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# Yorkshire Green Energy Enablement (GREEN) Project

**Volume 5**

**Document 5.3.6F ES Chapter 6 Appendix 6F - Landscape Character  
Receptor Assessment**

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# 1. Landscape Character Receptor Assessment

- 1.1.1 The assessment of effects arising from the Project upon the landscape character of the Landscape Character Areas (LCAs), Landscape Character Types (LCTs) and the Locally Important Landscape Area (LILA) landscape designation that have been scoped into the assessment is set out in **Tables 6F.1 to 6F.10** below. The assessment references the key characteristics summarised in **Appendix 6D: Landscape Character Baseline, Volume 5, Document 6D** and supporting text contained within the published landscape character assessments. The determination of landscape sensitivity of the LCA and LCT to the Project is set out in **Appendix 6E: Landscape Sensitivity, Volume 5, Document 5.3.6E** with reference to Section 6.2 of **Appendix 6C: Landscape and Visual Impact Assessment Methodology, Volume 5, Document 5.3.6C**.
- 1.1.2 The magnitude of change as a result of the Project has been assessed for each landscape receptor in accordance with Section 6.2 of **Appendix 6C, Volume 5, Document 5.3.6C**. For the majority of the LCA/LCTs within the Study Area the scale of change typically varies from the highest level within the Order Limits of the Project where direct effects occur. Further from the Order Limits, the indirect effects typically result in a reduced scale of change where intervening structures (e.g. landform, vegetation and/or buildings) and increasing distance typically combine to limit the magnitude of change, relative to baseline conditions. Within parts of the LCA/LCT's, the Project may not be perceived at all, resulting in No Effect. Consequently a range of effects would typically be experienced across the geographical extent of each landscape receptor and this assessment focusses on defining the approximate geographical extent of the likely significant effects. Best practice guidance<sup>1</sup> advises *'it is not essential to establish a series of thresholds for different levels of significance of landscape and visual effects, provided it is made clear whether or not they are considered significant'*.
- 1.1.3 **Tables 6F.1 to 6F.10** assess the effects of the Project upon the landscape character of each LCA/LCT/LILA for the Construction Phase, at Operation Year 0 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, Volume 5, Document 5.3.6C**, with reference to the following:
- **Chapter 3: Description of the Project, Volume 5, Document 5.2.3** including **Figures 3.10 to 3.12 Outline Landscape Mitigation Strategy Plans, Volume 5, Document 5.4.3** that cover the embedded landscape mitigation measures that have been integrated with the permanent earthworks design and comprise the planting of woodland, trees, hedgerows, scrub and species rich grassland surrounding the Overton Substation, Tadcaster CSECs and Monk Fryston Substation;

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<sup>1</sup> Landscape Institute and Institute of Environmental Management & Assessment (2013). Guidelines for Landscape and Visual Impact Assessment Third Edition. Paragraph 3.33. Routledge; Oxfordshire

- **Arboricultural Impact Assessment (AIA) (Appendix 3I, Volume 5, Document 5.3.3I)** identifies the value of the trees in accordance with BS 5837 (2012) and details the removal, management, and protection strategy of all trees and hedgerows within, or where relevant, adjacent to the Order Limits. The quality of vegetation reported on reflects the BS 5837 (2012) grading d i.e. High quality and value (Grade A), Moderate quality and value (Grade B) Low quality and value (Grade C) and Very Low quality and value (Grade U – typically diseased and/or with less than 10-year lifespan).
- **Chapter 12 Traffic and Transport, Volume 5, Document 5.2.12** with particular reference to the conclusions that construction traffic generated by the Project would not have a significant effect upon highways with reference to the magnitude of change relative to future year baseline traffic; and
- The **Code of Construction Practice (Appendix 3B, Volume 5, Document 5.5.3B) (CoCP)** sets out the principles covering the design of lighting; and confirms that a detailed lighting scheme would be produced under Requirement 6 of the DCO **(draft DCO, Document 3.1, Volume 3)**. The **CoCP** sets out a range of measures that would be adopted, including construction compounds not being lit at night outside core working hours and lighting design to be in accordance with the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light (GN01:2011). All of the measures outlined in the CoCP would eliminate the potential for artificial lighting to have any potential for significant effects upon landscape character and visual amenity. This conclusion has been informed by consideration of relevant factors outlined in government guidance<sup>2</sup> as follows:
  - The proposed lighting regime is unlikely to materially affect light levels in the environment around the Project and would not have the potential to adversely affect the use and enjoyment of nearby buildings or open spaces due to the low levels and infrequency of lighting proposed and the separation distance from these receptors;
  - The proposed lighting regime would not conflict with the needs of any specialist facilities and/or leisure activities requiring low levels of surrounding light e.g. observatories; and
  - The Project is not near a protected area of dark sky or intrinsically dark landscape where new lighting would be conspicuously out of keeping with local nocturnal light level.

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<sup>2</sup> Department for Levelling Up, Housing and Communities and Ministries of Housing, Communities and Local Government (2014 updated Nov 2019) Guidance: Light Pollution. (online). Available at: <https://www.gov.uk/guidance/light-pollution#what-factors-can-be-considered-when-assessing-whether-a-development-proposal-might-have-implications-for-light-pollution> (Accessed 25 October 2022)

**Table 6F.1 - Landscape Assessment of Vale Farmland with Plantation Woodland and Heathland Regional Landscape Character Type**

<b>Administrative Area:</b>	The LCT is assessed within the City of York administrative area only (south of the River Ouse) because it does not have a local landscape character assessment.
<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.4, 6.12, and 6.15.</b> Visualisations from Viewpoints 5, 6 and 13 ( <b>Figures 6.31, 6.32, 6.33, 6.34, 6.45 and 6.46</b> ), Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix 6E: Table 6E.1):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Direct landscape effects:</b>	400kV YN and SP Overhead Lines and associated access. Formation and operation of the southernmost temporary construction compound and associated access north of Corban Lane.
<b>Indirect landscape effects:</b>	Project components listed above would also result in indirect landscape effects and in addition potential for indirect effects from the construction of the proposed Overton Substation and temporary construction compounds.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	<p>The construction period, including enabling works and reinstatement works, would last approximately 17 months for the Shipton CSECs, with construction activities assumed to be a 6-month period. The full construction period for the 400kV YN and 275kV SP overhead lines would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years.</p> <p>Tree and hedgerow loss, management, and potential impacts within the LCA are limited and localised. The greatest changes would occur between Corban Lane and the track to Newlands Farm associated with the Shipton CSECs, temporary construction compounds, access with visibility splays and scaffolding associated with the construction of the 400kV</p>	Medium to No Change.	Moderate Adverse and Significant in localised parts of the LCA to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>YN Overhead Line. In this location the small sections of hedgerows of moderate to low quality (H243, H248, H251, H272) and a single tree of moderate quality (T111) would be removed. The removal and management of trees and hedgerows would be clearly perceived from Corban Lane and the southern end of the ORPA along the track to Newlands Farm. The changes would represent a localised medium scale of change within the LCA, noting that following construction, hedgerows would be reinstated apart from the short length required to accommodate a gated access for maintenance access to pylon YN003. The changes would not affect the overall integrity of the mature hedgerow network that is a key characteristic of the LCA. The other principal area of planting affected by the Project within the LCA comprise a ~250m length of tree planting in the vicinity of pylon YN 004 that flanks the access track to Hall Moor Farm (South) with short sections of hedgerow (H198 and G236) of poor quality removed to accommodate temporary scaffolding and trees of high, medium and low quality removed (T1092-T1096, T913, T914 and T916). Other nearby tree and hedgerow planting would be managed to accommodate the stringing of the new 400kV YN Overhead Line. Elsewhere within the Order Limits there would need to be very localised removal and management of short lengths of hedgerows and occasional trees of variable quality to accommodate temporary construction access routes and the construction of the 400kV YN overhead line (pylons YN002-YN006) and the proposed 275kV overhead line (pylon SP5).</p> <p>The Zone of Theoretical Visibility (ZTV) at <b>Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds and Shipton Tee 400kV CSECs</b> indicates structures up to 5.5m high (for example, double height portacabins) may be perceptible across a localised area of the LCT, 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, plant and materials would be partly restricted by virtue of mature hedgerow cover along Corban Lane and intervening field boundaries.</p> <p>The visibility of temporary pylons YR038T and YR039T at 49.5m and 55m high would be taller than the closest existing pylons YR039 and YR040 at 42m and 45m high respectively, noting the temporary pylons are closer to Corban Lane and the LCT boundary.</p>		



Phase	Description	Magnitude	Effect and Significance
	<p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds</b> indicates theoretical visibility of 5.5m high structures that would be predominantly concentrated along the western edge of the LCT 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 or solid fencing to the perimeter of the compounds and substation. Intervening hedgerows would also restrict perception of ground level construction activity from the majority of the LCT. 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. The impact upon the wider landscape would be minimised by the lighting strategy design measures outlined in the CoCP, that would minimise light spill beyond the construction compounds and Overton Substation site. Construction traffic on the local road network (principally Corban Lane and the track to Newlands Farm) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline, including pedestrian amenity, are not significant (Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12</b>).</p> <p>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 working zones around each pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position. The final stage would be the installation of the overhead conductors requiring scaffolding both sides of Corban Lane, typically 20m in depth and up to ~18m high.</p> <p>In summary 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 CSEC in the adjoining LCT. The construction of new pylons and associated access tracks would represent direct effects of a Medium scale within the LCT, with the final stage erection of the new pylons as part of the 400kV overhead line, also having</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>localised indirect effects on landscape character extending beyond the Order Limits. The geographical extent where a Medium magnitude and <b>Moderate Adverse</b> and <b>Significant Effect</b> is assessed would cover up to approximately 500m from the overhead lines and would be confined to the northwest edge of the LCT, extending up to ~500m to the east of the 400kV overhead line. A smaller area of the LCT to the northwest of Skelton comprising the farmland to the north of Stripe Lane and west of the A19, would also be subject to a Medium magnitude (Viewpoint 13 in <b>Figures 6.45 and 6.46</b>) and a <b>Moderate Adverse Effect</b>. These effects would be <b>Significant</b> due to the direct/indirect effects on a landscape that in the locality has been previously unaffected by transmission infrastructure.</p> <p>Beyond the ~500m offset from the Overhead Lines, the magnitude of change would range from Low to Very Low, and the effects would be Minor or less and Not Significant (Viewpoint 5 in <b>Figures 6.30-6.32</b>). At the eastern portion of the LCT within the Study Area, multiple layers of intervening planting would restrict all perception of construction activity, resulting in No Change and No Effect (Viewpoint 6 in <b>Figures 6.33 and 6.34</b>).</p>		
Operation Year 0	<p><b>Figure 6.2: Zone of Theoretical Visibility of Shipton Tee 400kV CSECs</b> indicates that the CSECs with gantries at 15m high would be theoretically visible from a localised area of farmland south of Corban Lane, however due to retained mature hedgerows and tree planting along the northern boundary of the LCA and along Corban Lane, the CSECs would be barely perceptible and would have a very localised effect within the LCT, contributing a Very Low scale of indirect change.</p> <p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates theoretical visibility of the gantry structures up to 15m high in the Overton Substation, from land to the northwest of Skelton, with more distant visibility from land to the west of Upper Poppleton, contributing a Very Low scale of indirect change within the LCT.</p> <p><b>Figure 6.3: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)</b> indicates the proposed 400kV and 275kV overhead line would be theoretically visible from the majority of the LCT, although in reality perception would be reduced from the majority of the LCT beyond the Order Limits by</p>	Medium to No Change.	Moderate Adverse and Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>screening from field boundary hedgerows and hedgerow trees. The 400kV YN overhead line (pylons YN002-YN006 at 46.5m to 54.3m high) and the proposed 275kV SP overhead line (pylon SP5 at 50.1m high) would be permanent and locally prominent structures within the LCT. The resulting scale of landscape effect would be up to Medium.</p> <p>With reference to Viewpoint 5 (<b>Figures 6.30-6.32</b>), the proposed overhead line would be frequently perceived in combination with the existing 400kV overhead line that crosses the north-eastern part of the LCT and low voltage overhead lines on wooden poles. Further south and with reference to Viewpoint 13 (<b>Figures 6.45 to 6.46</b>), the existing 275kV SP in the adjoining LCT would be clearly perceived.</p> <p>The geographical extent where a Medium magnitude and a <b>Moderate Adverse</b> effect that is <b>Significant</b> is assessed would extend up to approximately 500m from the overhead lines. The Medium magnitude would be confined to the northwest edge of the LCT, extending up to ~500m to the east of the 400kV YN Overhead Line. A smaller area of the LCT to the northwest of Skelton comprising the farmland to the north of Stripe Lane and west of the A19, would also be subject to a Medium magnitude (Viewpoint 13 in <b>Figures 6.45 to 6.46</b>). Beyond the ~500m offset from the Overhead Lines, the magnitude of change would reduce to Low to Very Low and the effects would be <b>Minor Adverse</b> or less and <b>Not Significant</b> (Viewpoint 5 in <b>Figures 6.30-6.32</b>). Multiple layers of intervening planting across the eastern parts of the LCA within the Study Area, would restrict all perception of the new transmission infrastructure, resulting in No Change and No Effect (Viewpoint 6 in <b>Figure 6.33 to 6.34</b>).</p>		
Operation Year 15	<p>The reinstatement and regrowth of tree and hedgerow planting in localised places along the 400kV YN and 275kV SP overhead lines would see the majority of planting affected by the Project return to a condition, similar to the baseline. The principal impact upon landscape character derives from the introduction of the 400kV overhead line and 275kV SP overhead lines and associated pylons. A Medium magnitude would remain similar to Operation Year 0, with localised <b>Moderate Adverse</b> Effects that are <b>Significant</b>.</p>	Medium to No Change.	Moderate Adverse and Significant to No Effect.

**Table 6F.2 - Landscape Assessment of River Floodplain Regional Landscape Character Type**

<b>Administrative Area:</b>	The LCT is assessed within the City of York administrative area only (south of the River Ouse) that does not have a local landscape character assessment.
<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.4, 6.12, and 6.15.</b> Visualisations from viewpoints 2, 4 and 18 ( <b>Figures 6.25, 6.28, 6.29, and 6.58</b> ) Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6.</b>
<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix 6E: Table 6E.12):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Direct landscape effects:</b>	Decommissioning of an existing section of the 275kV XCP overhead line and realignment of the 275 kV XC overhead line including access and temporary overhead lines.
<b>Indirect landscape effects:</b>	Visibility of 275kV XC, 275kV SP overhead lines and temporary overhead lines.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	The full construction period for the 275kV SP overhead lines would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years. Due to the phased nature of construction, existing pylons, temporary pylons, and proposed replacement pylons would be simultaneously present in the landscape for up to 2 years.  Localised sections of field boundary hedgerows of poor quality and hedgerow trees and riparian tree planting of medium to low quality would be removed (T56, T57, T58, G288, G289, T167, T168, T169, H224, H225) at the crossing points of the proposed 275kV XC overhead line and the 275kV XCP overhead line to be decommissioned. Further	High to No Change.	<b>Major/Moderate Adverse and Significant</b> to No Effect.



Phase	Description	Magnitude	Effect and Significance
	<p>vegetation within the Order Limits would be trimmed back or coppiced along the River Ouse Corridor. The planting along this stretch of the river has an intermittent character and consequently the losses, largely temporary in nature, whilst noticeable in close proximity would not alter the overall pattern of planting along the river corridor, representing a medium scale of change.</p> <p>The construction routes utilise and are connected to existing surfaced roads/tracks located in the adjoining Vale Farmland with Plantation Woodland and Heathland LCT to the south. The construction of the temporary pylons, ~40m from the pylons to be decommissioned and the installation of the proposed pylons as part of the realigned 275kV XC overhead line would be clearly visible from public rights of way along and close to the River Ouse within the River Floodplain LCT. The establishment of 50m square working zones around each pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position. The final stage would be the installation of the overhead conductors requiring scaffolding both sides of the River Ouse, typically 20m in depth and up to 27m high.</p> <p>The temporary pylons between 48.2m and 50.1m high are similar in height to the existing pylons nearby that would be decommissioned (49.1m to 50.1m tall). The proposed pylons would be between 48.2m to 53.7m high with the tallest pylon (XC 421) closest to the River Ouse.</p> <p>Given the relatively open character of the landscape within this LCT, the vegetation removal would be apparent and the simultaneous presence of all three sets of pylons (i.e. existing, temporary and proposed) for up to 2 years, would result in visual clutter and a locally High magnitude of change.</p> <p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds</b>, indicates theoretical visibility of 5.5m high structures in the adjoining Huby and Shipton Vale Farmland LCA from localised parts of the River Floodplain Regional LCT. 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 impact upon the LCT would be</p>		

Phase	Description	Magnitude	Effect and Significance
Operation Year 0	<p>minimised by the lighting strategy design measures outlined in the <b>CoCP</b>, that would limit light spill beyond the construction compounds and substation under construction.</p> <p>In summary, the assessment concludes that the Project would have direct effects in terms of localised loss and coppicing/trimming back of trees, hedgerows, and riparian vegetation. The construction of temporary pylons and new pylons with associated access tracks and the decommissioning of pylons, and the erection of scaffolding near the River Ouse would represent direct effects of a localised High to Medium scale within the northwestern part of the LCT that is scoped into the assessment (Viewpoint 4 in <b>Figures 6.28 and 6.29</b>). The geographical extent where a High to Medium magnitude of change and a <b>Major/Moderate to Moderate Adverse and Significant Effect</b> is assessed, would extend between The Foss watercourse, marking the limit of the LCT within the City of York administrative area, and land east of Woodhouse Farm. Beyond this area of the LCT, the magnitude would be Low to No Change with up to a <b>Minor Effect</b> that is <b>Not Significant</b>, including parts of the LCT fringing the settlement of Nether Poppleton (Viewpoints 2 and 18 in <b>Figures 6.25 and 6.58</b>), with No Change and <b>No Effect</b> being experienced in parts of the settlement where buildings or local vegetation fully restrict views of the construction activity associated with the Project.</p> <p>Permanent structures within the LCT would comprise the four pylons of the new 275kV XC overhead line at 48.1m to 53.7m high and associated stone access tracks. The replacement pylons would be in a similar location (within ~70m), height and appearance to the pylons that would be decommissioned that are 49.1m to 50.1m high.</p> <p><b>Figure 6.5: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)</b> indicates an almost identical pattern of visibility across the LCT between the current and replacement pylons. The decommissioning of pylons outside the LCT i.e. XCP009-XCP013 and replacement with pylons XC417 to XC420 with a greater separation distance from the River Ouse and the LCT, would represent a typically Low scale of beneficial change compared with the baseline situation (Viewpoints 4 and 18 in <b>Figures 6.28, 6.29 and 6.58</b>).</p>	Low	Minor Beneficial to Minor Adverse and Not Significant

Phase	Description	Magnitude	Effect and Significance
	<p>At the eastern end of the LCA (<b>Viewpoint 2</b> in <b>Figure 6.25</b>), the removal of the 275kV XCP overhead line would be perceived in the context of the 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. The scale of change would be Low and Neutral.</p> <p><b>Figure 6.4 Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates theoretical visibility of 15m high permanent structures within the substation over ~1.7km distant from localised areas near the southern boundary of the LCT, with no visibility predicted within the LCT 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. The scale of indirect change within the LCA would be Very Low to No Change.</p> <p>The assessment is undertaken against a baseline of the existing 275kV XCP overhead line. There would be a Low magnitude of change with a <b>Minor Beneficial</b> effect that is <b>Not Significant</b> from the direct and indirect effects of the decommissioning of pylons on the 275kV XCP line west of Overton. Further northwest at the crossing of the new 275kV XC overhead line the magnitude would be Low, with a <b>Minor Adverse</b> effect that is <b>Not Significant</b>, reflecting the slightly taller pylons compared with the pylons that would be decommissioned to the south.</p>		
Operation Year 15	Planting that would be managed by trimming back or coppicing would regrow and sections of planting removed under the 275kV XCP would be reinstated. There would be no other changes relative to the Year 0 assessment set out above.	Low	Minor Beneficial to Minor Neutral and Not Significant

**Table 6F.3 - Landscape Assessment of Huby and Shipton Vale Local Landscape Character Area: Sub-Types 5b and 5c**

<b>Administrative Area:</b>	Hambleton District Council.
<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.5 and 6.15</b> and Visualisations from Viewpoints 1, 3, 7, 9, 10, 11, 12, 14, 15, 16 and 17 ( <b>Figures 6.24, 6.26, 6.27, 6.35, 6.36, 6.39-6.44, and 6.47-6.57</b> ). Unless otherwise stated all figures are provided in Volume 5, Document 5.4.6
<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Potential Direct landscape effects:</b>	Construction of Shipton North 400kV CSECs, 400kV YN UGC and overhead line, Overton Substation, 275kV XC and SP overhead lines and decommissioning of part of the 275kV XCP overhead line. Temporary diversion to 400kV YN overhead line and temporary construction compounds at Shipton and Overton.
<b>Potential Indirect landscape effects:</b>	275kV XC south of River Ouse in adjoining LCT/LCAs. 275kV SP overhead line in adjoining LCA.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	The construction period, including enabling works and reinstatement works, would last approximately 4 years and 6 months for the Overton Substation with construction activities restricted to 2 years and 6 months. The construction period for the Shipton CSECs would last approximately 17 months with construction activities assumed to be 6-months. The full construction period for the 400kV YN and 275kV SP overhead lines would be 4 years and 6 months, with construction activities over a period of 3 years. Removal of the majority (~300m length) of an intact but poor-quality field boundary hedgerow (G206) would be required to accommodate the Shipton CSECs. Short sections	High to Very Low	Major/Moderate Adverse and Significant in localised parts of the LCA to Minor/Negligible and Not Significant.



Phase	Description	Magnitude	Effect and Significance
	<p>of poor-quality hedgerows and a single ungraded tree (H272, H495, T501) that lie along the track to Newlands Farm would need to be removed to accommodate access to the construction compounds and pylons with additional lengths of this hedgerow trimmed back to accommodate visibility splays. More localised removals and trimming back of higher quality trees (G246) that are part of a tree belt along the northern boundary of the LCA would be required to accommodate the 400kV YN overhead line and sections of hedgerows with trees east of the Shipton CSECs would be coppiced and trimmed back to accommodate the temporary 400kV YN overhead line, with a short section of poor-quality hedgerow (G200) removed to accommodate access. The structural vegetation impacted by the project forms part of the mature field boundary hedgerows that are a key characteristic of the LCA. The changes would represent a Medium adverse scale of change that is predominantly temporary in nature. Removed vegetation would be typically reinstated at the end of the construction phase with some exceptions e.g. tracks for permanent maintenance access to the pylons.</p> <p>Changes in landform would be localised and relatively modest in extent as illustrated in <b>Figure 3.11 Outline Landscape Mitigation Plan: Overton Substation, Document 5.4.3</b>. The principal changes would comprise earthworks to level the site of the proposed Substation, resulting in the southern end of the substation being located up to 1.2m above natural ground levels to counter any future potential of flooding. The temporary soil bunds surrounding the eastern construction compound would be 2m to 3m high with 1:3 gradient outer slopes and gently sloping tops reflecting the underlying ground levels. Permanent earthwork bunds that would be planted with woodland would be of similar dimensions to the temporary earthworks, with a maximum height of up to 2m adjacent to the A19 and up to 3.5m above existing ground levels to the west of the Overton Substation. The integration of the new earth mounds in the wider landscape will be facilitated by the design parameters of no steeper than 1:3 slopes, gently sloping bund tops and a maximum height that when combined would minimise the engineered appearance of the earthworks that if taller and steeper in profile would have the potential to appear highly incongruous within a relatively flat landscape. In addition the bund profiles have been adopted to facilitate the establishment of woodland cover for screening of substation infrastructure and this planting would also help to soften the bund profiles over time and integrate the</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>development into the wider LCA. Embankments and to a lesser extent bunds are already present and associated with manmade development within the LCA including the existing ECML railway, Overton Road crossing the ECML railway and the Forest of Galtres Golf Club.</p> <p>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 pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position. The final stage would be the installation of the overhead conductors requiring scaffolding up to 18m high in three places either side of the A19, the East Coast Mainline and Overton Road, micro-sited to minimise structural vegetation loss with the majority of planting trimmed back and coppiced rather than removed.</p> <p>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.</p> <p><b>Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds and Shipton Tee 400kV CSECs</b> 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 (Viewpoint 10 in <b>Figures 6.40</b> and <b>6.41</b>) and to the south-east, (Viewpoints 5 and 9 in <b>Figures 6.30-6.32</b> and <b>6.39</b>). The addition of perimeter earth bunding and solid fencing would limit some visibility of lower activity, however construction activity within the compounds and on the Overton Substation site would be clearly apparent.</p> <p><b>Figure 6.5: Zone of Theoretical Visibility of Overton Temporary Construction Compounds</b> indicates that the structures up to 5.5m high within the compounds that are located within the LCA would be theoretically visible to the south and east of Shipton-by-Beningbrough. Where upper parts of structures within the compounds would be potentially</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>visible, they would be perceived in a rural context but with the influence of major transport routes i.e. the A19 and the East Coast Mainline, the latter route partly raised on a low-level embankment with stanchions of the overhead electrification visible (Viewpoint 7 in <b>Figures 6.35 and 6.36</b>). Closer to the construction compounds and the Overton Substation under construction, earth mounds between 2m and 3m high, both temporary and permanent (<b>Figure 3.11, Document 5.4.3</b>), would largely restrict views of ground level activity apart from fleeting views available at access points (Viewpoint 15 in <b>Figures 6.51-6.53</b>). Where there is not space for earth mounding, a temporary solid timber fence, up to 2.4m high, would be installed along the perimeter of the construction compounds. 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.</p> <p>Construction traffic on the local road network (principally Overton Road and the A19) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline, including pedestrian amenity, are assessed as not significant (as set out in Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12</b>).</p> <p>In summary, the assessment concludes that the Project would have some direct effects in terms of localised loss of landscape elements and the introduction temporary compounds associated with the construction of the Overton Substation and the Shipton CSECs. The impact of the substation construction, construction compounds, pylons and associated access tracks would all represent direct effects of an overall High to Medium scale within the LCT, with the final stage erection of the new pylons as part of the 400kV overhead line, also having localised indirect effects on landscape character extending beyond the Order Limits. The geographical extent where a High to Medium magnitude and a <b>Major/Moderate to Moderate Adverse and Significant</b> effects would occur that would extend approximately 500m from the overhead lines. The area that would be subject to significant effects is broadly confined to the south-eastern edge of the LCA within the LVIA Study Area, between Overton to the south and Overton Wood to the west (Viewpoints 3 and 14 in <b>Figures 6.26, 6.27 and 6.47-6.50</b>). Significant effects would also extend to cover the area extending from the Overton Substation (Viewpoint 15 in <b>Figures 6.51-53</b>) and 400kV overhead line to the south and east of Shipton. A localised area of the LCA covering</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>the Shipton CSECs and adjoining fields (<b>Viewpoint 9</b>) would also be subject to a High to Medium magnitude and a <b>Major/Moderate to Moderate Adverse</b> effect that is <b>Significant</b> given the direct effects upon landscape elements and the temporary overhead line. The maturity of intervening planting including woodland and shelter belts beyond the Order Limits, restricts the geographical extent where a Medium magnitude of change would occur, noting the changes largely comprising the erection of the temporary and new pylons would be viewed in the context of the existing pylons on the YR and 2TW overhead lines.</p> <p>Beyond the ~500m offset from the Overhead Lines, the magnitude of change would range from Low to Very Low, and the effects would be <b>Minor to Minor/Negligible Adverse</b> and <b>Not Significant</b> (Viewpoint 7 in <b>Figures 6.35-6.36</b>; Viewpoints 10, 11 and 12 in <b>Figures 6.40-6.44</b>; and Viewpoints 16 and 17 in <b>Figures 6.54-6.57</b>). At the eastern portion of the LCT within the Study Area, multiple layers of intervening planting would restrict all perception of construction activity, resulting in No Change and <b>No Effect</b> (Viewpoint 6 in <b>Figures 6.33-6.34</b>).</p>		
Operation Year 0	<p>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 CSEC, the Overton Substation and associated permanent access to the aforementioned structures. <b>Figure 6.3: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)</b> 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 47.5m to 59.2m tall. In reality visibility of the lower parts of the pylons would be frequently reduced by intervening hedgerows and scattered trees (Viewpoint 7 in <b>Figures 6.35-6.36</b> , Viewpoint 10 in <b>Figures 6.40-6.41</b>, Viewpoint 12 in <b>Figures 6.43-6.44</b>, and Viewpoint 16 in <b>Figures 6.54-6.55</b>) with less restricted visibility available from isolated locations closer to the Project where the landscape of arable farmland with low clipped hedgerows, away from settlements and closer to the Project is more open (Viewpoints 14 and 15 in <b>Figures 6.47-6.53</b>).</p>	High to Very Low	Major/Moderate Adverse and Significant in localised parts of the LCA to Minor/Negligible and Not Significant.



Phase	Description	Magnitude	Effect and Significance
	<p><b>Figure 6.2: Zone of Theoretical Visibility of Shipton Temporary Construction Compounds and Shipton Tee 400kV CSECs and Shipton Tee 400kV CSECs</b> indicates that the CSECs at 15m high would have intermittent theoretical visibility from the surrounding landscape, in reality notably reduced by screening from intervening hedgerows and scattered trees with views frequently restricted from a short section of the track to Newlands Farm (Viewpoints 9, 10, 11 and 12 in <b>Figures 6.39-6.44</b>).</p> <p><b>Figure 6.6 Zone of Theoretical Visibility of Overton Substation</b> 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 Viewpoint 15 (<b>Figures 6.51-6.53</b>), taken from Overton Road near the junction with the A19, at close range, the Overton Substation infrastructure would be visible, although partly screened by permanent perimeter mounding. From the majority of the LCA the lower parts of the substation would be further screened by multiple layers of intervening planting in the wider landscape and in some locations by the ECML embankment (Viewpoints 14 and 17 in <b>Figures 6.47-6.50</b> and <b>Figures 6.56-6.57</b>).</p> <p>In conclusion the new permanent infrastructure comprising the Overton Substation, the two Shipton CSECs and new pylons on parts of the 400kV YN, 275 kV SP and 275 kV XC overhead lines would collectively represent direct effects of a High to Medium scale within the Order Limits, with the new pylons having localised indirect effects on landscape character extending beyond the Order Limits. The geographical extent of the LCA where at least a High to Medium magnitude and a <b>Major/Moderate</b> and <b>Moderate Adverse</b> and <b>Significant Effect</b> is assessed would extend up to approximately 500m from the new overhead lines. The decommissioning of the 275 kV XCP overhead line north of the village of Overton would have some localised beneficial effects on landscape character at the southern end of the LCA, although the Project would result in a net increase of seven pylons within the LCA. The addition of the Overton Substation and to a lesser extent the much smaller Shipton CSECs with would have localised adverse impacts upon landscape character, minimised by embedded measures including the minimisation of structural vegetation loss and the construction of low-level earth mounds near the Overton Substation (Viewpoint 3 in <b>Figure 6.27</b> and Viewpoints 14 and 15 in <b>Figures 6.47-6.53</b>).</p>		

Phase	Description	Magnitude	Effect and Significance
Operation Year 15	<p>Beyond a ~500m offset from the Overhead Lines, the magnitude of change would range from Low to Very Low, and the effects would be <b>Minor Adverse</b> or less and <b>Not Significant</b> (Viewpoints 7, 10, 11, 12, 16, 17 in <b>Figures 6.35-6.36, 6.40-6.44 and 6.54-6.57</b>).</p> <p>The growth of reinstated planting and the regrowth of existing tree and hedgerow planting in localised places along the 400kV YN and 275kV SP overhead lines would see the majority of planting affected by the Project return to a condition, similar to the baseline with some short sections of hedgerow not replanted where a field gate would be installed to facilitate maintenance access to the infrastructure. The growth of native hedgerow reinforcement planting along Overton Road, the A19 and an internal field boundary would be complemented by the growth of woodland edge and woodland planting on the low-level earth mounds around the perimeter of the Overton Substation as illustrated in <b>Figure 3.11: Outline Landscape Mitigation Strategy Plan: Overton Substation, Volume 5, Document 5.4.3</b> and in Viewpoint 15 Photomontage Year 15 (<b>Figures 6.51-6.53</b>). The planting around the Overton Substation would comprise ~2.6ha of woodland and ~4.73ha of species rich grassland. There would be 430m of existing hedgerows that would be reinforced where needed with gapping up, thickening, and new tree planting in order that the identified lengths comprise a continuous double stagger hedgerow with hedgerow trees on average 1 tree per 10m hedgerow length.</p> <p>The principal impact upon landscape character derives from the introduction of the 400kV YN and 275kV SP overhead lines and associated pylons. A High to Medium magnitude from localised parts of the LCA would remain at Year 15, similar to Operation Year 0, with <b>Major/Moderate to Moderate Adverse</b> effects that are <b>Significant</b> extending up approximately 500m from the overhead lines. The growth of planting detailed in <b>Figure 3.11: Outline Landscape Mitigation Strategy Plan: Overton Substation, Volume 5, Document 5.4.3</b>, includes woodland planting on low level bunds close to the A19 and Overton Road and the reinforcement of hedgerows including the planting of hedgerow trees would be most apparent in screening views of the Overton Substation from locations within the LCA close to the Project (Viewpoint 15 in <b>Figures 6.51-6.53</b>). The Shipton CSECs would already have limited visibility through the retention of existing mature</p>	High to Very Low	Major/Moderate Adverse and Significant in localised parts of the LCA to Minor/Negligible and Not Significant.

Phase	Description	Magnitude	Effect and Significance
	<p>hedgerows, noting the regrowth of existing hedgerows trimmed back to facilitate visibility splays during the construction phase of the Project (Viewpoint 9 in <b>Figure 6.39</b>).</p> <p>The geographical extent of visibility of the proposed pylons would remain largely unchanged from Operation Year 0 across the majority of the LCA, with visibility reduced in localised areas as a result of the growth of new planting for example, in the vicinity of the Overton Substation and the regrowth of existing planting cut back as part of the Construction phase.</p> <p>Beyond a ~500m offset from the Overhead Lines, the magnitude of change would range from Low to Very Low, and the effects would be <b>Minor</b> or less and <b>Not Significant</b> (Viewpoint 7 in <b>Figures 6.35-6.36</b>, Viewpoints 10 to 12 in <b>Figures 6.40-6.44</b>, and Viewpoints 16 and 17 in <b>Figures 6.54-6.57</b>).</p>		

**Table 6F.4 - Landscape Assessment of Huby and Shipton Vale Local Landscape Character Area: Sub-Type 7A**

<b>Administrative Area:</b>	Hambleton District.
<b>Relevant Figures:</b>	<b>Figures 6.4, 6.5 and 6.15</b> and Visualisations from Viewpoint 8 ( <b>Figures 6.37 and 6.38</b> ). Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	1.8km.
<b>Sensitivity (see Appendix C):</b>	A High Value and High Susceptibility results in a High Sensitivity.
<b>Potential Direct landscape effects:</b>	No Change.

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**Table 6F.4 - Landscape Assessment of Huby and Shipton Vale Local Landscape Character Area: Sub-Type 7A**

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<b>Potential Indirect landscape effects:</b>	Project components within 3km of this LCA comprise the 275kV XC overhead line (decommissioned section and proposed section) and the Overton Substation temporary compounds (the Overton Substation is more than 3.3km distant).
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Phase	Description	Magnitude	Effect and Significance
Construction	<p>The full construction period for the 275kV XC overhead line would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years. The decommissioning of existing 275 kV XCP pylons, temporary pylon construction and proposed replacement pylon construction more than 1.7km to the south within different LCA/LCT's, would result in three sets of pylons being simultaneously present in the landscape for up to 2 years.</p> <p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates structures up to 5.5m high are theoretically visible from very localised parts of the LCA Sub-Type, however given that the compounds are located ~3km distant at the closest point and there are numerous intervening hedgerows with frequent hedgerow trees in addition to the screening from woodland planting accounted for in the ZTV (<b>Viewpoint 8</b>). The final stage of erection of temporary and new pylons and decommissioning of pylons as part of the 275kV XC overhead line southeast of Moor Monkton may be perceptible. This construction activity utilising a mobile telescopic crane, would be over ~1.7km distant and barely perceptible due to the high level of mature intervening tree cover, even in winter.</p> <p>In summary, the potential intermittent glimpses of decommissioning and construction of the upper parts of pylons on the 275kV XC overhead line southeast of Moor Monkton and south and East of Overton Wood would represent a Very Low magnitude of change and a <b>Minor Effect</b> that is <b>Not Significant</b>, with the majority of the LCA experiencing No Change and <b>No Effect</b>.</p>	Very Low to No Change	Minor Adverse and Not Significant to No Effect
Operation Year 0	<p>The Visualisations from Viewpoint 8 (<b>Figures 6.37</b> and <b>6.38</b>), illustrate the role that mature tree planting has in restricting views towards the existing 275kV XC overhead line southeast of Moor Monkton, over ~1.8km distant. The proposed replacement of the 275kV XCP overhead line will result in a greater separation of transmission infrastructure from this LCA, with pylon XC429 located over 2km distant from the southern boundary of the LCA. Whilst pylon XC429 would be ~5.3m taller than the decommissioned pylon XC428T, given the greater separation distance from the viewer, it would appear at a similar height on the distant horizon.</p>	Very Low to No Change	Minor Adverse and Not Significant to No Effect



Phase	Description	Magnitude	Effect and Significance
	<p><b>Figure 6.5: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)</b> indicates that the geographical extent of theoretical visibility of the proposed 275kV XC overhead line (with pylon heights between 47.5m and 53.7m) would be very similar to the existing 275kV XCP overhead line (with pylon heights between 35.1m and 50.1m) that would be decommissioned. As demonstrated from Viewpoint 8 (<b>Figures 6.37 and 6.38</b>), visibility of the existing 275kV XCP overhead line from higher ground within the LCA to the south of Beningbrough Hall is substantially restricted even in winter 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 Viewpoint 8, would be restricted to very intermittent visibility of the upper parts of the proposed pylons on the 275kV XC overhead line with a consequent Very Low magnitude of Change with a <b>Minor Adverse</b> effect that would be <b>Not Significant</b>. More frequently the magnitude of change within the LCA Sub-Type would be No Change resulting in <b>No Effect</b>.</p>		
Operation Year 15	No significant changes are predicted from the Operation Year 0 assessment.	Very Low to No Change	Minor Adverse and Not Significant to No Effect

**Table 6F.5 - Landscape Assessment of Ouse Floodplain Local Landscape Character Area**

<b>Administrative Area:</b>	Hambleton District.
<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.7 and 6.15.</b> Viewpoint 1 in <b>Figure 6.24</b> and Viewpoints 4 and 18 in <b>Figures 6.28-6.29</b> and <b>Figure 6.58</b> that are located in the adjacent LCA, close to the boundary with the Ouse Floodplain LCA). Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>

**Table 6F.5 - Landscape Assessment of Ouse Floodplain Local Landscape Character Area**

<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Potential Direct landscape effects:</b>	Decommissioning of pylons XCP009 and XCP013 and construction of temporary scaffolding on the northern bank of the River Ouse in two locations and either side of the ECML related to the decommissioned 275kV XCP overhead line and the proposed 275kV XC overhead line.
<b>Potential Indirect landscape effects:</b>	400kV YN overhead line, 275kV XC and 275kV SP overhead lines and the Overton Substation.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	<p>The full construction period for the 275kV SP overhead line would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years. The decommissioning of existing 275 kV XCP pylons, temporary pylon construction and proposed replacement pylon construction in the adjoining LCT to the south of the River Ouse, would be simultaneously present for up to 2 years.</p> <p>Localised sections of scrub and riparian tree planting of low quality would be trimmed back or coppiced along the River Ouse Corridor at the crossing points of the proposed 275kV XC and decommissioned 275kV XCP overhead lines. In addition, two trees (T56 that is very low quality and T57 that is of moderate quality) would be removed to accommodate the scaffolding at the 275kV XC river crossing. The planting along this stretch of the river is intermittent in distribution and consequently the losses whilst perceptible in close proximity would not fundamentally alter the overall pattern of planting along the river corridor as perceived by the PRoW on both sides of the river.</p> <p>The 275kV XCP overhead line to be decommissioned would require an area of both good and poor-quality tree planting to be cut back and/or coppiced either side of the ECML</p>	Medium to No Change	Moderate Adverse and Significant to Minor to Minor/Negligible and Not Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>railway corridor west of Skelton and a ~100m long section of poor-quality tree planting (W457) would be removed west of the ECML to accommodate temporary scaffolding. These changes to vegetation cover would represent a locally Medium adverse scale of change.</p> <p>There would be limited direct construction effects within this LCA, confined to the decommissioning of pylon XCP009 and XCP013 and construction of temporary scaffolding in two places on the northern bank of the River Ouse and on both sides of the ECML. A 50m square working zone would be established around both pylons to be decommissioned and ground works to establish a crane pad for dismantling the pylons would be constructed.</p> <p>Given the typically open character of the landscape, clear visibility of decommissioning and other construction activities would be available including the indirect effects as a result of construction work in the adjacent River Floodplain Regional LCA, including the installation of temporary pylons between 48.2m and 50.1m tall that would be similar in height to the existing pylons nearby that would be decommissioned (49.1m to 50.1m tall). The proposed pylons as part of the 275kV XCP overhead line would be between 48.2m to 53.7m high with the tallest pylon (XC 421) closest to the River Ouse in the adjacent LCA. The simultaneous presence of all three sets of pylons (i.e. existing, temporary and proposed) for up to 2 years, south of the River Ouse in the adjacent River Floodplain Regional LCA would result in visual clutter, as perceived by people using the River Ouse corridor, and an indirect Medium scale of change.</p> <p><b>Figure 6.3: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)</b> indicates the proposed 400kV YN overhead line would be theoretically visible from only localised parts of the LCA and at a distance of over ~900km at the closest point the construction of new pylons would have a modest incremental contribution to the overall magnitude of change within the LCA, compared with the much closer pylons along the 275kV SP and XC overhead lines.</p> <p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates theoretical visibility of structures up to 5.5m high within the temporary compounds, from the more elevated land within the LCA to the west of Skelton, contributing a Very Low scale of indirect change. Intervening field</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>boundary vegetation would restrict perception of ground level construction activity within the Overton construction compounds and Overton Substation Site from the majority of the Ouse Floodplain LCA.</p> <p>The geographical extent where a Medium magnitude of change and a <b>Moderate Adverse</b> and <b>Significant</b> effect is assessed, would extend between the western edge of Overton and Overton lngs to the northwest of the 275kV XCP crossing and a separate area at the eastern end of the LCA where the 275kV XCP crosses the ECML railway. Beyond these areas, the magnitude of change would typically range between Low to Very Low with a <b>Minor to Minor/Negligible Adverse</b> effect that is <b>Not Significant</b>, including parts of the LCA east of Overton closer to the River Ouse on lower lying land. No Change and <b>No Effect</b> would occur in parts of the settlements of Overton and Beningbrough where buildings and/or local vegetation would restrict any perception of construction activity associated with the Project.</p>		
Operation Year 0	<p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates theoretical visibility of the gantry structures up to 15m high in the Overton Substation, from areas of the ECML corridor to the west of Skelton, with more distant visibility from land along the northern edge of the LCA to the east and west of Overton. Given the level of screen planting along the ECML corridor and the surrounding landscape, any glimpses of the upper parts of the Overton Substation would contribute a Very Low magnitude of indirect adverse change within the LCA.</p> <p>The removal of pylons XCP009 and XCP013 at either end of the 275 kV XCP overhead line decommissioning would represent a direct change, with indirect benefits upon the LCA from the removal of the intervening 275 kV XCP overhead line located in the adjoining Huby and Shipton Vale Farmland LCA.</p> <p>LCA. The proposed 275kV XC overhead line would pass over the river ~360m further north and would 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 would cross perpendicular to the river, compared with the oblique crossing of the decommissioned 275kV XCP overhead line. Consequently the central part of the LCA</p>	Medium to No Change	Moderate Beneficial and Not Significant to Moderate Adverse and Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>within the Study Area would experience a Medium magnitude of change and a <b>Moderate Beneficial</b> effect that is <b>Not Significant</b>, given that pylons would still cross the River Ouse.</p> <p>The extension of the 275kV SP overhead line parallel with the ECML railway at the eastern end of the LCA would result in the construction of pylon SP006 close to Hurns Gutter and the magnitude of change, in the context of the existing 275 kV SP line to the south and the decommissioning of the 275kV SP overhead line to the west would be Medium resulting in a <b>Moderate Adverse</b> Effect that is <b>Significant</b> as it extends across a part of the LCA previously not directly affected by transmission infrastructure.</p> <p>Beyond the aforementioned parts of the LCA, the magnitude of change would typically range between Low to Very Low with a <b>Minor to Minor/Negligible Beneficial to Neutral</b> effect that is <b>Not Significant</b>, including parts of the LCA east of Overton closer to the River Ouse on lower lying land. No Change and <b>No Effect</b> would occur in parts of the settlements of Overton and Beningbrough where buildings and/or local vegetation would restrict views of pylons (both existing and proposed).</p>		
Operation Year 15	Planting that would have been managed by trimming back or coppicing to facilitate the construction of the Project would have regrown, and sections of planting removed, including the section of planting along the ECML where the 275kV XCP overhead line would be decommissioned, would also have grown following reinstatement. There would be no other changes relative to the Year 0 assessment set out above.	Medium to No Change	Moderate Beneficial and Not Significant to Moderate Adverse and Not Significant to No Effect.

**Table 6F.6 - Landscape Assessment of Scagglethorpe Moor Mixed Farmland Local Landscape Character Area.**

**Administrative Area:** Harrogate District.



**Table 6F.6 - Landscape Assessment of Scagglethorpe Moor Mixed Farmland Local Landscape Character Area.**

<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.4, and 6.15.</b> Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Potential Direct landscape effects:</b>	Temporary diversion to the 275kV XCP overhead line. Proposed construction of the 275kV XC overhead line to replace the decommissioned section of the existing 275kV XCP overhead line.
<b>Potential Indirect landscape effects:</b>	The Project components listed above and the 275kV SP overhead line, 400kV YN overhead line and the Overton Substation, all located in adjoining LCA/LCTs and within 3km of the LCA, have the potential for indirect landscape effects.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	<p>The full construction period for the 275kV XC overhead line would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years. Due to the phased nature of construction, existing pylons, temporary pylons and proposed replacement pylons would be simultaneously present in the landscape for up to 2 years.</p> <p>Localised sections of field boundary hedgerows, hedgerow trees and riparian tree planting would be removed (G295, H531, H327, G510, G513, G520, T525, T526, T527 and T519) . Further planting up to the full width of the Order Limits corridor would be managed by cutting back or coppicing to accommodate the construction activities and necessary clearances. The hedgerows and riparian planting to be removed is of low quality and infrequent hedgerow trees of typically poor quality with three individual trees of moderate quality. The changes would have a localised Medium scale of change, noting the overall pattern of low clipped hedgerows within the LCA, including occasional hedgerow trees would not be fundamentally altered. The construction routes utilise Red House Lane and</p>	Medium to Low to None	Moderate Adverse and Significant to Minor and Not Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>existing farm tracks and new stone tracks would be constructed as spurs from the existing routes.</p> <p>The establishment of 50m square working zones around each pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position. The final stage would be the installation of the overhead conductors requiring scaffolding both sides of Red House Lane, typically 20m in depth and up to 18m high.</p> <p>For a period of up to 2 years the four 275kV XC overhead line pylons at 47.5 to -51.3m tall, the single temporary pylon at 47.5m tall and the four existing pylons to be decommissioned that are 40.0 to 45.4m tall would all be simultaneously present, resulting in visual clutter and a locally High magnitude of change. Temporary scaffolding up to 18m high would be erected either side of Red House Lane where both the existing and proposed overhead line lines cross.</p> <p>Indirect effects would occur as a result of the decommissioning of the existing 275kV 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 west. Given the relatively open character of the landscape, visibility of the decommissioning and construction activities would occur.</p> <p>Construction traffic on the local road network (principally Red House Lane) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline, including pedestrian amenity, are assessed as not significant (as set out in Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12</b>).</p> <p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates no visibility of 5.5m high structures within the temporary compounds, noting the Project components would be located over 1.6km distant to the northeast at the closest point.</p> <p><b>Figure 6.3: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)</b> indicates the proposed 400kV YN overhead line under construction would be theoretical visible and may include the erection of pylons with</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>cranes from localised parts of the LCA, although at ~2km distant would represent a Very Low magnitude of change at most and would more frequently not be perceptible.</p> <p>In summary, the assessment concludes that the Project would have some direct effects in terms of localised loss or reduction of trees, hedgerows, and riparian vegetation. The impact of the pylon construction and decommissioning and creation of associated stone access tracks would all represent direct effects of an overall Medium scale, localised within the central part of the LCA close to the existing 275kV overhead line, with the erection and dismantling of pylons also having localised indirect effects on landscape character extending beyond the Order Limits. The geographical extent where a Medium magnitude and a <b>Moderate Adverse</b> and <b>Significant</b> Effect would occur within the Order Limits and a broad corridor of land extending approximately 500m from the overhead lines, contained by Red House Wood to the north and Deighton Plantation to the south. The area would include a section of Red House Lane and part of the local public rights of way network. Increasing distance combined with the screening effect of mature intervening planting across a flat landscape would reduce the magnitude of change to a Low level or less beyond ~500m from the 275kV XC and XCP overhead lines. Parts of the LCA would remain unaffected where views of construction activity would be fully screened by intervening woodland and/or buildings, resulting in <b>No Effect</b>. Where indirect effects occur, ground level activity would be predominantly screened and visibility of cranes as part of the final stage of erection and decommissioning of pylons would be a very small element in the wider landscape already crossed by pylons. The overall effect in this area would be <b>Minor to Minor/Negligible</b> and <b>Not Significant</b>.</p>		
Operation Year 0	<p>Permanent structures within the LCA would comprise the four pylons of the proposed 275kV XC overhead line at 47.5m to 51.3m tall and associated stone access tracks. The proposed pylons are slightly taller than the four pylons to be decommissioned at 40.0m to 45.4m tall. <b>Figure 6.5: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)</b> indicates an almost identical pattern of visibility across the LCA between the existing and the replacement pylons.</p>	Very Low to No Change	Minor/Negligible Adverse Not Significant to No Effect

Phase	Description	Magnitude	Effect and Significance
	<p><b>Figure 6.4: Zone of Theoretical Visibility of Overton Temporary Construction Compounds and Overton Substation</b> indicates theoretical visibility of the substation gantries up to 15m tall, from a small area of the LCA north of Red House Wood coinciding with a public bridleway near Laund House, over ~3km from the Project. Intervening hedgerow planting in reality is predicted to prevent any visibility of the upper parts of the gantries within the Overton Substation.</p> <p>In conclusion the LCA 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 relative to the baseline would be Very Low to No Change and the overall effect <b>Minor/Negligible Adverse</b> and <b>Not Significant to No Effect</b>.</p>		
Operation Year 15	The reinstatement and regrowth of tree and hedgerow planting in localised places along the 275kV XC overhead line corridor would see the majority of planting affected by the Project return to a condition similar to the baseline. The principal impact upon the LCA derives from the slightly taller pylons that are located within ~160m of the decommissioned pylons of the 275kV XCP overhead line.	Very Low	Minor/Negligible Adverse Not Significant

**Table 6F.7 - Landscape Assessment of Lower Nidd Grassland Local Landscape Character Area**

<b>Administrative Area:</b>	Harrogate District.
<b>Relevant Figures:</b>	<b>Figures 6.2 to 6.4 and 6.15</b> and Visualisation from Viewpoint 29 ( <b>Figure 6.70</b> ) Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	Host area.

**Table 6F.7 - Landscape Assessment of Lower Nidd Grassland Local Landscape Character Area**

<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Potential Direct landscape effects:</b>	Temporary diversion to 275kV XC/XCP overhead line. Proposed 275kV XC overhead line. Decommissioning of a section of the existing 275kV XCP overhead line including pylon XC429T.
<b>Potential Indirect landscape effects:</b>	Project components listed above will extend into adjoining LCAs and result in indirect landscape effects.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	<p>The full construction period for the 275kV XC overhead line would be 4 years and 6 months, with construction activities occurring intermittently over a period of 3 years. Due to the phased nature of construction, existing pylons, temporary pylons and proposed replacement pylons would be simultaneously present in the landscape for up to 2 years.</p> <p>Removal of poor-quality hedgerows to accommodate a stone access track southeast of Pylon XC429, comprising a ~170m length (G10) and ~40xm length (H316). Other smaller sections of field boundary hedgerows and hedgerow trees would be removed, trimmed back, or coppiced to accommodate the construction and associated access to the new 275kV XC overhead line, the temporary overhead line diversion and the pylons on the 275kV XCP line to be decommissioned.</p> <p>These changes to vegetation would have a locally Medium magnitude of change, noting the overall pattern of low clipped hedgerows, occasional hedgerow trees would not be fundamentally altered. The construction routes utilise Church Lane and reinforcement of existing farm tracks with new stone tracks being constructed as spurs from the existing routes.</p> <p>The proposed pylon XC429 would be 53m tall, the single temporary pylon at 54.8m tall and two pylons at 35.1m and 47.7m tall would be decommissioned. The establishment of 50m square working zones around each pylon, ground works including crane pads,</p>	Medium to Low to None	Moderate Adverse and Significant to Minor and Not Significant to No Effect.



Phase	Description	Magnitude	Effect and Significance
	<p>installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position.</p> <p>Indirect effects would occur as a result of the decommissioning of the existing 275kV 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 open character of the landscape, visibility of the decommissioning and construction activities in this adjoining LCA would occur.</p> <p>Construction traffic on the local road network (principally Church Lane) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline, including pedestrian amenity, are assessed as not significant (as set out in Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12</b>).</p> <p><b>Figure 6.3: Zone of Theoretical Visibility of Proposed Pylons for overhead lines (YN1-8, YR40, XC416-421 and SP3-6)</b> indicates the erection with cranes of pylons XC 416-421 may be theoretical visible from localised parts of the LCA, although at ~2.8km distant would represent a Very Low magnitude of change at most and would more frequently not be perceptible. The construction of the 400kV YN overhead line would be more than 4.4km distant and unlikely to be perceptible.</p> <p>In summary, the assessment concludes that the Project would have some direct effects in terms of loss of localised sections of poor-quality hedgerow (that would be largely reinstated after the construction period apart from sections to accommodate the width of a field gate across permanent access tracks for maintenance). There would be a temporary reduction of hedgerows and some trees through coppicing and cutting back. The impact of the pylon construction and decommissioning and creation of associated stone access tracks would all represent direct effects of an overall Medium scale, localised within the eastern part of the LCA close to the existing 275kV XCP overhead line, with the erection and dismantling of pylons also having localised indirect effects on landscape character extending beyond the Order Limits. The geographical extent where a Medium magnitude and a <b>Moderate Adverse</b> and <b>Significant</b> Effect would occur within the Order Limits and a broad corridor of land extending approximately 500m from the overhead lines, contained by the public right of Way northwest of Moor Monkton (Viewpoint 29 in <b>Figure</b></p>		

Phase	Description	Magnitude	Effect and Significance
	<p>6.70) to the north and Church Lane to the west and the edge of Moor Monkton village to the northwest. The boundary of the LCA is located to the east of the existing 275 kV XCP overhead line and the reconductoring scoped out of the LVIA to the south. The area would include a section of a public bridleway that passes the eastern edge of Moor Monkton. Increasing distance combined with the screening effect of mature intervening planting across a flat landscape would reduce the magnitude of change to a Low level or less beyond ~500m from the 275kV XC and XCP overhead lines. Parts of the LCA would remain unaffected where views of construction activity would be fully screened by intervening trees and/or buildings resulting in <b>No Effect</b>. Where indirect effects occur, ground level activity would be predominantly screened and visibility of cranes as part of the final stage of erection and decommissioning of pylons would be a very small element in the wider landscape already crossed by pylons. The overall effect in this area would be <b>Minor and Not Significant</b>.</p>		
<p>Operation Year 0</p>	<p>Permanent structures within the LCA would comprise the single XC429 pylon at 54.8m tall. The XC429 pylon is slightly taller than the XC428T pylon to be decommissioned (47.7m tall), however it would be located ~220m to the south-west of the decommissioned pylon and further from the village of Moor Monkton. <b>Figure 6.5: Comparative Zone of Theoretical Visibility of North-west of York Area Existing Pylons (XCP001-13 and XC429) with Replacement Pylons (XC416-421 and XC429)</b> indicates an almost identical pattern of visibility across the LCA between the current situation and the replacement pylons.</p> <p>In conclusion, 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, that would be located further from the village of Moor Monkton, the magnitude of change from the southern edge of Moor Monkton in the LCA would be up to Low with a <b>Minor Beneficial</b> Effect that is <b>Not Significant</b> from a localised part of the LCA at the southern and eastern edge of Moor Monkton (A Medium visual magnitude of change is recorded at Viewpoint 29, noting indirect effects upon landscape character consider overall change across a larger area). Elsewhere within the LCA the change would range from Very Low to None with a <b>Minor/Negligible Neutral</b> Effect that is <b>Not</b></p>	<p>Low to None</p>	<p>Minor Beneficial to Minor/Negligible Neutral and Not Significant to No Effect.</p>

Phase	Description	Magnitude	Effect and Significance
Operation Year 15	<p data-bbox="333 261 1592 331"><b>Significant to No Effect</b> where there would be no indirect changes in the landscape baseline due to screening by vegetation and/or buildings.</p> <p data-bbox="333 360 1592 576">The reinstatement and regrowth of tree and hedgerow planting in localised places along the 275kV XC overhead line corridor would see the majority of planting affected by the Project return to a condition similar to the baseline. The principal impact upon the LCA derives from the slightly taller pylon that is located within ~160m of the decommissioned pylons of the 275kV XCP overhead line. A Low magnitude to No Change would remain similar to Operation Year 0.</p>	Low to None	Minor Beneficial to Minor/Negligible Neutral and Not Significant to No Effect.

**Table 6F.8 - Landscape Assessment of West Selby Limestone Ridge Local Landscape Character Area**

<b>Administrative Area:</b>	Selby District.
<b>Relevant Figures:</b>	<b>Figures 6.6 to 6.9, 6.16, 6.17</b> and Visualisations from Viewpoints 19, 20, 21, 22 (Tadcaster Area) and 23, 24, 25, 26, 27 and 28 (Monk Fryston Substation Area). ( <b>Figures 6.59-6.69</b> ) Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	Host area.
<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.
<b>Potential direct landscape effects:</b>	<p><u>Tadcaster Area:</u> Replacement of a single 275kV XD pylon with a temporary diversion to the 275kV XD requiring two masts. Creation of a temporary construction compound and access off the A659, construction of two CSECs with underground cable connection. Temporary scaffolding either side of Garnet Lane, the A659 and the A64.</p> <p><u>Monk Fryston Substation Area:</u> Replacement of a section of the 275kV XC overhead line and pylons between Junction 42 of the A1 (M) and the Monk Fryston Substation. Creation of two temporary construction compounds at the Monk Fryston Substation Area and construction of a new Substation adjoining the existing Monk Fryston Substation. Temporary scaffolding either side of Rawfield Lane in two locations and close to the A63/A1(M) junction.</p>
<b>Potential indirect landscape effects:</b>	The Project components listed above will also result in indirect landscape effects beyond the Order Limits within the LCA.

Phase	Description	Magnitude	Effect and Significance
Construction	<p data-bbox="338 268 562 296"><u>Tadcaster Area:</u></p> <p data-bbox="338 316 1592 491">The full construction period for the Tadcaster CSECs including enabling works and reinstatement and landscaping would be 1 year and 3 months, with construction activities occurring over a period of 6 months. Due to the phased nature of construction, existing pylons, temporary pylons and proposed replacement pylons would be simultaneously present in the landscape for up to 12 months.</p> <p data-bbox="338 510 1592 759">Removal of poor-quality woodland, scrub and young plantation trees would be required adjacent to the A64 (G2533, G2454, G2453, G2498, and G2379) and also a localised part of a moderate quality tree group (G1026) along the southern edge of the A64. Approximately 20-25% of the conifer plantation to the northwest of Red Brick House Farm that is of moderate quality (G2448) would be felled to accommodate an underground cable link (widening the existing break in this plantation that is present from a 33kV overhead line on wooden poles).</p> <p data-bbox="338 778 1592 954">Access points from the A659 would require localised removal of poor-quality hedgerow sections that typically represent small parts of a roadside hedgerow that is already intermittent in nature noting some recently planted sections (H1226, H2499, H735). In addition the removal of four small to medium sized hedgerow trees (T1071, T1077, T1067, T2510) would be required.</p> <p data-bbox="338 973 1592 1142">In addition to the planting that would be removed, further lengths of hedgerows and hedgerow trees would require cutting back or coppicing with the two principal areas associated with the construction works either side of the A6059 and the underground cabling and temporary scaffolding required on both sides of Garnet Lane in the vicinity of Red Brick House Farm.</p> <p data-bbox="338 1161 1592 1410">The nature of existing vegetation cover within and adjacent to the Order Limits is variable and includes planting along the roadside embankments of the A64, and Jackdaw Crag Quarry. Additional variability occurs close to farmsteads with non-native species planting for screening or commercial crops e.g. Christmas trees. The changes to the structural vegetation within the Order Limits would collectively represent a Medium scale of change, noting the overall pattern of intermittent low clipped hedgerows, occasional hedgerow trees and intermittent blocks of tree and scrub cover would remain.</p>	High to Medium to Low to None	Major/Moderate to Moderate Adverse and Significant, to Minor and Not Significant, to No Effect.



Phase	Description	Magnitude	Effect and Significance
	<p>Changes in landform would be localised and relatively modest in extent as illustrated in <b>Figure 3.10: Outline Landscape Mitigation Plan: Tadcaster Tee, Document 5.4.3</b>. The principal changes would comprise earthworks to level the site of the construction compound and CSECs. The temporary soil bunds adjacent to the construction compound would be up to 2m high with 1:3 gradient outer slopes and gently sloping tops, reflecting the underlying ground levels. The easternmost CSEC adjacent to existing pylon XC481 is to be located on sloping land with up to a 4m level change adjacent to the A64 highway embankment to the south. Slope batters with a 1:2 gradient would extend around the perimeter of the Eastern CSEC to the south, east and west and would be planted with native scrub that would partially screen and soften the appearance of the new infrastructure over time (reflected in the Year 15 assessment below).</p> <p>The principal construction works in the Tadcaster Area comprise the establishment of a temporary construction compound between the A64 and the A659 and the erection of two temporary guyed masts that would be 38.6m tall. A new pylon XD001 (53.6m tall) would be constructed followed by the decommissioning of pylon XD001 (38.1m tall). The new pylon would connect to a proposed CSEC (~30m x 40m in footprint) south of the pylon with an underground cable link to a separate CSEC (~30m x 50m in footprint) adjacent to the existing XC481 pylon and A64 corridor. In addition, reconductoring activities include the undergrounding of a 33kV cable will occur in the vicinity of Garnet Lane.</p> <p>The construction routes would utilise the A6059 with new stone tracks constructed as spurs. Construction traffic on the local road network (principally the A64 and A6059) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline are assessed as not significant (as set out in Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12</b>).</p> <p>The establishment of 50m square working zones around each pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position (and to remove sections of pylon to be decommissioned). The final stage would be the installation of the overhead conductors requiring scaffolding both sides of the A6059, typically 20m in depth and up to 18m high.</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>Temporary scaffolding would also be required on both sides of Garnet Lane and the A64 associated with the reconductoring.</p> <p><b>Figure 6.6: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds and Tadcaster Tee 275kV CSECs</b> 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 localised area of agricultural land, frequently contained by planting along the A64 to the south and east and restricted by landform and planting to the north. Theoretical visibility would extend west of the A659 where the landscape is already influenced by the existing 275kV XD overhead line and there are limited public receptors. The characteristics of the undulating landform combined with frequent blocks of woodland would restrict the potential for more extensive visibility of construction activity across the wider LCA. The visibility of ground level movements within the construction compound would be restricted by the indicative construction compound layout assumed to comprise at this stage temporary earth bunds up to 2m high to part of the northwest and north-eastern boundary with boundaries of the temporary compound to the southwest and southeast being enclosed by a solid 2.4m high timber fence.</p> <p>The assessment concludes that the structural vegetation changes, construction activity and temporary structures (including the construction compound and the temporary masts) and would represent a Medium to High magnitude of change and a <b>Major/Moderate to Moderate Adverse</b> and <b>Significant</b> Effect that would be intermittently perceived within the broadly triangular shaped area of land contained between the A64 corridor to the south, Garnet Lane to the northeast, and up to ~500m to the northwest of the A5069. Increasing distance combined with the screening effect of mature intervening planting across an undulating landscape would reduce the magnitude of change to a Low level or less beyond the aforementioned area. Parts of the LCA, including tracts of land north of Garnet Lane, would remain unaffected where views of construction activity would be fully screened by intervening woodland and/or buildings, resulting in <b>No Effect</b>. Where indirect effects occur, ground level activity would be predominantly screened and visibility of cranes as part of the final stage of erection and decommissioning of pylons would be a very small element in the wider landscape already crossed by pylons. The overall effect in this area would be <b>Minor to Minor/Negligible</b> and <b>Not Significant</b>.</p>		

Phase	Description	Magnitude	Effect and Significance
Construction	<p data-bbox="333 268 775 296"><u>Monk Fryston Substation Area:</u></p> <p data-bbox="333 316 1592 528">The full construction period for the Monk Fryston Substation and realignment of the 275kV XC overhead line including enabling works and reinstatement and landscaping would be 4 years and 6 months, with construction activities occurring over a period of 3 years and 1 month. Due to the phased nature of construction, existing pylons, temporary pylons and proposed replacement pylons would be simultaneously present in the landscape for up to 2 years.</p> <p data-bbox="333 547 1592 794">Removal of sections of predominantly poor-quality, with some moderate quality, woodland, scrub and hedgerows would be required to accommodate the footprint of the substation and associated infrastructure and to a greater extent for the works associated with the replacement XC 275Kv pylons adjacent to the traveller's site near junction 42 of the A1 (M). The planting to be removed would comprise all or part of H696, H708, G697, G718, G720, G724, G726, T725, G727, G728, G729, G731, G733, G2384, G2386, T1490, and T1491.</p> <p data-bbox="333 813 1592 954">In addition to the planting that would be removed, further areas of woodland, scrub, individual trees and lengths of hedgerows would require cutting back or coppicing including planting in the vicinity of junction 42 of the A1 (M), planting south of Pollums House and sections of hedgerows along Rawfield Lane.</p> <p data-bbox="333 973 1592 1114">The changes to the structural vegetation would collectively represent a Medium to High and localised magnitude of change, noting that the principal woodland blocks to the south and east of the proposed Monk Fryston Substation would remain unaffected by the Project.</p> <p data-bbox="333 1133 1592 1414">Changes in landform would be localised and relatively modest in extent as illustrated in <b>Figure 3.12: Outline Landscape Mitigation Plan: Monk Fryston Substation, Document 5.4.3</b>. The principal changes would comprise earthworks to level the site of the proposed Substation, including removal of the bunds to the north and east of the existing substation. The re-profiling would result in the northern end of the new substation being located approximately 1.5m above natural ground levels and the southern end approximately 5.5m below the surrounding land, with a batter slope along the southeast corner of the new substation facilitating the transition to natural ground levels. The</p>	High to Low to None	Major/Moderate Adverse and Significant to Minor and Not Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>temporary soil bunds surrounding the eastern construction compound would be 2m to 3m high with 1:3 gradient outer slopes and gently sloping gently sloping tops reflecting the underlying ground levels. Permanent earthwork bunds that would be planted with woodland would be of similar dimensions to the temporary earthworks with a maximum height of up to 3.5m above existing ground levels. The integration of the new earth mounds in the wider landscape will be facilitated by the design parameters of no steeper than 1:3 slopes, gently sloping bund tops and a maximum height that when combined would minimise the engineered appearance of the earthworks that if taller and steeper in profile would have the potential to appear highly incongruous within a relatively flat landscape. In addition the bund profiles have been adopted to facilitate the establishment of woodland cover for screening of substation infrastructure and this planting would also help to soften the bund profiles over time and integrate the development into the wider LCA (see Year 15 Operational Phase). Embankments and to a lesser extent bunds are already present and associated with man-made development within the LCA including the existing Monk Fryston substation and the A1(M) highway.</p> <p>The construction works related to pylons in the Monk Fryston Substation Area comprise the erection of two temporary pylons that would be 59.1m and 54.8m tall, the decommissioning of four pylons that are between 35.1m and 41.8m tall, and the construction of five new pylons that would be between 48.2m and 59.2m 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.</p> <p>The construction routes would utilise the A63 and Rawfield Lane with new stone tracks constructed as spurs. Construction traffic on the local road network (principally the A63 and A6059) would be intermittent and may be noticeable for short periods, however the changes relative to the baseline are assessed as not significant (as set out in Section 12.9 of <b>ES Chapter 12: Traffic and Transport, Document 5.2.12</b>).</p> <p>The establishment of 50m square working zones around each pylon, ground works including crane pads, installation of foundations (potentially with a piling rig) and construction of part pre-assembled lattice pylon sections with a mobile telescopic crane required to lift the assembled sections into position (and to remove sections of pylon to be decommissioned). The final stage would be the installation of the overhead conductors</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>requiring scaffolding 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. The scaffolding would be typically 20m in depth and up to 18m high.</p> <p><b>Figure 6.8: Zone of Theoretical Visibility of Monk Fryston Substation Area Temporary Construction Compounds, Existing Substation and Substation Siting Area</b> 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 broadly contained by the A1(M) to the west and woodland to the south and east. Visibility of ground level activity from Rawfield Lane close to the construction compounds would be restricted by the construction compound layout which at this stage is assumed to comprise temporary soil bunds bordering the eastern construction compound and by solid 2.4m high fencing around the perimeter of the western compound. Views towards the compounds and substation under construction from the north would be available intermittently from the A63 (Viewpoint 25 in <b>Figures 6.65-6.66</b>). Views of ground level construction activity further to the north would reduce with distance and intervening vegetation, with perception of ground level activity limited from the edge of Lumby, ~1km north of the compounds (Viewpoint 24).</p> <p>In summary, the assessment concludes that the Project would have some direct effects in terms of localised loss of landscape elements and the introduction temporary compounds associated with the construction of the Monk Fryston Substation. The impact of the substation construction, construction compounds, pylons and associated access tracks would all represent direct effects of a localised High to Medium magnitude of change resulting in a <b>Major/Moderate to Moderate Adverse</b> and <b>Significant</b> Effect within the Order Limits. The temporary pylons and the decommissioning and erection of the new pylons on the 275kV XC overhead line would also have indirect effects on landscape character extending beyond the Order Limits. The geographical extent where a High to Medium magnitude is assessed to occur would extend up to ~700m from the Order Limits, but typically much less due to the undulating landform and intervening planting within the LCA. The changes comprising the erection of the temporary and new pylons and decommissioning of pylons on the 275kV XC overhead line would be viewed in the context of the existing pylons on the XK and 4ZZ overhead lines that would be unaffected by the</p>		

Phase	Description	Magnitude	Effect and Significance
	<p>Project. In addition to these existing pylons, the temporary and new pylons on the 275kV XC overhead line and pylons to be decommissioned would all be simultaneously present in the landscape for up to 2 years, increasing visual clutter.</p> <p>The area that would be subject to significant effects would be broadly confined to within the Order limits to the south and east by existing woodland, extending to include indirect effects from localised parts of the Monk Fryston Lodge estate to the east and from Rawfield Lane extending south to cross the A1(M). Significant indirect effects on landscape character extend to the north to include a localised section of the A63 corridor where oblique views of construction activity would be available (Viewpoint 25 in <b>Figures 6.65-6.66</b>). Further north of the A63, the magnitude of change would be reduced by intervening vegetation surrounding the village of Lumby where up to a Low magnitude of change and a <b>Minor Adverse</b> and <b>Not Significant</b> Effect upon landscape character would occur (Viewpoint 24 in <b>Figure 6.64</b>). Significant effects to the west of the Project would be typically restricted east of the A1 (M). Beyond the extent of Significant effects identified above, the magnitude of change would range from Low to None, and the effects would be <b>Minor</b> to <b>Minor/Negligible</b> and <b>Not Significant</b> including the edge of Lumby (Viewpoint 24 in <b>Figure 6.64</b>) and extending across the farmed landscape surrounding South Milford to the edge of the study area. No Change and <b>No Effect</b> within the LCA is assessed where there is no perception of construction activity due to screening from intervening landform, buildings and/or vegetation. The areas of the LCA unaffected by the Project include the majority of the landscape south of Burton Salmon and west of the A1246 and also from within the settlements.</p>		
Operation Year 0	<p><u>Tadcaster Area:</u></p> <p>The principal permanent structures would comprise a new pylon XD001 (53.6m tall) that would replace XD001T (38.1m tall), and two CSECs with gantries up to 15m high, accessed by stone tracks and connected by an underground cable.</p> <p><b>Figure 6.7: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)</b> indicates that the new pylon that would be ~15.5m 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</p>	Medium to Low to No Change	Moderate Adverse and Not Significant to Minor Adverse and Not Significant to No Effect.



Phase	Description	Magnitude	Effect and Significance
	<p>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 a landscape already affected by the presence of pylons on the 275kV XC and XD overhead line (Viewpoints 20 and 21 in <b>Figures 6.60-6.61</b>).</p> <p><b>Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSECs</b> indicates that the infrastructure up to 15m high would be theoretically perceived within the LCA from localised areas 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 (Viewpoints 19 and 22 in <b>Figures 6.59</b> and <b>6.62</b>). Less restricted and localised visibility where the CSECs would be apparent would be located close to the Order Limits are largely restricted to limited sections of the A0659, Garnet Lane and the A64.</p> <p>In summary, the Project would have some direct effects resulting in localised permanent loss of poor to moderate quality trees and hedgerows noting the overall pattern of varied and intermittent planting and the key characteristics of the landscape would remain unchanged. The taller replacement pylon, modifications to pylon XC481, the two CSECs and stone access tracks would all have localised effects on landscape character extending beyond the Order Limits including parts of Garnet Lane to the north, the A5059 to the west and the A63 to the south. Within this broadly triangular piece of land there would be a Medium magnitude of change and a <b>Moderate Adverse</b> Effect. This effect would be <b>Not Significant</b> because the change would be perceived in the context of a local landscape already affected by transmission lines, a mobile phone mast near the A64 (installed after the site photography was taken) and other man-made development, including the A63 dual carriageway. Beyond the broadly triangular area where Moderate Adverse effects would be experienced, the magnitude of change would be Low or less, and the effects would be <b>Minor</b> or less and <b>Not Significant</b> (Viewpoints 19 and 22 in <b>Figures 6.59</b> and <b>6.62</b>). With reference to the ZTV Figures, at least ~50% of the LCA within the wider LVIA Study Area would experience no theoretical visibility of the Project due to undulating</p>		

Phase	Description	Magnitude	Effect and Significance
Operation Year 0	<p>landform, woodland and/or buildings and consequently there would be No Change and <b>No Effect</b>.</p> <p><u>Monk Fryston Substation Area:</u> The replacement pylons on the 275kV XC overhead line would be between 48.2m and 59.2m high and notably taller than the decommissioned pylons at between 35.1m and 41.8m tall. However the perception of difference in scale from many locations within the LCA is reduced by the presence of existing pylons on other overhead lines that are closer to the viewer. These changes are illustrated by comparing the existing views and photomontage views of the Project from Viewpoints 23, 26, 27 and 28 (<b>Figures 6.63, 6.67-6.69</b>) that are located to the south and west of the Project, where the scale of change would be Low. The change in pylon scale is more perceptible from localised areas to the north of the Project, with reference to Viewpoints 24 and 25 in <b>Figures 6.64-6.66</b>, where the scale of change would range from Low to Medium because the taller replacement pylons are closer to the viewer.</p> <p><b>Figure 6.9: Comparative Zone of Theoretical Visibility of Monk Fryston Existing Pylons (XC522-525) with Replacement Pylons (XC522-526)</b> indicates that the taller replacement pylons would be theoretically visible from a similar geographical area to the pylons that are to be decommissioned, with very localised theoretical increases in visibility from a short section of the A162 and railway to the south-east and from land south of Ledsham to the west, set beyond the A1(M), however from the latter area local screening elements including hedgerows not included in the ZTV are predicted to restrict actual visibility.</p> <p><b>Figure 6.9 Comparative Zone of Theoretical Visibility of Monk Fryston Existing Substation and Monk Fryston Substation Siting Area</b> indicates the proposed substation would be visible across an almost identical geographical area to the existing substation, which is to be expected given the close proximity of both substations that contain similar height structures. The retention and management of existing woodland to the south within the Order Limits and to the east surrounding Monk Fryston Lodge would assist in restricting the visibility of the proposed Monk Fryston Substation from the surrounding landscape (Viewpoint 23 in <b>Figure 6.63</b>).</p>	Medium to Low to No Change	Moderate Adverse and Not Significant to Minor Adverse and Not Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	<p>The substation would adjoin the existing substation to the west, whilst low level bund and existing woodland would be located to the south and east, with a bund to the north. The bunds would be planted with woodland although the beneficial effects would take a number of years to be realised and are covered in Operation Year 15 below.</p> <p>Beyond the footprint of the substation, the geographical extent of the Medium magnitude of change would extend north of the Project to the A63 and west to the A1 (M) along the realigned section of the 275kV XC overhead line, resulting in a <b>Moderate Adverse</b> effect. This effect would be <b>Not Significant</b> because the change would be perceived in the context of a local landscape already notably affected by transmission lines, and other man-made development, including the A63 dual carriageway. Beyond the area where Moderate Adverse effects would be experienced, the magnitude of change would be Low, and the effects would be <b>Minor</b> and <b>Not Significant</b> (Viewpoints 19 and 22 in <b>Figures 6.59</b> and <b>6.62</b>). With reference to the ZTV Figures, at least ~50% of the LCA within the wider LVIA Study Area would experience no theoretical visibility of the Project due to undulating landform, woodland and/or buildings and consequently there would be No Change and <b>No Effect</b>.</p>		
Operation Year 15	<p><u>Tadcaster Area:</u></p> <p>As illustrated in <b>Figure 3.10: Outline Landscape Mitigation Strategy Plan: Tadcaster Area, Document 5.4.3</b> reinstated and reinforced roadside hedgerow planting along the A0659, includes hedgerow trees where underground service easements and overhead line clearances allow. In addition a field boundary hedgerow established between Pylon XD001 and the western CSEC would be apparent from nearby public highways (Viewpoint 20 and 21 Year 15 photomontages in <b>Figures 6.60-6.61</b>). A small area of native scrub planting around the eastern CSEC and a hedgerow along the top of the highway embankment with the A64 would assist in integrating the eastern CSEC into the surrounding landscape. A total length of 973m of hedgerows would be created or reinforced and 0.62ha of species rich grassland would be established adjacent to the A64 highway embankment where underground services would prevent the replanting of trees. No further opportunities for tree planting in the vicinity of the Project were possible due to underground service easements and the requirement to maximise the restoration of</p>	Medium to Low to No Change	Moderate Adverse and Not Significant to Minor Adverse and Not Significant to No Effect.

Phase	Description	Magnitude	Effect and Significance
	productive agricultural land. The geographical extent of all effects assessed as Not Significant would remain as the Year 0 Assessment.		
Operation Year 15	<p><u>Monk Fryston Substation Area:</u></p> <p>As illustrated in <b>Figure 3.12: Outline Landscape Mitigation Strategy Plan: Monk Fryston Substation, Document 5.4.3</b>, ~5.20ha of woodland planting on the earth mounding surrounding the Substation would have reached at height of ~8m. In addition to Green Infrastructure benefits the woodland planting would also assist in screening the majority of the Monk Fryston Substation infrastructure, including views to the north of the Project, within the LCA (Visualisations from Viewpoint 25 in <b>Figures 6.65-6.66</b>). 473m of new hedgerow or reinforced hedgerow planting along Rawfield Lane and to the east of the substation would have matured, making a positive contribution to Green Infrastructure in conjunction with the ~7.20ha of species rich meadow that surrounds the substation and the aforementioned woodland. The changes to green infrastructure, relative to the baseline, whilst beneficial are considered in the context of the addition of the new Substation infrastructure and taller pylons within the LCA that would continue to have an adverse impact on landscape character. The geographical extent of all effects assessed as Not Significant would remain as the Year 0 Assessment.</p>	Medium to Low to No Change	Moderate Adverse and Not Significant to Minor Adverse and Not Significant to No Effect.

**Table 6F.9 - Landscape Assessment of Open Arable Farmland, East Bramham Landscape Character Area**

<b>Administrative Area:</b>	Leeds City Council
<b>Relevant Figures:</b>	<b>Figures 6.6, 6.7 and 6.16.</b> Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Minimum separation distance from Project:</b>	~300m from connection of temporary line at pylon XD003 and ~700m from replacement pylon XD001
<b>Sensitivity (see Appendix C):</b>	A Medium Value and Medium Susceptibility results in a Medium Sensitivity.

**Table 6F.9 - Landscape Assessment of Open Arable Farmland, East Bramham Landscape Character Area**

<b>Potential Direct landscape effects:</b>	No Change.
<b>Potential Indirect landscape effects:</b>	Temporary diversion to XD overhead line, temporary construction compound. Two CSECs. Decommissioning of existing XD001T pylon and replacement with XD001 pylon.

<b>Phase</b>	<b>Description</b>	<b>Magnitude</b>	<b>Effect and Significance</b>
Construction	<p>Visibility of the upper parts of the temporary guyed pylons that would be 38.6m tall, the decommissioning of pylon XD001 (38.1m tall) and the construction of a new pylon XD001 (53.6m 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 up to 6m tall on the A659.</p> <p><b>Figure 6.6: Zone of Theoretical Visibility of Tadcaster Area Temporary Construction Compounds and Tadcaster Tee 275kV CSECs</b> 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.</p> <p>The magnitude of change constitutes an indirect effect on landscape character of the LCT and would be Low with a <b>Minor Adverse</b> and <b>Not Significant</b> effect along the southeastern edge of the LCA. With increasing distance from the Project the magnitude would reduce further west to a Very Low Level over the central parts of Bramham Moor, where increasing distance, blocks of plantation woodland and hedgerows restrict the opportunities for discernible indirect effects. No Change and <b>No Effect</b> within the LCA is assessed where there is no perception of construction activity due to screening from intervening landform, and/or vegetation, and within the LCT would include the majority of the landscape west of Warren Lane.</p>	Low to No Change	Minor Adverse and Not Significant to No Effect

Phase	Description	Magnitude	Effect and Significance
Operation Year 0	<p>Permanent structures visible within the adjoining West Selby Limestone Ridge LCA would comprise replacement pylon XD001 (53.6m tall), and two CSECs comprising infrastructure up to 15m tall.</p> <p><b>Figure 6.7: Comparative Zone of Theoretical Visibility of Tadcaster Existing Pylon (XD001) with Replacement Pylon (XD001)</b> indicates that the replacement pylon XD001, ~15.5m taller than the existing pylon XD001, would be visible from a similar geographical area concentrated to the south-east of the LCA east of Warren Lane, where the landscape is already influenced by much closer pylons along 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 small and perceived in the context of the much closer 275kV XD overhead line.</p> <p><b>Figure 6.9: Zone of Theoretical Visibility of Tadcaster Tee 275kV CSECs</b> 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.</p> <p>The indirect 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 CSECs would have a modest indirect adverse impact upon the landscape character of the southeastern edge of the LCT, east of Warren Lane and further west within the LCT further west within the Study Area, as set out in the Construction phase, there would be No Change and <b>No Effect</b>.</p>	Low to Very Low to None	Minor/Negligible Adverse Not Significant to No Effect
Operation Year 15	<p>Growth of reinforcement hedgerow planting along the A0659 and internal field boundaries would have no impact in screening the replacement pylons but may have a limited role in reducing already limited visibility of the CSECs.</p>	Very Low	Minor/Negligible Adverse Not Significant



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

<b>Administrative Area:</b>	Selby District.
<b>Relevant Figures:</b>	<b>Figures 6.11, 6.16 and 6.17.</b> Visualisations from Viewpoints 19, 20, 21, 22 (Tadcaster Area) and 23, 24, 25, 26, 27 and 28 (Monk Fryston Substation Area). ( <b>Figures 6.59-6.69</b> ) Unless otherwise stated all figures are provided in <b>Volume 5, Document 5.4.6</b>
<b>Relevant Assessment</b>	Table 6F.8: Landscape Assessment of West Selby Limestone Ridge Local Landscape Character Area
<b>Minimum separation distance from Project:</b>	Host area in Tadcaster. In Monk Fryston Substation Area the Project is located outside the LILA and the boundary of the designation at the closest point follows the northern edge of the A63.
<b>Sensitivity (see ES Appendix 6C):</b>	The presence of a local landscape designation often indicates a High landscape value, however the sensitivity assessment of the component West Selby Limestone Ridge LCA (Table 6E.8 in <b>Appendix 6E, Volume 5, Document 5.3.6E</b> ) indicates a Medium landscape character sensitivity within the LVIA Study Area that accounts for the presence of the landscape designation in the assessment of landscape value. The sensitivity assessment also includes consideration of the susceptibility of the landscape to accommodate the Project, accounting for the presence of existing electricity transmission infrastructure and other man-made development in the landscape. 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 assessment of the effects of the Project upon the LILA designation.
<b>Potential Direct landscape effects:</b>	<u>Tadcaster Area:</u> Construction activity including a temporary construction compound, temporary scaffolding on Garnet Lane, A0659, and the A6. A temporary diversion to the XD overhead line with two temporary masts, replacement of a single 275kV XD pylon and construction of 2 No. CSECs with underground cable connection and 33kV undergrounded as part of reconductoring.
<b>Potential Indirect landscape effects:</b>	<u>Monk Fryston Substation Area:</u> 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 in two places and across the A63/A1(M) junction.

Special Qualities within the Magnesian Limestone part of the LILA	Assessment
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, CSECs and underground cable link at Tadcaster Area 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 would be 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 would be no removal of stone walls associated with the Project.
4. Small villages where limestone predominates, such as Womersley and Saxton.	There would be no direct or indirect impact on the landscape character of small villages where limestone predominates, noting Womersley 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 of the quarry will only affect land to the south of the A64. The Project would not prevent mineral extraction ( <b>Mineral Sterilization Report – Volume 7.10</b> ).
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 the Monk Fyston 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 would be Not Significant. The impact on the landscape setting of Ledston Park RPG is covered in <b>ES Chapter 7: Historic Environment, Volume 5, Document 5.2.7</b> .

Special Qualities within the Magnesian Limestone part of the LILA	Assessment
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 calcareous or ancient semi-natural woodlands within the LILA.

### Assessment of potentially significant landscape effects upon the Locally Important Landscape Area<sup>3</sup>

The following assessment is a summary of the relevant parts of the of the assessment of the landscape effects upon the West Selby Limestone Ridge LCA that coincides with the LILA within the LVIA Study Area. The full detail is set out above within **Table 6F.8: Landscape Assessment of West Selby Limestone Ridge Local Landscape Character Area**.

Project Phase	Magnitude	Effect and Significance
Construction	<u>Tadcaster Area:</u> Direct effects of a High to Medium magnitude of change within a broadly triangular shaped area of land contained between the A64 corridor to the south, Garnet Lane to the northeast, and up to ~500m to the northwest of the A5069 resulting in a <b>Major/Moderate to Moderate Adverse</b> effect that is <b>Significant</b> . Beyond this area the indirect change would be of a Low magnitude of change or less with a <b>Minor</b> and <b>Not Significant</b> Effect to No Change with <b>No Effect</b> .	Major/Moderate Adverse to Moderate Adverse and Significant to Minor Adverse and No Significant to No Effect.

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## Assessment of potentially significant landscape effects upon the Locally Important Landscape Area<sup>3</sup>

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	<p><u>Monk Fryston Substation Area:</u> An indirect Medium magnitude of change resulting in a <b>Moderate Adverse</b> effect that is Significant would be experienced north of the A63 from a very localised part of the LILA designation at the southern end of Butts Lane. Further north within the LILA designation the magnitude of change would be Low or less with a <b>Minor Adverse</b> and <b>Not Significant</b> Effect to No Change with <b>No Effect</b>.</p>	Moderate Adverse and Significant to Minor Adverse and Not Significant to No Effect.
Operation Year 0 and Year 15	<p><u>Tadcaster Area:</u> A Medium magnitude of change and <b>Moderate Adverse</b> Effect that is <b>Not Significant</b> would result from direct effects of the Project upon a broadly triangular shaped area of land contained between the A64 corridor to the south, Garnet Lane to the northeast, and up to ~500m to the northwest of the A5069. Further from the Project, the magnitude of change would be Low or less with a <b>Minor Adverse</b> and <b>Not Significant</b> Effect to No Change with <b>No Effect</b>.</p> <p><u>Monk Fryston Substation Area:</u> A Medium magnitude of change north of the A63 experienced from a very localised part of the LILA designation at the southern end of Butts Lane resulting in a <b>Moderate Adverse</b> Effect that is <b>Not Significant</b>. Beyond this area, the magnitude of change would be Low or less with a <b>Minor Adverse</b> and <b>Not Significant</b> Effect to No Change with <b>No Effect</b>.</p>	Moderate to Minor Adverse and Not Significant to No Effect.  Moderate to Minor Adverse and Not Significant to No Effect.

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