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1. Viewpoint Assessment Tables

1.1 Introduction

- 1.1.1 This appendix sets out the viewpoint assessment for the 29 viewpoints which have been agreed with consultees, (refer to **Appendix 5.3.6B, Volume 5, Document 5.3.6B**) the locations of which are illustrated in **Figures 6.2 to 6.9 (Volume 5, Document 5.4.6)**.
- 1.1.2 The appendix should be read in conjunction with the photomontage visualisations presented in **Figures 6.24 to 6.70 (Volume 5, Document 5.4.6)** which have been prepared in accordance with the Landscape Institute's *Visual Representation of Development Proposals - Technical Guidance Note 06/19*. Type 3 Photomontage visualisations have been prepared for all viewpoints with the exception of Viewpoint 6 and the view to the south-west from Viewpoint 12. For these viewpoints, the proposed pylons would be fully screened by intervening planting, even under winter conditions and an Overlay Wireline only has been produced to indicate the location and height of each proposed pylon.
- 1.1.3 Each set of figures for a 90° angle of view from a viewpoint is presented across a number of pages which are referenced as follows:
- a: Existing view comprising baseline photography;
 - b: Photomontage Year 0; and
 - c: Photomontage Year 15 (if applicable).
- 1.1.4 For some viewpoints, more than one 90° angle of view has been included to illustrate the full nature of the visual changes associated with the Project in all directions.

1.2 Viewpoint Assessment Summary Table

- 1.2.1 A summary of the viewpoint assessment is presented in **Table 6H.1**.

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Table 6H.1 – Viewpoint assessment summary table

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|---|-------------|--------------------|--|---------------------------|---|----------------------------|---|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 1 | National Cycle Route 65, west of Skelton | High | Medium | Major/ Moderate Adverse Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 2 | Permissive footpath near Millennium Green, Nether Poppleton | High | Low | Moderate Adverse Not Significant | Low | Moderate Neutral Not Significant | Low | Moderate Neutral Not Significant |
| 3 | Public footpath at north-western edge of Overton | High | Medium | Major/Moderate Adverse Significant | Medium | Major/ Moderate Beneficial Significant | Medium | Major/ Moderate Beneficial Significant |
| 4 | Public Bridleway along River Ouse | High | Medium | Major/ Moderate Adverse Significant | Medium | Major/ Moderate Beneficial Significant | Medium | Major/ Moderate Beneficial Significant |
| 5 | Public Footpath near Moorlands Farm | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 6 | B1363 at western edge of Wigginton | Medium | No Change | No Effect | No Change | No Effect | No Change | No Effect |

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|---|---------------------|--------------------|--|---------------------------|--|----------------------------|--|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 7 | A19 at southern edge of Shipton-by-Beningbrough | High (residents) | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| | | Medium (road users) | | Moderate to Minor Adverse Not Significant | | Moderate to Minor Adverse Not Significant | | Minor Adverse Not Significant |
| 8 | Beningbrough Hall and Gardens | High | Very Low | Minor Adverse Not Significant | Very Low | Minor Adverse Not Significant | Very Low | Minor Adverse Not Significant |
| 9 | Track to Newlands Farm | High | High | Major Adverse Significant | High | Major Adverse Significant | Medium | Major/ Moderate Adverse Significant |
| 10 | Public footpath, Shipton Moor | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 11 | Public bridleway at junction with B1363 | High | Very Low | Minor Adverse Not Significant | Very Low | Minor Neutral Not Significant | Very Low | Minor Neutral Not Significant |
| 12 | Public Bridleway at junction with A19 | High | Very Low | Minor Neutral Not Significant | Very Low | Minor Neutral Not Significant | Very Low | Minor Neutral Not Significant |

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|---|---------------------|---------------------|--|---------------------------|---|----------------------------|---|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 13 | A19, western edge of Skelton | Medium | Medium | Moderate Adverse Significant | Medium | Moderate Adverse Significant | Medium | Moderate Adverse Significant |
| 14 | National Cycle Route 65, Overton Road near Overton Grange | High | Medium (northbound) | Major/ Moderate Adverse Significant | Medium (northbound) | Major/ Moderate Adverse Significant | Medium (northbound) | Major/ Moderate Adverse Significant |
| | | | Medium (southbound) | Major/ Moderate Adverse Significant | Medium (southbound) | Major/ Moderate Adverse (south-east) / Beneficial (south/south-west) Significant | Medium (southbound) | Major/ Moderate Adverse (south-east) / Beneficial (south/south-west) Significant |
| 15 | National Cycle Route 65, Overton Road, near junction with A19 | High (cyclists) | High | Major Adverse Significant | High | Major Adverse Significant | Medium | Major/ Moderate Adverse Significant |
| | | Medium (road users) | High | Major/ Moderate Adverse Significant | High | Major/ Moderate Adverse Significant | Medium | Moderate Adverse Significant |

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|--|---|--------------------|--|---------------------------|--|----------------------------|--|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 16 | Public footpath near western edge of Shipton-by-Beningbrough | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 17 | National Cycle Route 65, Shipton Low Road | High (cyclists) | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| | | Medium (road users) | Low | Minor Adverse Not Significant | Low | Minor Adverse Not Significant | Low | Minor Adverse Not Significant |
| 18 | War memorial/seating area, Nether Poppleton | High | Low | Moderate Adverse Not Significant | Low | Moderate Beneficial Not Significant | Low | Moderate Beneficial Not Significant |
| 19 | Garnet Lane near Red Brick Farm | High (residents and long distance footpath users) | Medium | Major/ Moderate Adverse Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| | | Medium (road users) | Medium | Moderate Adverse Significant | Low | Minor Adverse Not Significant | Low | Minor Adverse Not Significant |

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|--|-------------------------------------|--------------------|--|---------------------------|--|----------------------------|--|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 20 | A659 | Medium | Medium | Moderate Adverse Significant | Medium | Moderate Adverse Not Significant | Medium | Moderate Adverse Not Significant |
| 21 | Garnet Lane near junction with A659 | High (long distance footpath users) | High | Major Adverse Significant | Medium | Major/ Moderate Adverse Significant | Medium | Major/ Moderate Adverse Significant |
| | | Medium (road users) | High | Major/ Moderate Adverse Significant | Medium | Moderate Adverse Not Significant | Medium | Moderate Adverse Not Significant |
| 22 | Public Bridleway on Chantry Lane | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 23 | Public footpath south of Monk Fryston Substation | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 24 | Public Footpath, Old Quarry Lane, Lumby | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |

| VP No. | Location | Sensitivity | Construction Phase | | Operational Phase: Year 0 | | Operational Phase: Year 15 | |
|--------|---|-------------|--------------------|--|---------------------------|---|----------------------------|---|
| | | | Magnitude | Effect | Magnitude | Effect | Magnitude | Effect |
| 25 | Junction of Rawfield Lane and A63 | Medium | High | Major/ Moderate Adverse Significant | Medium | Moderate Adverse Not Significant | Medium to Low | Moderate Adverse Not Significant |
| 26 | Rawfield Lane near Bay Horse Farm | Medium | Medium | Moderate Adverse Not Significant | Low | Minor Adverse Not Significant | Low | Minor Adverse Not Significant |
| 27 | Public Bridleway near A1246 | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 28 | Burton Common Lane on eastern edge of Burton Salmon | High | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant | Low | Moderate Adverse Not Significant |
| 29 | Public bridleway on eastern edge of Moor Monkton | High | Medium | Major/ Moderate Adverse Significant | Medium | Major/ Moderate Beneficial Significant | Medium | Major/ Moderate Beneficial Significant |

1.3 Viewpoint Assessment Tables

- 1.3.1 The individual viewpoint assessments for viewpoints (1-29) are presented in **Tables 6H.2 to 6H.31**. In line with overarching principle of the LVIA, the magnitude of change and type of effect (adverse/beneficial/neutral) concluded in the viewpoint assessments is determined against a baseline in which pylons often already play a visual role.
- 1.3.2 It should be noted that the magnitude of change during the construction phase represents the peak period of activity when cranes are deployed to erect or dismantle pylon steelwork. For the majority of the construction period, including vehicle activity associated with ground works and the formation of foundations the magnitude of change would be lower.

Table 6H.2 - Viewpoint 1 - National Cycle Route 65, west of Skelton

| Viewpoint Information | |
|---|---|
| Viewpoint OS grid reference: | E456294, N455912 |
| Figure Nos: | Figure 6.24, Volume 5, Document 5.4.6: Viewpoint 1 National Cycle Route 65, west of Skelton |
| Distance to closest Project Elements | ~170m to SP007 (Existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Users of National Cycle Route 65. |
| Visual receptor sensitivity: | High. High susceptibility as people travelling through the landscape on a national cycle route. The view is of a rural character (undesignated landscape) but influenced by the existing high voltage overhead lines and East Coast Mainline railway resulting in a High-Medium value. |

Description of Baseline View

North to north-west: The baseline view to the north and north-west comprises a foreground of agricultural fields (pastoral and arable) beyond which lies Stripe Lane with limited roadside vegetation. The existing 275kV pylon SP007 (42.9m in height) forms a prominent vertical element in the view located beyond Stripe Lane and with its conductors passing overhead towards SP008 to the south of (behind) the viewpoint location. The upper section of the existing 275kV pylon XCP013 is also visible in the view to the north-west, with its base and lower sections screened by deciduous tree cover which lines either side of the East Coast Mainline railway.

Description of Changes in the View during the Construction Phase

North to north-west: Changes to the foreground of the view would include the introduction of a panel trackway, typically 3m in width, which would be sited between the arable and pastoral land to provide access to existing pylon SP008. Subsequent changes would be associated with the presence and movement of construction vehicles along this temporary panelled trackway for a short duration and which would be visible in close proximity. Whilst the bellmouth with Stripe Lane and panel trackways proposed across the agricultural field to the north would not be visible,

the top of construction vehicles moving along them and activities within the stringing area would be visible in the middle distance above the local horizon which coincides with Stripe Lane. Changes to views would also be associated with the removal of the small tree from within the centre of the view and the coppicing or cutting back of the small tree close to the base of existing pylon SP007 as shown in the **Arboricultural Impact Assessment (AIA) (Appendix 5.3.3I, Volume 5, Document 5.3.3I)**. Elevated construction activities visible in the middle distance would include the presence of a mobile crane¹ and the dismantling of existing pylon XCP013, the top of scaffolding which would be erected either side of the East Coast Mainline railway, and a mobile crane or the top of a mobile crane deployed to erect new 275kV pylons SP006 to SP003 and XC416 at distances of between ~360m and 1.6km.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

North to north-west: Reference to the photomontage in **Figure 6.24, Volume 5, Document 5.4.6** shows that at Year 0, the modified 275kV pylon SP007 would remain the most prominent vertical element within the view with whilst foreground panel trackways would have been removed and any land disturbed during the construction phase would be reinstated. Whilst the separation distances and heights of the pylons are comparable, the proposed pylon SP006 would be slightly more apparent than the dismantled XCP013 given the absence of screening and the form of SP006 as a tension pylon as opposed to XCP013 as a suspension pylon. The tops of new pylons SP005 to SP003 and XC416 would be visible behind SP006 within the centre of the view, with their visual role decreasing with increasing separation distance. The removal of pylon XCP013 means that the horizontal field of view within which pylons and associated conductors are visible would be narrower. The slight increase in visual role of pylons in the view is moderated by this narrower horizontal field of view in which pylons are visible. The baseline presence of pylons within the view and the unaltered visual role of pylon SP007 results in a Moderate level of effect which is considered to be Not Significant.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

¹ A worst-case scenario has been assumed for the purposes of the assessment which involves the deployment of a mobile crane to facilitate the dismantling of pylons rather than the alternative method of cutting the pylon legs and pulling over the pylon as described in **Chapter 3, Volume 5, Document 5.2.3**.

Table 6H.3 - Viewpoint 2 - Permissive footpath near Millennium Green, Nether Poppleton

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E456410, N455097 |
| Figure Nos: | Figure 6.25, Volume 5, Document 5.4.6: Viewpoint 2 Permissive footpath near Millennium Green, Nether Poppleton |
| Distance to closest Project Elements | ~1km to SP007 (Existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Walkers on the permissive footpath near Millennium Green. |
| Visual receptor sensitivity: | High. Walkers along this route are of high susceptibility as the main focus of their activity involves an appreciation of the undesignated landscape. The view of farmland alongside the River Ouse corridor is heavily influenced by the existing high voltage overhead lines and the gantries of the East Coast Mainline railway resulting in a Medium value. |

Description of Baseline View

North: Views to the north, along the direction of travel, comprise a foreground of pastoral land beyond which lies the River Ouse corridor bridged by the East Coast Mainline railway. The gantries associated with the East Coast Mainline railway are visible extending across the middle ground of the view to the north-west. Existing 275kV pylons SP009, SP008 and SP007 at heights of between 40.5m and 43.6m are visible as prominent to moderately prominent vertical elements above the treed skyline with pylons XCP013, XCP012 and XCP011 visible as smaller scale visual elements extending east-west.

Description of Changes in the View during the Construction Phase

North: There would be no construction activities associated with existing pylons SP008, SP009, and SP010 and no views of ground level construction activities spanning either side of Stripe Lane to the north. Elevated construction activities visible in the middle distance would include the presence of a mobile crane deployed to modify pylon SP007 at a separation distance of ~1km, and to erect pylons (from south to north) SP006 to SP003 at distances of ~1.1 to 2.3km, as well as XC416 to XC419 at distances of ~2.3 to 2.5km. A mobile crane would also be deployed to dismantle pylons XCP013, XCP012 and XCP011 at distances of ~1.1km to 1.6km. The temporary presence of a mobile crane at each location would occupy a narrow proportion of the horizontal field of view in which a number of vertical elements already have a visual role and hence the Moderate level of effect is assessed as Not Significant.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

North: As illustrated in the photomontage in **Figure 6.25, Volume 5, Document 5.4.6**, the closest two pylons in views to the north (SP009 and SP008) would remain unchanged with minor modifications to SP007 which would not alter its visual role. The visual prominence of new pylons SP006 to SP003 would be equal to or less than that of the existing pylons XCP013, XCP012

and XCP011 which would be removed from the view, with the new pylons clustered more centrally within the view as opposed to extending across it from east to west. The number of pylons visible in northerly views would increase from six to 11, although the proposed pylons XC416 to XC419 would have a limited, distant visual role from this viewpoint. A number of existing vertical elements already have a visual role from this location and hence the Moderate level of effect is assessed as Not Significant and neutral.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Neutral and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

North: There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Neutral and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.4 - Viewpoint 3 - Public footpath at north-western edge of Overton

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E455084, N455939 |
| Figure Nos: | Figures 6.26 and 6.27, Volume 5, Document 5.4.6: Viewpoint 3 Public footpath at north-western edge of Overton |
| Distance to closest Project Elements | ~230m to XCP011 (dismantled pylon) ~950m to XC420 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Walkers on the public footpath north-western edge of Overton, and similar to views experienced from nearby farmstead to the south east (views from other dwellings are likely more restricted due to garden vegetation). |
| Visual receptor sensitivity: | High. Walkers along this route are of high susceptibility as the main focus of their activity involves an appreciation of the undesignated rural landscape resulting in a Medium to High value. |

Description of Baseline View

North-west: The baseline view to the north-west comprises a foreground which includes a track, agricultural machinery and a small timber shed with a pastoral field and the southern edge of Overton Wood visible towards the right of the view. The existing 275kV pylon XCP010 with a height of 40.5m is visible as a prominent vertical element in the landscape at a distance of ~290m, with the line continuing to the west with pylons XCP009 to XCP005 visible at distances of between ~510m and ~2km.

North to north-east: The baseline view to the north and north-east comprises a pastoral field in the foreground with views which extend towards Overton Wood and Overton Grange in the middle distance. The existing 275kV pylon XCP011 is visible as a prominent vertical element at

a distance of ~230m extending above the roadside hedgerow which bounds Overton Road with its conductors extending across the full extent of the view.

Description of Changes in the View during the Construction Phase

North-west: The existing track would be used by construction machinery accessing pylons XCP010 and XCP009 as well as two scaffolding locations on the eastern bank of the River Ouse. Ground level activities would be visible within the working area surrounding pylon XCP010 at a distance of ~300m, including the trimming back or coppicing of the nearby hedgerow and hedgerow tree as shown in the **AIA (Volume 5, Document 5.3.3I)**. Elevated activities would be associated with a mobile crane deployed at each of the six pylon locations (XCP010 to XCP005) to enable their dismantling. Mobile cranes would also be deployed to erect the new 275kV pylon XC420 at a distance of ~960m and pylons XC421 to XC424 at distances up to ~1.5km. Cranes would also be visible at the sites of pylons XC425 and XC426 although these would be very small-scale vertical elements with limited visual role. Scaffolding on either bank of the River Ouse between existing pylons XCP009 and XCP008 may also be visible from this viewpoint depending on the placement of agricultural machinery in the foreground, with scaffolding placed on the banks of the River Ouse to the north potentially visible in the middle distance.

In addition to the cranes deployed for the dismantling and erection of the 275kV pylons apparent in the view, temporary pylons (XCP006BT, XCP006AT, XCP005T and XCP004T) would be erected close to proposed pylons XC422 to XC425 and existing pylons XCP007 to XCP005. This would involve the deployment of a mobile crane for the installation, the presence of the pylons in the middle distance and the visual presence of a mobile crane for their subsequent dismantling. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present, leading to a visually cluttered north-westerly view.

North to north-east: Elevated construction activities visible in the view would be associated with the deployment of a mobile crane and dismantling of existing pylon XCP011. Mobile cranes and the erection of up to 11 new pylons would also be apparent in the view with ground level construction activity associated with the closest pylons (XC419 to XC417), including the proposed stringing area around XC419, partially screened by intervening hedgerows. There would be no views of ground level construction activities for the remaining pylons due to separation distance and intervening vegetation. The ground and low-level activities within the proposed Overton Substation would be screened by a combination of intervening hedgerows and vegetation along the East Coast Mainline railway and the slight descent in landform towards the substation location.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

North-west: As illustrated in the photomontage in **Figure 6.26, Volume 5, Document 5.4.6**, the proposed pylons XC420 to XC424 would be less prominent in north-westerly views than under baseline conditions, with a separation distance to the nearest pylon increasing to ~960m as opposed to the ~300m to the existing pylon XCP010. The horizontal extent of north-westerly views in which pylons and their conductors are visible would be comparable to the baseline and although the proposed pylons would be greater in height (48.1m to 53.7m) than the existing pylons (40.5m to 50.1m), the increase in separation distance would reduce their prominence leading to a beneficial visual effect within north-westerly views when assessed against the baseline view in which pylons have a prominent role.

North to north-east: The photomontage in **Figure 6.27, Volume 5, Document 5.4.6** illustrates that the number of pylons visible within the view would increase from a single, prominent pylon and its conductors at a distance of ~230m to up to 11 pylons at a minimum distance of ~1km (from left to right: XC419 to XC416, SP002 and YN003 to YN008). There would be beneficial visual effects associated with the reduced prominence of pylons in the view when compared to the baseline view. The top of the 15m high gantries within the Overton Substation would also be visible but would not be prominent in the view due to a separation distance of ~1.4km, the slight descent in landform between the viewpoint and the substation location (~5m) and them being viewed against a distant landscape backdrop.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Table 6H.5 - Viewpoint 4 - Public Bridleway (10/3/20) along River Ouse

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E454529, N455941 |
| Figure Nos: | Figure 6.28 and 6.29, Volume 5, Document 5.4.6: Viewpoint 4 Public Bridleway along River Ouse |
| Distance to closest Project Elements | ~220m to XCP009 (dismantled pylon) ~600m to XC421 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Bridleway (10/3/20) along River Ouse. |
| Visual receptor sensitivity: | High. Users of this route are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. Views across the undesignated rural landscape are dominated by the River Ouse with views of high voltage overhead lines crossing the river, resulting in a High-Medium value. |

Description of Baseline View

North-west: The baseline view to the north-west comprises a foreground which includes the bridleway routed through grassland along the southern bank of the River Ouse together with a pastoral field to the west through which passes a low voltage overhead line on wooden poles. The existing 275kV pylon XCP008 with a height of 49m is visible as a prominent vertical element in the landscape at a distance of ~ 280m, with the associated conductors extending across the River Ouse. The existing pylon XCP007 is visible at a distance of ~700m with the lower parts of the pylon partially screened by intervening vegetation. A wooded skyline formed by Overton Wood extends centre and right of the view.

North to north-east: The baseline view to the north features the River Ouse in the foreground and pasture land which rises to the north to meet a hedgerow field boundary and forms a local horizon. Agricultural barns and outbuildings are present in the view with terraced properties on the western edge of Overton (Nos 1-5 Overton Road) visible towards the far-right side of the view. The existing 275kV pylons XCP009 to XCP012 are visible as prominent vertical elements at a separation distance of between ~220m to ~1.1km.

Description of Changes in the View during the Construction Phase

North-west: The scaffolding erected on both banks of the River Ouse would be visible as a prominent visual component in north-westerly views at a distance of ~160m, with the associated coppicing or management of vegetation from within the footprint of the scaffolding as shown in the **AIA (Volume 5, Document 5.3.3I)**. Ground and low-level construction activities within the working area around existing pylon XCP008 and around new pylons XC421 and XC422 would also be apparent with the associated loss of vegetation as indicated in the **AIA (Volume 5, Document 5.3.3I)**. Elevated construction activity would be associated with the deployment of a mobile crane to enable the dismantling of existing pylons XCP008 and XCP007, to facilitate the erection of proposed pylons XC420 to XC422 and to erect and subsequently dismantle temporary pylon XCP006BT, sited at a distance of ~650m close to new pylon XC442 and existing XCP007. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present in north-westerly views. Occasional construction vehicles accessing the northern scaffold would be visible moving along the proposed trackway sited to the south (in front of) the hedgerow which marks the local rise in landform.

North to north-east: Ground and low-level construction activity within the working area surrounding existing pylon XCP009 would be visible at a distance ~200m whilst mobile cranes deployed at the sites of the four existing pylons (XCP009 to XCP012) would be apparent above the horizon during their dismantling. The mobile crane deployed to erect pylon XC419 would also be evident above the local horizon although a separation distance of ~1km and the screening provided by the intervening landform means this this would not be a prominent element of the view. Views of the upper section of a mobile crane erecting new pylons XC010 to XC012 and SP003, SP004 and SP006 would just be visible extending above the horizon to the east. Occasional construction vehicles accessing the northern scaffold would be visible moving along the proposed trackway sited to the south (in front of) the hedgerow which marks the local rise in landform across the extent of the view.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

North-west: The removal of pylons XCP008 and XCP007 and their replacement with two pylons XC422 and XC421 on the southern side of the River Ouse and XC420 northern side of the river would reduce the prominence of vertical infrastructure in the view as shown in the photomontage in **Figure 6.28, Volume 5, Document 5.4.6**. Whilst the proposed pylons would be up to 53.6m in height (compared to the height of the existing XCP008 of 49m and XCP007 of 50.1m), the increase in minimum separation distance from ~290m to ~590m would be a beneficial visual effect, countered slightly by the increase in the number of pylons present in north-westerly views.

North to north-east: As illustrated in the photomontage in **Figure 6.29, Volume 5, Document 5.4.6**, the removal of the four existing pylons (XCP009 to XCP012) and the introduction of the upper section only of seven pylons (XC419 to XC416, SP003, SP004 and SP006) above the

local horizon, with an increased minimum separation distance of ~230m to ~1km, would lead to a beneficial visual effect when assessed against the baseline, due to the reduction in the scale and prominence of vertical infrastructure present within the view.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Table 6H.6 - Viewpoint 5 - Public Footpath (11/8/20) near Moorlands Farm

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E457274, N458770 |
| Figure Nos: | Figures 6.30, 6.31 and 6.32, Volume 5, Document 5.4.6: Viewpoint 5 Public Footpath near Moorlands Farm. |
| Distance to closest Project Elements | ~800m to YN004 (new build pylon). |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Footpath (11/8/20) near Moorlands Farm. |
| Visual receptor sensitivity: | High. Users of this route are of high susceptibility as the main focus of their activity involves an appreciation of the undesignated landscape. The rural view includes farmsteads and large pastoral fields, with views of low voltage overhead lines resulting in a High-Medium value. |

Description of Baseline View

South-west: The baseline view to the south-west extends across a foreground of open pastoral land towards hedged field boundaries with occasional hedgerow trees. An existing low voltage overhead line crosses south-westerly views on wooden poles.

West: Westerly baseline views extend across open pastoral land towards Hall Moor Farm (South), which is visible against a backdrop of tall poplars. Hedgerows with occasional mature hedgerow trees foreshorten or filter middle distance views, whilst the existing low voltage overhead line on wooden poles is visible towards the left of the view.

North-west to North: The baseline view extends across a pastoral field bound by hedgerow with mature hedgerow trees. The presence of these mature trees and a pocket of coniferous woodland to the north, contribute to a well treed skyline. A number of existing pylons (2TW168, 2TW169 and YR037) are present in the middle distance of northerly views but are not prominent elements of the view

Description of Changes in the View during the Construction Phase

South-west: There would be no views of ground or low-level construction activities from this viewpoint. Changes to walkers' views would be associated with the distant presence of a mobile crane at the sites of proposed pylons SP004 to SP006 and modified pylon SP007, extending slightly above or screened by the intervening tree cover. The crane activity would occupy a very narrow proportion of the view and a minimum separation distance of ~2.6km means that the low voltage overhead lines in the middle distance would remain the more prominent vertical elements in south-westerly views. A mobile crane would also be deployed to dismantle existing pylons XC008 to XC0013 at distances of between ~3km and 4km.

West: Elevated construction activities associated with the erection of up to 12 pylons including YN003 to YN008, SP003, SP004, XC416 to XC418) would be visible and occasionally partially filtered by intervening tree cover. Some taller construction activity within the proposed Overton 400/275kV substation may also be visible towards the centre of the view. The presence of cranes at the more distant pylon sites would have a very minor visual role whilst crane activity associated with the closer pylons (YN004 and YN005 at distances of ~800m and 970m respectively) would adopt a co-prominence with the poplar trees.

North-west to North: Elevated construction activities associated with erection of new pylons YN001, YN002 and YR040, the modification of pylon YR037 and the dismantling of pylon YR040T would be visible in the middle distance, a proportion of which would be partially filtered by intervening tree cover whilst modifications to YR039 and YR038 would be fully screened. Temporary pylon YR039T located close to pylons YN001/YR040/YR040T would also be visible. There would be a short duration of up to 24 months where the existing, proposed, modified and temporary pylons would be present between the tree cover, leading to some visually cluttering within a small proportion of north-westerly views.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

South-west: The proposed pylons SP004 and SP006 introduced within south-westerly views would play a very minor visual role above the intervening tree cover and the low voltage overhead lines in the middle distance would remain the more prominent vertical elements in south-westerly views as shown in the photomontage in **Figure 6.30, Volume 5, Document 5.4.6**.

West: As illustrated in the photomontage in **Figure 6.31, Volume 5, Document 5.4.6**, the proposed pylons YN004, YN005 and YN006 would become noticeable vertical infrastructure within westerly views but would be co-prominent with the tall poplar trees to the west of Hall Moor Farm (South) with YN004 partially filtered by an intervening mature tree. The other proposed pylons would be relatively minor visual elements as a consequence of increasing separation distances. The upper section of the 15m high gantries within the Overton Substation would also be visible above the intervening hedgerow, partially filtered by trees and at a separation distance of ~2km would not be prominent in the view.

North-west to north: The proposed modifications to pylon YR037 would not alter its visual role when compared to the baseline view. New pylons YN002 and YR040 would be partially screened by intervening tree cover, even in winter conditions, whilst the increase in height of new pylon

YN001 of 55m compared to the removed pylon YR040T at a height of 44m would slightly increase the role played by existing pylons in the view, as shown in the photomontage in **Figure 6.32**.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.7 - Viewpoint 6 - B1363 at western edge of Wigginton

Viewpoint Information

| | |
|--|--|
| Viewpoint OS grid reference: | E459141, N458116 |
| Figure Nos: | Figures 6.33 and 6.34, Volume 5, Document 5.4.6: Viewpoint 6 B1363 at western edge of Wigginton |
| Distance to closest Project Elements | ~1.6km to YR034 (existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Road users, noting views are not representative of views from the nearby settlement of Wigginton where intervening tree cover would restrict views of the Project. |
| Visual receptor sensitivity: | Medium. Road users are of medium susceptibility and views across the undesignated landscape are of medium value. |

Description of Baseline View

South-west and west to north-west: The baseline view comprises a foreground of roadside hedgerow beyond which extend arable fields bound by hedgerow. Tree cover associated with the narrow, north-south aligned Dealtrys Plantation within westerly views and mature field boundary trees and Rodwell's Plantation further to the west coalesce to restrict middle to long distance views. An existing low voltage overhead line on wooden poles is visible against a backdrop of tree cover thereby reducing its local prominence. The existing pylons YR034 to YR040 are not visible due to a minimum separation distance of ~1.6km and the screening provided by intervening vegetation.

Description of Changes in the View during the Construction Phase

South-west and west to north-west: There would be no views of construction activities associated with the erection of pylons YN001 to YN008 at a minimum separation distance of ~2.8km or of activities at the Overton Substation or the two lines (SP and XC) which head south from the substation. There would also be no views of construction activities associated with modifications to the existing pylons YR034 to YR039 or the dismantling of YR040.

| | | |
|---|----------------------------|--------------------------------|
| Magnitude of visual change: No Change | Type of effect: N/A | Significance: No Effect |
|---|----------------------------|--------------------------------|

Description of Changes in the View at Operation Year 0

South-west and west to north-west: Reference to the Overlay Wirelines in **Figures 6.33 and 6.34, Volume 5, Document 5.4.6** indicates that there would be no views of pylons associated with the proposed 400kV overhead line or the 275 kV SP or XC overhead lines or of the Overton Substation. This is a consequence of a minimum separation distance of ~2.8km and the effective screening provided by mature trees within Dealtrys Plantation, Rodwell's Plantation and along field boundaries.

| | | |
|---|----------------------------|--------------------------------|
| Magnitude of visual change: No Change | Type of effect: N/A | Significance: No Effect |
|---|----------------------------|--------------------------------|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|----------------------------|--------------------------------|
| Magnitude of visual change: No Change | Type of effect: N/A | Significance: No Effect |
|---|----------------------------|--------------------------------|

Table 6H.8 - Viewpoint 7 - A19 at southern edge of Shipton-by-Beningbrough

Viewpoint Information

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|-------------------------------------|------------------|
| Viewpoint OS grid reference: | E455223, N458126 |
|-------------------------------------|------------------|

| | |
|--------------------|--|
| Figure Nos: | Figures 6.35 and 6.36, Volume 5, Document 5.4.6: Viewpoint 7 A19 at southern edge of Shipton-by-Beningbrough |
|--------------------|--|

| | |
|---|---------------------------------|
| Distance to closest Project Elements | ~250m to New Overton Substation |
|---|---------------------------------|

| | |
|---|---|
| Visual receptor groups located at or close to Viewpoint: | Road users, and similar to views experienced at the adjacent property of Mill House Farmstead (although views are typically more restricted due to an interveing vegetation within the property curtilage). |
|---|---|

| | |
|-------------------------------------|--|
| Visual receptor sensitivity: | High. Residents are of high susceptibility, and views across the undesignated rural landscape are of high- medium value, attributed by the agricultural setting and detracted to by the A19 and proximity to the rail line. Medium. Road users are of medium susceptibility and views across the undesignated rural landscape are of high- medium value, attributed by the agricultural setting and detracted to by the A19 and proximity to the rail line. |
|-------------------------------------|--|

Description of Baseline View

East to south-east: Views to the east are foreshortened by a tall roadside hedgerow which lines the eastern side of the A19 and which heavily filters views across pastoral land to the east. The A19 and associated highway verge form the foreground of the baseline view.

South to south-west: Baseline views to the south extend along the A19 towards the junction with Overton Road, marked by trees including coniferous species which form a focal point within

southerly views. Views to the south-west feature a pastoral field in the foreground, bound by hedgerows and occasional small hedgerow trees with the gantries of the East Coast Mainline railway visible extending above the intervening hedgerow. The top of existing pylons XC0010 and XCP008 are apparent as small-scale visual elements at a minimum separation distance of ~2km with XCP009 and XCP005 screened by intervening trees and XCP007 and XCP006 not readily visible against a dark landscape backdrop.

Description of Changes in the View during the Construction Phase

East to south-east: The top of the mobile cranes deployed to erect pylons YN006 and YN007 may just be visible above the intervening roadside hedgerow with the crane at the site of YN008 screened by the intervening overgrown, east-west aligned hedgerow. As a consequence, there would be limited changes to easterly views during the construction phase.

South-east to south: Ground and low-level construction activity, including the presence of the construction compounds in fields to the south of the A19 (east and west of Overton Road) would be largely screened by intervening vegetation, including the tall coniferous trees marking the road junction. Elevated construction activities evident in the view would include the deployment of a mobile crane associated with the dismantling of XCP010 and XCP008 at a separation distance of ~2km and the erection of new 275kv pylons XC416, SP003 and SP004 at a minimum separation distance of ~900m. Elevated construction activities associated with the Overton Substation and the gradual emergence of gantries just above the intervening hedgerow would also be apparent as would a mobile crane deployed at each of the sites of pylons XC018 to XC023 to the south.

| | | |
|---|---|--|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate (residents) and Moderate to Minor (road users) and Not Significant |
|---|---|--|

Description of Changes in the View at Operation Year 0

East: Proposed 400kv pylons YN006, YN007 and YN008 would not be visible in easterly views as illustrated in the photomontage in **Figure 6.35, Volume 5, Document 5.4.6** and there would be no changes to receptors' easterly views from this viewpoint.

South-east to south: Proposed 275kv pylons XC416, SP003 and SP004 would be visible at a minimum separation distance of ~900m and whilst noticeable, they would be less prominent than the coniferous trees which form a focal point in the view. The top of the 15m high gantries within the Overton Substation would also just be visible above intervening hedgerow as illustrated in the photomontage in **Figure 6.36, Volume 5, Document 5.4.6** although a clearer framed view of the substation infrastructure would be available through two intervening field accesses which align to provide a partial view of the gantries. Further to the south, the proposed pylons XC018 to XC023 would be evident in the same field of view of the gantries of the East Coast Mainline railway, with only the tops of those pylons towards the west of the view (XC021 to XC023) visible above the wooded skyline.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (residents) and Moderate to Minor (road users) and Not Significant |
|---|--|--|

Description of Changes in the View at Operation Year 15

East: There would be no changes compared with the view experienced at Operation Year 0.

South-east to south: Maturing woodland on the earth mounding to the west of the Overton Substation together with hedgerow trees proposed within the retained north-south aligned hedgerow just to the north-west of the substation, would coalesce to filter and screen views of the gantries within the substation which are visible in the framed view through aligned field accesses. The maturing vegetation would also screen the lower parts of pylons SP003 and SP004.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (residents) and Minor (road users) and Not Significant |
|---|--|--|

Table 6H.9 - Viewpoint 8 - Beningbrough Hall and Gardens

Viewpoint Information

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|---|---|
| Viewpoint OS grid reference: | E451705, N458472 |
| Figure Nos: | Figures 6.37 and 6.38, Volume 5, Document 5.4.6: Viewpoint 8 Beningbrough Hall and Gardens |
| Distance to closest Project Elements | ~1.9km to XCP002 (dismantled pylon) ~2.2km to XC427 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Visitors to Beningbrough Hall and Gardens |
| Visual receptor sensitivity: | High. Visitors to Beningbrough Hall and Gardens have a high susceptibility, as a focus of their activity involves an appreciation of the designated landscape (Grade II Registered Park and Garden). Baseline views would be considered high value, due to the scenic quality of the parkland landscape. |

Description of Baseline View

South-east: The view to the south-east from the pathway to the south of the formal gardens at Beningbrough Hall features a parkland landscape with individual, mature deciduous trees. Deciduous trees lining the northern bank of the River Ouse can be seen in the middle distance, through which the dense and largely coniferous woodland of Redhouse Wood is visible. There are no views of the existing pylons from this viewpoint.

South: The view across a parkland landscape continues to the south with Redhouse Wood visible in filtered views through the intervening deciduous trees.

Description of Changes in the View during the Construction Phase

South-east: There would be no views of ground level construction activities from this viewpoint. The top of elevated crane activity associated with the dismantling of the XCP overhead line, the erection of new pylons within the XC 275kV line and the erection, presence and subsequent

Viewpoint Information

dismantling of temporary pylons associated with this section of line would be very minor visual elements which may not be readily discernible in the visual context of a well treed skyline.

South: Whilst there would be no view of ground level construction activities the top of a mobile crane deployed to erect pylon XC428 would be visible above Redhouse Wood and through a gap in the deciduous trees along the River Ouse.

| | | |
|--|---|--|
| Magnitude of visual change: Very Low | Type of effect: Adverse and temporary (short-term) | Significance: Minor and Not Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

South-east: As shown in the photomontage in **Figure 6.37, Volume 5, Document 5.4.6** the new pylons within the XC line would be screened by intervening tree cover with the exception of the top of pylon XC425, which would be partially visible above Redhouse Wood and through intervening branches at a distance of ~2.5km.

South: The photomontage in **Figure 6.38, Volume 5, Document 5.4.6** illustrates that the top of pylon XC428 would be visible at a distance of ~2km above Redhouse Wood and through a gap in the deciduous trees along the River Ouse. This would become a very minor visual element which may not be readily discernible in the visual context of a well treed skyline.

| | | |
|--|--|--|
| Magnitude of visual change: Very Low | Type of effect: Adverse and long-term | Significance: Minor and Not Significant |
|--|--|--|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|--|--|
| Magnitude of visual change: Very Low | Type of effect: Adverse and long-term | Significance: Minor and Not Significant |
|--|--|--|

Table 6H.10 - Viewpoint 9 – Track to Newlands Farm

Viewpoint Information

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|-------------------------------------|------------------|
| Viewpoint OS grid reference: | E456371, N459653 |
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|--------------------|--|
| Figure Nos: | Figure 6.39, Volume 5, Document 5.4.6: Viewpoint 9 Track to Newlands Farm |
|--------------------|--|

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|---|--|
| Distance to closest Project Elements | Adjacent to temporary access track to construction compound and ~200m to Shipton CSECs |
|---|--|

| | |
|---|---|
| Visual receptor groups located at or close to Viewpoint: | Users of the Other Route of Public Access (ORPA) along track to Newlands Farm |
|---|---|

| | |
|-------------------------------------|--|
| Visual receptor sensitivity: | High. Users of this ORPA are of high susceptibility and views across the undesignated landscape that includes the existing overhead high voltage lines are of medium to high value. |
|-------------------------------------|--|

Description of Baseline View

North-east: the baseline view features a foreground of existing track and adjoining hedgerow to the east above which existing pylon YR040T is visible at a distance of ~340m with pylon YR039 visible further to the east at a distance of ~590m.

Description of Changes in the View during the Construction Phase

North-east: Ground level construction activity visible from this location would include the loss of a short section (~40m length) of hedgerow to the immediate east and construction and subsequent operation of the bellmouth to facilitate access to pylons YR039, YR038 and YR038T. The loss of hedgerow would facilitate open views towards the Shipton CSECs construction compound and beyond that to the construction of the Shipton South 400Kv CSEC, Shipton North 400Kv CSEC and the working areas around pylons YR039T, YN001, YR040 and YR040T. Elevated construction activities would be associated with the deployment of a mobile crane to dismantle existing pylon YR040T, erect new pylons YR040 and YN001 and the erect and subsequently dismantle temporary pylon YR0039T. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present at a minimum distance of ~210m, leading to a visually cluttered north-westerly view.

| | | |
|--|---|--|
| Magnitude of visual change: High | Type of effect: Adverse and temporary (short-term) | Significance: Major and Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

North-east: The Shipton South and North 400Kv CSECs would be clearly visible in open views as shown in the photomontage in **Figure 6.39, Volume 5, Document 5.4.6**. The new 55m and 58m high pylons YN001 and YR040 would be visible as prominent vertical elements at a minimum distance of ~300m, replacing views of the more slender 44m high existing pylon YR040T. The trackway running parallel with the existing hedgerow to the south of the CSECs would also be visible in north-easterly views.

| | | |
|--|--|--|
| Magnitude of visual change: High | Type of effect: Adverse and long term | Significance: Major and Significant |
|--|--|--|

Description of Changes in the View at Operation Year 15

North-east: The reinstated hedgerow would be mature by Year 15 as shown in **Figure 6.39, Volume 5, Document 5.4.6**. This would allow partial views to the upper parts of the Shipton South 400Kv CSEC above the reinstated hedgerow, with the 55m and 58m high pylons YN001 and YR040 visible at a minimum distance of ~300m,

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long term | Significance: Major/Moderate and Significant |
|--|--|---|

Table 6H.11 - Viewpoint 10 - Public footpath (10.129/3/1), Shipton Moor

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E455376, N459877 |
| Figure Nos: | Figures 6.40 and 6.41, Volume 5, Document 5.4.6: Viewpoint 10 Public footpath, Shipton Moor |
| Distance to closest Project Elements | ~750m to 2TW169 (existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Footpath (10.129/3/1) near Shipton Moor. |
| Visual receptor sensitivity: | High. Users of this route are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view across an undesignated rural landscape has a Medium value. |

Description of Baseline View

East to south-east: The baseline view features a foreground which extends across an open pastoral field towards hedgerows which contain a moderately high proportion of hedgerow trees thereby creating a treed skyline across the extent of easterly/south-easterly views. Existing tension pylon 2TW169 is a moderately prominent element extending above the tree line at a separation distance of ~760m, with existing pylons YR040T to YR035 decreasing in size as they extend to the east across a moderately small proportion of the 90° field of view.

South: The pastoral field continues across the foreground of views to the south with the roof of a large barn visible at a distance of ~250m. There are no existing pylons visible in views to the south with existing pylons within the SP line screened by a combination of separation distance and intervening tree cover. Highfield (vicarage) and the spire of the Church of the Holy Evangelists in Shipton are visible through the trees towards the centre of the view.

Description of Changes in the View during the Construction Phase

East to south-east: Views of ground level construction activities would be screened by intervening vegetation from this location. Elevated construction activity visible in easterly and south-easterly views would be associated with the deployment of a mobile cranes to modify existing pylons 2TW169 and YR0039 to YR036, dismantle pylon YR040T, erect six new pylons in the view (YR040 and YN001 to YN004) and to erect and subsequent dismantle temporary pylons YR039T and YR038T. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present, leading to some visual cluttering within a small proportion of easterly views.

South: Views of ground level construction activities would again be screened by intervening vegetation. Elevated activities would include the deployment of a mobile crane to erect new pylons YN005 to YN008, SP003, SP004 and XC416 at a minimum separation distance of ~1.8km and hence would represent minor visual elements in baseline views.

| | | |
|--|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

East to south-east: The visual role of the closest pylon 2TW169 and that of modified pylons YR0039 to YR036 would not alter as a consequence of the Project. The removal of a single pylon (YR040T) and the introduction of six pylons (YR040 and YN001 to YN004) would extend the presence of pylons across the view as illustrated in the photomontage in **Figure 6.40, Volume 5, Document 5.4.6**. A separation distance in excess of 1km and partial screening of the lower parts of the pylons by intervening tree cover and built form means that they would not become prominent components of the view.

South: New pylons YN005 to YN008 together with SP003, SP004 and XC416 would become minor visual elements in baseline views at a minimum separation distance of ~1.8km. Other pylons would be screened by the intervening tree cover as illustrated in the overlay wireline and photomontage in **Figure 6.41, Volume 5, Document 5.4.6**.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.12 - Viewpoint 11 - Public bridleway (10.141/10/1) at junction with B1363

Viewpoint Information

Viewpoint OS grid reference: E458749, N461543

Figure Nos: **Figure 6.42, Volume 5, Document 5.4.6:** Viewpoint 11 Public bridleway at junction with B1363

Distance to closest Project Elements ~2.10km to YR036 (existing pylon modified)

Visual receptor groups located at or close to Viewpoint: Users of the Public Bridleway (10.141/10/1), and similar to views experienced from the nearby B1363 (although views would be intermittent through gaps in the hedgerow bordering the road).

Visual receptor sensitivity: **High.** Users of the bridleway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view across the non-designated landscape includes low voltage transmission lines on wooden poles and high voltage pylons and is of High-Medium value.

Description of Baseline View

South-west: The baseline view to the south-west extends across an open arable field, where individual mature hedgerow trees in the middle distance coalesce to form a partially treed skyline. A low voltage overhead line on wooden poles crosses the field at a minimum distance of ~140m whilst three existing lower voltage pylons, not associated with the Project, are also

present. Existing 400kv pylons YR034 to YR040 and 2TW169 to 2TW166 are apparent in the view, as minor vertical elements above the treeline at a minimum separation distance of ~1.9km.

Description of Changes in the View during the Construction Phase

South-west: There would be no views of ground or low-level construction activity from this viewpoint. Elevated construction activity visible in south-westerly views would be associated with mobile cranes deployed at the sites of YR036 to YR039 and 2TW169 (pylons to be modified), the dismantling of YR040T and the construction of a small number of the pylons, specifically the new YR040 and YN001 to YN004 where they extend above the tree line. Cranes would also be deployed to erect and subsequently dismantle temporary pylons YR038T and YR039T. There would be a short duration of up to 24 months where the existing, proposed, modified and temporary pylons would be present as minor visual elements above the treed skyline, leading to some slight visually cluttering within south-westerly views.

| | | |
|--|---|--|
| Magnitude of visual change: Very Low | Type of effect: Adverse and temporary (short-term) | Significance: Minor and Not Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

South-west: As illustrated in the overlay wireline and photomontage in **Figure 6.42, Volume 5, Document 5.4.6**, the new pylons YR040 and YN001 to YN004 would be visible in the same field of view and at a comparable scale as existing pylons thereby reducing visual contrast. A proportion of new pylons within the new YN line and those further to the south (SP and XC lines) would be screened through a combination of increasing separation distance and intervening tree cover. The minor modifications to the existing pylons YR036 to YR039 and 2TW169 would not alter their visual role and the foreground vertical elements would remain the most prominent vertical elements in the view.

| | | |
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| Magnitude of visual change: Very Low | Type of effect: Neutral and long-term | Significance: Minor and Not Significant |
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Description of Changes in the View at Operation Year 15

South-west: There would be no changes compared with the view experienced at Operation Year 0.

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| Magnitude of visual change: Very Low | Type of effect: Neutral and long-term | Significance: Minor and Not Significant |
|--|--|--|

Table 6H.13 - Viewpoint 12 - Public Bridleway (10.69/6/1) at junction with A19

Viewpoint Information

| | |
|---|---|
| Viewpoint OS grid reference: | E454090, N461617 |
| Figure Nos: | Figures 6.43 and 6.44, Volume 5, Document 5.4.6: Viewpoint 12 Public Bridleway at junction with A19 |
| Distance to closest Project Elements | ~2.6km to 2TW169 (existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Bridleway (10.69/6/1), and similar to views experienced from A19 (although views would be |

intermittent through gaps in the hedgerow bordering the road).

Visual receptor sensitivity: **High.** Users of the bridleway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view is across an undesignated landscape of open agricultural fields, considered of High-Medium value.

Description of Baseline View

East to south-east: The foreground of the view extends across open arable land towards a hedgerow which lines the southern boundary of the field and contains a proportion of mature hedgerow trees. A low voltage overhead line on wooden poles forms a locally prominent element in easterly views at a distance of ~70m. The existing pylons within the 2TW line are visible above the tree line as minor components of baseline views to the east, at a minimum distance of ~2km.

South: The arable field continues across the foreground of the view with hedgerow and tree cover extending along the southern and western boundaries of the field, restricting views of the A19 to the south.

Description of Changes in the View during the Construction Phase

East to south-east: No ground level construction activities would be visible from this location. There would be no requirement for elevated construction activities along the existing 2TW line with a mobile crane deployed (and the top visible) at the sites of new pylons YN002 and YN003. The erection of pylons YN001 and YR040 would be largely screened by the intervening mature hedgerow trees.

South: The tree cover along the western boundary of the field (which coincides with the A19 road corridor) and mature trees along the southern field boundary means that there would be no views of construction activity associated 275kV XC line. The top of a mobile crane deployed to erect pylon YN005 would be visible above the tree line but at a separation distance of ~3.8km would represent a view minor and distant visual element.

| | | |
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| Magnitude of visual change: Very Low | Type of effect: Neutral and temporary (short-term) | Significance: Minor and Not Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

East to south-east: As illustrated in the overlay wireline and photomontage in **Figure 6.43, Volume 5, Document 5.4.6**, the top of new pylons YN002 and YN003 would be visible above the intervening tree cover and would be very minor visual elements which may not be readily discernible in the visual context of a well treed skyline.

South: The overlay wireline and photomontage in **Figure 6.44, Volume 5, Document 5.4.6** demonstrates that there would be no views of the 275 kV XC line with only the top of new pylon YN005 visible above the intervening trees as a distant and very minor visual element.

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| Magnitude of visual change: Very Low | Type of effect: Neutral and long-term | Significance: Minor and Not Significant |
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Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

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| Magnitude of visual change: Very Low | Type of effect: Neutral and long-term | Significance: Minor and Not Significant |
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Table 6H.14 - Viewpoint 13 - A19, western edge of Skelton

Viewpoint Information

Viewpoint OS grid reference: E456583, N456305

Figure Nos: **Figures 6.45 and 6.46, Volume 5, Document 5.4.6:**
Viewpoint 13 A19, western edge of Skelton

Distance to closest Project Elements ~400m to SP007 (existing pylon modified)

Visual receptor groups located at or close to Viewpoint: Road users, users of the adjacent pavement and people waiting at the bus stop. Views experienced from nearby dwellings residential properties on the western edge of Skelton (although views from properties would be further set back and restricted by garden vegetation and trees/hedgerow adjacent the A19).

Visual receptor sensitivity: **Medium.** People travelling in vehicles and waiting at the bus stop are of medium susceptibility.
The view across an undesignated rural landscape is of a Medium to High value.

Description of Baseline View

West: The foreground of westerly views comprises a pastoral field bound by hedgerow along its western edge beyond which a number of small trees which line the watercourse of Hurns Gutter are apparent. Arable land extending between Hurn Gutter and the woodland belt which lines the East Coast Mainline railway is visible above the hedgerow with the woodland foreshortening views further to the west. The existing pylon SP007 at a height of 42.9m and at a distance of ~390m, forms a prominent vertical element of views with pylons XCP013 and XCP012 also visible above the treeline extending to the west.

North-west: The foreground of the view comprises pastoral land with a hedgerow along the northern boundary and arable land beyond. Trees lining Hurn Gutter are visible against a backdrop of woodland belt left and centre of the view, whilst longer distance views across agricultural land towards Overton Wood are available towards the right side of the view. Existing pylons XCP011 to XCP008 are visible as minor visual components at a minimum separation distance of ~1.7km.

Description of Changes in the View during the Construction Phase

West: There would be partial views of ground and low-level construction activities in the working areas around existing pylon SP007 and proposed pylon SP006 as well as within the stringing area which covers the arable field between the two, at a separation distance of ~360m. There

would also be some thinning of the woodland belt along the East Coast Mainline railway to facilitate the placement of scaffolding over the line, which would be visible through/above any retained tree cover along the eastern edge and partially filtered by trees along Hurns Gutter. Elevated construction activities would be associated with the deployment of a mobile crane at the site of the modified existing pylon SP007 and for the dismantling of pylons XCP013 and XCP012, as well as the erection of SP006.

North-west: There would be limited views of ground level construction activities in north-westerly views. Elevated construction activities would be associated with the deployment of mobile cranes to dismantle pylons XCP011 to XCP008 as well as at the sites of the eight proposed pylons SP005 to SP003 and XC416 to XC420.

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| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

West: The minor modification to existing pylon SP007 would not alter its visual role and it would remain the most prominent vertical feature in the view. The slightly closer proximity of new pylon SP006 than the existing pylon XCP013 (~500m compared with ~640m) would slightly increase the prominence of pylons in the view as shown in the photomontage in **Figure 6.45, Volume 5, Document 5.4.6**.

North-west: Up to nine pylons would be visible above the tree line and would extend the existing presence of pylons across north-westerly views as illustrated in the photomontage in **Figure 6.46, Volume 5, Document 5.4.6**. Proposed pylons SP005 and SP004 would be the most noticeable of the new pylons with pylons XC417 to XC420 playing a more minor role due to increasing separation distances. Whilst the two pylons (SP003 and XC416) adjacent to the Overton Substation would be visible above the barn at New Farm, the gantries within the substation would be screened by the intervening barn and vegetation.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Moderate and Significant |
|--|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Moderate and Significant |
|--|--|---|

Table 6H.15 – Viewpoint 14 – National Cycle Route 65, Overton Road near Overton Grange (northbound)

| Viewpoint Information | |
|---|---|
| Viewpoint OS grid reference: | E455307, N456758 |
| Figure Nos: | Figures 6.47 and 6.50, Volume 5, Document 5.4.6: Viewpoint 14 National Cycle Route 65, Overton Road near Overton Grange |
| Distance to closest Project Elements | ~450m to XC418 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of National Cycle Route 65, and similar to views from the access road experienced by residents of Overton Grange. |
| Visual receptor sensitivity: | High. People travelling through the landscape on a national cycle route and residential receptors are considered to be of high susceptibility. The view is of a rural character and influenced by the railway line and associated vertical poles resulting in a high-medium value. |

Description of Baseline View

North to north-east: Baseline views to the north extend along Overton Road bound by grass verges and maintained roadside hedgerows and across arable fields to the north-west (left) towards Shipton. The road bridge over the East Coast Mainline railway is visible towards the centre of the view whilst tree belts along the railway and railway gantries are evident to the north-east (right). There are no pylons present in the baseline north and north-easterly views from this viewpoint.

West to north-west: The baseline view extends along the access drive to Overton Grange with the farm outbuildings visible above the hedgerow which lines the southern side of the drive. Open views are available across arable land towards Overton Wood which extends across the middle ground together with the neighbouring woodland at Moon's Rush. There are no pylons present in the baseline westerly and north-westerly views from this viewpoint.

Description of Changes in the View during the Construction Phase

North to north-east: Ground and low-level construction activity within the working area around new pylon XC417 would be visible in northerly views along with the new stone trackways laid down within the open field towards the left side of the view. Construction activity would also be visible within the proposed Overton Substation including across the stringing area sited adjacent to the substation's southern edge. Elevated construction activity would be associated with the deployment of a mobile crane to erect new pylons XC417, XC416 and SP003 at a minimum distance of ~450m. Scaffolding erected either side of Overton Road (before the bridge) and on either side of the East Coast Mainline railway would also be visible in northerly views.

West to north-west: Ground and low-level construction activities within the working areas surrounding proposed pylons XC419 and XC418 would be visible above the intervening hedgerow along with the stringing area close to pylon XC419. Elevated construction activity would be associated with the deployment of a mobile crane to erect pylons XC020, XC019 and

XC018 and which would be prominent vertical elements at a minimum separation distance of ~410m.

| | | |
|--|---|--|
| Magnitude of visual change: High | Type of effect: Adverse and temporary (short-term) | Significance: Major and Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

North to north-east: As illustrated in the photomontage in **Figure 6.47, Volume 5, Document 5.4.6**, new pylons XC417, XC416 and SP003 and to a lesser extent, pylons YN008 and YN007, would be visible as prominent vertical elements at a minimum distance of ~450m and at heights of between 48.2m and 59.2m. The gantries and infrastructure within the Overton Substation would also be clearly visible in the middle distance extending across the central part of the view, with the eastern half of the substation partially filtered by intervening trees along the East Coast Mainline railway. The proposed mounding to the west of the substation and that to the north, along the edge of the A19, would also be visible or partially visible.

West to north-west: The proposed pylons XC019 and XC018 would form prominent vertical elements at a height of 47.4m and 50.0m and at a separation distance of ~610m and 410m respectively. The top of pylon XC020 would be visible above the intervening outbuildings at Overton Grange as shown in the photomontage in **Figure 6.50, Volume 5, Document 5.4.6**.

| | | |
|--|--|--|
| Magnitude of visual change: High | Type of effect: Adverse and long-term | Significance: Major and Significant |
|--|--|--|

Description of Changes in the View at Operation Year 15

North to north-east: The maturing woodland planting across the linear mounding to the south of the A19 would backcloth the gantries within the Overton Substation and consequently the infrastructure would be viewed against a landscape backdrop rather than on the skyline. Maturing woodland planting on the mounding to the west of the substation would contribute to a more wooded skyline within the central part of the view. There would be no other visual changes compared with the view experienced at Operation Year 0.

West to north-west: There would be no changes compared with the view experienced at Operation Year 0.

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|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Major/Moderate and Significant |
|--|--|---|

Table 6H.16 – Viewpoint 14 – National Cycle Route 65, Overton Road near Overton Grange (southbound)

| Viewpoint Information | |
|---|---|
| Viewpoint OS grid reference: | E455307, N456758 |
| Figure Nos: | Figures 6.48 and 6.49, Volume 5, Document 5.4.6: Viewpoint 14 National Cycle Route 65, Overton Road near Overton Grange |
| Distance to closest Project Elements | ~450m to SP004 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of National Cycle Route 65, and similar to views from the access road experienced by residents of Overton Grange. |
| Visual receptor sensitivity: | High. People travelling through the landscape on a national cycle route and residential receptors are considered to be of high susceptibility. The view is of a rural character and influenced by the railway line and associated vertical poles resulting in a high-medium value. |

Description of Baseline View

East to south-east: The baseline view to the east comprises a foreground of Overton Road and maintained roadside hedge, above which views extend over arable land towards tree belts which line the East Coast Mainline railway. More substantial woodland belts line the railway to the south-east. The existing pylon SP007 is visible above the trees at a distance of ~1.2km, with the SP line continuing south with pylons SP008 to SP016 evident as minor visual elements in the view. Existing pylon XCP013, at a height of 42.9m is the tallest pylon in south-easterly views at a separation distance of ~950m.

South to south-west: The foreground of the view to the south comprises Overton Road and the access drive to Overton Grange and Glenroyd Cottage, which are visible in the middle distance. This is an open view which extends across an arable field to the south with a greater level of tree cover around the settlement of Overton, visible towards the left of the view. The existing pylons XCP012 to XCP008 are visible above the horizon at a minimum separation distance of ~640m.

Description of Changes in the View during the Construction Phase

East to south-east: there would be no views of ground and low level construction activity in views to the east/south-east. Elevated construction activity would be associated with the deployment of a mobile crane to modify existing pylon SP007 (erect pylons SP004 to SP006 and dismantle pylons XCP013. Scaffolding erected on either side of the East Coast Mainline railway would also be visible in the middle distance of south-easterly views with the associated localised loss of tree cover as indicated in the **AIA (Volume 5, Document 5.3.3I)**.

South to south-west: Changes to southern/south-westerly views would be associated with the deployment of a mobile crane at each of the five existing pylon locations (XCP012 to XCP008) to facilitate their dismantling. Scaffolding erected over Overton Road in the vicinity of pylon XCP011 would be visible in the middle distance with the top of the scaffolding erected either side

of the River Ouse between pylons XCP009 and XCP010 also potentially visible as a minor visual element at a distance of ~1km.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

East to south-east: Existing pylons SP007 and SP008 to SP016 would continue to have a minor visual role in south-easterly views from this location whilst new pylons SP004 to SP006 would extend the presence of pylons along the eastern skyline at a minimum separation distance of ~440m and would be prominent elements in the view. The introduction of the new pylons and removal of pylon XCP013 would lead to an increase in the role played by pylons in the view as illustrated in the photomontage in **Figure 6.48 Volume 5, Document 5.4.6**.

South to south-west: The removal of pylons XCP012 to XCP008 means that pylons would have no visual presence in southerly/south-westerly views, leading to a beneficial visual effect in this direction, as shown in the photomontage in **Figure 6.49, Volume 5, Document 5.4.6**.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse (east to south-east), Beneficial (south to south-west) and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse (east to south-east), Beneficial (south to south-west) and long-term | Significance: Major/Moderate and Significant |
|--|---|---|

Table 6H.17 - Viewpoint 15 - National Cycle Route 65, Overton Road, near junction with A19

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E455330, N457814 |
| Figure Nos: | Figures 6.51, 6.52 and 6.53, Volume 5, Document 5.4.6: Viewpoint 15 National Cycle Route 65, Overton Road, near junction with A19 |
| Distance to closest Project Elements | ~30m to New Overton Substation |
| Visual receptor groups located at or close to Viewpoint: | Users of Overton Road coincident with National Cycle Route 65 |
| Visual receptor sensitivity: | High. People travelling through the landscape on a national cycle route would be considered high susceptibility as their activity involves an appreciation of the landscape. The view |

is of a rural character and influenced by A19 and railway line and associated vertical poles resulting in a medium value.

Medium. Road users are of medium susceptibility with views that are considered to be of medium value.

Description of Baseline View

East: The existing view to the east includes a foreground which comprises rough grassland between Overton Road and the A19, the A19 and tall hedgerow which lines the northern side of the A19 and heavily filters views across arable fields to the north-east. To the east, views extend across arable fields to the south of the A19. There are no pylons present in the baseline easterly views from this viewpoint.

South-east to south: The foreground of the view comprises Overton Road, bound on either side by roadside hedgerow with pastoral and arable fields extending towards the middle distance. A number of mature hedgerow trees are also present in the middle ground. The gantries lining the East Coast Mainline railway are visible above intervening hedgerows whilst existing 275kV pylons XCP007 to XCP010 and those within the more distant existing 275kV SP overhead line are apparent as background vertical elements.

South-west: The baseline view to the south-west features a roadside hedgerow along Overton Road through which the arable field beyond is partially visible. The gantries along the East Coast Mainline railway are visible as regularly spaced vertical elements above the hedgerow whilst Overton Wood forms a more distant visual component.

Description of Changes in the View during the Construction Phase

The following changes would be experienced by road users with an option for cyclists to take an alternative route around the temporary compound that would be screened by 2.4m high solid fence.

East: Changes to easterly views would be associated with ground level construction activities, visible in close proximity, to create the new bellmouth at the viewpoint location. This would facilitate permanent access to the Overton Substation as well as access to the proposed construction compound and pylons YN008, XC416, SP003 and SP004 (and nearby stringing areas). The construction of the bellmouth would necessitate the removal of part of the foreground tree, right of centre and the section of hedgerow to the right. The northern edge of the construction compound would be visible towards the right side of the view at a distance of ~140m although solid hoarding would screen views of activities and visual clutter. Elevated construction activities would be associated with the mobile crane deployed to erect new pylon YN007 at a distance of ~570m, which would be visible above the retained roadside hedgerow as well as scaffolding on both sides of the A19.

South-east to south: The bellmouth would be visible in close proximity to the viewpoint with the associated loss of a section of foreground hedgerow as shown in the **AIA (Volume 5, Document 5.3.3I)**. The construction compound to the south of the A19 would be visible within the left half of the view, surrounded by solid hoarding with construction vehicles and machinery present along the permanent and temporary stone access tracks which cross the fields. Construction activities within the footprint of the Overton Substation would also be visible at a minimum separation distance of ~310m, occupying a moderate proportion of the view alongside the formation of the earth mounding to the west of the substation. Elevated construction activities would be associated with the deployment of a mobile crane to erect pylons YN008,

SP003, SP004, XC416 to XC418 as well as the distant presence of cranes to dismantle existing pylons XCP007 to XCP010.

South-west: Changes to views during the construction phase would include the loss of a section of roadside hedgerow to facilitate the construction of the bellmouth to access the construction compound to the south-west of the view and subsequent movement of construction traffic accessing the compound. The top of solid hoarding around the compound would be visible, minimising views of activity and disturbance. Elevated construction activities would be associated with the deployment of a mobile crane to dismantle existing pylon XCP007, to erect new pylons XC419 to XC422 at a minimum separation distance of ~1.1km and for the erection and subsequent dismantling of temporary pylon XCP006BT. This elevated activity would be concentrated within a narrow proportion of the field of view.

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| Magnitude of visual change: High | Type of effect: Adverse and temporary (short-term) | Significance: Major and Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

East: New pylon YN007 at a height of 52.5m would be partially visible above the roadside hedgerow at a distance of ~570m, as illustrated in the photomontage in **Figure 6.51, Volume 5, Document 5.4.6**. The permanent bellmouth would continue to be present in the foreground whilst an earth mound along the southern edge of the A19 would be visible towards the right side of the view.

South-east to south: New pylons YN008, SP003, SP004 and XC416 to XC418 would be visible as prominent to moderately prominent vertical elements replacing views of the more distant pylons XCP007 to XCP010. The gantries and infrastructure within the Overton Substation would also be clearly visible across a moderate proportion of the horizontal field of view as illustrated in the photomontage in **Figure 6.52, Volume 5, Document 5.4.6**, with the earth mounding partially screening views of gantries within the south-western corner of the substation. There would also be views of the new permanent access track (blacktop) crossing the field to the east/south-east and presence of occasional vehicles accessing the Overton Substation as well as the embankment along the southern edge of the A19 visible towards the left side of the view.

South-west: The roadside hedgerow would be reinstated at operation Year 0 although would not yet be fulfilling the same visual role as that of the baseline. The new pylons XC419 to XC422 would be visible above the hedgerow but would be of no greater prominence than the gantries which line the East Coast Mainline railway, as shown in the photomontage in **Figure 6.53, Volume 5, Document 5.4.6**.

| | | |
|--|--|--|
| Magnitude of visual change: High | Type of effect: Adverse and long-term | Significance: Major (cyclists) to Major/Moderate (road users) and Significant |
|--|--|--|

Description of Changes in the View at Operation Year 15

East: Maturing woodland on the earth mounding to the along the southern edge of the A19 would be visible, foreshortening baseline views. There would be no other changes compared with the view experienced at Operation Year 0.

South-east to south: The maturing woodland across the earth mounding to the west of the substation would screen views of gantries and infrastructure within the south-western corner of the Overton Substation. Hedgerow trees introduced within the hedgerow which lines the eastern side of Overton Road would also play a visual role at Year 15 and would filter and frame views towards the substation beyond. Similarly, the reinforcement and/or change in management of the retained hedgerow which runs north-south across the field and the gradual maturation of hedgerow trees introduced either side of the retained hedgerow tree, would also filter views of infrastructure within the north-eastern corner of the substation. The coalesce of the layers of maturing vegetation and their role in filtering views of the Overton Substation and a number of the pylons, is illustrated in the Year 15 photomontage in **Figure 6.52, Volume 5, Document 5.4.6**.

South-west: The reinstated hedgerow would be fulfilling a similar visual role to that of the baseline at Year 15 whilst pylons XC419 to XC422 would continue to be visible above the hedgerow but would be no greater in prominence than the gantries along the East Coast Mainline railway.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Major/Moderate (cyclists) to Moderate (road users) and Significant |
|--|--|---|

Table 6H.18 - Viewpoint 16 - Public footpath (10.129/6/1) near western edge of Shipton-by-Beningbrough

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E455483, N458523 |
| Figure Nos: | Figures 6.54 and 6.55, Volume 5, Document 5.4.6: Viewpoint 16 - Public footpath near western edge of Shipton-by-Beningbrough |
| Distance to closest Project Elements | ~700m to YN006 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of Public footpath (10.129/6/1) |
| Visual receptor sensitivity: | High. Users of this route are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view is of a rural character influenced by agricultural fiends and by the existing low voltage overhead lines lines resulting in a High-Medium value. |

Description of Baseline View

East: The baseline view looks across an open agricultural field bound to the north by a dense hedgerow which foreshortens northerly and north-easterly views. Hedgerow trees further to the east create a treed skyline. There are no pylons present in the baseline easterly views from this viewpoint.

South-east: The view continues across open arable land towards an overgrown hedgerow which forms the southern boundary of the field. There are no pylons present in the baseline easterly views from this viewpoint although the low-voltage overhead line on wooden poles is visible extending above the hedgerow with its wires crossing the field.

Description of Changes in the View during the Construction Phase

East: There would be no views of ground and low-level construction activity in easterly views from this viewpoint. Elevated construction activity would be associated with the deployment of a mobile crane to erect pylon YN005, visible above the intervening vegetation at a distance of ~860m.

South-east: There would be no views of ground and low-level construction activity with the intervening overgrown hedgerow restricting views. The deployment of a mobile crane to construct pylons YN006 and YN007 would be clearly visible above the tree line, whilst a crane at the site of new pylons YN008. SP003, XC416 and XC417 would be partially visible through the intervening hedgerow.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

East: Pylon YN005 would be visible above the intervening vegetation at a distance of ~860m and would become a new vertical visual component of easterly views as shown in the photomontage in **Figure 6.54, Volume 5, Document 5.4.6.**

South-east: As illustrated in the photomontage in **Figure 6.55, Volume 5, Document 5.4.6,** pylons YN006 and YN007 would be visible above the intervening tree cover and would become co-prominent visual elements alongside the wooden poles of the low voltage overhead line and a number of the hedgerow trees. Pylons YN008. SP003, XC416 and XC417 and the very top of the 15m high gantries within the Overton Substation would be partially visible or glimpsed through the overgrown hedgerow which runs along the southern boundary of the field.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.19 - Viewpoint 17 - National Cycle Route 65, Shipton Low Road

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E454382, N458620 |
| Figure Nos: | Figures 6.56 and 6.57, Volume 5, Document 5.4.6: Viewpoint 17 National Cycle Route 65, Shipton Low Road |
| Distance to closest Project Elements | ~1.1km to New Overton Substation |
| Visual receptor groups located at or close to Viewpoint: | Users of Shipton Low Road coincident with National Cycle Route 65 |
| Visual receptor sensitivity: | High. People travelling through the landscape on a national cycle route would be considered high susceptibility as their activity involves an appreciation of the landscape. The view is of a rural character influenced by large agricultural fields, the railway line and associated vertical poles and industrial units (to the east) resulting in a medium value. Medium. Road users are of medium susceptibility with views that are of medium value. .. |

Description of Baseline View

North-east: The baseline view to the north-east extends across Shipton Low Road towards a roadside hedgerow and field gate which partially filter views across the arable field to the north-east. The gantries which line the East Coast Mainline railway are visible as regularly spaced vertical elements in the middle distance, extending above the hedgerow whilst a tall mast and portable buildings within the yard of Wernick Refurbishment Buildings are visible towards the right of north-easterly views. The existing 400kV pylons within the 2TW line (2TW162 to 2TW166) are visible beyond the gantries as minor elements of the view at a minimum distance of ~2.4km.

East: Views to the east feature a cluster of properties (Station House, Station Cottage and Matabele Lodge) and Beningbrough Bridge towards the left of the view with Shipton Low Road, roadside hedgerow (with hedgerow trees) and an open arable field forming the centre and right of the view. The gantries of the East Coast Mainline railway are visible in the middle distance along with The Sidings (hotel) and Overton Road bridge. Existing pylons within the 275kV XCP line are visible as minor components of the view.

Description of Changes in the View during the Construction Phase

North-east: There would be no views of ground and low-level construction activity, which would be screened as a consequence of separation distance and intervening built form. Elevated construction activities visible in the view would be associated with the distant presence of a mobile crane deployed to erect pylons YR040, YN001 and YN002.

East: There may be partial views of low level construction activity associated with the Overton Substation visible beyond the East Coast Mainline railway, between vegetation and built form within The Sidings and at a minimum distance of ~1.5km. Ground level construction activities within the working area around new pylon XC417 would also be visible as small scale visual elements at a distance of ~1.7km. Elevated construction activity which would be visible would

be associated with the deployment of mobile cranes to dismantle pylons within the XCP line (XCP010 to XCP013), to modify existing pylon SP007 and to erect pylons YN008, SP003 and XC416 either side of the substation and the more distant pylons SP004 to SP006 as well as pylon XC417, XC418 and XC419 at a minimum separation distance of ~1.7km.

| | | |
|---|---|--|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate (cyclists) to Minor (road users) and Not Significant |
|---|---|--|

Description of Changes in the View at Operation Year 0

North-east: As illustrated in the Photomontage in **Figure 6.56, Volume 5, Document 5.4.6**, the top of pylons YR040, YN001 and YN002 would be visible as small-scale visual elements above the intervening built form and tree cover, at a minimum separation distance of ~2.3km,

East: The new pylons, in particular YN008, SP003 and XC416 to XC419 at heights of between 47m and 59m, would become noticeable but not prominent visual components across easterly views, at a minimum separation distance of ~1.7km. The gantries within the Overton Substation would also be visible above the earth banking proposed around the substation, beyond the gantries of the East Coast Mainline railway and between vegetation and built form within The Sidings. A minimum distance of ~1.5km means that the substation would also not become a prominent component of the view as shown in the Photomontage in **Figure 6.57, Volume 5, Document 5.4.6**.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (cyclists) to Minor (road users) and Not Significant |
|---|--|--|

Description of Changes in the View at Operation Year 15

North-east: There would be no changes compared with the view experienced at Operation Year 0.

East: Maturing vegetation proposed across the earth banking surrounding the substation would screen views of the gantries, reducing middle-distance visual clutter. The retained noticeable presence of the proposed pylons within the view means that the magnitude of change would continue to be Low.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (cyclists) to Minor (road users) and Not Significant |
|---|--|--|

Table 6H.20 - Viewpoint 18 - War memorial/seating area, Nether Poppleton

| Viewpoint Information | | |
|---|---|---|
| Viewpoint OS grid reference: | E455664, N455075 | |
| Figure Nos: | Figure 6.58, Volume 5, Document 5.4.6: Viewpoint 18 War memorial/seating area, Nether Poppleton | |
| Distance to closest Project Elements | ~1.1km to XCP012 (existing pylon dismantled) ~1.2km to SP007 (existing pylon modified) | |
| Visual receptor groups located at or close to Viewpoint: | People at War memorial/seating area, Nether Poppleton | |
| Visual receptor sensitivity: | High. Visitors to the war memorial and seating area overlooking the River Ouse would have a high susceptibility to change. The value of views across the undesignated landscape would be medium to high. | |
| Description of Baseline View | | |
| North to north-east: The baseline view to the north-west/north extends along and across the River Ouse towards arable fields, bound by hedgerows, which rise up towards the local ridgeline upon which Overton is situated. Tree cover, including coniferous species, is concentrated around Overton Manor towards the left side of the view. Existing pylons XCP009 to XCP013 are visible above the ridgeline with pylon XCP011 largely screened by coniferous tree cover around Overton Manor. | | |
| Description of Changes in the View during the Construction Phase | | |
| North to north-east: There would be no views of ground level construction activity in north and north-easterly views. Elevated construction activity would be associated with the deployment of a mobile crane to dismantle existing pylons XCP009 to XCP013 and to erect new pylons XC421 XC420, XC416, XC417, YN008 and SP003 to SP006. The construction of new pylons XC019 to XC017 would be screened by intervening tree cover on the horizon. | | |
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
| Description of Changes in the View at Operation Year 0 | | |
| North to north-east: As illustrated in the photomontage in Figure 6.58 , proposed pylons XC421 XC420, XC416, XC417, YN008 and SP003 to SP006 would be visible to varying extents above the local ridgeline to the east with pylons XC019 to XC017 screened by intervening tree cover. With the exception of pylon SP006 which would be of equal prominence, the remaining six visible pylons would be of reduced prominence when compared to the baseline view, as a consequence of increased separation distance. | | |
| Magnitude of visual change: Low | Type of effect: Beneficial and long-term | Significance: Moderate and Not Significant |

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Beneficial and long-term | Significance: Moderate and Not Significant |
|---|---|---|

Table 6H.21 - Viewpoint 19 - Garnet Lane near Red Brick Farm

Viewpoint Information

Viewpoint OS grid reference: E446312, N441858

Figure Nos: **Figure 6.59, Volume 5, Document 5.4.6:** Viewpoint 19 Garnet Lane near Red Brick Farm

Distance to closest Project Elements ~130m to XC480 (existing pylon modified)

Visual receptor groups located at or close to Viewpoint: Road users and similar to views from access drive to Red Brick Farm (although views from the dwelling and gardens would be typically more restricted by intervening planting). Users of the Paulinus Way long distance footpath.

Visual receptor sensitivity: **High** Residential receptors and long-distance footpath users are of high susceptibility. The viewpoint is located within the Locally Important Landscape Area (non-statutory landscape designation) and is rural in character although influenced by existing high voltage overhead lines. Views are therefore of medium value.

Medium: Road users are of medium susceptibility and views are of medium value.

Description of Baseline View

South-west: The baseline view to the south-west features a foreground of access drive and boundary hedgerows/fenceline and mature trees marking the entrance to Red Brick Farm. Existing 275kv pylon XC481 at a height of 42.3m forms a prominent component of south-westerly views at a distance of ~170m. The top of existing pylon XD001T (38.1m high) is also visible at a distance of ~450m as well as pylon XC482 beyond pylon XC481 at a distance of ~420m.

Description of Changes in the View during the Construction Phase

South-west: The existing bellmouth between the access drive and Garnet Way may require minor widening for large construction traffic if required with the associated loss/management of trees and hedgerow in the foreground of the view. Elevated construction activity would be associated with a mobile crane deployed to facilitate the modifications to existing pylons XC481 and XC482, to dismantle pylon XD001T, erect pylon XD001 and potentially the erection and subsequent dismantling of temporary pylon XC481T which may be visible close to the far right of the view. Scaffolding on the southern side of Garnet Way would also be visible in the foreground of the view.

| | | |
|--|---|--|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate (residents) to Moderate (road users) and Significant |
|--|---|--|

Description of Changes in the View at Operation Year 0

South-west: As illustrated in the photomontage in **Figure 6.59, Volume 5, Document 5.4.6**, long term visual changes would be associated with the modifications to existing pylons XC481 to extend the arms although this would not substantially alter its visual role. Conductors and infrastructure within the Tadcaster Tee West 275kV CSEC would be visible, partly screening by the descending landform. The new pylon XD001 at a height of 53.6m would be of greater prominence than that of the baseline XD001T which is 38.1m high, visible above the roadside hedgerow.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (residents) to Minor (road users) and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate (residents) to Minor (road users) and Not Significant |
|---|--|---|

Table 6H.22 - Viewpoint 20 - A659

Viewpoint Information

| | |
|--|---|
| Viewpoint OS grid reference: | E445551, N441531 |
| Figure Nos: | Figure 6.60, Volume 5, Document 5.4.6: Viewpoint 20 A659 |
| Distance to closest Project Elements | ~160m to Tadcaster CSECs |
| Visual receptor groups located at or close to Viewpoint: | Road users |
| Visual receptor sensitivity: | Medium. Road users are of medium susceptibility. Views are of a rural character located within the Locally Important Landscape Area (non-statutory landscape designation), considered to be of medium to high value. |

Description of Baseline View

North-east: The baseline view features a foreground which comprises the A659 and associated highway verges, hedgerows and hedgerow trees. Views extend across pastoral fields to the north-west towards a belt of coniferous woodland to the west of Red Brick Farm. Existing pylons XD001T and XC480 to XC482 are visible as moderately prominent vertical elements.

Description of Changes in the View during the Construction Phase

North-east: Ground level construction activities visible in north- easterly views would include the construction of up to four bellmouths on either side of the A659, associated loss or management of hedgerow/hedgerow trees as shown in the **AIA (Volume 5, Document 5.3.3I)** and the construction and subsequent use of stone and permeant blacktop access tracks across the fields. The construction compound would also be visible in close proximity at a minimum separation distance of ~160m although solid hoarding surrounding the compound would restrict views of low-level activity and visual cluster. Construction activities within the Tadcaster Tee West and East 275kV CSECs would also be apparent alongside the working areas surrounding existing pylon XD001T, new pylon XD001 and temporary pylon XC481T. Other ground level construction activity would be associated with the laying of a new 33kv underground cable across the field. Reference to the **AIA (Volume 5, Document 5.3.3I)** shows that the placement of this cable would require the removal of a section of the woodland belt to the north (left) of existing pylon XC480 which extends above the woodland. The deployment of a mobile crane to dismantle pylon XD001T, erect pylon XD001, modify pylons XC480 to XC482 and to erect and subsequently dismantle temporary pylon XC481T, the presence of scaffolding either side of the A659 would all be elevated construction activities evident in the view. There would be a short duration of up to 6 months where the existing, proposed and temporary pylons would be present, leading to a visually cluttered north- easterly view.

The level of visual disturbance across the full extent of north-easterly views means that the Moderate level of effect is assessed as being Significant.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

North-east: As shown in the photomontage in **Figure 6.60, Volume 5, Document 5.4.6**, the existing pylon to the east of the A659 (XD001T) would be removed and replaced by pylon XD001, located slightly to the east of the existing pylon and would increase in height from the baseline 38.1m to a height of 53.6m. The modifications to pylons XC480 to XC482, whilst apparent, are unlikely to alter their baseline visual role. The Tadcaster Tee West and East 275kV CSECs would be clearly visible at a minimum distance of ~340m, with infrastructure within Tadcaster Tee West partially visible above the wooded belt and all other infrastructure and perimeter fences visible against a landscape backdrop. The gap in the tree belt to the west of Red Brick Farm would continue to be present as a consequence of the easement required over the 33kv UGL.

This is already a view in which large-scale vertical infrastructure plays a visual role and hence the Moderate level of effect is assessed as being Not Significant.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|--|--|---|

Description of Changes in the View at Operation Year 15

North-east: Hedgerows introduced across the fields to the east of the A659 would be mature by Year 15, although from this viewpoint, they would provide limited screening. As a consequence, there would be limited visual changes as Year 15 compared with the view experienced at Operation Year 0.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|--|--|---|

Table 6H.23 - Viewpoint 21 - Garnet Lane near junction with A659

Viewpoint Information

| | |
|--|--|
| Viewpoint OS grid reference: | E445961, N442117 |
| Figure Nos: | Figure 6.61, Volume 5, Document 5.4.6: Viewpoint 21 Garnet Lane near junction with A659 |
| Distance to closest Project Elements | ~120m to Tadcaster CSECs |
| Visual receptor groups located at or close to Viewpoint: | Road users and users of the Paulinus Way long distance footpath. |
| Visual receptor sensitivity: | <p>High. People travelling through the landscape on a long-distance footpath route would be considered high susceptibility as their activity involves an appreciation of the landscape. The view is of a rural character influenced by large agricultural fields, but influenced by scattered built development and high voltage overhead lines and pylons, resulting in a medium value.</p> <p>Medium. Road users are of medium susceptibility. Views are of a rural character influenced by agricultural fields, detracted to by the A659, and existing high voltage lines and pylons, considered to be of high value being located within the Locally Important Landscape Area (non-statutory landscape designation).</p> |

Description of Baseline View

South-east to south: The baseline view features a foreground of open arable field bound by hedgerow along its southern edge. The woodland close to Red Brick Farm is visible towards the left of the view, foreshortening views to the south-east whilst views to the south extend across agricultural land to the middle and far distance. Existing pylon XC481 is visible extending above the woodland at a distance of ~460m with the XC line (pylons XC482 to XC485) continuing to the south. The 38.1m high pylon XD001T is also visible as a moderately prominent vertical element at a distance of ~350m.

Description of Changes in the View during the Construction Phase

South-east to south: Views of ground and low-level construction activity would be associated with the presence of a construction compound which would extend across a moderate proportion of the view in the middle distance to the south of existing pylon XD001T. Solid hoarding around the compound would limit views of activity and visual clutter. Other ground level construction activity would be associated with the laying of a new 33kv underground cable across the field and in close proximity to the viewpoint and stone and permeant blacktop access tracks with the associated movement of vehicles and machinery. Reference to the **AIA (Volume 5, Document 5.3.3I)** shows that the placement of this cable would require the removal of a section of the woodland belt to the north (left) of existing pylon XC481 which extends above the woodland. Construction activity would also be visible around the Tadcaster Tee West 275kv CSEC towards the centre of the view.

Elevated construction activity evident in the view would be associated with the deployment of a mobile crane to dismantle existing pylon XD001T, erect pylon XD001, modify existing pylons XC481 to XC485 and to erect and subsequently dismantle temporary pylon XC481. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present in the view, some of which would be prominent vertical elements. Scaffolding on the eastern side of the A659 would also be visible at a distance of ~280m as well as some management work to the hedgerow trees on the right-hand side of the view to facilitate a access improvements and the creation of a bellmouth.

| | | |
|--|---|---|
| Magnitude of visual change: High | Type of effect: Adverse and temporary (short-term) | Significance: Major and Significant (long distance footpath users) Major/Moderate and Significant (road users) |
|--|---|---|

Description of Changes in the View at Operation Year 0

South-east to south: As illustrated in the photomontage in **Figure 6.61, Volume 5, Document 5.4.6**, long term visual changes would be associated with the increased prominence of new pylon XD001 at a height of 53.6m, when compared to the 38.1m high pylon XD001T which would be removed from the view. The infrastructure within the Tadcaster Tee West 275kv CSEC would also be visible, largely against a landscape backdrop thereby reducing its prominence. The modifications to XC481, although apparent, are unlikely to alter its visual role. The gap in the tree belt to the west of Red Brick Farm would continue to be present as a consequence of the easement required over the 33kv UGL.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long term | Significance: Major/Moderate and Significant (long distance footpath users) Moderate and Not Significant (road users) |
|--|--|---|

Description of Changes in the View at Operation Year 15

South-east to south: The gradually maturing hedgerow proposed along the permanent access track sited between the viewpoint and the Tadcaster Tee West 275kv CSEC would screen views of the perimeter fencing and lower parts of the CSEC infrastructure. The remaining visual changes experienced at Year 0 would not alter at Year 15, hence the continued Medium magnitude of change.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long term | Significance: Major/Moderate and Significant (long distance footpath users) Moderate and Not Significant (road users) |
|--|--|---|

Table 6H.24 - Viewpoint 22 - Public Bridleway (35.63/6/3) on Chantry Lane

Viewpoint Information

| | |
|--|---|
| Viewpoint OS grid reference: | E447066, N441092 |
| Figure Nos: | Figure 6.62, Volume 5, Document 5.4.6: Viewpoint 22 Public Bridleway on Chantry Lane |
| Distance to closest Project Elements | ~1.05km to XC482 (existing pylon modified) |
| Visual receptor groups located at or close to Viewpoint: | Users of Chantry Lane, and Public Bridleway (35.63/6/3) |
| Visual receptor sensitivity: | High. Users of the bridleway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view is located within the Locally Important Landscape Area (non-statutory landscape designation) and would be considered high to medium value. |

Description of Baseline View

North-west: The baseline view to the north-west features a foreground of pastoral fields beyond a low fenceline. The quarry void and faces of Jackdaw Crag Quarries are visible in the middle distance below a wooded skyline. The existing pylons XC480 and XC481 are viable above the woodland whilst existing pylons XD001T to XD006 are visible as increasingly small visual elements as the existing 275kv XD line extends to the west.

Description of Changes in the View during the Construction Phase

North-west: Ground and low-level construction activities at the site of the Tadcaster Tee East 275kv CSEC would be visible as very small-scale visual components at a separation distance of ~1km along with the associated loss of vegetation within this area as shown in the **AIA (Volume 5, Document 5.3.3I)**. Activities at the Tadcaster Tee West 275kv CSEC would be screened by intervening tree cover. Elevated construction activities would be associated with the deployment of a mobile crane at the sites of existing pylons XC480 and

XC481 to enable modifications, at existing pylon XD001T to facilitate its dismantling and at new pylon XD001. Two temporary pylons XC481T and XD002T would also be introduced into the view with a mobile crane deployed to erect and subsequently dismantle the pylons. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present in north-westerly views. Scaffolding erected either side of the A64 to facilitate the reconductoring of the existing XC 275kV line would also be visible close to pylon XC481 but would be a small-scale visual component, visible against a landscape backdrop.

A minimum separation distance of ~1km means that the Moderate level of effect is assessed as Not Significant.

| | | |
|--|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

North-west: The modifications to existing pylons XC480 and XC481 would not substantially alter their visual role whilst the increase in height of new pylon XD001 to 53.6m, compared with the removed pylon XD001T with a height of 38.1m is likely to be noticeable as illustrated in the photomontage in **Figure 6.62, Volume 5, Document 5.4.6**. The Tadcaster Tee West 275kv CSEC would be visible as a small-scale visual component at a separation distance of ~1km and its location against a landscape backdrop would reduce its potential visual role.

| | | |
|--|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|--|--|---|

Description of Changes in the View at Operation Year 15

North-west: Maturing scrub proposed across the low embankment along the southern and western perimeter of the Tadcaster Tee West 275kv CSEC would partially screen views of perimeter fencing and the base of proposed infrastructure. There would be no other changes compared with the view experienced at Operation Year 0.

| | | |
|--|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|--|--|---|

Table 6H.25 - Viewpoint 23 - Public footpath (35.15/1/1) south of Monk Fryston Substation

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E448285, N428674 |
| Figure Nos: | Figure 6.63, Volume 5, Document 5.4.6: Viewpoint 23 Public footpath south of Monk Fryston Substation |
| Distance to closest Project Elements | ~300m to Monk Fryston 400/275kV Substation |
| Visual receptor groups located at or close to Viewpoint: | Users of public footpath (35.15/1/1) |
| Visual receptor sensitivity: | High. Users of the public footpath would be considered of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view would be considered of medium value due to its rural character influenced by agricultural fields detracted to by the existing substation and high voltage lines and pylons. |

Description of Baseline View

North to north-east: The existing view comprises a foreground of arable land bound to the west by tree cover. Woodland belts surrounding the existing Monk Fryston 400/275kV Substation are apparent, through which the existing gantries within the substation are partially visible in winter conditions. Existing pylons 4YS029, 4ZZ001A and 4Z001B and other pylons which are unrelated to the Project are prominent vertical elements above the woodland whilst pylons XK045 and XC525T have a slightly reduced visual role due to their lower height and increased separation distance.

Description of Changes in the View during the Construction Phase

North to north-east: Ground and low-level construction activities within the Monk Fryston 400/275kV Substation would be partially visible through intervening vegetation in filtered views during the winter months only. The elevated construction activities associated with the deployment of a crane to dismantle existing pylon XC525T, modify pylons 4YS029 and 4ZZ001A and to erect new pylons XC526 and XC525 would be noticeable within the view although a number of other existing pylons, specifically 4YS029, 4ZZ001A and 4Z001B would remain the most prominent vertical features in north-easterly views.

| | | |
|--|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|--|--|--|

Description of Changes in the View at Operation Year 0

North to north-east: The loss of a single existing pylon (XC525T) and the introduction of two new pylons (XC526 and XC525) on a different alignment would represent a small-scale visual change as illustrated in the photomontage in **Figure 6.63, Volume 5, Document 5.4.6**. A separation distance of ~730m means that other, closer existing pylons would retain their visual prominence and the new pylons would be viewed alongside and between the existing pylons. Gantries within the new Monk Fryston Substation would be partially visible in filtered views that the intervening woodland belt.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

North to north-east: The gradual maturation of native woodland planting across an earth mound to the north of (behind) the intervening woodland belt would reinforce the existing screening and filtering of views of a proportion of the gantries within the new Monk Fryston Substation. However, there would be no changes to the composition of the pylons within the view compared to Operation Year 0 hence the continued Low magnitude of change.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.26 - Viewpoint 24 - Public Footpath 35.59/8/1, Old Quarry Lane, Lumby

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E449173, N428654 |
| Figure Nos: | Figure 6.64, Volume 5, Document 5.4.6: Viewpoint 24 Old Quarry Lane, Lumby |
| Distance to closest Project Elements | ~1.1km to proposed Monk Fryston Substation |
| Visual receptor groups located at or close to Viewpoint: | Users of public footpath (35.59/8/1) |
| Visual receptor sensitivity: | High. Public footpath users are of high susceptibility. Views across an undesignated rural landscape to the existing Monk Fryston Substation and pylons, is considered of medium to high value. |

Description of Baseline View

South: The foreground of southerly views comprises agricultural fields bound by fragmented hedgerows with occasional hedgerow trees which coalesce with pockets of woodland to form a treed skyline. Properties at Well Farm and along Butts Lane on the eastern edge of Lumby are visible towards the right of the view with the top of three cooling towers within the former Ferrybridge Power Station visible above the local horizon towards the centre of southerly views (these have subsequently been demolished since the field survey was undertaken). Existing pylons 4YS027 to 4YS029, 4ZZ001A and a cluster of pylons within the existing Monk Fryston

Substation (XC525T, XK045 and 4ZZ001B) form middle distance visual elements at a minimum separation distance of ~1.4km.

Description of Changes in the View during the Construction Phase

South: Ground and low-level construction activity including the presence of the construction compound to the north of the existing Monk Fryston Substation is unlikely to be readily apparent due to a combination of separation distance and intervening vegetation and landform. Elevated construction activities would include the presence of a mobile crane at each site of the pylons to be dismantled (XC524T and XC525T), modified (4YS029 and 4ZZ001A), erected (XC524, XC525 and XC526) and for the erection and subsequent dismantling of temporary pylon XC551. The latter would be sited close to XC524T with a height of 54.7m which would be visible above the intervening woodland. A minimum separation distance of ~1.2km and partial screening by intervening tree cover means that whilst noticeable, the elevated construction activities would not form a prominent vertical component in baseline views which already contain tall, vertical infrastructure.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

South: As shown in the photomontage in **Figure 6.64, Volume 5, Document 5.4.6**, changes to southerly views at Year 0 would comprise the removal of the 35m high pylon XC525T and introduction of the taller (48.2m high) pylon XC526. This would be apparent within the central cluster of pylons at the existing Monk Fryston Substation with a corresponding slight increase in prominence. The new pylon XC525 would also be apparent to the right of the substation although this would be of comparable scale to the existing pylons in the view with pylon XC524 visible above the intervening woodland. The retained and modified pylons would maintain their visual role as under baseline conditions. The top of the gantries within the extended Monk Fryston Substation would be partially visible on the skyline above and through intervening vegetation including that which lines the A63, at a minimum distance of ~1.1km.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

South: The gradual maturation of native tree and shrub planting on the embankment to the north of the Monk Fryston Substation would screen views of the gantries. However, there would be no changes to the composition of the pylons within the view compared to Operation Year 0 hence the continued Low magnitude of change.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long-term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.27 - Viewpoint 25 - Junction of Rawfield Lane and A63

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E448391, N429736 |
| Figure Nos: | Figures 6.65 and 6.66, Volume 5, Document 5.4.6: Viewpoint 25 Junction of Rawfield Lane and A63 |
| Distance to closest Project Elements | ~150m to New Monk Fryston Substation |
| Visual receptor groups located at or close to Viewpoint: | Road users |
| Visual receptor sensitivity: | Medium. Road users are of medium susceptibility. Views are of rural character influence by agricultural fields detracted to by the traffic A162 and considered of medium-low value. |

Description of Baseline View

South-east to south: The baseline view comprises a foreground which features the A63 beyond which lies an arable field extending south towards the existing Monk Fryston 400/275kV Substation. Monk Fryston Lodge is visible against a wooded backdrop, above which the top of existing pylon 4YS028 is just visible. Existing pylons 4YS029 and 4ZZ001A are also apparent as prominent visual elements at a minimum distance of ~580m whilst the gantries within the substation are also clearly visible due to the absence of screening along the northern edge of the substation. A cluster of pylons on the western edge of the existing Monk Fryston 400/275kV Substation, including pylons 4ZZ001B, XC525T and XK045 are visible as prominent elements above the roadside hedgerow towards the right side of the view. Reference to the **AIA (Volume 5, Document 5.3.3I)** indicates that no current work to the roadside hedge is anticipated although this will be kept under review.

South-west: The foreground of the view features the A63 and the junction with Rawfield Lane with wide grass verges and roadside hedgerows. Pylons XC524T, 4ZZ002 and XK044 form a moderately prominent cluster of pylons in the centre of the view at a minimum distance of ~600m

Description of Changes in the View during the Construction Phase

South-east to south: The construction compound associated with the new Monk Fryston Substation would be clearly visible at a distance of ~170m although solid hoarding around the compound would limit views of activity and visual clutter. Ground and low-level construction works within the substation would also be apparent across a moderate proportion of the 90° field of view. Elevated construction activities visible would be associated with the deployment of a mobile crane to erect the 48m high pylon XC526 at a separation distance of ~340m, to dismantle pylon XC525T at a distance of ~470m and to modify pylons 4YS029 and 4ZZ001A. Towards the end of the construction phase, the construction compound would be removed and replaced by earth mounding along the northern edge of the substation, proposed as part of the landscape and visual mitigation. South-west: A construction compound would also be present within the field to the west of Rawfield Lane and visible at a distance of ~160m. Again, solid hoarding around the perimeter of the compound would reduce views of activity and visual clutter. Elevated construction activity visible in south-westerly views would be associated with the presence of a crane at the sites of pylons XC522T, XC523T and XC524T all of which would be dismantled and at XC522 to XC525 to erect the steelwork. Temporary pylons XC550 and XC551 would also be

visible with a short duration of up to 24 months where the existing, proposed and temporary pylons would be present, leading to an increasingly visually cluttered south-westerly view.

| | | |
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| Magnitude of visual change: High | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

South-east to south: As illustrated in the photomontage in **Figure 6.65, Volume 5, Document 5.4.6**, new pylon XC526 would become the most prominent vertical element in the view at a height of 48m and a separation distance of ~340m although would be viewed in context with other established tall vertical infrastructure thereby reducing the degree of contrast. The new 15m high gantries within the substation would be clearly visible at Year 0 extending across a moderate proportion of the horizontal field of views and above the newly formed earth mounding proposed along the northern edge of the substation.

South-west: Pylon XC525 would become a prominent vertical element at a height of 50m and a distance of ~320m, visible to the east (left) of the existing pylons present within the view, as shown in the in the photomontage in **Figure 6.66, Volume 5, Document 5.4.6**. For the remaining pylons, the removal of pylons and their replacement by new pylons of an increased height of up to 17.5m, would increase the visual role played by pylons in south-westerly views.

| | | |
|--|--|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|--|--|---|

Description of Changes in the View at Operation Year 15

South-east to south: The gradually maturing woodland proposed across the earth mounding to the north of the substation would screen views of the existing and proposed gantries within the substation and the lower parts of the pylons as shown in the Year 15 photomontage. This screening would give rise to a beneficial visual effect when compared to the baseline in which there are open views across the substation, however the increased height of the pylons relative to the baseline would remain an adverse effect.

South-west: There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Medium to Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.28 - Viewpoint 26 - Rawfield Lane near Bay Horse Farm

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E447620, N428308 |
| Figure Nos: | Figure 6.67, Volume 5, Document 5.4.6: Viewpoint 26 Rawfield Lane near Bay Horse Farm |
| Distance to closest Project Elements | ~930m to Monk Fryston 400/275kV Substation |
| Visual receptor groups located at or close to Viewpoint: | Road users noting views from nearby Bay Horse Farm properties would be more restricted by garden planting. |
| Visual receptor sensitivity: | Medium. Road users are of medium susceptibility and views are of medium value. Views are of a rural character influenced by agricultural fields and detracted to by existing high voltage lines and pylons, considered to be of medium-low value. |

Description of Baseline View

North-east: The baseline view to the north-east features a foreground of Rawfield Lane with grass verges and roadside hedgerows which views which extend across arable fields towards the A1(M) which is in cutting and marked by the overbridge and motorway gantry sign. The most prominent existing pylons in baseline views are those to the south of the existing Monk Fryston Substation which are not associated with the Project. Pylons within the existing 275kV 4ZZ, XC and XK overhead lines are visible as moderately prominent vertical elements above the horizon, Existing gantries and infrastructure within the existing Monk Fryston Substation are also visible to the west of and through the existing woodland belt which lies to the south of the substation.

Description of Changes in the View during the Construction Phase

North-east: Low level construction activities are unlikely to be readily apparent due vegetative screening, landform and the presence of infrastructure within the existing Monk Fryston Substation. Elevated construction activity visible in the view would be associated with the deployment of a mobile crane to dismantle four existing pylons (XC522T to XC525T), modify pylons 4YS029 and 4ZZ001A, erect five new pylons (XC522 to XC526) and to erect and dismantle temporary pylons XC550 and XC551 at a minimum separation distance of ~1.1km. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present, leading to an incremental visual cluttering of the view.

| | | |
|---|---|---|
| Magnitude of visual change Medium | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

North-east: The loss of four pylons from within the view (XC522T to XC525T) and their replacement by five pylons (XC552 to XC526) on a different alignment would represent a noticeable visual change. The increased height of the new pylons would lead to a slight increase in prominence and the visual role played by pylons when compared to baseline views as shown in the photomontage in **Figure 6.67, Volume 5, Document 5.6.7**. The gantries within the proposed Monk Fyston substation would be visible beyond the existing gantries within the western side of the existing substation increasing the density of lower-level infrastructure and

would also extend to the east, partially visible behind the woodland belt to the south of the existing substation.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Minor and Not Significant |
|---|--|--|

Description of Changes in the View at Operation Year 15

North-east: The gradual maturation of native trees and shrubs proposed on embankments around the new Monk Fryston Substation would contribute to a more densely wooded skyline and would increase the level of screening of a proportion of the gantries when compared to Year 0. However, there would be no changes to the composition of the pylons within the view compared to Operation Year 0 hence the continued Low magnitude of change.

| | | |
|---|--|--|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Minor and Not Significant |
|---|--|--|

Table 6H.29 - Viewpoint 27 - Public Bridleway (35.15/1/1) near A1246

Viewpoint Information

| | |
|---|---|
| Viewpoint OS grid reference: | E446749, N429649 |
| Figure Nos: | Figure 6.68, Volume 5, Document 5.4.6: Viewpoint 27 Rawfield Lane near Bay Horse Farm |
| Distance to closest Project Elements | ~750m to XC522 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Bridleway (35.15/1/1) |
| Visual receptor sensitivity: | High. Users of the bridleway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view is of a rural character influenced by agricultural fields, detracted to by high voltage overhead lines and existing Monk Fryston Substation, and considered of medium-low value. |

Description of Baseline View

South-east: The foreground of the view comprises open arable land beyond which the A1(M) runs in cutting, marked by roadside vegetation and views of the top of an overhead gantry. Existing pylon XC522T at a height of 40.5m and a separation distance of 780m is visible towards the left of the view whilst pylon XK043 at a height of 48.5m and 4ZZ003 are visible as prominent vertical elements towards the right of the view. A cluster of pylons are present in the middle distance associated with the XC line and existing Monk Fryston Substation although the existing gantries within the substation are screened by the intervening landform.

Description of Changes in the View during the Construction Phase

South-east: There would be no views of ground and low-level construction activity which would be screened by the intervening landform and vegetation. Elevated construction activity which

would be visible in easterly and south-easterly views would be associated with the deployment of a crane to dismantle the existing four pylons XC552T to XC525T, to erect new pylons XC552 to XC526 and to erect and subsequently dismantle temporary pylons XC550 and XC551. There would be a short duration of up to 24 months where the existing, proposed, and temporary pylons would be present, leading to a minor incremental visual cluttering of the view. Scaffolding and the associated loss of a small amount of tree cover would be visible to the north (left) of pylons XC522T and XC522 as the XC line crosses the A63.

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

South-east: As illustrated in the photomontage in **Figure 6.68, Volume 5, Document 5.4.6**, the loss of four pylons from within the view (XC552T to XC525T) and their replacement by five pylons (XC552 to XC526) on a different alignment would reduce some of the central clustering or 'ghosting' of pylons XC523T, XC524T and XC525T. However, the increased height of the new pylons by up to 17.5m (from 41.7m to 59.2m for pylon XC524) would increase the prominence and visual role played by existing pylons in south-easterly views from this location.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.20 - Viewpoint 28 - Burton Common Lane on eastern edge of Burton Salmon

Viewpoint Information

| | |
|---|--|
| Viewpoint OS grid reference: | E449287, N427511 |
| Figure Nos: | Figure 6.69, Volume 5, Document 5.4.6: Viewpoint 28 Burton Common Lane on eastern edge of Burton Salmon |
| Distance to closest Project Elements | ~1.5km to Monk Fryston 400/275kV Substation |
| Visual receptor groups located at or close to Viewpoint: | Road users and similar to views from properties (and curliages) on the northern edge of Burton Salmon (although views from this property/curliages would be impacted by trees, hedges and fences surrounding the properties and associated gardens). |
| Visual receptor sensitivity: | High. Residential receptors are of high susceptibility. Views are of a rural character influenced by agricultural fields and detracted to by existing high voltage lines and pylons, considered to be of medium-low value. |

Description of Baseline View

North-west to north: The foreground of the view comprises arable fields which extend north-west towards a low rise in landform and the tree belt which lines the southern perimeter of the existing Monk Fryston Substation screens views of infrastructure within the substation. Existing pylons 4ZZ001A, 4YS029, 4YS028 and 4YS027 are noticeable vertical elements on the skyline, at heights of between 54.6m and 50m and at a minimum separation distance of ~1.4km. A cluster of exiting pylons within the Monk Fryston Substation are also visible above the horizon towards the centre of the view.

Description of Changes in the View during the Construction Phase

North-west to north: There would be no views of ground and low-level construction activities from this viewpoint with the intervening ridgeline screening the existing Monk Fryston Substation. Elevated construction activities visible would be associated with the mobile crane deployed to dismantle pylons XC522T and XC524T, modify pylons 4YS029 and 4ZZ001A, erect pylons XC522 to XC526 and to erect and subsequently dismantle temporary pylons XC550 and XC551. There would be a short duration of up to 24 months where the existing, proposed and temporary pylons would be present, leading to a visually cluttered northerly view

| | | |
|---|---|---|
| Magnitude of visual change: Low | Type of effect: Adverse and temporary (short-term) | Significance: Moderate and Not Significant |
|---|---|---|

Description of Changes in the View at Operation Year 0

North-west to north: As illustrated in the photomontage in **Figure 6.69, Volume 5, Document 5.4.6**, changes to northerly views would be associated with the loss of a small number of pylons from within the view (XC522T and XC524T at a height of 40.5m and 41.7m) and the introduction of five pylons with an increased height which varies between 48.2m and 59.2m. The new pylons would be visible alongside the existing pylons although the increase in the number of pylons visible and the increased height and therefore increased visual role of pylons at a minimum separation distance of ~2.1km, would give rise to a low magnitude of change. The top of the tallest structures (15m high gantries) within the new Monk Fryston Substation would extend just above the horizon but would be screened by intervening tree cover and unlikely to be perceived.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|---|--|---|
| Magnitude of visual change: Low | Type of effect: Adverse and long term | Significance: Moderate and Not Significant |
|---|--|---|

Table 6H.31 - Viewpoint 29 - Public bridleway (15.95/2/3) on eastern edge of Moor Monkton

| Viewpoint Information | |
|---|--|
| Viewpoint OS grid reference: | E451163, N457034 |
| Figure Nos: | Figure 6.70, Volume 5, Document 5.4.6: Viewpoint 29 Public bridleway on eastern edge of Moor Monkton |
| Distance to closest Project Elements | ~300m to XC428T (dismantled pylon) ~500m to XC429 (new build pylon) |
| Visual receptor groups located at or close to Viewpoint: | Users of the Public Bridleway (15.95/2/3) |
| Visual receptor sensitivity: | High. Users of the bridleway are of high susceptibility as the main focus of their activity involves an appreciation of the landscape. The view is of a rural character (undesigned landscape) influenced by agricultural fields, as well as the high voltage overhead lines, and considered of medium value. |

Description of Baseline View

South-east to south: The existing view to the south-east comprises a foreground of pastoral land beyond which Copeland Plantation and Redhouse Wood form a wooded skyline. Existing 275kv pylon XC428T is a prominent vertical feature in south-easterly views at a height of 47.7m and at a separation distance of ~350m whilst existing pylons XCP001 and XCP002 are also moderately prominent, with the top of 275kv pylons XCP003 and XCP004 visible above Redhouse Wood. The baseline view to the south is contained by built form along East Lane in Moor Monkton and features a low voltage overhead line on wooden poles at a minimum distance of 40m. The existing 275kv pylon XC429T is visible amongst middle ground tree cover.

Description of Changes in the View during the Construction Phase

South-east to south: Ground and low-level construction activities would be visible within the working around existing pylon XC428T. A mobile crane deployed at each of the six existing pylon locations in the view to facilitate their dismantling as well as a crane at each of the five locations to erect proposed pylons XC425 to XC429 would be moderately prominent temporary additions to the view. A mobile crane would also be deployed to modify pylon XC430, the top of which is visible above intervening rooftops towards the right of the view. A temporary pylon XCP004T would also be erected and subsequently dismantled close to existing pylon XCP429T. There would be a short duration of up to 24 months where the existing, proposed and temporary pylon would be present, leading to some visually cluttering within a small proportion of receptors' south-easterly and southerly views.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Adverse and temporary (short-term) | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 0

South-east to south: As illustrated in the photomontage in **Figure 6.70, Volume 5, Document 5.4.6**, the existing 275kv pylon XC428T would be removed from the view and pylons XCP001 to XCP004 would be replaced by pylons XC428 to XC425. Whilst the new pylons would be slightly

taller than the existing pylons by up to 10m, the increase in separation distances and the absence of XC428T would reduce the role played by large-scale vertical infrastructure in the view. To the south, the new pylon XC429 would replace the existing pylon XC429T and would be taller (53m compared to 35m) although its revised location means that the lower parts of this pylon would be partially screened by a mature roadside tree from this viewpoint.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long term | Significance: Major/Moderate and Significant |
|--|---|---|

Description of Changes in the View at Operation Year 15

There would be no changes compared with the view experienced at Operation Year 0.

| | | |
|--|---|---|
| Magnitude of visual change: Medium | Type of effect: Beneficial and long term | Significance: Major/Moderate and Significant |
|--|---|---|

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