

YG-DCO-107

# Yorkshire Green Energy Enablement (GREEN) Project

**Volume 8**

**Document 8.15 Additional Photomontages (Part 1 of 2)**

**Final Issue A**

**April 2023**

**Planning Inspectorate Reference: EN020024**

Infrastructure Planning (Applications, Prescribed Forms and Procedure)  
Regulations 2009 Regulation 5(2)(q)

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## Appendix A: Visualisations

### Part 1

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## Version History

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Document	Version	Status	Description / Changes
26/04/2023	A	Final	First Issue

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# 1. Introduction

## 1.1 Overview

- 1.1.1 This document (**Document 8.15**) has been prepared and submitted at Deadline 2 to cover additional photomontages and associated viewpoint assessments requested by the Examining Authority under section 6b (Additional Photomontages) of Annex F, Rule 6 letter – Notification of the Preliminary Meeting and matters to be discussed [**PD-005**], dated 22 February 2023.
- 1.1.2 This material is consistent with methodology and approach set out in the following documents:
- ES Chapter 6 Landscape and Visual Figures Parts 1 to 15, **Document 5.4.6, [APP-168 to APP-181]**
  - ES Appendix 6C, Landscape and Visual Impact Assessment Methodology, **Document 5.3.6C [APP-110]**
  - ES Appendix 6G, Visual Receptor Assessment, **Document 5.3.6G, [APP-114]**
  - ES Chapter 6: Landscape and Visual, **Document 5.2.6, [APP-078]**

## 2. Additional photomontages and viewpoint assessment

### 2.1 Introduction

2.1.1 The Examining Authority requested that the following be provided.

- Photomontage(s) from a new viewpoint on footpath 10.129/5/1 [APP027, Sheet 1 of 5] which runs in a south easterly direction from the right-angle bend in East Lane on the eastern edge of Shipton-by-Beningbrough. Viewpoint to be located at the point where footpath 10.129/5/1 meets footpath 11/8/40 and turns in a more southerly direction immediately after passing over a small bridge over Hurns Gutter, looking towards the proposed new overhead line.
- Photomontage(s) from a new viewpoint on the minor road running south of Shipton-by-Beningbrough off the A19. Viewpoint to be located at a position on the verge at the northern end of the crash barrier of the road bridge which crosses the railway, which is due north of VP14. Views to include all angles/ directions that would give views into the proposed Overton Substation area.
- Photomontages(s) from a new viewpoint on the A19, looking north from the western verge. Viewpoint to be located on or near Hurns Bridge over Hurns Gutter where views of the proposed Overton Substation would be gained.
- Wirelines on photograph showing proposed extension to Monk Fryston substation and proposed pylons visible from Whitecote Lane, which runs from the B1222 eastwards to South Milford. Viewpoint to be located at a high point looking south eastwards when travelling east.
- Photomontage(s) from Butts Lane, which runs south from Lumby to the A63. Viewpoint to be located north of VP25, where Butts Lane curves and heads in a south westerly direction, taken from south verge looking south to include Monk Fryston Lodge and Monk Fryston existing and proposed substations.

2.1.2 The five additional viewpoint visualisations requested by the Examining Authority include, where applicable, the Rochdale Envelope indicating the maximum Limits of Deviation (LoD) of the proposed Overton and Monk Fryston Substations which is indicated with a purple hatched line. The five viewpoints have been identified as A to E and visualisations have been prepared as Type 3 photomontages in accordance with the Landscape Institute's *Visual Representation of Development Proposals - Technical Guidance Note 06/19*.

2.1.3 Each 90° angle of view from a viewpoint has a unique Figure number and is presented across a number of pages which are referenced as follows:

- a: Existing view comprising baseline photography;
- b: Photomontage Year 0 or Photomontage Year 0 and Year 15 (if there is no mitigation planting visible); and
- c: Photomontage Year 15 (if mitigation planting is visible).



- d-f: If an additional 90 degree views is required to illustrate all of the requested changes resulting from the Project, then the numbering follows the prescription in a-c above.

2.1.4 The visualisations are contained as the following figures in **Appendix A**.

- Figure 8.15.1a-b Viewpoint A: Public footpath near Moor Gutter
- Figure 8.15.2 a-f Viewpoint B: Overton Road, west of Overton Substation
- Figure 8.15.3 a-c Viewpoint C: A19, east of Overton Substation
- Figure 8.15.4 a-b Viewpoint D: Whitecote Lane, near Squires Caravan Camping
- Figure 8.15.5 a-c Viewpoint E: Butts Lane, north of Monk Fryston Substation

2.1.5 **Figure 8.15.1 to 8.15.5** provided in **Appendix A** should be read in conjunction with **Figure 6.18 to 6.23, ES Chapter 6 Landscape and Visual Figures (Part 1 of 15), (Document 5.4.6) [APP-167]** which show the location of the viewpoints in relation to the Project and wider Project context.

2.1.6 In line with overarching principle of the landscape and visual assessment presented in **ES Chapter 6: Landscape and Visual (Document 5.2.6), [APP-078]**, the magnitude of change and type of effect (adverse/beneficial/neutral) concluded in the viewpoint assessments is determined against a baseline in which pylons and/or substation infrastructure often already play a visual role.

2.1.7 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.

## 2.2 Viewpoint Assessment

2.2.1 **Tables 2.1 to 2.5** below set out the visual assessment from the additional viewpoint locations with reference to the visualisations.

**Table 2.1 – Viewpoint A: Public footpath near Moor Gutter**

Viewpoint information	
Photomontage reference	Figure 8.15.1a-b
Viewpoint OS grid reference:	456149, 458808
Distance to closest Project Elements:	Approximately 400m to Pylon YN-005
Visual receptor groups located at or close to Viewpoint:	Users of public footpaths (10.129/5/1 and 11/8/40)
Visual receptor sensitivity:	<b>High.</b> Public footpath users are of a high susceptibility. Views across an undesignated rural landscape currently unaffected by pylons is considered of medium to high value.

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## Description of Baseline View

North-east to South-east: Direct views at this location from the public footpath are available after crossing a small bridge over Moor Gutter. The baseline view in the foreground comprises a grassland edge beyond which an arable field extends to the middle ground of the view where field boundaries are defined by intermittent clipped hedgerows and occasional hedgerow trees. Heavily filtered glimpses of Hall Moor Farm Cottages and farm buildings at Hall Moor Farm (South) are available near the centre of the view, with the horizon formed by the coalescence of multiple layers of hedgerow trees and more distant woodland planting. Existing pylons on the 400 kV YR overhead line more than 1.5km distant are barely discernible in the far left of the view, largely screened by intervening tree cover. A low voltage overhead line on wooden poles is visible against the sky in the right side of the view.

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## Description of Changes in the View during the Construction Phase

North-east to South-east: Ground and low-level construction activity within the working area around new pylons YN004 and YN005 would be clearly visible in the centre and right of centre of the view along with the new stone trackways laid down along the edge of the field connecting the two pylons. Filtered views of ground and low-level construction activity within the working area of pylon YN003 would also be available in the left side of the view. The localised loss and management of hedgerow trees and the hedgerow in the vicinity of pylon YN005 as indicated in the **Arboricultural Impact Assessment (AIA) (Document 5.3.31) [APP-102 to APP-104]** would be largely perceived against a backdrop of more distant retained tree cover (Moorlands Woodland). Elevated construction activity would be associated with the deployment of a mobile crane to erect new pylons YN003, YN004 and YN005 at a minimum distance of ~400m. Scaffolding erected either side of the track to Hall Moor Farm (South) to the north of Pylon YN004 would also be visible near the centre of the view. A Medium magnitude of change is assessed at this viewpoint, noting the magnitude would increase to a High magnitude further south along the public footpath closer to where the route passes under the 400kV YN overhead line and less than 100m from the base of pylons YN005 and YN004.

Magnitude of visual change: <b>Medium</b>	Type of effect: <b>Adverse and temporary (short-term)</b>	Significance: <b>Major/Moderate and Significant</b>
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## Description of Changes in the View at Operation Year 0

The new pylons YN003 to YN005 would be prominent elements in the view. A Medium magnitude of change is assessed at this viewpoint, noting the magnitude would increase to a High magnitude further south along the public footpath closer to where the route passes under the 400kV YN overhead line and less than 100m from the base of pylons YN005 and YN004.

Magnitude of visual change: <b>Medium</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major/Moderate and Significant</b>
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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.

Magnitude of visual change: <b>Medium</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major/Moderate and Significant</b>
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**Table 2.2 – Viewpoint B: Overton Road, west of Overton Substation**

<b>Viewpoint information</b>	
<b>Photomontage reference</b>	Figure 8.15.2 a-f
<b>Viewpoint OS grid reference:</b>	455404, 457494
<b>Distance to closest Project Elements:</b>	Approximately 170m to Overton Substation (150m with LoD)
<b>Visual receptor groups located at or close to Viewpoint:</b>	Users of National Cycle Route 65 on Overton Road
<b>Visual receptor sensitivity:</b>	<b>High.</b> People travelling through the landscape on a national cycle route are considered to be of high susceptibility as their activity involves an appreciation of the landscape. The view is of a rural character and influenced by the railway line and associated stanchions and overhead lines resulting in a high-medium value.

### **Description of Baseline View**

#### North to east (Figure 8.15.2a).

The baseline view to the north comprises a foreground of Overton Road on a locally elevated section, north of the bridge crossing over the East Coast Mainline railway. The roadside embankments have sparse shrub cover allowing expansive views across arable farmland that extends to the A19 corridor defined by a hedgerow with occasional trees, and glimpses of vehicles along the route. Near the horizon in the far left of the view there are limited views of the upper storeys of housing on the edge of Shipton-by-Beningbrough, with the settlement largely screened by intervening vegetation. The existing pylons on the YN and 2TW overhead lines are visible on the skyline to the right of Overton Road at a minimum separation distance of 2.6km.

#### East to south (Figure 8.15.2d):

The baseline view is dominated by a large scale arable field with an isolated group of remnant hedgerow trees close to a field pond in the left side of the view. The right side of the view is contained by tree planting close to the embankment of the East Coast Mainline railway. Mature tree planting along Hurns Gutter coalesces with other field boundary hedges and tree cover to the south, with the settlement of Skelton screened by intervening vegetation. There are glimpses of vehicles along the A19 and in the far right of the view existing pylon SP007 is visible at a minimum separation distance of 1.7km.

### **Description of Changes in the View during the Construction Phase**

#### North to east:

During the early part of the construction phase there would be views of soil stripping of the temporary compounds both sides of the Overton Road (soils stored in temporary soil mounds west of Overton Road). The permanent earthwork to the west of the substation would screen views of the temporary construction compound east of Overton Road and would be planted with woodland and woodland edge mix at the earliest opportunity (November 2026 to March 2027). The temporary compound west of Overton Road would be partly contained by 2.4m high solid timber fencing (paragraph 2.3.11 of Appendix 3B Code of Construction Practice

**(Document 5.3.3B) [APP-095]** with the solid fencing most effective at reducing views of visual clutter and associated activity from Overton Road/ NCR 65 where the route lies closer to the compound. The access road to the Overton substation would be visible extending from behind the permanent earth mound, with the localised hedgerow removal and management at the bellmouth with Overton Road and associated visibility splays would be barely perceptible at ~300m separation distance.

Elevated construction activities would be associated with the mobile crane deployed to erect new pylons on the YN overhead line, with the closest pylon YN007 at a minimum separation distance of ~700m, visible above the permanent earth mound. The erection of the gantries and infrastructure on the Overton Substation site may be visible (within the LoD) above the permanent earth mounding in the far right side of the view.

#### East to south:

During the early part of the construction phase there would be views of soil stripping and foundation excavation on the Overton Substation site. The permanent earthwork to the west of the substation would be planted with woodland and woodland edge mix at the earliest opportunity (November 2026 to March 2027). Views of the Overton Substation under construction would be available.

Elevated construction activities would be associated with the mobile crane deployed to erect new pylons YN008, XC416 and SP003-006 at a minimum separation distance of ~300m, visible beyond the permanent earth mound. Scaffolding would also be partially visible on both sides of the A19 in the far left side of the view and to the north of the East Coast Mainline railway in the far right side of the view.

Magnitude of visual change: <b>High</b>	Type of effect: <b>Adverse and temporary (short-term)</b>	Significance: <b>Major and Significant</b>
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### **Description of Changes in the View at Operation Year 0**

#### North to east (Figure 8.15.2b):

The new pylons on the YN overhead line would be visible, with the closest pylon YN007 at a minimum separation distance of ~700m, clearly visible above the permanent earth mound. The site of the temporary construction compound west of Overton Road in the far left of the view would be restored back to agriculture. The access road to the Overton substation would be visible extending from behind the permanent earth mound.

#### East to south (Figure 8.15.2e):

New pylons YN008, XC416 and SP003 would be prominent at a minimum separation distance of ~300m, clearly visible against the sky and seen above the permanent earth mound. The gantries and infrastructure within the Overton Substation would be prominent, occupying much of the horizontal extent of the view. Retained mature tree planting would filter views of part of the northern part of the substation and the lower parts of the substation infrastructure would be filtered by the immature advance woodland and woodland edge planting on the permanent earth mound.

Magnitude of visual change: <b>High</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major and Significant</b>
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### **Description of Changes in the View at Operation Year 15**

#### North to east (Figure 8.15.2c):

The maturing woodland and woodland edge planting across the mounding west of the substation would heavily filter views of gantries and infrastructure within Overton Substation and the YN008 pylon in the far left of the view.



### East to south (Figure 8.15.2f):

The maturing woodland and woodland edge planting on the mounding west of the substation would heavily filter views of the gantries and infrastructure within the Overton Substation. Pylons XC416 and SP003 in the right side of the view would remain prominent, although they would be partially filtered by woodland edge planting on the southern end of the bund with the more distant pylons SP004 to SP006 remaining visible in a narrow gap between the existing planting along the East Coast Mainline railway corridor and the maturing woodland planting on the earth mound.

Magnitude of visual change: <b>Medium</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major/Moderate and Significant</b>
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**Table 2.3 – Viewpoint C: A19, east of Overton Substation**

### **Viewpoint information**

<b>Photomontage reference</b>	Figure 8.15.3 a-c
<b>Viewpoint OS grid reference:</b>	456157, 457348
<b>Distance to closest Project Elements:</b>	Approximately 340m to Overton Substation (320m with LoD)
<b>Visual receptor groups located at or close to Viewpoint:</b>	Road users on the A19 travelling westwards.
<b>Visual receptor sensitivity:</b>	<b>Medium.</b> Road users are of medium susceptibility and views across the undesignated rural landscape are of high-medium value, attributed by the agricultural setting.

### **Description of Baseline View**

North-west to south-west (Figure 8.15.3a): The baseline view was taken at a field gate ~80m north-west of Hurns Gutter and would be similar to the very fleeting views experienced by people in westbound vehicles on the A19. The foreground and far right of the view illustrates the A19 corridor that is bordered on both sides by a clipped hedgerow. The low height of the hedgerow allows expansive views across open arable farmland that extends to the East Coast Mainline railway corridor that can be identified by the stanchions of the overhead lines, with the Overton Road bridge visible near the centre of the view. The horizon of the view is punctuated by infrequent blocks and belts of tree planting, the most notable being Overton Wood to the left of centre. The farm buildings at Overton Grange are located in the far left of the view and the existing pylons of the XCP overhead line are visible on the skyline at a minimum separation distance of 2.1km.

### **Description of Changes in the View during the Construction Phase**

North-west to south-west: The permanent 2m high earthwork close to the A19 would restrict views of construction activity for the majority of vehicles along the A19 and would be planted with woodland and woodland edge mix at the earliest opportunity (November 2026 to March

2027). The presence of a Yorkshire Water sewage pipeline prevents the south-eastwards extension of the proposed earth mound and/or tree planting along the proposed access road to the proposed drainage outfall into Hurns Gutter. The construction of the Overton Substation would be fleetingly visible at this location, before the views experienced by people in vehicles towards the Overton Substation would be restricted by the proposed earth mound alongside the A19.

Elevated construction activities would be associated with the mobile crane deployed to erect new pylons YN008, XC416 and SP003 at a minimum separation distance of ~400m. Scaffolding would also be visible both sides of the A19 and either side of the East Coast Mainline railway.

Magnitude of visual change: <b>High</b>	Type of effect: <b>Adverse and temporary (short-term)</b>	Significance: <b>Major and Significant</b>
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### Description of Changes in the View at Operation Year 0

North-west to south-west (Figure 8.15.3b): The new pylons YN008, XC416 and SP003 at a minimum separation distance of ~400m would be prominent in the view, with YN008 clearly visible above the permanent earth mound. The infrastructure within the Overton Substation would be clearly visible and would occupy approximately 50% of the horizontal extent of the view at this location. Views further west along the A19 from this isolated viewpoint would be predominantly restricted by the permanent 2m high earthworks close to the A19 with advanced planting of woodland and woodland edge planting that at Year 0 would only have a modest screening effect.

Magnitude of visual change: <b>High</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major and Significant</b>
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### Description of Changes in the View at Operation Year 15

North-west to south-west (Figure 8.15.3c): At this precise location the majority of the eastern edge of the Overton Substation would be visible with Pylons SP003, XC416 and XC417 being prominent in the view with the more distant XC418 and XC419 pylons also visible. The maturing woodland and woodland edge planting on the mounding along the A19 would heavily filter views of the gantries and infrastructure within the northern part Overton Substation and the YN008 pylon in the far left of the view. As set out under the Construction phase the alignment of a Yorkshire Water sewage pipeline prevents the extension of tree planting and/or earth mounding to fully mitigate the adverse effects that would be very fleetingly experienced by people travelling in vehicles at this location.

Magnitude of visual change: <b>Medium</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Major/Moderate and Significant</b>
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**Table 2.4 – Viewpoint D: Whitecote Lane, near Squires Caravan Camping**

<b>Viewpoint information</b>	
<b>Photomontage reference</b>	Figure 8.15.4 a-b
<b>Viewpoint OS grid reference:</b>	447094, 431644
<b>Distance to closest Project Elements:</b>	Approximately 1.9km to pylon XC522
<b>Visual receptor groups located at or close to Viewpoint:</b>	Road users on Whitecote Lane
<b>Visual receptor sensitivity:</b>	<b>Medium.</b> Road users are of medium susceptibility and views across the undesignated rural landscape are of high-medium value, attributed by the agricultural setting.

### **Description of Baseline View**

South-west to South-east (Figure 8.15.4a): The baseline view was taken at a local highpoint along Whitecote Lane just east of the existing XC overhead line that crosses the road where pylon XC 516 adjacent to the corridor is prominent (this pylon is just outside the field of view). Pylons on the XC line extend southwards across gently undulating arable farmland with fragmented hedgerows and occasional hedgerow trees. A cluster of four pylons are visible on the horizon to the left of centre indicating the location of the existing Monk Fryston Substation, that is barely discernible and largely screened by intervening landform and vegetation. The Westfield Lane bridge crossing the A1(M) is visible to the right of centre and back clothed by woodland planting.

### **Description of Changes in the View during the Construction Phase**

South-west to South-east: Ground and low-level construction activity including the presence of the construction compounds to the north and north-west of the existing Monk Fryston Substation are unlikely to be visible due to a combination of separation distance and intervening landform as indicated by the ZTV in **Figure 6.8 (Document 5.4.6) [APP-167]**. 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 pylons (XC550 and XC551). Temporary scaffolding either side of the A63 near junction 42 of the A1(M) would be perceived. A minimum separation distance of ~1.9km from the pylons to be constructed and dismantled means that whilst visible, the elevated construction activities would form a barely discernible component in baseline views which already contain much closer pylons on the XC overhead line.

<b>Magnitude of visual change:</b> <b>Very Low</b>	<b>Type of effect: Adverse and temporary (short-term)</b>	<b>Significance:</b> <b>Minor/Negligible and Not Significant</b>
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### **Description of Changes in the View at Operation Year 0**

South-west to South-east (Figure 8.15.4b): The most noticeable change would be the replacement of pylon XC522T (40.5m tall) with pylon XC522 (54.8m tall), however the new pylon would appear no taller on the skyline than the closer existing pylon XC521. Other

changes visible include the removal of the 35m high pylon XC525T, barely perceptible amongst a cluster of other pylons and introduction of the taller (48.2m high) pylon XC526 that would appear further east but at a similar height on the skyline to existing pylons. The new pylon XC525 would appear closely associated with the existing cluster of pylons and pylon XC524 would be visible slightly taller on the skyline above 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 have the potential to be partially visible on the skyline above and through intervening vegetation including that which lines the A63, at a minimum separation distance of ~2.6km.

Magnitude of visual change: <b>Very Low</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Minor/Negligible and Not Significant</b>
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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.

Magnitude of visual change: <b>Very Low</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Minor/Negligible and Not Significant</b>
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**Table 2.5 – Viewpoint E: Butts Lane, north of Monk Fryston Substation**

Viewpoint information	
Photomontage reference	Figure 8.15.5 a-c
Viewpoint OS grid reference:	448539, 429864
Distance to closest Project Elements:	Approximately 460m to the proposed substation
Visual receptor groups located at or close to Viewpoint:	Road users on Butts Lane
Visual receptor sensitivity:	<b>Medium.</b> Road users are of medium susceptibility and views across the undesignated rural landscape are of high-medium value, attributed by the agricultural setting.

### Description of Baseline View

**South-west to South-east (Figure 8.15.5a):** The baseline view comprises a foreground which features an arable field beyond which the A63 is visible bordered by an intermittent field boundary comprising hedgerow and occasional trees. The northern end of Rawfield Lane near its junction with the A63 is visible to the right of centre in the view, above which there are cluster of eight pylons including 4ZZ001B, XC525T and XK045 at a minimum separation distance of ~630m. The existing pylon 4ZZ001A (58.3m high) is located south-west of the pylon cluster within the existing Monk Fryston 400/275kV Substation and is the tallest and most prominent pylon in the view. The gantries and other infrastructure of the existing Monk Fryston 400/275kV Substation are clearly visible, being visible above a 4m high grass mound with views also partly restricted by a section of overgrown hedgerow to the northwest of the substation.



In the left side of the view Monk Fryston Lodge and modern farm buildings are visible against a wooded backdrop, above which the top of existing pylon 4YS028 is visible.

### Description of Changes in the View during the Construction Phase

South-west to south-east: The temporary construction compounds associated with the new Monk Fryston Substation would be visible on both sides of Rawfield Lane at a distance of ~300m minimum separation distance. Temporary soil storage to the north, east and west of the eastern construction compound and solid fencing to the northern, eastern and western perimeter of the western construction compound would partially limit views of activity and visual clutter (**paragraph 2.3.11 of Appendix 3B Code of Construction Practice (Document 5.3.3B)[APP-095]**). 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 pylon XC526 and XC525 at a minimum separation distance of ~500m, to dismantle pylon XC525T at a distance of ~630m and to modify pylons 4YS029 and 4ZZ001A. Scaffolding would also be visible either side of Rawfield Lane in the context of the cluster of existing pylons. Towards the end of the construction phase, the construction compounds and temporary soil stores would be removed and replaced by permanent earth mounding up to 3.5m high along the northern edge of the substation, proposed as part of the landscape and visual mitigation.

Magnitude of visual change: <b>High</b>	Type of effect: <b>Adverse and temporary (short-term)</b>	Significance: <b>Major/Moderate and Significant</b>
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### Description of Changes in the View at Operation Year 0

South-west to south-east (Figure 8.15.5b): New pylon XC526 would become the most prominent vertical element in the view at a height of 48.2m and a separation distance of ~500m 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. Pylon XC525 would also become a prominent vertical element at a height of 50.1m and a distance of ~580m, visible in the far right of the view.

Magnitude of visual change: <b>Medium to Low</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Moderate and Not Significant</b>
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### Description of Changes in the View at Operation Year 15

South-west to south-east (Figure 8.15.5c): The gradually maturing woodland proposed across the earth mounding to the north of the substation would increasingly filter views of the existing and proposed gantries within the substation and the lower parts of the pylons in winter with more effective screening offered in summer when the planting is in leaf. The growth of the woodland planting 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.

Magnitude of visual change: <b>Low</b>	Type of effect: <b>Adverse and long-term</b>	Significance: <b>Minor and Not Significant</b>
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# Appendix A      Visualisations

Figure 8.15.1a-b	Viewpoint A: Public footpath near Moor Gutter
Figure 8.15.2 a-f	Viewpoint B: Overton Road, west of Overton Substation
Figure 8.15.3 a-c	Viewpoint C: A19, east of Overton Substation
Figure 8.15.4 a-b	Viewpoint D: Whitecote Lane, near Squires Caravan Camping
Figure 8.15.5 a-c	Viewpoint E: Butts Lane, north of Monk Fryston Substation



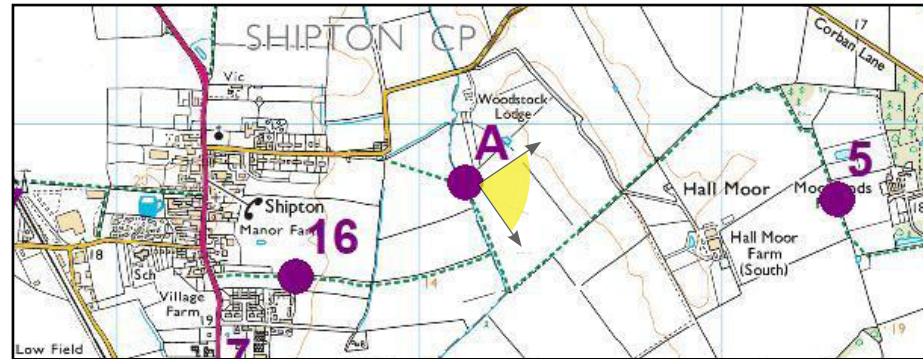




Baseline Photograph

Viewpoint Parameters:

Location grid reference:	456149, 458808	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 11:12

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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Environmental Statement

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Figure 8.15.1a

Viewpoint A: Public footpath near Moor  
Gutter

Existing View

**nationalgrid**



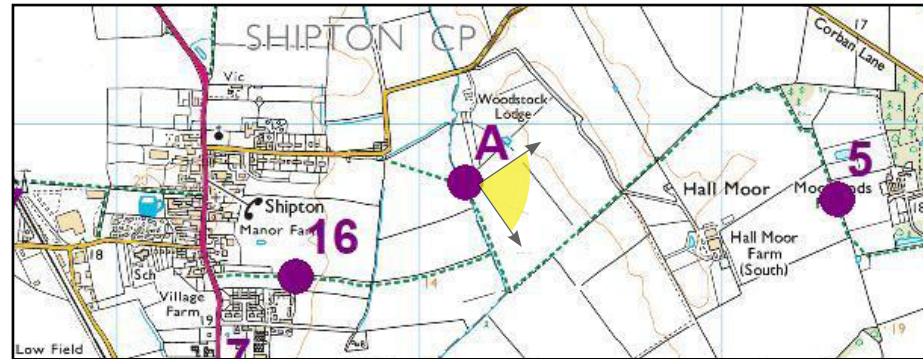




Photomontage

Viewpoint Parameters:

Location grid reference:	456149, 458808	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 11:12

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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Figure 8.15.1b

Viewpoint A: Public footpath near Moor  
Gutter

Photomontage - Year 0

**nationalgrid**



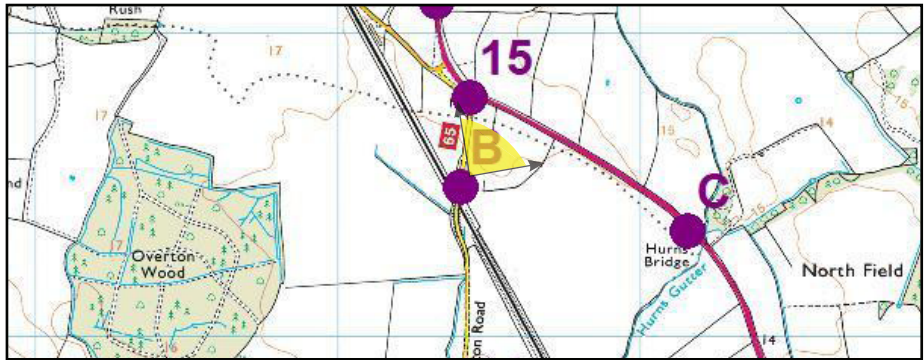




Baseline Photograph

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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Figure 8.15.2a

Viewpoint B: Overton Road, west of  
Overton Substation

Existing View

**nationalgrid**



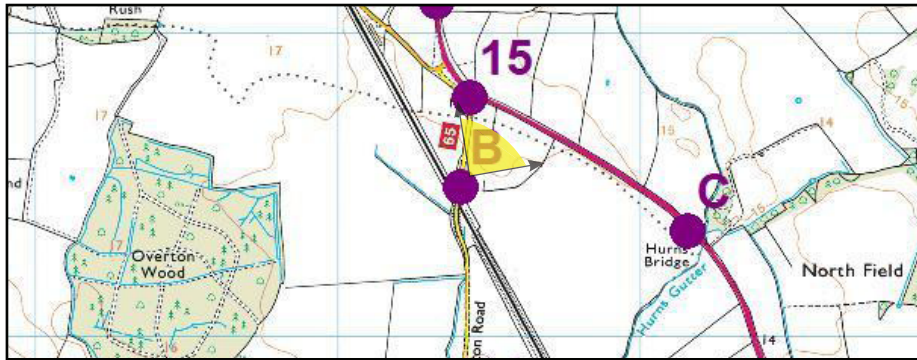


Photomontage

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



- Viewpoint Location
- 90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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- Rochdale Envelope of Substation (maximum limits of deviation)

Yorkshire GREEN Environmental Statement

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Figure 8.15.2b

Viewpoint B: Overton Road, west of Overton Substation

Photomontage - Year 0





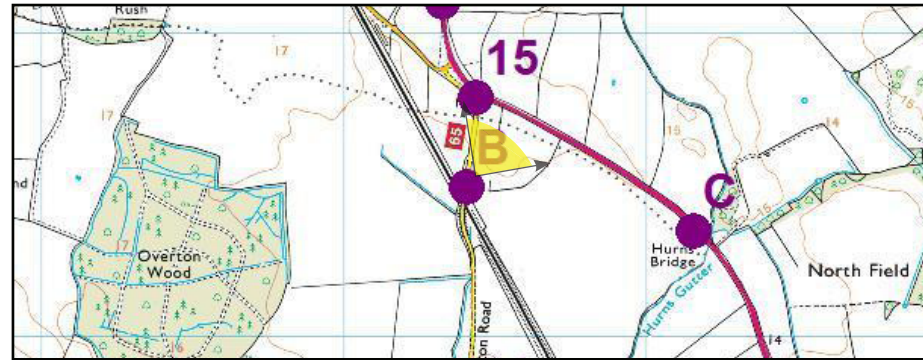




Photomontage

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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-  Rochdale Envelope of Substation (maximum limits of deviation)

Yorkshire GREEN  
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Figure 8.15.2c

Viewpoint B: Overton Road, west of  
Overton Substation

Photomontage - Year 15

**nationalgrid**



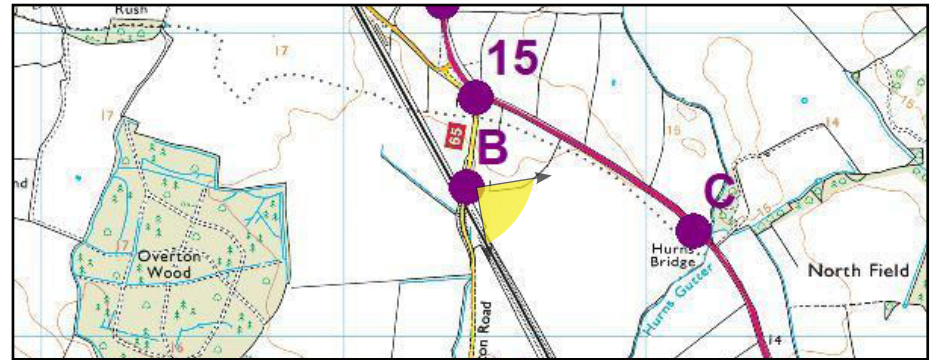




Baseline Photograph

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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Figure 8.15.2d

Viewpoint B: Overton Road, west of  
Overton Substation

Existing View

**nationalgrid**



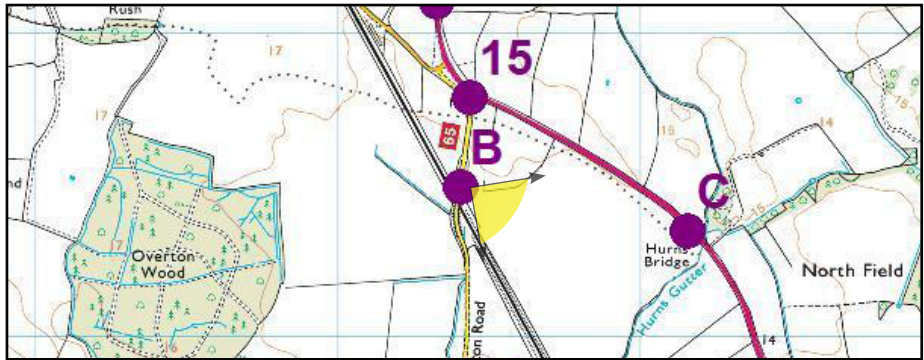




Photomontage

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



-  Viewpoint Location
-  90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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 Rochdale Envelope of Substation (maximum limits of deviation)

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Figure 8.15.2e

Viewpoint B: Overton Road, west of  
Overton Substation

Photomontage - Year 0





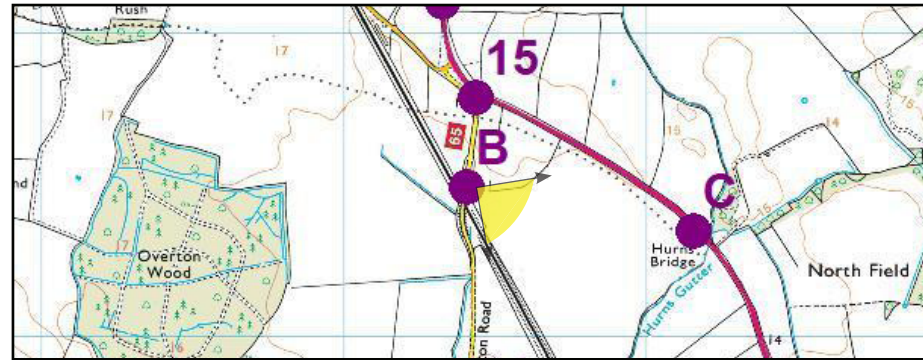


Photomontage

Viewpoint Parameters:

Location grid reference:	455404, 457494	Camera:	Canon EOS SD Mk II
Horizontal field of view:	90° (cylindrical projection)	Lens:	50mm
Paper size:	841mm x 297mm	Camera height:	1.5m AGL
Correct printed image size:	820mm x 225mm	Date and time:	22/03/2023 12:48

96% Enlargement Factor



- Viewpoint Location
- 90 degree angle of view

The location of the viewpoint in relation to the Project and wider context is illustrated in Figure 6.23

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- Rochdale Envelope of Substation (maximum limits of deviation)

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Figure 8.15.2f

Viewpoint B: Overton Road, west of  
Overton Substation

Photomontage - Year 15

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