse and Significant** |

**Table 6G.49: Passengers on the East Coast Mainline**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | Trains would pass under the proposed 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Passengers would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Fleeting views from trains travelling at high speed would be available to passengers for ~2km of the route, north-west of Skelton, noting intermittent tree planting along the route would restrict visibility. Views of the existing | Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | 275kV SP overhead line are already experienced by passengers for ~ 2.7km length of the route between the outskirts of the York and Stripe Lane.<br>The most noticeable changes would be associated with the Overton Substation and nearby compounds, noting a 24/7 operation over a 24-month construction programme and the requirement for night-time lighting. The erection of multiple pylons with cranes would be sequentially visible on the 275kV SP overhead line that runs parallel with the railway to the east, with views to the west of the decommissioning of the 275kV XCP overhead line and construction of the new 275kV XC overhead line further to the west. Temporary scaffolding would be erected either side of the line, where the decommissioned section of the 275kV XCP passes over the railway and further north where the proposed 275kV XC overhead line line connects to the nearby proposed Overton Substation. All changes would be perceived behind the foreground infrastructure of the stanchions supporting the overhead electrified line. | | |
| Operation Year 1 | The section of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line,west of the railway is currently the most visible part of the energy infrastructure north of Stripe Lane and would be decommissioned. The four new pylons of the new 275kV SP overhead line that run broadly parallel with the railway to the east would be sequentially visible, and as noted above, this would extend the views of pylons along an extension of the 275kVSP overhead line, already experienced by passengers from the outskirts of the York. There would also be very fleeting views, partially interrupted by intermittent tree cover of the Overton Substation infrastructure.<br>The assessment concludes that the Project would represent a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). It is concluded that the very fleeting nature of the views and the fact that the new infrastructure would be perceived as a continuation of the existing 275kV Poppleton to Monk Fryston (XC/XCP) | Medium | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | overhead line, would result in a Moderate effect on views that is Not Significant. | | |
| Operation Year 15 | 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 is located to the north and south of the 275kV XC overhead line crossing. Woodland planting is also proposed on low-level earth bunds adjacent to the north-western boundary of the Overton substation.<br>The growth of the proposed structural vegetation would partially restrict the fleeting visibility of the Overton substation infrastructure set behind the ECML railway stanchions. Fleeting visibility 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. | Low | Minor Adverse and Not Significant |

| Table 6G.50: People in vehicles on the B1363 | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 6 and 11. |
| **Minimum separation distance from Project:** | ~1.9km temporary overhead line and ~2.6km to proposed 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The B1363 near the eastern edge of the Study Area follows a north-south alignment across Wiggington Moor. At the southern end of the route, close to Wiggington, field boundary hedgerows and hedgerow trees restrict views westwards to the Project (see **Photoviewpoint 6**).<br>Further north on the B1363, oblique westward views are typically less restricted with low clipped hedgerows allowing medium to long range views across the surrounding farmland towards the Project (see **Photoviewpoint 11**). Baseline views include the 400kV YR overhead line that crosses the B1363 and an additional high voltage overhead line that crosses the highway ~1.2km further north.<br>**Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** indicates no theoretical visibility of 5.5m high structures on the proposed compounds from the PRoW network, apart from a localised section of the route north of Wiggington, where multiple layers of intervening hedgerows and hedgerow trees would prevent any views of the construction compounds.<br>Where medium and long-range views from the route are available, there is the potential for fleeting oblique glimpses of the upper parts of the temporary structures, ~2.2km distant and seen in the context of the closer existing pylons on the 400kV YR OH.<br>Activity associated with the latter phases of construction of the 400kV YN overhead line where cranes would be raising the upper sections of the | Very Low | Minor/Negligible Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | lattice pylons may be intermittently visible, over ~2.6km distant, and in the context of much closer existing pylons. | | |
| Operation Year 1 | **Figure 6.3: Zone of Theoretical Visibility of Shipton North and South 400kV CSE Compounds** indicates theoretical but intermittent visibility from ~50% of the route north of Wiggington. In reality, in any available views, the 15m high gantries would be barely discernible new elements, often filtered by intervening field boundary hedgerow trees and set in the context of the existing 400kV YN overhead line.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons from the majority of the route. In available views not restricted by taller roadside vegetation, the upper parts of the pylons on the new 400kV YN overhead line would be located over ~2.6km distant and would be barely perceptible on the skyline, typically visible in the context of the much closer pylons of the 400kV YR overhead line. | Very Low | Minor/Negligible Adverse and Not Significant |
| Operation Year 15 | No changes predicted from the Operation Year 1 assessment. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.51: People in vehicles on Corban Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 9. |
| **Minimum separation distance from Project:** | People in vehicles would pass under the proposed 400kV YN overhead line. Temporary construction compounds ~80m north of the lane. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Corban Lane is a ~3.7km long route connecting the villages of Wiggington in the east with Shipton-by-Beningbrough to the west. The route is typically flanked by clipped hedgerows with occasional hedgerow trees. Woodland restricts views to the wider landscape and includes Moorlands Wood that is centrally located along the route and frequent woodland belts that lie close to the eastern end of the lane. **Photoviewpoint 9** illustrates that west of Moorlands Wood, less restricted views are available and the upper parts of pylons on the 400kV YR overhead line are visible above the roadside hedgerow, noting the overhead line passes within ~370m of Corban Lane.<br><br>Temporary scaffolding would be erected either side of Corban Lane where the proposed 400kV YN overhead line crosses the carriageway. Hedgerow removal to accommodate access and visibility splays would intermittently affect a ~750m length of the route.<br><br>The temporary construction compounds would be contained by temporary earth bunds that would restrict views into the compound. The more distant northern compound would be set behind a retained belt of trees.<br><br>**Figure 6.2**: **Zone of Theoretical Visibility of Shipton Temporary Construction Compounds** illustrates views of structures up to 5.5m high within the compound would be theoretically visible from a localised section of the route close to the compounds. Review in the field indicates that multiple hedgerows with trees and tree cover to the north of Woodstock Lodge would in reality restrict visibility further at the western end of Corban Lane. Clear views of the upper parts of structures within the compounds are predicted from the ~750m of the route coinciding with the extent of hedgerow clearance, which equates to ~20% of the total length of Corban Lane.<br><br>The temporary pylons are 7m taller than the decommissioned pylons but would be located further from Corban Lane, and consequently, it is predicted that they would appear a similar height on the skyline above the intervening tree belt.<br><br>The assessment concludes that the Project would represent a Low to Medium magnitude and a Moderate effect that is potentially significant (see | Low to Medium | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Embedded measures to minimise construction effects have included setting the compounds back ~80m from the road and including perimeter earth bunds. In addition, the greatest magnitude of change would only be experienced from ~20% of the Lane. In light of these factors, it is assessed that the Moderate effect upon the views experienced by people in vehicles from Corban Lane would be Not Significant. | | |
| Operation Year 1 | The upper parts of pylons on the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line in baseline views are intermittently visible on the skyline. The new pylons on the 400kV YN overhead line closest to Corban Lane would be prominent new structures from the ~750m length of the route close to the 400kV YN overhead line crossing but in views from the route to the south-west would be restricted by tree cover near Woodstock Lodge. Approaching from the east (see **Photoviewpoint 9**) hedgerows would restrict views of the pylons and visibility would be perceived in the context of the existing 400kV Norton to Osbaldwick (2TW/YR) overhead line pylons visible on the skyline. There would be oblique views to the Shipton CSE compound gantries, up to 15m high, although being located behind the retained belt of mature trees they would not be prominent new elements in any views from Corban Lane.<br>The assessment concludes that the Project would represent a Low to Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The greatest magnitude of change associated with the new 400kV YN overhead line would be experienced from ~20% of the Lane and in longer range views from the east the new pylons would be seen in the context pylons on the 400kV YR overhead line and consequently it is assessed that the Moderate effect would be Not Significant. | Medium | Moderate Adverse and Not Significant |
| Operation Year 15 | The embedded measures would, upon completion of the Project, involve the replanting of hedgerows lost behind any visibility splays needing to be retained for access. Additional landscape measures may be appropriate | Medium | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | following consultation and the results of the ecology surveys as part of the ES submission. | | |

**Table 6G.52: People in vehicles on Stripe Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23. |
| **Minimum separation distance from Project:** | The closest new pylon on the new 275kV SP overhead line is SP-6 that would be ~270m from Stripe Lane. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Stripe Lane is a ~1.2km long single-track road with passing places that connects the A19 on the edge of Skelton to Overton Road in the west. The road passes under the ECML railway and for its full length accommodates the route of NCN Route 65 (assessed separately). The existing 275kV SP overhead line passes over the lane, with pylon SP-7, ~80m from the highway and prominent in views from the lane. West of the ECML railway the closest pylon on the 275kV XCP overhead line is located ~300m north of the lane. Mature hedgerows along the route are almost continuous with a notable gap in the vicinity of pylon SP-7 and consequently the visibility of ground level activity associated with the construction stage would be limited. The decommissioning of pylons along the 275 kV XCP overhead line closest to Stripe Lane would be most visible during the latter stages when cranes are utilised to take down sections of the lattice pylon. The installation of foundations and works associated with erection of the proposed pylons on the new 275kV SP overhead line would be visible from a ~150m section of the route behind pylon SP-7 that would be retained. | Very Low | Minor/Negligible Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | 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 275kV SP overhead line from Stripe Lane would be limited by mature hedgerows, and where the upper parts of the new pylons are predominantly seen, 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. | Very Low | Minor/Negligible Adverse and Not Significant |
| Operation Year 15 | No change from the Year 1 assessment. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.53: People in vehicles on Overton Road**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoints 3, 14 and 15 |
| **Minimum separation distance from Project:** | People in vehicles would pass under the proposed 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Overton Road connects to Stripe Lane south-east of the village of Overton and after passing through the settlement is routed under the 275kV XC overhead line and over the ECML railway. Near the junction with the A19, the road runs parallel with the ECML railway and terminates at the junction with Station Lane, west of Shipton-by Beningbrough. The road is a relatively quiet country lane that also accommodates the route of NCN Route 65 (assessed separately). | Medium | **Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Temporary scaffolding would be erected either side of Overton Road under the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to be decommissioned north of Overton (see **Photoviewpoint 3** taken from nearby public footpath) and south-west of the proposed Overton Substation where the new 275kV XC overhead line would cross the road (see **Photoviewpoint 14**). The temporary construction compounds would be surrounded by perimeter earth bunds and the upper parts of portacabins, lighting columns and construction plant and materials would be most visible from a section of the route between the edge of Overton and the junction close to the A19. Localised views (see **Photoviewpoint 15**) would also be available towards construction activity on the Substation site, partially restricted by low level earth bunds and fencing. The magnitude of change would be greatest near the temporary compound entrances, where hedge removal would be required to establish visibility splays. These changes would typically be perceived with a backdrop of the stanchions of the electrified East Coast Mainline, elevated on an embankment (see **Photoviewpoints 14 and 15**). The erection and decommissioning of multiple pylons with cranes would be clearly visible on the 275kV XC overhead line, in particular where road users pass close to pylons XC419 and XC420 on the route section between the western edge of Overton and the ECML railway. | | |
| Operation Year 1 | A section of the existing XCP overhead line north of Overton village would be removed and replaced by a new section of 275kV XC overhead line, ~1km further north. The extension of the 275kV SP overhead line would be clearly visible to the east of the ECML railway. In addition to views in both directions along Overton Road of multiple new pylons, there would also be views towards 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 (see **Photoviewpoints 14 and 15**).<br>The assessment concludes that the Project, in the context of the baseline infrastructure would represent a Medium magnitude and a Moderate Adverse effect that is potentially significant (see **Appendix 6C: Landscape** | Medium | **Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **and Visual Impact Assessment Methodology**). In light of the noticeable increase in pylons visible and the addition of the Overton substation infrastructure, it is assessed that the Moderate effect assessed would be Significant. | | |
| Operation Year 15 | The outline landscape strategy includes woodland planting on the low-level earth bunds 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 (see **Photoviewpoint 15**). New tree planting is also proposed to infill gaps in 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 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. | Low | Minor Adverse and Not Significant |

**Table 6G.54: People in vehicles on Shipton Low Road**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 17 |
| **Minimum separation distance from Project:** | ~1.0km from temporary construction compounds and ~1.5km from 400kV YN overhead line |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The route is located between the Station Road crossing over the ECML railway and Beningbrough Lane to the north-west. The road is a relatively quiet country lane that also accommodates the route of NCN Route 65 (assessed separately). Between Viewpoint 17 and the ECML railway the route is flanked by mature hedgerows that limit views out, however, travelling south from the junction with Beningbrough Lane, the hedgerows are typically lower and intermittent in nature allowing less restricted long-range views across the surrounding landscape.<br><br>**Figure 6.5 Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility of structures up to 5.5m high stored on the compounds beyond the ECML railway corridor that is delineated by frequent stanchions. Occasional hedgerow trees along Shipton Low Road would partially restrict visibility and activity within the compounds would be restricted by perimeter earth bunds. The upper parts of taller structures e.g., double height portacabins, are predicted to be visible typically backclothed by vegetation and seen in the context of the Overton Road bridge over the ECML railway and built development near the edge of Shipton, including the Sidings Hotel (see **Photoviewpoint 17).**<br><br>Visibility of ground works associated with the construction of crane pads and installation of foundations for new pylons would be restricted by Overton Wood to the west and the ECML railway corridor to the east. Any works are most likely perceived in relation to pylon XC419 located in open arable land ~1.7km south-east of Photoviewpoint 17. The erection of the new part pre-assembled lattice pylon sections with cranes would be more widely visible at the end of the construction period where the magnitude would be move towards the levels assessed at Operation Year 1. | Very Low | Minor/Negligible Adverse and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility from the full length of the road, however in reality views would be restricted in places by hedgerow trees and taller hedgerows near the junction with Station Road. Where the Substation would be visible from localised sections of the route, views are predicted to be restricted to upper parts of the 15m high gantries. These would be barely | Very Low | Minor/Negligible Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | discernible new elements in the landscape, backclothed by tree cover and set in the context of the closer stanchions of the ECML Railway.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons from full length of the route. In reality, the most discernible changes are likely to comprise views of new pylons on 275kV XC overhead line and 400kV YN overhead line closest to Overton Substation. At **Photoviewpoint 17**, the pylons close to Overton substation would be ~1.7km distant and seen on the skyline, replacing distant views of the decommissioned section of the 275kV overhead line, currently visible ~2.6km to the south-east at the closest point. | | |
| Operation Year 15 | No notable changes predicted from the Operation Year 1 assessment, however where the Overton Substation is partially visible there would be a reduction in views of the gantry structures as a result of the growth of new hedgerow trees and woodland planting to the north-west of the Overton Substation. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.54: People in vehicles on Beningbrough Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.23 and Photoviewpoint 17. |
| **Minimum separation distance from Project:** | ~1.0km from temporary construction compounds and ~1.5km from 400kV YN overhead line. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The route is located between the junction with Shipton Low Road and the village of Beningbrough. The road is a relatively quiet country lane, a section of it also accommodates the route of NCN Route 65 (assessed separately). The route is flanked by mature hedgerows and occasional hedgerow trees that restricts oblique views, south-east towards the Project, noting the presence of intervening field boundary hedgerows and trees combine to restrict longer range views to the south-east.<br>**Figure 6.5 Zone of Theoretical Visibility of Overton Temporary Construction Compounds** indicates theoretical visibility from a localised section of the lane between Shipton Low Road and Beningbrough Moor and also a localised part of the road, north of the village of Beningbrough. Frequent hedgerow trees would interrupt fleeting oblique views towards the compounds over ~2.3km distant. Visibility of structures up to 5.5m high stored on the compounds beyond the ECML railway corridor that is delineated by frequent stanchions would be barely discernible and typically backclothed by vegetation.<br>Visibility of ground works associated with the construction of crane pads and installation of foundations for new pylons would be partially restricted by Overton Wood. The erection of the new part pre-assembled lattice pylon sections with cranes may be perceptible at the end of the construction period. | Very Low | Minor/Negligible Adverse and Not Significant |
| Operation Year 1 | **Figure 6.6: Zone of Theoretical Visibility of Overton Substation** indicates theoretical visibility, however in reality oblique views would be frequently restricted by the hedgerow and hedgerow trees. Where the Substation, over ~2.7km distant, would be fleetingly visible from localised sections of the route, views are predicted to be restricted to upper parts of the 15m high gantries. These would be barely discernible new elements in the landscape, backclothed by tree cover and set in the context of the closer stanchions of the ECML Railway.<br>**Figure 6.4: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)** indicates theoretical visibility of new pylons from full length of the road. In reality, the most discernible changes are likely to comprise views of new pylons on | Very Low | Minor/Negligible Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | 275kV XC overhead line and 400kV YN overhead line closest to Overton Substation, that would be over ~2.5km distant and seen on the skyline. In views from Beningbrough Lane to the south, the realigned 275kV XC overhead line may be visible, over ~1.8km distant, however given the intervening distance and the fact that the replacement pylons would be in a similar location and height to those decommissioned it is predicted the change would not be perceptible. | | |
| Operation Year 15 | No notable changes predicted from the Operation Year 1 assessment, however where the Overton Substation is barely perceptible, there would be a reduction in the visibility of the gantry structures as a result of the growth of new hedgerow trees and woodland planting to the north-west of the Overton Substation. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.56: Residential receptors at Tadcaster**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24. |
| **Minimum separation distance from Project:** | ~1.4km to temporary construction compounds and ~1.6km to replacement pylon XD001. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** there is theoretical visibility of construction activity from a section of Garnet Lane, adjacent to the western edge of the settlement, and also from properties further to the north, in the vicinity of Inholmes Lane. The Project would be set beyond the | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | pylons of the 275kV XC overhead line that is frequently visible from the edge of Tadcaster and passes less than ~500m from the settlement at the closest point. Review in the field indicates that intervening hedgerows and mature tree cover close to the aforementioned properties would restrict ground level views towards the Project. However, some barely perceptible glimpses of the upper parts of construction materials within the compounds may be available, with ground level activity screened by perimeter earth bunds.<br>The closest temporary pylon (XC481T) at 33m tall would be located ~1.6km distant from Tadcaster as would be shorter than the nearby existing XD001 pylon, that would be dismantled (39m tall). There is predicted to be no visibility of the temporary pylons at ground level due to intervening planting. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates potential views in the vicinity of Inholmes Lane, however intervening hedgerows and mature tree cover along the A59 is predicted to screen views when in leaf, with potential glimpses of the upper parts of 15m high gantries, barely discernible and set beyond the existing pylons of the 275kV XC overhead line.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001T) with Replacement Pylon (XD001)** indicates that the geographical extent of visibility of the existing pylon XD001 at 39m tall would be similar to the proposed replacement pylon XD001 nearby at 47m tall. The existing pylons on the 275kV XD overhead line within 500m of the edge of Tadcaster are typically 40m tall. The replacement of a single pylon over ~1.6km distant with a slightly taller pylon in this context, would be barely perceptible. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment would be Not Significant. | Very Low | Minor Adverse and Not Significant |

| Table 6G.57: Residential receptors at Stutton | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 . |
| **Minimum separation distance from Project:** | ~1.5km to temporary overhead line, ~1.8km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** there is no theoretical visibility of construction activity. The Project would be largely set beyond the pylons of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line that is typically not visible from the edge of Stutton, noting intervening hedgerows and mature tree cover to the west of the village would restrict ground level views towards the Project.<br>The closest temporary pylon (XC481T) at 33m tall would be located ~1.9km distant from the village and would be shorter than the nearby existing XD001 pylon, that would be dismantled (39m tall). Whilst unlikely, due to multiple layers of intervening planting, there is some potential for heavily filtered glimpses of the upper parts of the closest temporary pylon. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates that apart form a potential isolated location adjacent to Weedling Gate, there would be no visibility. Review in the field indicates that in reality mature tree planting along multiple intervening field boundaries is likely to prevent views. Noting any barely discernible glimpses of the upper parts of gantries up to 15m tall would be set in the context of the much taller existing pylons of the 275kV XC overhead line (existing pylon XC481 adjacent to the closest CSE compound is 42.4m tall). | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the geographical extent of theoretical visibility of the proposed replacement pylon XD001 at 47m tall would be greater than the existing pylon XD001 at 39m tall along the western edge of Stutton village. The existing pylons on the 275kV XC overhead line are located ~1.5km from the edge of Stutton and are up to 42.4m tall, typically screened by intervening tree cover. The replacement of a single pylon (39m tall) on the 275kV XD overhead line over ~1.8km distant with a slightly taller pylon (47m tall) in this context, would be barely perceptible. | | |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment would be Not Significant. | Very Low | Minor Adverse and Not Significant |

**Table 6G.58: Residential receptors at Bramham**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24. |
| **Minimum separation distance from Project:** | ~2.6km to temporary overhead line, ~3.3km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Ground level views towards the Project are available from the south-east end of the village off Aberford Road and Windmill Hill, where visibility towards the Project is partially restricted in places by garden planting, and | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | field boundary hedgerows and stone walls. Where views across the open arable landscape of Bramham Moor are available, the existing pylons of the 275kV XD overhead line would be visible, typically ~800m distant.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility of the compounds over ~3.1km distant and the closest temporary pylon at 33m tall would be located ~3km distant from the village and smaller than the much closer 40m+ tall pylons of the 275kV XD overhead line. The temporary pylons would consequently form a very minor component in any available views and the construction compounds set beyond the A659 and surrounded by temporary earth bunds, would be barely perceptible new elements at this range. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates that in available views towards the Project from the south-east end of the village there would be potential views, over ~3.3km distant. Any barely discernible glimpses of the upper parts of gantries up to 15m tall within the CSE compounds would be set in the context of the much taller existing pylons of the 275kV XC overhead line that are located within ~800m of Bramham.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the geographical extent of theoretical visibility of the proposed replacement pylon XD001 at 47m tall would be similar to the existing pylon XD001 at 39m tall and the change would be barely perceptible, given the 3.3km separation distance between the edge of Bramham and the replacement pylon. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment would be Not Significant. | Very Low | Minor Adverse and Not Significant |

| Table 6G.59: Residential receptors: Scattered dwellings near Hazelwood Park | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24. |
| **Minimum separation distance from Project:** | 820m to construction compound, ~1.1km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Ground level views from these scattered properties towards the Project are predicted to be fully screened by outbuildings, shelterbelts, evergreen hedges and/or conifer screens. Many of the properties are also orientated perpendicular to the Project, further restricting opportunities for direct views.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates no theoretical visibility from the dwellings. The temporary pylons are predicted not to be visible in ground floor views from the dwellings with reference to **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** as neither of these taller pylons closer to the properties is predicted to be visible, with the exception of Hazelwood cottages, Headley Bar and Beck House Farm, noting all properties face away from the Project and gardens and access drives are flanked by mature tall shrub planting or conifers, restricting views. | No change | No Effect and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** and **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates no theoretical visibility from most dwellings, with the exception of Hazelwood cottages, Headley Bar and Beck House Farm, noting as above, these properties face away from the Project and gardens | No change | No Effect and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | and access drives are flanked by mature tall shrub planting or conifers, restricting views. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | No Change | No Effect and Not Significant |

**Table 6G.60: Residential receptors: Farmsteads south-west of Stutton**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 and **Photoviewpoint 22**. |
| **Minimum separation distance from Project:** | ~830m to construction compounds, ~910m to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Ground level views towards the Project from these scattered dwellings at Warren House Farm, Wingatehill Farm and Sugar Hill Farm are predicted to be heavily restricted by mature tree cover in gardens. Where direct views do occur, they would be influenced to varying degrees by Jackdaw Crag Quarry and likely visibility of the 275kV XC overhead line that crosses the A64 and the north-western corner of the quarry. **Photoviewpoint 22** was taken from the public bridleway on Chantry Lane, and whilst not representative of views from the dwellings, it does indicate the relative scale of the existing pylons in views of a similar range.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates intermittent theoretical visibility and with the frequency of intervening woodland and tree cover and views are | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | predicted to comprise partial glimpses of the compounds, set at least ~830m distant and behind temporary earth bunds. The temporary pylons are also likely to be partially visible, behind taller existing pylons on the closer 275kV XC and XD overhead lines. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** and **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates intermittent visibility that in reality would be further restricted by mature tree cover in gardens. Any glimpses of the 15m high gantries of the CSE compounds set above the embankment of the A64 would comprise a modest additional infrastructure element that would be incremental to the existing pylons on the closer 275kV XC and XD overhead lines. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon and would appear slightly lower on the skyline than the closer retained XC481 pylon that is 42.3m tall. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.61: Residential receptors: Farmsteads at Toulston**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24. |
| **Minimum separation distance from Project:** | ~2.2km to construction compounds, ~2.4km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Ground level views towards the Project from these scattered dwellings would be frequently restricted by nearby farm buildings and mature tree cover, however direct views towards the Project are predicted to be available from dwellings with unrestricted south facing views. Preliminary review indicates these views are likely to be available from several properties including dwellings at Lucerne Farm and Toulston Hall Farm.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates no theoretical visibility from the farmsteads and with the frequency of intervening woodland cover it is predicted that the 33m tall temporary construction pylons would be largely screened by woodland, with the upper parts potentially discernible in front of the 39m tall existing pylons of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. Indicates a similar pattern of geographical visibility. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, but at over ~2.4km away, this change in height is unlikely to be readily perceptible, noting that the existing pylons on the 275kV XC overhead line west of Tadcaster, much closer to the farmsteads, are predicted to be more apparent in many views. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.62: Residential receptors: High Moor Farm | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~400m to construction compounds, ~600m to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | South facing ground level views from the dwellings at High Moor Farm are partially restricted by garden planting and hedgerows. The land rises gently to the south towards Garnet Lane, with potential views of the upper parts of the existing 275kV XD/XC overhead line, ~600m distant at the closest point.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility of structures up to 5.5m high stored on the compound, although these would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be fully restricted by a combination of intervening field boundary hedgerows and a perimeter bund to the northern edge of the closest construction compound. It is predicted that the upper parts of the 33m tall temporary construction pylons would be potentially discernible in front of the 39m tall existing pylons of the 275kV XD overhead line that would either be retained or decommissioned, and consequently the scale of any pylons visible on the skyline would be similar to baseline views of pylons that are predicted to be available. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. indicates a similar pattern of geographical visibility from the dwellings. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, and whilst this increase in height would be | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | perceptible it would represent a minor incremental change to the baseline view of the 275kV XD overhead line. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.63: Residential receptors: High Moor Grange Farm**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~300m to temporary overhead line, ~610m to construction compounds, ~720m to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Residents of the dwellings of the semi-detached dwellings close to the farm buildings would experience direct front elevation views towards the A659 and the Project. The detached dwelling adjacent to the public road would have side elevation views towards the Project and views from an enclosed garden, that appears to be partially restricted by a hedgerow. The land rises gently to the south-east towards the A659. There are clear views of the existing 275kV XD overhead line, that passes ~310m from the dwellings at the closest point.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility of structures up to 5.5m high stored on the compounds, although these would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be restricted by a combination of intervening field | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | boundary hedgerows and a perimeter bund to the north-western edge of the compounds.<br>It is predicted that the 33m tall temporary construction pylons and temporary scaffolding would be clearly visible in front of the 39m tall existing pylons of the 275kV XD overhead line that would be retained and removed, and consequently the scale of any pylons visible on the skyline would be similar to baseline views but temporarily increased in number.<br>The assessment concludes that the changes as a result of the Project would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). It is concluded that the embedded measures to adopt low level screen bunds to the construction compounds and the introduction of the temporary pylons, lower than the existing pylons on the closer existing 275kV XD overhead line, would result in a Moderate effect on views that is Not Significant. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. indicates a similar pattern of geographical visibility from the dwellings. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, and whilst this increase in height would be perceptible it would represent a minor incremental change to the baseline view of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.64: Residential receptors: Wise Warren | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~800m to temporary overhead line, 1.3km to construction compounds, ~1.5km to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Wise Warren is a detached farmhouse, and the receptor includes the semi-detached cottages to the south-east that are orientated perpendicular to Warren Lane and the Project. It is predicted that hedgerows along both sides of Warren Lane would restrict ground level views towards the Project from rear gardens of the cottages. Residents of the Wise Warren farmhouse would experience direct front elevation views towards the A659 and the Project. There are clear views of the existing 275kV XD overhead line, that passes ~240m to the south of the dwelling at the closest point.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility of structures up to 5.5m high stored on the compounds, although these would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be fully restricted by a combination of intervening field boundary hedgerows and a perimeter bund to the north-western edge of the compounds.<br>It is predicted that the 33m tall temporary construction pylons would be clearly visible in the context of the 39m to 41m tall existing pylons of the 275kV XD overhead line that would be retained apart from pylon XD001, and consequently the scale of any pylons visible on the skyline would be similar to baseline views but temporarily increased in number and visible more than ~1.2km distant. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Potential views of the temporary scaffolding either side of Warren Lane would be available from the rear elevation of the cottages, ~140m to the south. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. indicates a similar pattern of geographical visibility from the dwellings. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, and whilst this increase in height would be perceptible it would represent a minor incremental change to the baseline view of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.65: Residential receptors: Headley Hall and cottages**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~830m to temporary overhead line, 1.2km to construction compounds, ~1.4km to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Headley Hall and cottages are a loose cluster of dwellings that includes Headley Lodge to the south. Dwelling orientation and/or the presence of outbuildings and mature tree cover restricts views towards the Project from | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | the detached dwellings, with less restricted views available towards the Project from the rear of the semi-detached cottages at the northern end of the receptor group. Where unrestricted eastward views are available the pylons of the 275kV XC overhead line would be visible ~1.5km distant and there is the potential for closer oblique views and views from rear gardens of the 275kV XD overhead line, that passes ~330m to the north of the dwellings at the closest point.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility of structures up to 5.5m high stored on the compounds, although these would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be fully restricted by a combination of intervening field boundary hedgerows and a perimeter bund to the north-western edge of the compounds.<br>It is predicted that the 33m tall temporary construction pylons would be visible, typically obliquely, in the context of the 39m to 41m tall existing pylons of the 275kV XD overhead line that would be retained apart from pylon XD001, and consequently the scale of any pylons visible on the skyline would be similar to baseline views but temporarily increased in number and visible more than ~1.2km distant. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates theoretical visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. indicates a similar pattern of geographical visibility from the dwellings. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, and whilst this increase in height would be perceptible it would represent a minor incremental change to the baseline view of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.66: Residential receptors at Brick House Farm**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~120m between property and temporary scaffolding under existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The temporary scaffolding over Garnet Lane would be visible from the access drive and set in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line that would be subject to reconductoring works with minor modifications to the existing pylons. It is predicted that oblique ground level views of construction activity and associated infrastructure from the Brickhouse Farm dwelling and enclosed garden would be predominantly restricted by a combination of tall hedges, walls, intervening buildings, and tree cover, however some oblique and heavily filtered glimpses of the reconductoring may be available from the front north facing elevation of the dwelling.<br>With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** and **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds**, intervening coniferous plantation woodland to the south and west of the property would screen potential views of construction activity within the temporary construction compounds and the CSE compounds. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | The closest temporary pylon (XC481T) at 33m tall would be located a similar distance (~440m) from the property to the nearby existing XD001 pylon, that is 39m tall and would be dismantled later in the construction phase. There is predicted to be no visibility of the temporary pylon at ground level of the property due to intervening buildings and plantation woodland. | | |
| Operation Year 1 | **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates neither structure would be visible from the property at ground floor level or from the adjacent enclosed garden area.<br>**Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no visibility of the infrastructure within the CSE compounds that would be up to 15m high and screened by intervening plantation woodland. | No change | No Effect |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment are considered to be Not Significant. | No change | No Effect |

| Table 6G.67: Residential receptors at Red Brick House Farm | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.24 |
| **Minimum separation distance from Project:** | ~40m between property and temporary scaffolding under existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The temporary scaffolding over Garnet Lane would be visible ~40m from the property in oblique views to the north-east, set in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line that would be subject to reconductoring works with minor modifications to the existing pylons. Minor changes associated with existing pylon XC480 ~140m north of the property curtilage are likely to be most apparent in ground floor views from the dwelling and garden curtilage.<br>With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** and **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds**, intervening coniferous plantation woodland to the south and west of the property would screen potential views of construction activity within the temporary construction compounds and the CSE Compounds.<br>The closest temporary pylon (XC481T) at 33m tall would be located a similar distance (~440m) from the property to the nearby existing XD001 pylon, that is 39m tall and would be dismantled as part of the construction phase. There is predicted to be no visibility of the temporary pylon at ground level of the property due to intervening plantation woodland, however the overhead line connection to the existing XC481 pylon that would be subject to noticeable extensions to the top and middle arms where there would be cable connections to the CSE Compound.<br>. The significant adverse effects would be perceived within the established context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) | Up to Medium | Major/Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | overhead line and the closest pylons XC481 and XC480 that would remain the most prominent elements of energy transmission infrastructure in views from the property. | | |
| Operation Year 1 | **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the existing pylon XD001 at 39m tall would not be visible from the property at ground floor level, however the slightly closer proposed replacement pylon XD001 at 47m tall and ~400m distant from the dwelling would be theoretically visible. The uppermost part of the proposed XD001 pylon is predicted to be visible obliquely and within the context of direct views of the existing XC481 pylon, located ~125m from the dwelling.<br>**Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no visibility at ground level of the infrastructure within the CSE compounds that would be up to 15m high and screened by intervening plantation woodland. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No specific embedded measures within the draft Order Limits have been included at this stage and are not considered necessary given that the visual effects upon residents identified in this preliminary assessment are considered to be Not Significant. | Very Low | Minor Adverse and Not Significant |

**Table 6G.68: Recreational receptors: NCN Route 66**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25. |
| **Minimum separation distance from Project:** | ~2.8km to construction compounds, ~3km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Cyclists on a national cycle route have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The cycleway within the Study Area follows a ~2.3km route along Paradise Way, a minor road close to the A1(M) corridor. A public bridleway also follows the majority of the NCN route within the Study Area.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates localised theoretical visibility from part of the route near Spen Farm, however in reality mature hedgerows would prevent any oblique visibility towards the Project. Another section of the route south of Bramham falls within the ZTV, where there would be the potential for fleeting oblique views for a ~110m open stretch. At this location the existing 275kV XD overhead line is visible, with the closest pylon ~800m distant. The construction compounds would be over ~3.1km distant and barely perceptible.<br>The 33m high temporary structures would be intermittently visible from the route and seen in the context of the closer and taller pylons of the existing 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates theoretical visibility from the same location as described for the construction compounds above. The 15m high gantries of the CSE compounds would be barely perceptible, ~3.3km distant and closely associated with the existing 275kV XD overhead line.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates theoretical visibility of the replacement pylon from the majority of the route network, north of Spen Farm, noting that hedgerows along the route would typically restrict opportunities for oblique views. The replacement XD001 pylon at 47m tall would be 8m higher than the decommissioned pylon, however at over ~2.9km distant this difference would be barely perceptible and seen in the context of the closer and more apparent pylons of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.69: Recreational receptors: PRoW along Chantry Lane and Old London Road | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25 and **Photoviewpoint 22**. |
| **Minimum separation distance from Project:** | ~1.2km to construction compounds, ~1.3km to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | Users of PRoW have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Review in the field indicates that visibility from the public bridleways towards the Project would be heavily restricted by hedgerows and occasional hedgerow trees that flank these rural lanes, with greater potential for oblique visibility experienced by horse riders with elevated views. Where limited oblique views towards the Project are available, as illustrated in **Photoviewpoint 22,** the 275kV XC overhead line that crosses the A64 is likely to be partially visible against the skyline and there is also the opportunity for views of the upper faces of Jackdaw Crag Quarry.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates very localised theoretical visibility in the vicinity of **Photoviewpoint 22**, which from field review would be confined to an isolated view over a single field gate. At this location, the frequency of intervening woodland and tree cover would restrict views to partial glimpses of the compounds, set at least ~1.2km distant and behind temporary earth bunds. The temporary pylons are also likely to be partially visible, behind taller existing pylons on the closer 275kV XC and XD overhead lines. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates very localised theoretical visibility from the route in the vicinity of **Photoviewpoint 22**. Any glimpses of the 15m high gantries of the CSE compounds set above the embankment of the A64 would | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | comprise a modest additional infrastructure element that would be incremental to the existing pylons on the closer 275kV XD overhead line.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates theoretical visibility from less than 50% of the route sections due to the undulating landform and presence of intervening woodland blocks. The geographical extent of theoretical visibility for the replacement pylon is similar to the existing pylon. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, typically appearing slightly lower on the skyline than the closer retained XC481 pylon that is 42.3m tall. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.70: Recreational receptors: PRoW east of Hazel Wood**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25. |
| **Minimum separation distance from Project:** | ~1.5km to construction compounds, ~1.7km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | Users of PRoW have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Review in the field indicates that visibility from the public bridleways towards the Project would be frequently restricted by hedgerows and occasional hedgerow trees, noting the frequent potential for unrestricted views towards the Project from sections of the routes where hedgerow planting is absent | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | e.g., southern end of Chantry Lane, and the greater potential for oblique visibility experienced by horse riders with elevated views.<br>Where views towards the Project are available, views would already incorporate the much closer 275kV XC overhead line pylons, noting the bridleway on Chantry Lane passes under the overhead line.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates localised theoretical visibility from the PRoW network at the southern end of Chantry Lane, part of a nearby public footpath and parts of the bridleway along Paradise Lane. Review in the field indicates the potential for oblique visibility, restricted in places by hedgerows along the PRoW routes. Where available, oblique views of the compounds, over ~1.5km distant and set behind temporary earth bunds would represent a very small component in the view. The temporary pylons (33m tall) are also likely to be partially visible, behind taller existing pylons on the much closer 275kV XD overhead line. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates theoretical visibility from ~60% of the route network due to screening provided by the undulating landform and in reality, visibility would be further reduced by hedgerows and hedgerow trees. Any glimpses of the 15m high gantries of the CSE compounds set above the embankment of the A64 would comprise a modest additional infrastructure element that would be incremental to the existing pylons on the closer 275kV XD overhead line.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates theoretical visibility from the majority of the route network, that would in reality be further reduced by hedgerows and hedgerow trees. The geographical extent of theoretical visibility for the replacement pylon is similar to the existing pylon. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, however at over ~1.7km distant this difference would be barely perceptible and seen | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | in the context of the closer of the more apparent pylons of the 275kV XD overhead line. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.71: Recreational receptors: PRoW west of Tadcaster**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25 |
| **Minimum separation distance from Project:** | ~1.5km to temporary construction compounds and ~1.7km to replacement pylon XD001 |
| **Visual Receptor Sensitivity:** | Users of PRoW have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** there is theoretical visibility of construction compounds from ~25% of the PRoW network, noting that people using the PRoW already experience close range views of the 275kV XC overhead line that crosses the public bridleway south of Dog Kennels Wood. Open views to the Project are available, most notably from the public bridleway north of A659, although views from the public footpath that connects to the settlement edge at Tadcaster to the east are typically more restricted by tree cover. It is predicted that some barely perceptible glimpses of the upper parts of construction materials within the compounds, ~1.5km distant may be available from localised parts of the network, with ground level activity screened by perimeter earth bunds.<br>The closest temporary pylon (XC481T) at 33m tall would be located ~1.7km distant and would be shorter than the nearby existing XD001 pylon, that | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | would be dismantled (39m tall). There is predicted to be no visibility of the temporary pylons at ground level due to intervening planting. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates potential views from the PRoW network, however in the context of the much closer existing pylons of the 275kV XC overhead line, any views of the upper parts of the 15m high gantries, over ~1.5km distant, would represent a very small change to the baseline view.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the geographical extent of visibility of the existing pylon XD001 at 39m tall would be similar to the proposed replacement pylon XD001 nearby at 47m tall. The existing pylons on the 275kV XD overhead line that crosses the PRoW network are typically ~40m tall. The replacement of a single pylon over ~1.7km distant with a slightly taller pylon in this context, would be barely perceptible. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.72: Recreational receptors: PRoW between Headley Lane and the A64**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25 |
| **Minimum separation distance from Project:** | ~810m to temporary overhead line, 1.1km to construction compounds, ~1.3km to replacement XD001 pylon |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW starts at the junction with Toulson Lane and follows a route across farmland before joining Headley Lane. The 275kV XD overhead line is routed broadly parallel with Headley Lane with ~40m tall pylons typically located between 250m and 500m from the PRoW and clearly visible. The substation off Warren Lane is surrounded by woodland and screened from view.<br><br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates theoretical visibility from localised parts of the PRoW east and west of Headley Hall, noting hedgerows close to parts of the route would further restrict visibility. Views of structures up to 5.5m high stored on the compounds would be available, although the structures would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be fully restricted by a combination of intervening field boundary hedgerows and a perimeter bund to the south-western edge of the compounds.<br><br>It is predicted that the 33m tall temporary construction pylons would be visible ~1.1km distant, typically obliquely and in the context of the closer taller existing pylons of the 275kV XD overhead line. Consequently, the height of any temporary additional pylons visible on the skyline would represent relatively minor incremental elements in the view. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates theoretical visibility of the 15m high gantries within the CSE compounds. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. indicates a similar pattern of geographical visibility from the dwellings. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, and whilst this increase in height would be perceptible it would represent a minor incremental change to the baseline view of the 275kV XD overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

| Table 6G.73: Recreational receptors: PRoW near Toulston | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25. |
| **Minimum separation distance from Project:** | ~1.4km to construction compounds, ~1.5km to replacement XD001 pylon. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW network passes west and south-west of farmsteads at Toulston, passing under the existing high voltage overhead line west of Heygate Lane in two locations. The routes cross an undulating landscape with frequent hedgerows and woodland planting to the south along the Oglethorpe Hills, which restrict opportunities for views towards the Project in many places from the network.<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds,** indicates no theoretical visibility from the PRoW network. With the frequency of intervening woodland cover it is predicted that the 33m tall temporary construction pylons would be largely screened by woodland from much of the PRoW network, with the upper parts potentially discernible, ~1.4km distant, in front of the 39m tall existing pylons of the 275kV XD overhead line from an isolated high point at 61m AOD north of York Lane and from more distant parts of the network on rising land in the vicinity of Oglethorpe Farm. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates no theoretical visibility of the 15m high gantries within the CSE compounds apart from the isolated high point at 61m AOD north of York Lane. **Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)**. Indicates a similar pattern of geographical visibility | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | between the pylons. The replacement XD001 pylon at 47m tall would be 8m higher than the nearby decommissioned pylon, but at over ~1.5km away, and set in the context of pylons on the 275KV route, visible at half the separation distance, this change in height is unlikely to be readily perceptible. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Very Low | Minor Adverse and Not Significant |

**Table 6G.74: People in vehicles on the A64**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10 and 6.25. |
| **Minimum separation distance from Project:** | ~15m to CSE Compound, ~120m to temporary construction compound and ~230m to replacement pylon XD001. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The A64 dual carriageway crosses the centre of the Study Area, and a ~6.8km long section of the route extends from junction 44 of the A1(M) to the south-west and passes the southern edge of Tadcaster to the north-east at the edge of the Study Area.<br>South of the Project the highway is raised on an embankment above the adjoining land which transitions to the route falling into a ~4-5m deep cut where the highway passes below the proposed CSE compound and the crossing point of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. Woodland planting and scrub of varying maturity and density along the embankment frequently restricts views towards the Project. | Medium | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** there is theoretical visibility of the construction compounds along a ~1km stretch from junction 44 to the south-west of the Project. In reality, planting along the embankment is likely to restrict views to a ~0.5km section in the vicinity of Home Farm where the compounds would be more than ~1.5km distant and potentially set above the woodland surrounding the A659 junction. Review in the field indicates that visibility of structures on the compounds is unlikely to occur in practice and the theoretical visibility is likely to reflect the conservative 10m height of woodland adopted in the ZTV model. The two temporary pylons at 33m tall would be located more than ~1.6km distant and would be shorter than the nearby existing pylons on the 275kV XD overhead line, that are 39m tall.<br><br>Very localised and fleeting visibility from a ~400m stretch of the route is predicted by the ZTV directly south of the Project, centred on where the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line crosses the highway. The construction compounds in both directions along the A64 would be clearly visible on the open undulating arable farmland, contained by low level earth bunds. The temporary pylons would be visible on the skyline, set behind the closer existing pylons on the 275kV XD overhead line.<br><br>The assessment concludes that the Project would represent a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). It is concluded that the very fleeting nature of the views, experienced from less than 6% of the route within the Study Area and the fact that the temporary construction compounds and temporary overhead line would be perceived in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line, would result in a Moderate effect upon the visual amenity of road users that is Not Significant. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates a similar pattern of visibility to the construction | Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | compounds described above. Whilst there is some limited potential for glimpses of the upper parts of the gantries within the CSE compounds from 0.5km section in the vicinity of Home Farm where the compounds would be more than ~1.5km distant and potentially set above the woodland surrounding the A659 junction, it is predicted this would represent a very small change to the baseline view. The principal visibility of the CSE compounds would occur from a ~600m stretch of the route south of the Project, centred on where the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line crosses the highway. The 15m high structures within the CSE Compound closest to the A64 would be seen in the context of the adjacent existing 42.4m high XC481 pylon that is a prominent feature in baseline views.<br><br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the geographical extent of visibility of the existing pylon XD001 at 39m tall would be similar to the proposed replacement pylon XD001 nearby at 47m tall. The existing pylons on the 275kV XD/XC overhead line either side of the replacement pylon range in height from 39m to 42.4m tall. The increase in height is predicted to result in a low magnitude as the change would be predominantly perceived above intervening woodland surrounding the A659 junction from the eastbound carriageway where multiple pylons on the skyline are part of the baseline views. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Low | Minor Adverse and Not Significant |

| Table 6G.75: People in vehicles on the A659 | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10, 6.25 and Photoviewpoint 20 |
| **Minimum separation distance from Project:** | Temporary overhead line crosses road, ~20m to temporary construction compound and ~150m to replacement pylon XD001 and CSE Compound. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The A659 in the Study Area extends from the junction with the A64 to the south-west of the Project and passes through the centre of Tadcaster at the edge of the Study Area to the north-east.<br>The route passes under the 275kV XD overhead line in the vicinity of the project and under the 275kV XC overhead line west of Tadcaster and consequently views of pylons form part of the baseline views against which changes associated with the Project are assessed (see **Photoviewpoint 20**).<br>With reference to **Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** there is theoretical visibility along a ~1km stretch of the route between the junction with the A64 and High Moor Farm. Visibility of construction activity would be greatest from the route section north of the A64 junction and Garnet Lane, with **Photoviewpoint 20** illustrating the frequent visibility of the Project site beyond low clipped hedgerows and occasional hedgerow trees. The majority of existing hedgerows along the A659 would be retained although localised sections may need to be removed or coppiced within visibility splays and occasional hedgerow trees removed. 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. Views of pylon XD001 being decommissioned, and the new pylon | Medium | **Moderate Adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | constructed with the use of cranes would be visible at close range in both directions for ~500m of the route.<br>Oblique visibility from the A659 on the edge of Tadcaster is indicated in the ZTV and review in the field indicates the potential for views of the upper parts of structures on the construction compound over ~1.7km distant, where they would form barely perceptible features above a clipped hedgerow on Garnet Lane.<br>The assessment concludes, with reference to the route section adjacent to the Project, that there would be a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). It is assessed that sustained views of construction activity at close range in both directions for ~500m would result in a Moderate effect upon the visual amenity of road users that is Significant. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates a similar pattern of visibility to the construction compounds described above. Whilst there is some limited potential for glimpses of the upper parts of the gantries within the CSE compounds from the route section west of Tadcaster, where the compounds would be more than ~1.7km distant, it is predicted this would represent a slight change to the baseline views, noting the infrastructure would be associated with much taller pylons on the skyline that would have the principal influence on magnitude and are described below.<br>The greatest visibility of the CSE compounds would occur from the ~500m stretch of the route west of the Project, centred on where the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line crosses the highway. The 15m high structures within the eastern CSE Compound would be seen in the context of the replacement XD001 pylon at 47m tall, noting the decommissioned XD001 pylon at 39m tall is located ~40m closer to the A659 corridor and is a prominent feature in baseline views.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that | Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | the geographical extent of visibility of the existing pylon XD001 at 39m tall would be similar to the proposed replacement pylon XD001 nearby at 47m tall. The existing pylons on the 275kV XD/XC overhead line either side of the replacement pylon range in height from 39m to 42.4m tall. The increase in height is predicted to result in a Low magnitude where multiple pylons on the skyline are part of the baseline views. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Low | Minor Adverse and Not Significant |

**Table 6G.76: People in vehicles on Garnet Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.8, 6.9, 6.10, 6.25 and Photoviewpoints 19 and 21. |
| **Minimum separation distance from Project:** | ~100m to temporary construction compound and ~300m to replacement pylon XD001 and ~270m to CSE Compound. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Garnet Lane extends from the junction with the A659 at the edge of Tadcaster to the junction with York Lane, north-west of the Project. At the closest point the route passes ~100m north of the temporary construction compounds (see **Photoviewpoint 21**). The existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line crosses the lane near Red Brickhouse Farm (see **Photoviewpoint 19**).<br>**Figure 6.8: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds** indicates theoretical visibility along a ~1km stretch of the route between plantation woodland north-west of Brickhouse Farm and just beyond High Moor Grange Farm. Visibility of construction | Low to Medium | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | activity would be greatest from the route section directly north of the Project. **Photoviewpoint 21** at this location illustrates oblique visibility across the Project site from an open ~270m stretch of the route between a block of plantation woodland and the junction with the A659. In addition, views would be available from a ~730m section of Garnet Lane for eastbound road users between High Moor Grange Farm and the junction with the A659. Views towards the construction compounds along this route section are predicted to be restricted by the adjacent roadside hedge and where views over this hedgerow are available, the retained hedgerow along the A659 and earth bunds to the compound perimeters, would limit views.<br><br>Oblique visibility from Garnet Lane on the edge of Tadcaster is indicated in the ZTV and review in the field indicates the potential for intermittent oblique views, partially restricted by the roadside hedgerow, of the upper parts of structures on the construction compounds over ~1.5km distant, where they would form barely perceptible features above the clipped hedgerow on Garnet Lane, north of the Project.<br><br>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.<br><br>The assessment concludes, with reference to the route section adjacent to the Project, that there would be an overall Low to Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). It is assessed that localised and partially restricted views of construction activity set back at least ~100m from the road corridor and behind a temporary earth bund would result in noticeable but localised changes from Garnet Lane that would be Not Significant. | | |
| Operation Year 1 | **Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSE Compounds** indicates a reduced extent of theoretical visibility from Garnet Lane, compared with the construction compounds described above. Whilst there would be largely oblique glimpses of the upper parts of the gantries | Low | Minor Adverse and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | within the CSE compounds, it is assessed that this would represent a slight change to the baseline views, noting the infrastructure would be associated with much taller pylons on the skyline that would have the principal influence on magnitude and are described below.<br>**Figure 6.10: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)** indicates that the geographical extent of visibility of the existing pylon XD001 at 39m tall would be similar to the proposed replacement pylon XD001 nearby at 47m tall. The existing pylons on the 275kV XD/XC overhead line either side of the replacement pylon range in height from 39m to 42.4m tall. The increase in height is predicted to result in a Low magnitude where multiple pylons on the skyline are frequently part of the baseline views available from Garnet Lane. | | |
| Operation Year 15 | No change from the Operation Year 1 assessment. | Low | Minor Adverse and Significant |

**Table 6G.77: Residents of Fairburn**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.26 and Photoviewpoint 26 (photo taken from Rawfield Lane outside the village and not representative of actual views experienced from nearby dwellings). |
| **Minimum separation distance from Project:** | ~1km to proposed Monk Fryston substation (~930m to existing Monk Fryston substation). Both distances are measured from outlying properties set beyond the edge of the main village. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The ZTVs at **Figures 6.11 to 6.13** indicate that there is potential visibility of the Project from the eastern edge and part of the northern edge of Fairburn. | Very Low | Minor adverse<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | In reality, ground level visibility from the northern edge of the village would be restricted by mature tree cover and hedgerows. Views from the eastern edge of the village would be frequently restricted by intervening buildings and planting, noting some oblique and partially restricted views from properties at Ash Lea, off Lunnfields Lane. Views towards the Project from Rawfield Lane, illustrated in **Photoviewpoint 26,** are less restricted than views experienced by residents from the two nearby outlying dwellings at Bay Horse Farm. Views towards the Project from these two properties would be restricted by tree planting along the access drive.<br><br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates theoretical visibility from the eastern edge of the village, although as described above views would be typically restricted by planting and other buildings on the edge of the village. The construction compounds would be set beyond the existing substation and would be barely perceptible. The proposed substation site adjacent to the existing substation would be heavily filtered by retained woodland planting. Construction works associated with the 275kV XC overhead line and the installation of the temporary pylons (at 45m and 55m tall) would be perceived in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to be decommissioned and the closer existing 275kV XK overhead line and 275KV 4ZZ overhead line, where pylons on the latter line exceed 50m tall and would be unaffected by the Project. The construction period would be over 24-months and night-time lighting of the construction compounds and substation 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, noting these would be perceived in the wider context of tall lighting standards at the elevated Junction 42 of the A1(M).<br><br>There is the potential for filtered views of the 2 No. temporary pylons, cranes and associated decommissioning and erection of new pylons on the 275kV XC overhead line more than ~1.1km distant. These changes would be perceived in the context of the slightly closer existing 275KV 4ZZ and | | |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | XK overhead lines that connect to the Monk Fryston Substation and the 400kV 4YS overhead line. | | |
| Operation Year 1 | Whilst there would be no potential for unrestricted views from dwellings, as illustrated in **Photoviewpoint 26** from Rawfield Lane. As annotated on **Photoviewpoint 26,** it is noted that the southern end of the proposed substation would approximately double the horizontal extent of the existing substation. The gantries and associated infrastructure on the proposed substation site would be filtered in the foreground by an existing woodland belt and seen against a backdrop of existing woodland cover that is located to the south of Monk Fryston Lodge.<br>The new pylons on the realigned 275kV XC overhead line would be between 47m and 60m tall, noting the closer existing 275kV XK overhead line and 275KV 4ZZ overhead line, where pylons on the latter line exceed 50m tall and would be unaffected by the Project. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | New planting to the southern edge of the proposed substation would help reinforce existing woodland screening, with glimpses of the uppermost parts of the gantries on the proposed substation site. | Very Low | Minor Adverse and Not Significant |

**Table 6G.78: Residents of Burton Salmon**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.26 and Photoviewpoint 28. |
| **Minimum separation distance from Project:** | ~1km to proposed Monk Fryston substation (~1.2km to existing Monk Fryston substation). |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates there would be no visibility of the compounds from the village.<br>There is the potential for views of the 2 No. temporary pylons, cranes and associated decommissioning and erection of new pylons on the 275kV XC overhead line more than ~1.6km distant. These changes would be perceived in the context of the slightly closer existing 275KV 4ZZ and XK overhead lines that connect to the Monk Fryston Substation and the 400kV 4YS overhead line, located ~1km north-east of the village. | Very Low | Minor adverse<br>Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates that the existing substation is largely screened in potential views from the north-eastern edge of the village and this accords with observations in the field (see **Photoviewpoint 28**). The 15m high gantries of the proposed substation would be partly visible above the intervening landform and would be heavily filtered by existing woodland located to the south of the substation. The uppermost parts of the proposed substation infrastructure would represent a modest additional infrastructure element in views and incremental to the more visible existing lattice pylons along the skyline, The 275kV XC overhead line realignment with pylons up to 18.2m higher than nearby existing pylons they replace, whilst a noticeable increase, it would be seen in the context of much closer lattice pylons of the overhead line that pass within ~300m of the north-western edge of Burton Salmon. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | New planting to the southern edge of the proposed substation would help reinforce existing woodland screening, however by Year 15 it would not have reached a height where it would filter views of the uppermost parts of the gantries on the proposed substation site. | Very Low | Minor Adverse and Not Significant |

| Table 6G.79: Residents of Ledsham | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26 |
| **Minimum separation distance from Project:** | ~1.5km to realigned 275kV XC overhead line, ~2.5km to existing Monk Fryston substation and ~2.6km to proposed Monk Fryston substation. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views from the eastern edge of the village towards the Project, across the A1246 and A1 (M) corridors, noting the village is inward facing and dwellings at the eastern edge are typically orientated north-south which limits the potential for views towards the Project. Mature tree cover along Holyrood Lane and intervening field boundaries would combine to restrict visibility towards the Project.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no theoretical visibility from the village. Ground level construction works associated with the realigned 275kV XC overhead line is predicted to be prevented by intervening tree cover.<br>The temporary pylons (at 45m and 55m tall) are unlikely to be visible due to intervening tree cover but any glimpses of the upper parts of these structures would be perceived in the context of the closer existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to be decommissioned and the much closer existing 275kV XK overhead line and 275KV 4ZZ overhead line that cross the A1246 and pass within 100m of the south-eastern edge of Ledsham. | Very Low | Minor adverse<br>Not Significant |
| Operation<br>Year 1 | **Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates no visibility from Ledsham. **Figure 6.13 Comparative Zone of** | Very Low<br>to None | Minor Adverse<br>and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates theoretical visibility from the eastern edge of the village, however in reality this is likely to be fully restricted by intervening tree cover. The new pylons on the realigned 275kV XC overhead line would be between 47m and 60m tall, noting the context of the existing 275KV 4ZZ overhead line that crosses the A1246 and passes within 100m of the south-eastern edge of Ledsham. | | |
| Operation Year 15 | Whilst proposed planting is associated with the substation this would not be visible. | Very Low to None | Minor Adverse and Not Significant |

**Table 6G.80: Residents of Lumby**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~530m to closest proposed temporary construction compound, ~700m to proposed substation and ~720m to realigned 275kV XC pylon. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Following the field survey and review of the ZTVs at **Figures 6.11 to 6.13,** 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 limited visibility of the Project at ground floor level. The majority of dwellings face east-west away from the Project and typically large gardens are flanked by mature hedgerows and tree cover that restricts ground level visibility towards the Project months. | Very Low | Minor adverse Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates theoretical views, of 5.5m high structures. Views of these structures on the eastern temporary compound would be set against the backdrop of the existing substation with views of ground level activity screened by a temporary earth bund. The proposed substation site adjacent to the existing substation would be predominantly set behind the temporary construction compound and associated earth bund.<br>The construction period would be over 24-months and night-time lighting of the construction compounds and substation 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. Ground level construction works associated with the 275kV XC overhead line and the installation of the temporary pylons (at 45m and 55m tall) would be restricted by intervening woodland and multiple hedgerows and hedgerow trees, noting any glimpses of the tops of the temporary pylons, over 900m distant from the village, would likely be perceived in the context of the existing pylons of the 275kV XK overhead line and 275kV 4ZZ overhead line. | | |
| Operation Year 1 | As described in the construction phase, views from the village towards the Project are extremely restricted and due to the separation distance and presence of multiple layers of intervening planting, the Operational Phase of the Project would not be visible from most dwellings. Where restricted glimpses towards the northern end of the proposed substation are infrequently available, earth bunds would assist in reducing the infrastructure visible that would be seen in the context of the existing substation.<br>The closest new pylons on the realigned 275kV XC overhead line are XC525 and XC526 at 47m and 49m tall respectively and would be located more than ~720m from the southern edge of Lumby village. The XC526 pylon would be closer to Lumby and appear slightly taller than the existing 4ZZ01A pylon within the Monk Fryston substation that is 58.3m high, | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | however given the restricted nature of ground level views from properties in the village, it is assessed that this change would be very infrequently perceived months. | | |
| Operation Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the vertical extent of the 15m high gantries that would be visible on the proposed substation site and would also restrict visibility of the infrastructure on the existing substation site. | Very Low | Minor Adverse and Not Significant |

**Table 6G.81: Residents of South Milford**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~1.6km to closest proposed temporary construction compound and ~1.8km to proposed substation. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There is the potential for direct views of the existing substation and the Project from the southern edge of the village, across open arable farmland, noting low voltage overhead lines on wooden poles run across farmland and parallel to dwellings on Legion Street. The village of Lumby and associated tree cover in the middle-ground, would restrict visibility of ground level activity associated with the proposed 275kV XC overhead line realignment.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the village apart from potential views from a dwelling adjacent to a petrol | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | filling station on Low Street. In reality, no visibility of construction activity is predicted due to intervening planting along London Road, Low Street and the A162.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~2km distant from the village. Where visible, it is likely the upper parts of these new pylons would be perceived on the skyline in the context of the existing pylons of the 275kV XK overhead line and 275kV 4ZZ overhead line, that vary in height from 43.6m to 58.3m tall and are set slightly further away from South Milford village. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of both the existing and proposed substation from a section of the southern edge of South Milford, west of Low Street. Properties in these locations have open views towards the existing substation and pylons, noting that the horizontal extension of the proposed substation, partially screened by low level earth bunds would be perceived in this context and the 15m high gantries would be largely seen against the backdrop of the existing substation infrastructure. In conclusion the new infrastructure would constitute minor new elements in views from the dwellings, in the context of the existing pylons on the skyline.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Towers (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility along the southern edge of South Milford.<br>The closest new pylons on the realigned 275kV XC overhead line are XC525 and XC526 at 47m and 49m tall respectively, and these would be located more than ~1.8km from the southern edge of the village. The closest decommissioned pylons on the XC overhead line would be up to 41.8m tall. By comparison the existing retained 4ZZ01A pylon within the existing Monk Fryston substation is 58.3m high. This existing pylon is ~250m further away from South Milford but predicted to appear at a similar height to the proposed pylons on the skyline. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation<br>Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the vertical extent of the 15m high gantries that would be visible on the proposed substation site and would also restrict visibility of the infrastructure on the existing substation site. | Very Low | Minor Adverse and Not Significant |

**Table 6G.82: Residents of Hillam**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~1.9km to proposed substation and closest proposed temporary construction compound and ~2.2km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from the western and south-western edge of the village, off Hillam Lane and Betteras Hill Road. In reality, mature hedgerows with hedgerow trees along these highways would predominantly restrict ground level views to the wider landscape. The existing 400kV YS overhead line passes within ~70m of the southern edge of Hillam, near Ashfield Villas. The pylons closest to the village are between 52 to 56m high and would be visible from some properties at the western and southern edge of the village.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the village.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~2.7km distant from the village. These would | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | be barely perceptible and perceived in the context of the existing pylons of the 400kV YS overhead line, between 52 to 56m high and located ~160m from the edge of the village at the closest point. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation from the western and south-western edge of Hillam. As described in the construction phase assessment above, properties in these locations have typically restricted views towards the Project due to nearby mature hedgerows and hedgerow trees. Where restricted views are available, the most prominent man-made infrastructure in any views would comprise the existing 400kV YS overhead line close to the village. Distant glimpses of the proposed substation, over 1.9km away and comprising the upper parts of 15m high gantries, above intervening woodland would constitute a minor element in any available views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, along the western edge of Hillam.<br>The closest new pylons on the realigned 275kV XC overhead line would be located more than ~2.2km from the edge of the village and consequently any filtered glimpses of the upper parts of these slightly taller pylons would represent a barely perceptible change, particularly when appreciated in the context of the much closer existing 400kV YS overhead line which passes ~160m from the edge of Hillam at the closest point. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

| Table 6G.83: Residents of Monk Fryston | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~1.5km to proposed substation and closest proposed temporary construction compound and ~1.7km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from the south-western edge of the village, off Mill Close and Chestnut Green. In reality, fencing and hedgerows along rear garden boundaries and a native hedgerow with mature trees along the western edge of the settlement restrict views, noting heavily filtered views, may be available.<br>The existing 400kV YS overhead line passes within ~620m of the southern edge of Monk Fryston. The pylons closest to the village are between 52 to 56m high and may be visible from some properties at the western edge of the village, noting that the aforementioned garden boundaries and native planting beyond would restrict visibility at ground level.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the village.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~2.2km distant from the village. These would be barely perceptible and perceived in the context of the existing pylons of the 400kV YS overhead line, 275kV 4ZZ overhead line, 275kV XK overhead line where pylons are up to 58.3m high and located closer to the village than the proposed temporary pylons. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation from isolated | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | properties near the south-western edge of Monk Fryston. As described in the construction phase assessment above, properties in these locations have typically restricted views towards the Project due to nearby mature hedgerows and hedgerow trees. Where restricted views are available, the most prominent man-made infrastructure in any views would comprise existing pylons of the 400kV YS overhead line, 275kV 4ZZ overhead line, 275kV XK overhead line. Distant glimpses of the proposed substation, over ~1.5km away and comprising the upper parts of 15m high gantries, above intervening woodland would constitute a minor element in any available views.<br><br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Towers (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, along the south-western edge of Monk Fryston.<br><br>The closest new pylons (XC528 and XC525) on the realigned 275kV XC overhead line would be located more than ~1.7km from the edge of the village. These pylons would be 49m and 47m tall, compared with the nearby decommissioned pylons at 35.1m and 41.8m tall. Multiple existing pylons include the 4ZZ01A pylon within the existing Monk Fryston Substation at 58.3m tall that is closer to Monk Fryston than the proposed new pylons. In addition, the existing 400kV YS overhead line passes to the south and south-west of the Monk Fryston and is predicted to be visible from some properties. Accounting for the existing baseline infrastructure and intervening distance, it is concluded that any filtered views of the distant proposals would represent a barely perceptible change to the visual amenity of Monk Fryston residents. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

| Table 6G.84: Residents of dwellings at Bettaras Hill Road | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~680m to proposed substation and ~950m to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from this small group of dwellings on Betteras Hill Road near the junction with the A162. In reality, mature hedgerows with hedgerow trees along both sides of the A162 and the western end of Bettaras Hill Road would filter any views towards the Project. Unrestricted views to the existing 400kV 4YS overhead line, ~310m to the south are available from the front elevation of the easternmost properties in the cluster, however views to the west and south-west are restricted by tree cover along the A162 and Bettaras Hill Road.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from these dwellings. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of both the existing and proposed substation, however as described in the construction phase assessment above, properties have typically restricted views due to nearby mature hedgerows and hedgerow trees. Where restricted views are available, the most prominent man-made infrastructure in any views would comprise the existing 400kV YS overhead line. Very oblique and heavily filtered glimpses of the upper parts of 15m high gantries set in the context of the existing substation backdrop would constitute a minor element in any available views. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons.<br>The closest new pylons (XC528 and XC525) on the realigned 275kV XC overhead line would be located ~950m from the properties. These pylons would be 49m and 47m tall, compared with the nearby decommissioned pylons at 35.1m and 41.8m tall. Multiple existing pylons include the 4ZZ01A pylon within the existing Monk Fryston Substation at 58.3m tall are closer to the dwellings than the proposed new pylons. In addition, the existing 400kV YS overhead line would be much more apparent in direct south facing views. Accounting for the existing baseline infrastructure and intervening distance, it is concluded that any filtered and very oblique views of the Project would represent a barely perceptible change to the visual amenity of residents. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

**Table 6G.85: Residents of dwellings at A63/A162 Junction**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~570m to proposed substation and ~800m to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from this small group of dwellings, however in reality views would be largely restricted by garden tree and shrub planting in front gardens along the A63 and by parkland trees associated with the grounds of Monk Fryston Lodge to the south of the A63.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from these dwellings. | None | No Change |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation, however as described in the construction phase assessment above, properties have typically restricted views due to multiple layers of planting. Very oblique and heavily filtered glimpses of the upper parts of 15m high gantries would be unlikely, and if available predicted to be barely perceptible.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons.<br>The closest new pylon on the realigned 275kV XC overhead line would be located ~800m from the properties but at such an oblique angle that it would not be visible from the dwellings. Oblique views from front gardens and predicted to be largely restricted by intervening vegetation, however any glimpses, whilst unlikely, are predicted to be perceived in the context of existing pylons, located close to the pylon to be decommissioned. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

| Table 6G.86: Residents of dwellings between Long Heads Lane and South Milford | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~1.2km to proposed temporary construction compounds, ~1.3km to proposed substation and ~1.5km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from this scattered group of dwellings, however in reality, mature garden hedgerows, mature trees and intervening hedgerows close to the dwellings are predicted to restrict predominantly oblique views towards the Project.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates theoretical visibility from a number of the dwellings within this group, however in reality, as described above intervening mature planting is predicted to restrict visibility. Any views of structures on the compounds would be set against the backdrop of the existing substation and/or pylons with views of ground level activity screened by a temporary earth bund. The temporary pylons would be at least ~1.9km distant and the upper parts may be glimpsed where clear lines of sight are available and would be a minor addition on the skyline, set in the context of existing retained pylons. | Very Low to None | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation from some dwellings, however as described in the construction phase assessment above, properties have typically restricted views due to intervening planting. Where lines of sight are infrequently available from dwellings the vies of the proposed substation would comprise the upper parts of 15m | Very Low to None | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | high gantries set in the context of the existing substation backdrop and this would constitute a minor element in any available views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons.<br>The closest new pylons (XC528 and XC525) on the realigned 275kV XC overhead line would be located ~1.5km from the closest properties. These pylons would be 49m and 47m tall, compared with the nearby decommissioned pylons at 35.1m and 41.8m tall. Multiple existing pylons include the 4ZZ01A pylon within the existing Monk Fryston Substation at 58.3m tall are at a similar range. Accounting for the existing baseline infrastructure and intervening distance, it is concluded that any restricted views of the Project would represent a barely perceptible change to the visual amenity of residents. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low to None | Minor Adverse and Not Significant |

**Table 6G.87: Residents of dwellings at Scathouse Farm and Peckfield Lodge**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~2.2km to proposed substation and ~1.2km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from these dwellings as indicated by the ZTV. In reality, farm buildings garden hedgerows and trees would restrict potential visibility and other vertical infrastructure is present at close range including a telecommunications mast adjacent to the garden of the dwelling at Scat House Farm.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from these dwellings.<br>There is the potential for restricted views of the temporary masts 45m to 55m high, 1.6km distant and set in the context of closer pylons along the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. | Very Low to None | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation, however as described in the construction phase assessment above, properties have typically restricted views due to intervening planting. Where restricted views are available, the most prominent man-made infrastructure in any views would comprise the telecommunication masts and existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. Distant glimpses of the upper parts of 15m high gantries at the northern end of the proposed substation only would constitute a barely perceptible element in any available views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons.<br>The closest new pylon (XC522) on the realigned 275kV XC overhead line would be located ~1.2km from the properties. This pylon would be 55m tall, compared with the nearby decommissioned pylon at 41m tall. The existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line pylons are predicted to be intermittently visible ~590m to the east and up to 40m tall. Accounting for the existing baseline infrastructure and intervening distance, | Very Low to None | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | it is concluded that any filtered and very oblique views of the Project would represent a barely perceptible change to the visual amenity of residents. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low to None | Minor Adverse and Not Significant |

**Table 6G.88: Residential receptors at Monk Fryston Lodge and nearby bungalow**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~170m between Monk Fryston Lodge and the proposed substation. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates there would be no ground level views of the compounds from Monk Fryston Lodge and the bungalow due to screening from nearby non-residential buildings, reinforced by mature tree cover. It is also noted that the main facades of both dwellings are orientated away from the Project. Views of the temporary construction compounds, enclosed by earth bunds would be available obliquely from the ~300m long access road to both properties. | Very Low | Minor Adverse and Not Significant. |
| Operation Year 1 | With reference to **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** and **Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** it is predicted that there would be no views of the proposed substation or replacement 275kV XC pylons from | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | either Monk Fryston Lodge or the bungalow due to the orientation of the dwellings and presence of intervening buildings and tree cover. Views of the replacement 275kV XC pylons, particularly the closest pylon XC526 and the upper parts of gantries on the proposed substation, would however be available obliquely from the ~300m long access road to both properties, largely set in the context of the existing substation and noting that the baseline views include views of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line pylons to be decommissioned. | | |
| Operation Year 15 | The growth of new planting on low level earth bunds to the north of the proposed substation is predicted to reduce visibility of pylon XC526, however oblique views from the ~300m access road to the property of the mid and upper parts of the pylon are predicted to remain. | Very Low | Minor Adverse and Not Significant |

**Table 6G.89: Residential receptors at the farmhouse east of Monk Fryston Lodge**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~280m between the Farmhouse and the proposed substation. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | With reference to **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** it is predicted that structures on the northern end of the closest temporary construction compound, ~350m to the west of the farmhouse would be visible above an earth bund that would restrict visibility of ground level activity. The construction period over 24-months and 24/7 operations would require lighting of the construction compounds and substation site. The | Low | Moderate Adverse and Not Significant. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | sensitive design of any lighting would minimise adverse night-time effects. Towards the end of the construction period, residents are predicted to experience oblique views of the erection of the XC526 pylon, ~550m distant and seen above intervening hedgerow planting.<br><br>The assessment concludes that the Project would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the oblique nature of views from the south-west and north-west elevations of the farmhouse towards structures at the northern end of the temporary compound, it is assessed that the Moderate effect would be Not Significant. | | |
| Operation Year 1 | With reference to **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** and **Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** it is predicted there could be oblique views from the north-west and south-west façades of the farmhouse. These views are likely 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. Views of the replacement 275kV XC pylons, particularly the closest pylon XC526 and the upper parts of gantries on the proposed substation, would however be available obliquely from the ~300m long access road to the farmhouse, largely set in the context of the existing substation and noting that the baseline views include views of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line pylons to be decommissioned.<br><br>The assessment concludes that the Project would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the oblique nature of views from the south-west and | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | north-west elevations of the farmhouse and the separation distances involved, it is assessed that the Moderate effect would be Not Significant. | | |
| Operation Year 15 | The growth of new planting on low level earth bunds to the north of the proposed substation is predicted to reduce visibility of any infrastructure within 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. | Very Low | Minor Adverse and Not Significant |

**Table 6G.90: Residential receptors at Pollums House Farm (including The Granary, The Stables and Hayloft)**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.26. |
| **Minimum separation distance from Project:** | ~40m between the dwelling and temporary overhead line to the south. |
| **Visual Receptor Sensitivity:** | Residents have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The dwellings include converted barns and are arranged in an L-shape with separate garden plots. Preliminary review indicates that garden planting, walls/fences and outbuildings are likely to restrict some ground level visibility of the existing XC overhead line, Monk Fryston Substation and the Project. However, given the open character of the surrounding agricultural land and field observations from Rawfield Lane looking back to the properties, it is predicted that there would be some direct ground floor views from south and east facing elevations and associated gardens.<br>The construction phase would require the coppicing of the southern end of the woodland block, ~30m to the south-west of the closest garden curtilage, in order to accommodate the temporary overhead line. The closest temporary pylon (XC524T) at 55m tall would be located ~135m from the | Medium | Major/Moderate Adverse and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | dwellings at the closest point and would be noticeably closer and taller than the nearest existing XC524 pylon, that is 41.8m tall and ~190m distant from the dwellings. The XC523T temporary pylon to the west would be ~160m to the west of the dwellings and ~40m closer and 7.6m taller than the existing XC523 pylon that would be decommissioned, however retained woodland is predicted to predominantly screen any potential west facing views from the properties towards the XC523T temporary pylon.<br>The temporary construction compounds and construction of the proposed substation extension would be visible with a minimum separation distance from the properties of ~310m to the closest temporary compound, noting some low-level screening from intervening hedgerows would occur and a temporary earth bund around the compounds would restrict visibility of ground level activity. Views of the upper parts of structures up to 5.5m high within the temporary compounds would be available. The construction period over 24-months and 24/7 operations would require lighting of the construction compounds and substation site. The sensitive design of any lighting would minimise adverse night-time effects. The temporary scaffolding over Rawfield Lane in two locations would be visible ~450m to the west of the dwellings and seen in the context of the existing Monk Fryston substation and existing XC, XK and 4ZZ 275KV overhead lines. | | |
| Operation Year 1 | The realigned 275kW XC overhead line would be at a similar separation distance from the properties to the decommissioned XC overhead line, however the XC524 pylon at 60m tall would be ~35m closer and 18.2m higher than the existing XC524 pylon that would be decommissioned. These changes would be perceived in the context of the existing XK044 pylon at 43.6m high that is located ~25m to the south of the proposed XC524 pylon and the more distant 4ZZ002 pylon that is 50.9m tall and located a further ~100m to the south.<br>There would be views of the proposed Monk Fryston Substation that the realigned 275kV XC overhead line connects to, located ~590m distant. The substation would extend the existing substation by approximately 1/3rd the | Low | Moderate Adverse and Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | current horizontal extent, with the majority of the new substation infrastructure set behind the existing substation.<br>The assessment concludes that the Project, in the context of the existing infrastructure would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Whilst the changes as part of the Project would be perceived in the context of existing pylons of the XK and 4ZZ overhead line's and the existing Monk Fryston Substation, the preliminary assessment indicates that the 18.2m increase in height of pylon XC524, located ~150m from the closest dwelling would represent a significant effect upon visual amenity, without any additional embedded measures. | | |
| Operation Year 15 | Hedgerow reinforcement including new hedgerow trees planted along Rawfield Lane would slightly reduce the visibility of the proposed substation and would also marginally reduce visibility of the existing substation. There would be re-growth of woodland south-west of Pollums House that was coppiced to accommodate the temporary overhead line. Subject to landowner's agreement, 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 already present. This measure would assist in filtering views of both the realigned 275kV XC overhead line and the XK and 4ZZ overhead lines visible in south and east facing views from the dwellings and gardens.<br>The assessment concludes a Low magnitude, as whilst slightly reduced from the Operation Year 1 assessment, the upper parts of the closest XC524 pylon would remain clearly visible and a Moderate effect that is potentially significant is predicted (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The additional planting, whilst not fully restricting views of the realigned 275kV XC overhead line, would represent an improvement to views experienced at Operation Year 1 because 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 | Low | Moderate Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | distant XK and 4ZZ overhead lines would be much more restricted, relative to the baseline. Consequently, the Moderate effect assessed is judged to be Not Significant. | | |

**Table 6G.91: Recreational Receptors using the Public Right of Way between Rawfield Lane and the A162**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.27 and Photoviewpoint 23. |
| **Minimum separation distance from Project:** | ~60m from the south-east corner of the proposed substation. |
| **Visual Receptor Sensitivity:** | Walkers on the PRoW would have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The public footpath connects Rawfield Lane and the A162 passing through a landscape where the visual amenity of footpath users is already significantly affected by energy transmission infrastructure. The initial section of the footpath close to Rawfield Lane is influenced by the existing high voltage overhead line, noting where the route crosses an open arable field it passes adjacent to the base of a lattice pylon. After passing through a linear smallholding, flanked by overgrown hedgerows, the route crosses open farmland again, where there are clear views towards the existing substation and the site of the proposed substation (see **Photoviewpoint 23**). The route continues a short distance across an open field and for the remaining ~1km up to the junction with the A162, the route follows the edge of a mature woodland belt. The woodland heavily filters views towards both the existing and proposed substation.<br><br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates theoretical views, noting any glimpses of the upper parts of materials on these compounds | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | would be set beyond the existing Monk Fryston Substation and multiple pylons of the 275kV 4ZZ and XK overhead lines.<br>The construction period over 24-months and 24/7 operations would require lighting of the construction compounds and substation site. The sensitive design of any lighting would minimise adverse night-time effects.<br>Construction works associated with the 275kV XC overhead line and the installation of the temporary pylons (at 45m and 55m tall) would be perceived in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line to be decommissioned and the closer existing 275kV XK overhead line and 275KV 4ZZ overhead line, where the 4ZZ01A pylon within the existing substation is 58.3m tall. | | |
| Operation Year 1 | As illustrated in the photowire in **Photoviewpoint 23c**, the gantries of the proposed substation would sit behind an existing woodland belt in the context of heavily filtered views of the existing Monk Fryston Substation and multiple pylons of the existing overhead line that would be retained.<br>The new pylons on the realigned 275kV XC overhead line would be visible beyond the existing Monk Fryston Substation and would be minor additions on the skyline in the context of the pylons of the closer existing 275kV XK overhead line and 275KV 4ZZ overhead line.<br>The assessment concludes that the Project, in the context of the existing infrastructure would represent a Low magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Due to the limited opportunities for visibility of the Project from the footpath route as a result of intervening woodland and the proximity of existing pylons along the route, the addition of the Project is assessed to be Not Significant. | Low | Moderate adverse and Not Significant |
| Operation Year 15 | New planting to the southern edge of the proposed substation, potentially on low level bunds, would help reinforce existing woodland screening closer to the PRoW and further restrict visibility of the substation infrastructure. | Very Low | Minor adverse and Not Significant |

| Table 6G.92: Recreational users of PRoWs near J42 of A1(M) | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.27 and Photoviewpoint 27. |
| **Minimum separation distance from Project:** | ~1.4km to proposed substation and ~340m to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from the PRoW network between the A1246 and an underpass below the A1(M), however in reality views towards the Project are predominantly restricted by intervening vegetation. **Photoviewpoint 27** illustrates a rare oblique view from a break in the hedgerow alongside the public bridleway near the A1246.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the PRoW with the compounds located behind woodland around Pollums House Farm. At a very localised part of the route, which in reality is the break in the hedgerow recorded at **Photoviewpoint 27**, there would be visibility of the proposed substation site under construction, backclothed by woodland and set behind the existing substation that is barely perceptible in the view. There would be views of the 2 No. temporary pylons (45m to 55m tall) perceived in the context of the closer pylons that are part of the existing 275kV XK overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates very limited visibility of the proposed substation from the PRoW network. At a very localised part of the route, which in reality is the break in the hedgerow recorded at **Photoviewpoint 27**, there would be visibility of the proposed substation, backclothed by woodland and set behind the existing substation that is barely perceptible in the view. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, from the PRoW network.<br>The new pylons on the realigned 275kV XC overhead line would be up to 14m taller than the nearby decommissioned pylons which could be noticeable when viewed across the highway junction at a range of ~340m on the roundabout junction of the slip road of J42 of the A1(M); however, hedgerow planting along the route largely prevents visibility. In relation to the very short section of PRoW at **Photoviewpoint 27,** the changes at this location would be perceived in the context of the taller and closer pylons that are part of the existing 275kV XK overhead line. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

**Table 6G.93: Recreational users of PRoW on Redhill Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~750m to closest proposed temporary construction compound and~1km to proposed substation. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW section crosses farmland between the A1(M) and Lumby, passing under the 275kV overhead line near the A1 (M) and the closest lattice pylon lies ~140m north of the PRoW. Oblique views south towards the Project are available, partially restricted in the wider landscape by | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | intervening field boundary hedgerows and hedgerow trees, including planting along the A63.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the route. The upper parts of the temporary pylons (at 45m and 55m tall) may be visible over 900m distant and perceived in the context of the existing pylons of the 275kV XK overhead line and 275kV 4ZZ overhead line. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates intermittent and localised visibility from less than ~25% of the route, with the proposed substation being slightly more visible than the existing, however the ZTV does not account for the multiple intervening hedgerows and hedgerow trees that would restrict visibility further in reality.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** illustrates a similar pattern of visibility from the PRoW. The closest new pylon on the realigned 275kV XC overhead line to the PRoW is XC522 that is ~450m distant and would be 14m taller than the nearby pylon it replaces. Whilst this change of pylon may be perceptible in oblique views from the PRoW, it would represent a relatively slight incremental change in the context of views of the existing XC521 pylon at 44.2m tall that lies only ~150m south of the PRoW. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the vertical extent of the 15m high gantries that would be visible on the proposed substation site and would also restrict visibility of the infrastructure on the existing substation site. | Very Low | Minor Adverse and Not Significant |

| Table 6G.94: Recreational users of PRoW south of Ledsham | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~1.2km to realigned 275kV XC overhead line, and ~1.9km to proposed Monk Fryston substation. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | The PRoW network is located on undulating farmland that is crossed by the 275kV XK overhead line and 275kV 4ZZ overhead line. There are theoretical views from parts of the PRoW network towards the Project across the A1246 and A1(M) corridors.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the PRoW network. There are potential views of the upper parts of the 2 No. temporary pylons (45m to 55m tall), ~1.2km distant and perceived in the context of the taller and closer pylons 275kV XK overhead line and 275kV 4ZZ overhead line. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates that both substations would be theoretically visible from a ~100m length of a public footpath north of Fairburn where the proposed substation would be located over ~2km away and perceived obliquely from the route in the context of the existing substation and much closer existing pylons along the 275kV 4ZZ overhead line that crosses the A1(M) and the PRoW.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, from the PRoW network. Oblique views of the upper parts of the replacement pylons, above intervening | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | planting along the A1246 is predicted from the bridleway along Newfield Lane and the public footpath north of Fairburn.<br>The new pylons as part of the realigned 275kV XC overhead line would be up to 14m taller than the nearby decommissioned pylons, however given the separation distance of over ~1.4km and the presence of much closer pylons to the PRoW network west of the A1246, the increase in height is predicted to represent a slight change, relative to the baseline. | | |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

**Table 6G.95: Recreational users of PRoW north of Old Quarry Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~1km to temporary construction compound, ~1.1km to proposed substation and ~1.2km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There is the potential for direct views towards the Project from the full length of the PRoW between South Milford and Old Quarry Lane. Views are across open arable farmland, noting the existing pylons within and close to the Monk Fryston Substation are visible on the distant horizon. Lower parts of these pylons are partially filtered by intermittent hedgerow trees south of Old Quarry Lane, with the greatest number along the A63 corridor. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the PRoW.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~1.4km distant. Where visible, it is likely the upper parts of these new pylons would be perceived on the skyline in the context of the existing pylons of the 275kV XK overhead line and 275kV 4ZZ overhead line, that vary in height from 43.6m to 58.3m tall and are set slightly further away from the PRoW. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of both the existing and proposed substation from the full length of the route. The horizontal extension of the proposed substation, partially screened by low level earth bunds would be perceived in the context of the existing substation and pylons and the 15m high gantries would be largely seen against the backdrop of the existing substation infrastructure. In conclusion the new substation infrastructure would be perceived as a minor new element in the views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility along the route.<br>The closest new pylons on the realigned 275kV XC overhead line are XC525 and XC526 at 47m and 49m tall respectively, and these would be located more than ~1.2km from the southernmost point of the PRoW. The closest decommissioned pylons on the XC overhead line would be up to 41.8m tall. By comparison the existing retained 4ZZ01A pylon within the existing Monk Fryston substation is 58.3m high. This existing pylon is ~250m further away from the PRoW but predicted to appear at a similar height to the proposed pylons on the skyline. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation<br>Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the vertical extent of the 15m high gantries that would be visible on the proposed substation site and would also restrict visibility of the infrastructure on the existing substation site. | Very Low | Minor Adverse and Not Significant |

**Table 6G.96: Recreational users of PRoWs between Hillam and Burton Common Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~1.4km to proposed substation and ~1.8km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from the PRoW network between the southern and western edge of Hillam Lane and Burton Common Lane. In reality, mature hedgerows with hedgerow trees along these field boundaries, particularly close to the eastern part of the PRoW network, would restrict many views to the wider landscape. The existing 400kV 4YS overhead line to the south of Hillam passes over the PRoW network and consequently close-range views of pylons forms the baseline of many views from these routes.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the PRoW.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~2.2km distant from the PRoW. These would be barely perceptible and perceived in the context of the existing 400kV YS | Very Low to None | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | overhead line that passes over the PRoW network and extends to the existing Monk Fryston substation. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates intermittent theoretical visibility of the proposed substation from the PRoW, and in some route sections the ZTV indicates it would be seen in conjunction with the exiting substation. As described in the construction phase assessment above, users of the PRoW typically have partially restricted views towards the Project due to nearby mature hedgerows and hedgerow trees. Distant glimpses of the proposed substation, over 1.4km away and comprising the upper parts of 15m high gantries, above intervening woodland would constitute a minor element in any available views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, from the PRoW network.<br>The closest new pylons on the realigned 275kV XC overhead line would be located more than ~1.8km from the PRoW network and any distant views of the upper parts of these slightly taller pylons would represent a barely perceptible change, particularly when appreciated in the context of the much closer existing 400kV 4YS overhead line that passes over the PRoW network. | Very Low | Minor Adverse and Not Significant |
| Operation Year 15 | No change from the Year 1 assessment predicted. | Very Low | Minor Adverse and Not Significant |

| Table 6G.97: Recreational users of PRoWs over Lumby and Milford Common | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~2.5km to temporary construction compound, ~2.5km to proposed substation and ~2.7km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There is the potential for oblique views towards the Project from the PRoWs. Views are across open arable farmland, frequently restricted by mature field boundary hedgerows and hedgerow trees.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates intermittent visibility from the PRoW. In reality this is predicted to be fully restricted by intervening hedgerows and hedgerow trees.<br>There would be potential restricted glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~3.1km distant, and barely perceptible at this range. | Very Low | Minor Adverse and Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of both the existing and proposed substation from the majority of the routes. The horizontal extension of the proposed substation, partially screened by low level earth bunds would be intermittently perceived in the context of the existing substation and pylons. The 15m high gantries would not be readily perceptible at this distance and would be difficult to distinguish from the backdrop of the existing substation infrastructure.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons** | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | **(XC522-526)** indicates a similar pattern of geographical visibility along the route.<br>The closest new pylons on the realigned 275kV XC overhead line are XC525 and XC526 at 47m and 49m tall respectively, and these would be located more than ~2.7km distant. The closest decommissioned pylons on the XC overhead line would be up to 41.8m tall. By comparison the existing retained 4ZZ01A pylon within the existing Monk Fryston substation is 58.3m high. This existing pylon is ~250m further away from the PRoW but predicted to appear at a similar height to the proposed pylons on the skyline. | | |
| Operation Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would be barely perceptible, given the intervening vegetation and distance. | Very Low | Minor Adverse and Not Significant |

**Table 6G.98: Recreational users of PRoWs around Monk Fryston**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~1.5km to proposed substation and closest proposed temporary construction compound and ~1.7km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Users of PRoW have a High susceptibility and views are of a Medium to High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from public footpaths that follow the south-western edge of the village and link to Austfield Lane to the east. In reality, mature tree cover and hedgerows along the routes and intervening field boundaries nearby are predicted to largely restrict the opportunity for views towards the Project. The existing 400kV YS overhead | Very Low to None | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | line passes within ~620m of the southern edge of Monk Fryston and is intermittently visible from the PRoW, particularly the east-west section of public footpath that joins to Austfield Lane.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the PRoW.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~2.2km distant. If partially visible, given the intervening planting close to the PRoW routes, these pylons would be barely perceptible and perceived in the context of the much closer existing pylons of the 400kV YS overhead line. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the proposed substation only from the east-west section of public footpath that joins to Austfield Lane. As described in the construction phase assessment above, walkers on the PRoW would experience restricted views towards the Project due to nearby mature hedgerows and hedgerow trees. Where partial views to the west are available, the only prominent man-made infrastructure in any views is predicted to comprise the existing pylons of the 400kV YS overhead line. Distant glimpses of the proposed substation, over ~1.5km away and comprising the upper parts of 15m high gantries, above intervening woodland would constitute a barely perceptible element in any available views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility between the existing and replacement pylons, along the PRoW.<br>The closest new pylons (XC528 and XC525) on the realigned 275kV XC overhead line would be located more than ~1.7km from the PRoW. These pylons would be 49m and 47m tall, compared with the nearby decommissioned pylons at 35.1m and 41.8m tall. Multiple existing pylons | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | include the 4ZZ01A pylon within the existing Monk Fryston Substation at 58.3m tall that is closer to Monk Fryston than the proposed new pylons. In addition, the existing 400kV YS overhead line that passes to the south of Monk Fryston would remain the primary pylons in available views. Accounting for the existing baseline infrastructure and intervening distance, it is concluded that any filtered views of the distant proposals would represent a barely perceptible change to the baseline visual amenity of PRoW users. | | |
| Operation Year 15 | No change from the Year 1 assessment is predicted. | Very Low | Minor Adverse and Not Significant |

**Table 6G.99: Recreational users of PRoW south-east of South Milford**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~920m to temporary construction compound, ~1km to proposed substation and ~1.2km to closest new pylon on the realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | PRoW users have a High susceptibility and views are of a Medium value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There is the potential for oblique views towards the Project from the PRoW routes. Views are across open arable farmland, noting the existing pylons within and close to the Monk Fryston Substation are visible on the distant horizon. Lower parts of these pylons are partially filtered by intermittent hedgerow trees south of Old Quarry Lane, with the greatest number of trees along the A63 corridor.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates intermittent | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | visibility from the PRoW. In reality this would be partially restricted by intervening hedgerows and hedgerow trees and the compounds would be surrounded by perimeter earth bunds, with glimpses of the upper parts of 5.5m high structures within the compounds.<br>There would be potential glimpses of the upper parts of the 2 No. temporary pylons (45m to 55m tall), over ~1.4km distant. Where visible, it is likely the upper parts of these new pylons would be perceived on the skyline in the context of the existing pylons of the 275kV XK overhead line and 275kV 4ZZ overhead line, that vary in height from 43.6m to 58.3m tall and are set slightly further away from the PRoW. | | |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of both the existing and proposed substation from the majority of the routes. The horizontal extension of the proposed substation, partially screened by low level earth bunds would be intermittently perceived in the context of the existing substation and pylons. The 15m high gantries would be largely seen against the backdrop of the existing substation infrastructure. In conclusion the new substation infrastructure would be perceived as a minor new element in the views.<br>**Figure 6.13: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar pattern of geographical visibility along the route.<br>The closest new pylons on the realigned 275kV XC overhead line are XC525 and XC526 at 47m and 49m tall respectively, and these would be located more than ~1.2km from the southernmost point of the PRoW. The closest decommissioned pylons on the XC overhead line would be up to 41.8m tall. By comparison the existing retained 4ZZ01A pylon within the existing Monk Fryston substation is 58.3m high. This existing pylon is ~250m further away from the PRoW but predicted to appear at a similar height to the proposed pylons on the skyline. | Very Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation<br>Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the vertical extent of the 15m high gantries that would be visible on the proposed substation site and would also restrict visibility of the infrastructure on the existing substation site. | Very Low | Minor Adverse and Not Significant |

**Table 6G.100: Recreational visitors to Ledston Park RPG and associated PRoW**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~2.1km to realigned 275kV XC overhead line and ~3.1km to proposed Monk Fryston substation |
| **Visual Receptor Sensitivity:** | Recreational visitors to the RPG have a High susceptibility and views are of a High value resulting in an overall High sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from elevated parts of the RPG including localised stretches of PRoW, within the RPG. These views, in a south-eastward direction, are across the A63, A1246 and A1 (M) corridors, noting that woodland cover prevents views towards the Project from the majority of the RPG.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no theoretical visibility from the RPG. Ground level construction works associated with the realigned 275kV XC overhead line are predicted to be prevented by intervening tree cover.<br>It is assessed that the temporary pylons over ~2.5km distant are unlikely to be visible due to intervening parkland trees within the RPG, but any glimpses of the upper parts of these structures would be perceived in the context of the existing 275kV Poppleton to Monk Fryston (XC/XCP) | Very Low to None | Minor adverse Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | overhead line to be decommissioned and the much closer existing 275kV XK overhead line that passes ~850m south of the RPG in the vicinity of Ledsham. | | |
| Operation Year 1 | **Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates no visibility from the RPG apart from a very localised area to the south-east of the enclosed grounds of Ledston Lodge. In reality, theoretical visibility of the proposed substation, over 3.7km distant, is predicted to be restricted by a number of parkland trees within the RPG. **Figure 6.13 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates theoretical visibility from localised elevated parts of the RPG including sections of the PRoW network, however in reality this visibility is likely to be predominantly restricted by mature parkland tree cover at close range, within the RPG. The new pylons on the realigned 275kV XC overhead line that run parallel with the A1(M), over ~2.1km distant, would be between 50m and 55m tall (compared with the decommissioned pylons at 37.4m and 41m tall), noting the context of the nearby existing 275KV XK overhead line with pylons at least 48.6m high, that passes ~850m south of the RPG in the vicinity of Ledsham. | Very Low to None | Minor Adverse and Not Significant |
| Operation Year 15 | No discernible change from the Operation Year 1 assessment. | Very Low to None | Minor Adverse and Not Significant |

**Table 6G.101: People in vehicles along the A1(M)**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~70m to temporary structures, ~35m to realigned 275kV XC overhead line, and ~640m to proposed Monk Fryston substation. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Pylons are prominent in baseline views for drivers and passengers travelling in both directions along the A1 (M) within the Study Area. The existing 275kV XK overhead line and 275kV 4ZZ overhead line that would remain unaffected by the Project cross the A1(M) south of the proposed realigned section of the 275kV XC overhead line. Two other existing high voltage lines run south from the Monk Fryston substation and are aligned broadly parallel with the A1(M).<br><br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates limited and very intermittent theoretical visibility from the A1(M), with the closest section of the route within the ZTV located south of the existing 275kV XK overhead line crossing. Review in the field indicates the embankment of the A1(M) already screens views of the closer gantries on the nearby existing substation site, with only the upper parts of pylons within and adjacent to the substation visible. Consequently, it is concluded that there would be no visibility of structures on the temporary construction compounds from the A1(M) within the Study Area.<br><br>It is assessed that the mid and upper parts of the temporary pylons would be clearly visible in the context of similar scale of pylons close to the road corridor as part of the 275kV XK overhead line and 275kV 4ZZ overhead line. The closest temporary pylon to the road corridor (XC523T) at 45m tall, would be set back ~40m further from the carriageway than the XC523 pylon at 37.4m high, that would be decommissioned. | Very Low | Minor/Negligible Adverse<br><br>Not Significant |
| Operation Year 1 | **Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates intermittent visibility of the existing substation (and to a lesser extent the proposed substation) from the A1 (M) between the A1246 crossing and the 275kV XK overhead line crossing. Review in the field indicates the embankment of the A1(M), intermittently topped by hedgerows or scrub, already screens views of the closer gantries on the existing substation site. Only the upper parts of pylons within and adjacent | Low | Minor Adverse and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | to the substation are visible. Consequently, it is concluded that there would be no visibility of the proposed substation from the A1(M) within the Study Area.<br>**Figure 6.13 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar geographical extent of theoretical visibility of the proposed pylons and replacement pylons along the A1(M).<br>The proposed realigned section of the 275kV XC overhead line that would run parallel to the A1(M) is ~420m long between the proposed new pylons (XC522 and XC523). The new pylons on this section would be between 50m and 55m tall (compared with the decommissioned pylons at 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).<br>The modest 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. | | |
| Operation Year 15 | No discernible change from the Operation Year 1 assessment. | Low | Minor Adverse and Not Significant |

**Table 6G.102: People in vehicles along the A162**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27 and Photoviewpoint 24. This viewpoint will be retaken for the ES from a location further south along the A162, as refinement of the Project design since scoping has resulted in the original viewpoint photography being located outside the updated ZTV. |
| **Minimum separation distance from Project:** | ~590m to proposed Monk Fryston substation (~800m to existing Monk Fryston substation). ~930m to realigned 275kV XC overhead line. ~740m to temporary construction compounds. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | **Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates there would be theoretical visibility from ~1km of the route, north of the junction with the A63 and south of the roundabout junction near South Milford. This section of the crosses an open arable landscape with limited structural vegetation screening close to the route, however mature hedgerows, and tree cover along the A63 and nearby field boundaries combine to limit views towards the Project beyond. The temporary compounds would be located over ~740m distant and oblique to the direction of southbound travel from the road corridor. Structures up to 5.5m high stored on the compounds would be intermittently visible although these would cover a limited part of the overall compound footprint and ground level construction activity is predicted to be fully restricted by perimeter bunds to the compounds and further restricted by hedgerows and trees along the A63 and nearby field boundaries.<br>There is the potential for views of the 2 No. temporary pylons, cranes and associated decommissioning and erection of new pylons on the 275kV XC overhead line more than ~1.1km distant. These changes would be perceived in the context of the nearby existing pylons of the 275KV 4ZZ and XK overhead lines that connect to the Monk Fryston Substation. | Very Low | Minor/Negligible adverse<br>Not Significant |
| Operation Year 1 | **Figure 6.12: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates that the existing substation and proposed substation would be visible from a ~1km stretch of the A162, south of South Milford, noting that visibility would be restricted hedgerows and trees along the A63 and nearby field boundaries. Where visible the upper parts of 15m high gantries of the proposed substation would be predominantly seen against the backdrop of the existing substation gantries and pylons from the 275KV 4ZZ and XK overhead line's.<br>People in vehicles travelling north from Brotherton would experience theoretical visibility of the proposed substation west and north of Burton | Very Low | Minor/Negligible Adverse<br>and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | Salmon, however review in the field indicates mature hedgerows and intermittent tree cover, including planting along the railway embankment, would in practice limit views towards the Project. Where fleeting glimpses are occasionally available the upper parts of the gantries of the proposed substation would be visible on a skyline set behind existing woodland and in the context of the existing pylons of the 275KV 4ZZ and XK overhead lines on the skyline.<br><br>**Figure 6.13 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar geographical extent of theoretical visibility of the proposed pylons and replacement pylons with an additional ~300km of the route north of Burton Salmon indicating increasing oblique visibility of the proposed pylons only above intervening landform.<br>The 275kV XC overhead line realignment with pylons up to 60m high would represent a slight incremental increase on the skyline compared with the existing pylons to be decommissioned. It is noted that the proposed pylons would be of a similar height to existing retained pylons nearby that are closer to People in vehicles travelling north from Brotherton, including the 4ZZ01A pylon within the existing Monk Fryston substation at 58.3m tall. Travelling south from South Milford along the A162 the proposed pylons would be slightly closer to the People in vehicles than existing pylons retained of a similar scale, but at more than 1km distant in oblique views these small changes to the skyline infrastructure are unlikely to be perceived by people in vehicles given the numbers of pylons already visible on the distant horizon. | | |
| Operation Year 15 | Planting to the southern edge of the proposed substation would assist in reducing visibility of the proposed substation infrastructure, however the main changes to views compared to the baseline, relate to new pylons on the skyline as part of the 275kV XC overhead line realignment, that would not change. | Very Low | Minor/Negligible Adverse and Not Significant |

| Table 6G.103: People in vehicles along the A1246 | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~890m to temporary structures, ~890m to realigned 275kV XC overhead line, and ~1.5km to proposed Monk Fryston substation. |
| **Visual Receptor Sensitivity:** | People in vehicles have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical oblique views towards the Project from the route section of the A1246 between the northern edge of Fairburn and the junction with the A63. Review in the field, in early Spring before leaf cover emerged indicated very limited opportunities for views towards the existing substation. **Photoviewpoint 27** was taken from a nearby public footpath, elevated above the A1246 where a short break in a field boundary hedgerow allowed views towards the existing substation, barely perceptible above intervening hedgerows and backclothed by woodland.<br>Pylons are prominent in baseline views for drivers and passengers travelling in both directions along the A1246, noting the existing 275kV XK overhead line and 275kV 4ZZ overhead line that would remain unaffected by the Project cross the A1246.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates no visibility from the A1246.<br>It is assessed that the upper parts of the temporary pylons may be fleetingly visible in the context of much closer pylons on the 275kV XK overhead line and 275kV 4ZZ overhead line. The closest temporary pylon to the road corridor (XC523T) at 45m tall, would be ~890m distant. | Very Low | Minor/Negligible Neutral<br>Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | **Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the existing substation, and to a slightly greater extent the proposed substation. Review in the field observed that the hedgerow along the eastern side of the A1246 already predominantly screens views of the existing substation. Consequently, it is concluded that the more distant proposed substation would be predominantly screened in any oblique and fleeting views from the A1246.<br>**Figure 6.13 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar geographical extent of theoretical visibility of the proposed pylons and replacement pylons along the A1246.<br>The new pylons on the realigned 275kV XC overhead line would be between 47m and 60m tall (compared with the nearby decommissioned pylons between 35.1m and 41.8m tall). The existing 275KV 4ZZ overhead line has pylons at least 50.9m tall, noting pylons of a similar scale cross the A1246.<br>The multiple pylons west of the A1(M), much closer to the route that are already part of the established baseline would remain the principal energy transmission infrastructure in views towards the Project. The increase in the height of the replacement pylons as part of the Project represents a Very Low magnitude of change, in consideration of the oblique nature of views and the presence of the roadside hedgerow that limits the opportunity to perceive these changes. | Very Low | Minor/Negligible Adverse and Not Significant |
| Operation Year 15 | No discernible change from the Operation Year 1 assessment. | Very Low | Minor/Negligible Adverse and Not Significant |

| Table 6G.104: People in vehicles along the A63 | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.27 and Photoviewpoint 25. |
| **Minimum separation distance from Project:** | ~140m to closest temporary construction compound. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Following the field survey and with reference to **Photoviewpoint 25** there would be fleeting and oblique views available to passengers in vehicles on the A63, approaching the junction with Rawfield Lane. Views would occur over low roadside hedgerows towards the Project from a ~300m stretch of the carriageway. Views of temporary structures within the compounds up to 5.5m high would be frequently 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, adjacent to the existing substation 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.<br>The construction period over 24-months and 24/7 operations would require lighting of the construction compounds and substation site. The sensitive design of any lighting would minimise adverse night-time effects. Ground level construction works associated with the 275kV XC overhead line would be largely restricted by intervening hedgerow trees, noting views of the temporary pylons up to 55m tall and over ~470m distant, would be perceived in the context of the nearby pylons of the existing 275kV XK overhead line and 275kV 4ZZ overhead line. | Low | Minor adverse<br>Not Significant |
| Operation<br>Year 1 | With reference to the photowire at **Photoviewpoint 25d,** as described in the construction phase, oblique and fleeting views towards the Project would be available from a ~300m stretch of the carriageway that extends | Medium | **Moderate Adverse** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | east and west of the junction with Rawfield Lane. Low level earth bunds along the northern edge of the proposed substation would assist in reducing the vertical extent of the infrastructure that would be visible, seen in the context of the existing substation and/or backclothed by existing woodland.<br>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 the XK and 4ZZ overhead line pylons that would be retained.<br>The assessment concludes that the Project would represent a Medium magnitude and a Moderate Adverse effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Given the noticeable increase in infrastructure, in particular the proximity of the closest replacement pylons, it is assessed that these effects upon the views experienced by people in vehicles would be Significant for a localised ~300m stretch of the A63 near the junction with Rawfield Lane. | | **and Significant** |
| Operation Year 15 | New planting to reinforce hedgerows along the A63 and woodland planting on low level bunds to the north of the substation, would further restrict the visibility of the 15m high gantries that would be visible on the proposed substation site. Views of the 275kV XC overhead line pylons on the skyline and baseline infrastructure would also be partially filtered by the growth of tree planting. | Low | Minor Adverse and Not Significant |

| Table 6G.105: Passengers travelling on the Castleford to Sherburn in Elmet railway | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13 and 6.27. |
| **Minimum separation distance from Project:** | ~920m to proposed Monk Fryston substation and 1.4km to realigned 275kV XC overhead line. |
| **Visual Receptor Sensitivity:** | Passengers on trains have a Medium susceptibility and views are of a Medium value resulting in an overall Medium sensitivity. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | There are theoretical views towards the Project from the route section between the A1(M) and the edge of the Study Area near South Milford.<br>Existing high voltage pylons are prominent in baseline views and cross the railway in two places west of Burton Salmon and another location west of Hillam.<br>**Figure 6.11: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds** indicates very localised visibility west of Burton Salmon. In reality fleeting visibility of the compounds over ~1.9km distant and set beyond the existing Monk Fryston Substation and high voltage pylons would be barely perceptible. Theoretical views are also indicated south-east of South Milford, however structural vegetation along the route is predicted to restrict visibility and any potential fleeting glimpses of the Project from a localised section, south of Westholme Farm, would be barely perceptible over ~ 2.2km distant.<br>It is predicted that the temporary pylons, over ~1.8km distant would be visible in the context of the much closer pylons on the 275kV XK overhead line and 275kV 4ZZ overhead line. | Very Low | Minor/Negligible adverse<br>Not Significant |
| Operation Year 1 | **Figure 6.12 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area** indicates theoretical visibility of the existing substation, and to a slightly greater extent the proposed substation, north of Burton Salmon. Review in the field indicates that west of the A162 the railway is in cut and structural | Very Low | Minor/Negligible Adverse<br>and Not Significant |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| | planting along the embankment would prevent views north towards the substation. For a 200m section east of the A162 crossing there would be fleeting visibility of 15m high gantries at the southern end of the proposed substation, set above intervening woodland and seen in the context of much taller existing pylons.<br>**Figure 6.13 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)** indicates a similar geographical extent of theoretical visibility of the proposed pylons and replacement pylons.<br>The new pylons on the realigned 275kV XC overhead line would be between 47m and 60m tall (compared with the nearby decommissioned pylons between 35.1m and 41.8m tall). The existing 275KV 4ZZ overhead line, closer to the railway, has pylons at least 50.9m tall, noting pylons of a similar scale cross the intervening landscape and the railway corridor in three places and from part of the established baseline. | | |
| Operation Year 15 | No discernible change from the Operation Year 1 assessment, noting the growth of planting to the south of the substation would further reinforce existing woodland screening. | Very Low | Minor/Negligible Adverse and Not Significant |

**Table 6G.106: People in vehicles along Rawfield Lane**

| | |
|---|---|
| **Relevant Figures:** | Figures 6.11, 6.12, 6.13, 6.27 and Photoviewpoint 25. |
| **Minimum separation distance from Project:** | Entrances to the temporary construction compounds are created off Rawfield Lane, realigned and decommissioned 275kV overhead line and the temporary overhead line would pass over Rawfield Lane. |
| **Visual Receptor Sensitivity:** | People in vehicles would have a Medium susceptibility and views are of a Medium to Low value resulting in an overall Medium sensitivity. Temporary scaffolding in two places either side of road. |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Construction | Following the field survey and with reference to **Photoviewpoint 25** taken from the crossroads on the A63 at the northern end of Rawfield Lane, there would be sustained views available to passengers in vehicles along Rawfield Lane, where the 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 restricted by a perimeter earth bund. The proposed substation site, under construction would also be visible from the northern end of Rawfield Lane. People in vehicles would pass the temporary scaffolding either side of Rawfield Lane in two locations and the temporary pylons associated with the 275kV XC realignment would be visible in the context of the nearby pylons of the existing 275kV XK overhead line and 275kV 4ZZ overhead line pylons of a similar height.<br><br>The construction period over 24-months and 24/7 operations would require lighting of the construction compounds and substation site. The sensitive design of any lighting would minimise adverse night-time effects. Ground level construction works associated with the 275kV XC overhead line would also be available.<br><br>The assessment concludes that the Project, in the context of the existing infrastructure, would represent a Medium magnitude and a Moderate effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). Whilst the changes as part of the Project would be perceived in the context of existing pylons of the XK and 4ZZ overhead lines and the existing Monk Fryston Substation, the preliminary assessment indicates that the level of activity associated with the temporary compounds and close proximity of the proposed substation construction site, in conjunction with other visible elements at close range including the scaffolding and temporary pylons would represent a significant effect at the northern end of Rawfield Lane. | Medium | **Moderate adverse and Significant** |

| Phase | Description | Magnitude | Effect and Significance |
|---|---|---|---|
| Operation Year 1 | With reference to the Photowire at **Photoviewpoint 25d,** as described in the construction phase, similar views would be experienced from the northern end of Rawfield Lane, closer to the Project. Low level earth bunds along the northern edge of the proposed substation would assist in reducing the vertical extent of the proposed substation infrastructure that would be visible, seen in the context of the existing substation and/or backclothed by existing woodland.<br>The closest new pylon on the realigned 275kV XC overhead line is XC526 at 49m tall and ~50m from the road corridor at the closest point, representing a prominent new structure on the skyline and seen in the context of the XK and 4ZZ overhead line pylons at a similar distance from Rawfield Lane that would be retained.<br>The assessment concludes that the Project would represent a Medium magnitude and a Moderate Adverse effect that is potentially significant (see **Appendix 6C: Landscape and Visual Impact Assessment Methodology**). The changes as part of the Project would be perceived in the context of existing pylons of the XK and 4ZZ overhead lines and the existing Monk Fryston Substation. The preliminary assessment indicates that the noticeable expansion of infrastructure, both in terms of the proposed substation and taller pylons on the realigned 275kV XC overhead line, would represent a significant effect upon views experienced by People in vehicles at the northern end of Rawfield Lane. | Medium | **Moderate Adverse and Significant** |
| Operation Year 15 | The growth of planting to reinforce hedgerows along Rawfield Lane and woodland planting on low level bunds to the north of the proposed substation, would notably restrict the visibility of the 15m high gantries that would be visible on the proposed substation site. 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. | Low | Minor Adverse and Not Significant |

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com