
**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Chapter 5: Landscape
and Visual Impact**

MAY 2026



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5 Landscape and Visual Impact

Introduction

- 5.1 This chapter presents the findings of a landscape and visual impact assessment (LVIA) which has examined the likely significant effects of the proposed Three Oaks Renewable Energy Park Extension (hereafter referred to as the 'Proposed Development') on landscape resources and visual amenity.
- 5.2 The Proposed Development consists of six wind turbines (T1, T2, T3, T4, T5 and T6, see Figure 2.2 (Indicative Site Layout Plan) – Volume 3) each up to 149.9 m to tip, with a rotor diameter of up to 117 m, together with upgrades to the Site access and track off the A614, new on-site tracks, crane hardstandings, six transformer housings, and an anemometer mast (up to 91.4 m in height) (see Chapter 2 (Project and Site Description) – Volume 2). It also includes an outline Landscape and Biodiversity Mitigation and Enhancement Plan (oLBMEP) which includes 477 m of new hedgerows to mitigate the loss of hedgerows for the new Site access, passing bays and on-site tracks, plus other biodiversity measures (see Appendix 7.11 (oLBMEP) – Volume 4).
- 5.3 The LVIA has been undertaken in the context of the predicted future landscape and visual baseline (which includes all operational development and the permitted Three Oaks Renewable Energy Park (hereinafter referred to as the 'TOREP') which will be built prior to the construction of the Proposed Development and operational during the lifetime of the Proposed Development, see paragraph 5.5 below). It considers impacts on landscape fabric, landscape character, landscape designations and visual receptors in relation to the proposed construction, operational and decommissioning phases of the Proposed Development, taking into account the embedded (primary) mitigation (Scenario 1) and the further (secondary) mitigation in Appendix 7.11 (oLBMEP) – Volume 4 (Scenario 2).
- 5.4 This chapter also presents the findings of a cumulative LVIA (CLVIA) that has examined the likely additional cumulative effects of the Proposed Development on landscape resources and visual amenity in the context of the likely future landscape and visual baseline (which also includes the permitted but not yet built Carnaby Wind Farm and other permitted developments that may or may not become operational during the lifetime of the Proposed Development). As for the LVIA, the CLVIA considers impacts on landscape fabric, landscape character, landscape designations and visual receptors in relation to the proposed construction, operational and decommissioning phases of the Proposed Development, taking into account the embedded (primary) mitigation (Scenario 3) and the further (secondary) mitigation in Appendix 7.11 (oLBMEP) – Volume 4 (Scenario 4).
- 5.5 The TOREP is a solar farm with battery storage, access and maintenance tracks, a substation and ancillary development that would be located adjacent to the Proposed Development. It would be constructed prior to the commencement of the construction phase of the Proposed Development, would be operational for the duration of the operational phase of the Proposed Development and would be decommissioned prior to the commencement of the decommissioning phase of the Proposed Development. The permitted solar array layout will need to be amended to accommodate the proposed location of turbine 6 (T6) of the Proposed Development, and an application to vary the layout of the solar arrays will be submitted to the East Riding of Yorkshire Council ('the Council') in due course. Therefore, the permitted TOREP as proposed to be varied and its permitted Landscape and Biodiversity Mitigation and Enhancement Plan (permitted LBMEP) have been taken into account in these assessments.

- 5.6 This chapter and the accompanying appendices (Appendices 5.1 – 5.8 – Volume 4) have been prepared by Hawkins Bell Associates Ltd (trading as H:B:A Environment) and the illustrative figures (Figures 5.1 – 5.48 – Volume 3a) and Appendix 5.9 (Technical Methodology for LVIA Photography, ZTVs and Visualisations) – Volume 4 have been produced by MSEnvision Ltd. In accordance with the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)* (the 'EIA Regulations'), a statement outlining the relevant expertise and qualifications of competent experts appointed to prepare this Environmental Statement (ES) is provided in Appendix 1.1 (Statement of Expertise) – Volume 4.

Consultation

- 5.7 Table 5.1 below summarises the consultations undertaken and the comments made in each consultation response (as relevant to landscape and visual issues) and responses to each comment, along with signposts to where relevant information can be found within this chapter, figures and appendices or elsewhere in this ES.

Table 5.1 – Summary of Consultation Responses relevant to Landscape and Visual Amenity

Reference	Comment	Response
East Riding of Yorkshire Council – Landscape Advisor (2B Landscape Consultancy Ltd)		
2.2	Methodology does not contain information on how cumulative effects will be assessed (as per GLVIA3 Chapter 7).	Information on the scope and approach to cumulative assessment has been added to Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4.
2.3	The list of guidance in the Methodology omits reference to TGN2024-01.	TGN2024-01 has been added to the list of good practice guidance in this chapter and in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4).
3.1	As the proposed development is an extension to a consented energy park, cumulative effects should be considered.	As the TOREP will be constructed in advance of, and operational during, the lifetime of the proposed extension, it has been included in the predicted future and likely future landscape and visual baselines (see this chapter and Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4). In further consultations (email dated 12/03/2026), 2B Landscape Consultancy Ltd confirmed their acceptance of this approach.
3.2	Cumulative effects should have its own section within the LVIA to assess the effects of the development within the context of surrounding developments.	The effects of the Proposed Development in the context of surrounding operational developments (which are in the baseline) are considered as part of the LVIA (Scenarios 1 and 2) and the effects of the Proposed Development in the context of a

Reference	Comment	Response
		permitted but not yet built wind farm (Carnaby) and other permitted and not yet built developments have been considered as part of a cumulative assessment (CLVIA) (Scenarios 3 and 4) see this chapter and Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4).
3.4	Extracts from GLVIA3, paras 7.9, 7.13, 7.15 and 7.17 provided. Para 7.13 states that existing schemes and those under construction should be included in the baseline for the LVIA and the baseline for the cumulative assessment should also include schemes with planning consent (permitted) and those subject to a valid planning application (submitted). Para 7.17 states that there are many different types of cumulative landscape and visual effect that may need to be considered including the effects of an extension to an existing development ... such that it extends or intensifies the landscape and / or visual effects of the first development.	The baselines for the LVIA and for the CLVIA accord with the approach advocated in GLVIA3 paragraph 7.13 (see response to 3.2 above). The additional effects of the extension to the TOREP (which is part of the LVIA and CLVIA baselines) have been considered in this Chapter.
4.2	As LiDAR data is freely available in both terrain-only' (DTM) and with building / vegetation (DSM); it would be worth producing ZTVs using both of these datasets, as the DSM data does help the ZTV to be a little less 'Theoretical' and little closer to reality.	ZTVs using the digital terrain model (DTM) data have been provided (see Figures 5.7 – 5.12 and 5.32 – 5.33 – Volume 3a). ZTVs using digital surface model (DSM) data do not provide an accurate representation of the real zones of visibility as the data intervals are too coarse to accurately reflect the screening effects of surface features such as hedgerows, buildings and woodlands. Furthermore, due to the height of wind turbines, such surface features provide very limited and localised screening. Actual visibility at key locations is better illustrated by the viewpoint analysis.
4.3	Where construction phase impacts include notable amounts of vehicle movements, it is anticipated that	Vehicle movements on the Site during the construction phase have been taken into account in this assessment (see Appendix 5.5

Reference	Comment	Response
	these will be taken into account in the LVIA as secondary effects.	(Characterisation of Proposed Development), Appendix 5.6 (Viewpoint Analysis) and Appendix 5.7 (Cumulative Viewpoint Analysis) – Volume 4).
5.1 – 5.2	The viewpoints and photomontages provided in Appendix 1 of the Three Oaks Renewable Energy Park Extension Pre-Application Advice Request (RCE) and in the table of Preliminary Viewpoints (HBA Environment) are not completely consistent.	The photomontages provided in Appendix 1 were those generated for the public exhibition and consultation process. The viewpoints listed in the table of Preliminary Viewpoints (submitted alongside the pre-application request) were those suggested to illustrate the LVIA.
5.3	It is considered that all viewpoints would benefit from at least a 'photowire' visualisation. These are often helpful, even when the turbines might be partially obscured, in making the turbine locations understandable, from the viewpoint and in close proximity to it.	All viewpoints have been illustrated by a sequence of visualisations: Existing View – a panoramic photograph of the existing baseline view. Predicted Future Baseline View – a photomontage of the predicted future baseline view (including the TOREP). Wireframe View – a computer-generated wireframe of the predicted view (to illustrate the locations of the proposed wind turbines). Photomontage View – a photomontage of the predicted view, Year 1 of the Operational Phase. Plus, for those viewpoints where the wind turbines would be largely screened by intervening vegetation: Composite View (photowire) of the predicted view (wireframe overlaid on the photomontage of the predicted future baseline view).
5.5	Energy Park: It is noted that the consented Three Oaks Energy Park would appear in several of the photomontage views. It appears that this has been taken into account in the draft images produced thus far and the presence of the consented Energy Park should be carried through to the proposed photomontages / photowires.	An application to amend the TOREP will be submitted, and this will be in the baseline for the Proposed Development, hence the permitted scheme as proposed to be varied has been montaged into all the baseline photos and predicted views (wireframes, photomontages and composite views) (see Figures 5.13 – 5.31 and 5.34 – 5.43 – Volume 3a).

Reference	Comment	Response
5.6	Mitigation: the need for mitigation is noted throughout the LVIA Methodology. It is anticipated that this will be reflected by bringing forward meaningful mitigation proposals which aim to reduce the landscape and visual impacts of the development from surrounding areas and viewpoints, including from beyond the site and ownership boundary.	Landscape and biodiversity mitigation and enhancement proposals are illustrated in Appendix 7.11 (oLBMEP) – Volume 4, as described in Chapter 7 and summarised in this chapter.
5.7	The applicant's attention is drawn to the existence of the Humber Forest (HF). Whilst HF cannot fund planting required to mitigate development proposals, it can carry out such work and can assist in negotiation with landowners and authorities. A positive approach to the opportunities thereby presented for mitigation would be anticipated. https://www.humberforest.org	Humber Forest will be contacted in due course.
5.9	Ancillary features: there are a number of items noted in the project description, including a met mast, hardstandings, access tracks, transformers etc. Where these are a relevant part of the view, they should be included in any visualisations.	The met mast, transformer housings adjacent to the wind turbines, on-site tracks and crane hardstandings have been included in the 3D model and are shown in the visualisations where they would be visible. These are Figure 5.13 (Viewpoint 1) and Figure 5.17 (Viewpoint 5) – Volume 3a.
5.9	It is also noted that the turbine foundations will require '720 cum of concrete with 100 T of steel reinforcement'. Where this displaces soil and subsoil on site, it is assumed that this will either be removed or retained on site (and taken into account in the appropriate parts of the EIA). If retained in heaps, this should be represented in the visualisations.	All sub and topsoil excavated during the construction phase would be placed in separate bunds on the Site and re-used for reinstatement works at the end of the construction phase. Any soils not required for reinstatement would be utilised or disposed of off-site. No bunds would be retained during the operational phase (see paragraph 2.25 in Chapter 2 (Project and Site Description) – Volume 2).
5.10	Night-time Effects: if nighttime effects are anticipated, either during construction or operational phases, these should be fully described and assessed.	Temporary lighting may be required during the construction phase (e.g., beginning and end of each working day in the winter) but would be kept to a minimum to avoid nuisance and would be designed to reduce impacts to local residents (and sensitive ecological species) (see Appendix 2.1

Reference	Comment	Response
	In addition, if nighttime effects of the turbines are likely to include aviation lighting, this should be represented in an appropriate number of photomontages, to convey those effects for relevant receptors.	(Outline Construction Environment Management Plan) – Volume 4). No aviation lighting of the wind turbines has been requested in consultation responses received prior to the submission of the application. If aviation lighting is required in a future consultation response, photomontages will be generated to illustrate the specific lights required, and their visibility at eye level at three different distances from the wind turbines.
5.11 – 5.13	Resolution / compression of visualisation images: It is noted that the visualisations of the Three Oaks Energy Park were of high quality and were provided by a highly-regarded practitioner. However, they were let down by being bundled in with other parts of the LVIA e.g. Appendix 06, Part 1 of 4 and Part 2 of 4. There is little point producing high quality visualisations, then reducing that quality at the point of delivery into PDF files. It is requested that Visualisations be provided in a set of separate, limited-size files which do not compromise image quality as a result of image compression or reduced resolution to meet an arbitrary file size limit. Ideally the images relating to each viewpoint would be provided in their own multi-page PDF file, or even as separate files, if that assists in preserving clarity of the images. See also LI TGN06/19 Appendix 7 ‘Digital outputs’.	The photomontages supplied to ERYC in the EIA Briefing Pack and provided to 2B Landscape Consultancy were included in the Pre-Application Advice Request (not in an LVIA) and were for consultation purposes only. The photomontages supplied with this LVIA / CLVIA (Figures 5.13 – 5.31 and Figures 5.34 – 5.43 – Volume 3a) are high quality pdf files, supplied to ERYC at the maximum resolution that can be uploaded to the ERYC planning portal (10Mb) and also available to download as high resolution images from the RCE website: https://www.ridgecleanenergy.com/project/three-oaks-extension/
Pages 5 – 6	Comments on Proposed Viewpoints: Vp B: Appropriate location, but consider moving west to E512571, N466582 for clearer view. Vp D: Appropriate location, but T1 is behind T5. Consider moving east to E512446 N464382 for clearer view. All other viewpoint locations considered to be appropriate locations or locations with limited and distant views.	Vp B (now Vp 2) has been moved westwards to provide a clearer view. Vp D (now Vp 4) was moved eastwards so that T1 was not behind T5. However, the locations of the turbines have since been amended and this resulted in T1 being behind T5 at the amended location, so Vp 4 has been moved back to the original location. Final viewpoint locations include all 16 viewpoints reviewed by 2B plus 3 additional locations (see

Reference	Comment	Response														
		Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figures 5.13 – 5.31– Volume 3a).														
East Riding of Yorkshire Council – Conservation Officer																
Burton Agnes Hall	A grade I listed 17 th century Hall which is one of the most impressive estate houses with the East Riding and contributes to the significance of the Burton Agnes Conservation Area. The gardens above the HaHa and the view from the library are identified as being possible viewpoints. It is recommended that views from the gardens to the east, walled gardens and first floor windows to the east of the buildings are also provided.	Burton Agnes Hall is also open to the public and has been assessed as a visitor attraction in this chapter. Existing and predicted views from the Hall and gardens are illustrated and assessed in Viewpoints 6 – 10 (Figures 5.18 – 5.22 – Volume 3a) and in Appendix 5.6 (Viewpoint Analysis) – Volume 4.														
East Riding of Yorkshire Council – Nature Conservation Officer																
Hedgerows and Trees	It will be necessary for the applicant to mitigate the impact of any hedgerow & tree loss by providing compensatory habitat at loss ratio of at least 1:1 to ensure no net loss of habitat on the site. Appropriate mitigation should be incorporated into the design of the development. We recommend the following species mix, bespoke to the Yorkshire Wolds National Character Area (no 27), when gapping or creating additional hedgerow: <table><tr><td>Hawthorn <i>Crataegus monogyna</i></td><td>30%</td></tr><tr><td>Blackthorn <i>Prunus spinosa</i></td><td>30%</td></tr><tr><td>Hazel <i>Corylus avellana</i></td><td>15%</td></tr><tr><td>Field Maple <i>Acer campestre</i></td><td>10%</td></tr><tr><td>Dogwood <i>Cornus sanguinea</i></td><td>5%</td></tr><tr><td>Crab Apple <i>Malus sylvestris</i></td><td>5%</td></tr><tr><td>Buckthorn <i>Rhamnus cathartica</i></td><td>5%</td></tr></table>	Hawthorn <i>Crataegus monogyna</i>	30%	Blackthorn <i>Prunus spinosa</i>	30%	Hazel <i>Corylus avellana</i>	15%	Field Maple <i>Acer campestre</i>	10%	Dogwood <i>Cornus sanguinea</i>	5%	Crab Apple <i>Malus sylvestris</i>	5%	Buckthorn <i>Rhamnus cathartica</i>	5%	As illustrated in Appendix 7.11 (oLBMEP) – Volume 4 and described in Appendix 5.5 (Characterisation of Proposed Development) – Volume 4 and in this chapter, temporary hedgerow losses would be re-planted at the end of the construction phase and any permanent hedgerow losses would be compensated for by the planting of new hedgerows using the species mix requested.
Hawthorn <i>Crataegus monogyna</i>	30%															
Blackthorn <i>Prunus spinosa</i>	30%															
Hazel <i>Corylus avellana</i>	15%															
Field Maple <i>Acer campestre</i>	10%															
Dogwood <i>Cornus sanguinea</i>	5%															
Crab Apple <i>Malus sylvestris</i>	5%															
Buckthorn <i>Rhamnus cathartica</i>	5%															
East Riding of Yorkshire Council – Biodiversity Officer, Sustainable Development																
Response Summary and General Comments:	The cumulative effects of the scheme with those from the already consented Energy Park will need to be considered and appropriate mitigation identified. Consideration should be given to how the mitigation and enhancement for this and the initial development might be combined.	This response relates to biodiversity. However, the LVIA / CLVIA also considers the effects of the Proposed Development in the context of the permitted scheme and Appendix 7.11 (oLBMEP) – Volume 4 seeks to enhance the landscape mitigation measures in the permitted LBMEP.														

Legislation, Policy, Guidance and Standards

- 5.8 The LVIA has been undertaken in accordance with current legislation, national and local policies and good practice guidance, as applicable to the location and development type. The relevant aspects of these are described in more detail in Appendix 5.1 (LVIA / CLVIA Method of Assessment) and in Appendix 5.2 (LVIA / CLVIA Policy Context) – Volume 4.

Legislation

- 5.9 The relevant legislation includes:

- The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations).

- 5.10 Amongst other matters, the EIA Regulations define the information for inclusion in an Environmental Statement (ES) (in Schedule 4) most of which also applies to the individual assessments; hence the EIA Regulations have guided the scope of this LVIA / CLVIA which is presented in this chapter and the accompanying figures – Volume 3a and appendices – Volume 4, and includes:

- Assessment Methodology and Significance Criteria – see Chapter 5 (Landscape and Visual Impact) – Volume 2 and Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4. These provide a description of the forecasting methods used to identify and assess the likely significant effects on landscape and visual amenity, including details of difficulties encountered and any uncertainties involved (Paragraph 6, Schedule 4, EIA Regulations).
- Landscape and Visual Baselines – see Chapter 5 (Landscape and Visual Impact) – Volume 2 and Appendix 5.3 (Baseline Landscape Character Analysis) and Appendix 5.4 (Yorkshire Wolds AONB: Proposed Designation Map) – Volume 4. These provide a description of the relevant aspects of the current (and likely future) environmental baselines, in terms of landscape resources and visual receptors (Paragraphs 3 and 4, Schedule 4, EIA Regulations).
- Proposed Development and Mitigation – see Appendix 5.5 (Characterisation of Proposed Development) – Volume 4. These provide a description of the physical characteristics of the Proposed Development and the main characteristics of the operational phase (and construction and decommissioning phases), that could have a significant effect on landscape and / or visual amenity (Paragraph 1, Schedule 4, EIA Regulations) and a description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on landscape and visual amenity (Paragraph 7, Schedule 4, EIA Regulations).
- Assessment of Effects, Assessment of Residual Effects and Cumulative Effects – see Chapter 5 (Landscape and Visual Impact) – Volume 2 and Appendix 5.6 (Viewpoint Analysis), Appendix 5.7 (Cumulative Viewpoint Analysis) and Appendix 5.8 (Residential Visual Amenity Assessment) – Volume 4. These provide a description of the likely significant effects of the development on the landscape and visual aspects of the environmental baseline resulting from the construction and operation (and decommissioning) of the Proposed Development, including effects that would be direct or indirect, discrete or cumulative, short, medium or long-term, permanent or temporary and beneficial (positive) or adverse (negative) (Paragraph 5, Schedule 4, EIA Regulations).
- Non-Technical Summary – see Non-Technical Summary – Volume 1. This provides a non-technical summary of the information provided (Paragraph 9, Schedule 4, EIA Regulations).
- References – see Chapter 5 (Landscape and Visual Impact) – Volume 2. This provides a reference list detailing the sources used for the descriptions and assessment (Paragraph 10, Schedule 4, EIA Regulations).

Policy

- 5.11 The relevant National and Local Policy documents include:
- *Overarching National Policy Statement for Energy (EN-1)* (DESNZ December 2025a) (NPS EN-1).
 - *National Policy Statement for Renewable Energy Infrastructure (EN-3)* (DESNZ December 2025b) (NPS EN-3).
 - *National Planning Policy Framework (NPPF)* (MHCLG December 2024).
 - *East Riding Local Plan Update 2020 – 2039: Strategy Document Update Adopted April 2025* (ERYC April 2025a), Policies:
 - S1 – Sustainable Development;
 - S2 – Addressing Climate Change;
 - S4 – Supporting Development in Villages and the Countryside;
 - S9 – Strengthening Blue / Green Infrastructure;
 - EC5 – Supporting the Renewable and Low Carbon Energy Sector;
 - ENV1 – Integrating High Quality Design;
 - ENV2 – Promoting High Quality Landscape; and
 - A2 – Bridlington Coastal sub area.
- 5.12 None of the policies in the *East Riding Local Plan Update 2020-2039: Allocations Document Update* (ERYC 2025b) are relevant to the scope and approach of the LVIA / CLVIA and the proposed landscape measures in Appendix 7.11 (oLBMEP) – Volume 4, and none of the Neighbourhood Plans in the ERYC area apply to the location of the development Site.
- 5.13 The policies in the above National and Local Policy documents that have guided the scope and approach of this LVIA / CLVIA and the proposed landscape measures in Appendix 7.11 (oLBMEP) – Volume 4 are set out in Appendix 5.1 (LVIA / CLVIA Method of Assessment) and Appendix 5.2 (LVIA / CLVIA Policy Context) – Volume 4.

Guidance and Standards

- 5.14 The relevant guidance documents include:
- *Planning Practice Guidance (PPG)* (UK Government, online).
 - *Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment* (UK Government, online).
 - *East Riding Design Code* (ERYC April 2025c).
 - *The East Riding of Yorkshire Landscape Character Assessment Update 2018* (AECOM October 2018).
 - *North Yorkshire and York Landscape Characterisation Project* (Chris Blandford Associates May 2011).
 - *An Approach to Landscape Character Assessment* (Natural England 2014)
 - *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition* (GLVIA3) (LI & IEMA April 2013).
 - *Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3): Technical Guidance Note LITGN-2024-01* (LITGN-2024-01) (LI August 2024).
 - *Landscape Character Assessment: Technical Information Note 08/2015* (TIN 08/15) (LI February 2016).

- *Assessing Landscape Value Outside National Designations: Technical Guidance Note 02/21* (TGN 02/21) (LI May 2021).
- *Visual Representation of Development Proposals: Technical Guidance Note 06/19* (TGN 06/19) (LI September 2019).
- *Residential Visual Amenity Assessment (RVAA): Technical Guidance Note 02/19* (TGN 02/19) (LI March 2019).
- *Guidance – Assessing the cumulative landscape and visual impact of onshore wind energy developments* (Nature Scot 2021).

- 5.15 The relevant aspects of the above documents that have guided the scope, approach and method of assessment for this LVIA / CLVIA and the proposed landscape measures in Appendix 7.11 (oLBMEP) – Volume 4 are set out in Appendix 5.1 (LVIA / CLVIA Method of Assessment), Appendix 5.2 (LVIA / CLVIA Policy Context) and Appendix 5.8 (Residential Visual Amenity Assessment) – Volume 4.

Assessment Methodology and Significance Criteria

Assessment Process

- 5.16 The LVIA / CLVIA has been undertaken in accordance with the detailed method of assessment described in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4. This is an iterative process comprising a series of stages, with each stage revisited during the assessment process (see Figure 5.1.1, Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4). This has enabled the findings of each stage, and the mitigation and enhancement measures identified, to be embedded into the siting, design, construction, operation and decommissioning of the Proposed Development and into the proposed landscape measures in Appendix 7.11 (oLBMEP) – Volume 4, in order to limit the likely significant adverse effects on the local and wider landscape and visual environment. As per Chapter 2 (Project and Site Description) – Volume 2 of the ES, a micrositing allowance of 25 m for turbines 1 – 5, and 10 m for turbine 6 is sought. The assessment as reported in this chapter has accounted for such an allowance in its conclusions.

Assessment Stages

- 5.17 The key stages of the process have included consultations, a review of current legislation, policy and good practice guidance, a review and analysis of the existing, predicted future and likely future landscape and visual baselines, a review of the characteristics of the Proposed Development that could affect landscape resources and visual amenity and the identification of mitigation and enhancement measures, visibility and viewpoint analyses and assessments of effects, residual effects, cumulative effects and residual cumulative effects on landscape resources and visual amenity. These stages have drawn on published documents and data, fieldwork observations and photography, computer modelling, computer-generated visibility plans and visualisations. Recognised data analysis techniques and quantifiable factors have been used wherever possible, and subjective professional judgement has been used where necessary.
- 5.18 The photography, 3D modelling, computer-generated visibility plans and visualisations have been undertaken in accordance with the methodology set out in Appendix 5.9 (Technical Methodology for LVIA Photography, ZTVs and Visualisations) – Volume 4. All technical terms are clearly defined in Appendices 5.1 and 5.9.

Assessment Criteria

Viewpoint Analyses

- 5.19 In accordance with GLVIA3, the viewpoint analyses have assessed the effects of the construction, operational and decommissioning phases of the Proposed Development on landscape character and views as two separate but linked assessments that follow the same process but with distinct assessment criteria. At each viewpoint, the value and susceptibility of the landscape resource (landscape character unit) or visual receptors have been determined from a selection of factors in order to determine the sensitivity of the landscape resource or visual receptors to the type of development proposed. Then the magnitude of change that would occur to the character of the landscape or the view at each viewpoint has been determined by a series of factors specific to the Proposed Development and location of the viewpoint. Finally, the sensitivity and magnitude are combined in order to predict the overall effects on landscape character or views (for various receptor types) at each viewpoint and whether these predicted effects would be significant (i.e., material to the decision-making process (see paragraph 5.1.3 in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4).
- 5.20 The criteria for assessing value, susceptibility, sensitivity, magnitude of change and the significance of effects on landscape character are set out in paras 5.1.76 – 5.1.87 and Tables 5.1.2 – 5.1.6 in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4.
- 5.21 The criteria for assessing value, susceptibility, sensitivity, magnitude of change and the significance of effects on views are set out in paras 5.1.88 – 5.1.102 and Tables 5.1.7 – 5.1.12 in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4.
- 5.22 The analysis at each viewpoint has been undertaken for four scenarios:
- Scenario 1: Assessment of Effects – the discrete effects of the Proposed Development (construction, operational and decommissioning phases), taking into account the embedded (primary) mitigation, in the context of the predicted future landscape and visual baseline (including the operational wind turbines and the TOREP).
 - Scenario 2: Assessment of Residual Effects – the discrete effects of the Proposed Development (construction, operational and decommissioning phases), taking into account the embedded (primary) mitigation and the further (secondary) mitigation (which would have established and would be effective during years 6 – 40 of the operational phase and during the decommissioning phase), in the context of the predicted future landscape and visual baseline (including the operational wind turbines and the TOREP).
 - Scenario 3: Assessment of Cumulative Effects – the additional cumulative effects of the Proposed Development (construction, operational and decommissioning phases), taking into account the embedded (primary) mitigation, in the context of the likely future baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area).
 - Scenario 4: Assessment of Residual Cumulative Effects – the additional cumulative effects of the Proposed Development (construction, operational and decommissioning phases), taking into account the embedded (primary) mitigation and the further (secondary) mitigation (which should have established and would be effective during years 6 – 40 of the operational phase and during the decommissioning phase), in the context of the likely future landscape and visual baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area).

Assessment of Effects

- 5.23 This has drawn on the findings of all the previous stages (pre-application consultations, legislation, policy and good practice guidance, predicted future landscape and visual baselines, the visual characteristics of the Proposed Development, mitigation and enhancement measures, and the visibility and viewpoint analyses) and has assessed the effects of the construction, operational and decommissioning phases of the Proposed Development, taking into account the embedded (primary) mitigation, and in the context of the predicted future baseline (Scenario 1). It uses professional judgement to determine whether there would be significant effects on landscape fabric, landscape character, landscape designations and visual amenity, based on the following definitions (see paras 5.1.104 – 5.1.109 in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4):

Effects on Landscape Fabric

- 5.24 Significant effects on landscape fabric would occur where:
- Significant beneficial effects – where the Proposed Development would result in the improvement of existing important / mature / diverse / distinctive landscape elements on the Site or would result in the reinstatement of landscape features which have previously been lost or degraded as the result of agricultural operations or other development.
 - Significant adverse effects – where the Proposed Development would result in the permanent loss (or long-term temporary loss) of important / mature / diverse / distinctive components and the effects cannot be adequately mitigated.

Effects on Landscape Character

- 5.25 Significant effects on landscape character would occur where:
- Significant beneficial effects – where the Proposed Development would materially enhance the quality (condition) of the landscape, would complement the existing character and / or where particularly valued characteristics, previously lost or degraded, would be reinstated.
 - Significant adverse effects – where the Proposed Development would become a key characteristic of the landscape, would contrast with the existing character, and / or where existing key characteristics would be permanently (or long term temporarily) lost or changed, and cannot be adequately mitigated.

Effects on Landscape Designations

- 5.26 Significant effects on landscape designations would occur where:
- Significant beneficial effects – where the Proposed Development would bring about a significant change in the special characteristics that underpin the purposes of the designation, and that change would significantly enhance the ability of the designation to fulfil those purposes.
 - Significant adverse effects – where the Proposed Development would bring about a significant change in the special characteristics that underpin the purposes of the designation, and that change would significantly compromise the ability of the designation to fulfil those purposes.

Effects on Visual Amenity

- 5.27 Significant effects on visual amenity would occur where:
- Significant effects – where the Proposed Development would result in significant changes in the primary view(s) at a location or along a route and the view(s) are valued and can be appreciated by receptors that are at that location for purposes that include the appreciation of the view(s).
- 5.28 Similar effects on visual amenity can be considered adverse by some people and beneficial by others. In order to assess a worst case, it has been assumed that all likely significant effects on visual amenity would be adverse, but the variability in public opinion should be taken into account by the decision maker in the planning decision.

Assessment of Residual Effects

- 5.29 This has drawn on the findings of all the previous stages and has also taken into account the further (secondary) mitigation and enhancement measures proposed in Appendix 7.11 (oLBMEP) – Volume 4 and has assessed the residual effects of the construction, operational phase and decommissioning phase of the Proposed Development on landscape fabric, landscape character, landscape designations and visual amenity, using the definitions above and in the context of the predicted future baseline (Scenario 2).

Assessments of Cumulative and Residual Cumulative Effects

- 5.30 This has drawn on the findings of all the previous stages and has taken into account the embedded (primary) mitigation measures (Scenario 3) and the further (secondary) mitigation and enhancement measures proposed in Appendix 7.11 (oLBMEP) – Volume 4 (Scenario 4) and has assessed the cumulative effects and residual cumulative effects of the Proposed Development on landscape fabric, landscape character, landscape designations and visual amenity, using the definitions above and in the context of the likely future baseline.

Acceptability of Significant Effects

- 5.31 Significant effects are not necessarily unacceptable effects. Whether the effects of a development on the environment are acceptable or unacceptable is a planning judgement made by the decision maker, taking into account the benefits of the scheme, its impacts on all environmental resources and receptors (of which landscape and visual amenity are just two aspects) and the national and local planning context.
- 5.32 Therefore, this LVIA / CLVIA does not discuss whether any predicted significant effects would be acceptable or not but has been undertaken in order to provide the decision maker with the environmental information on landscape and visual impacts necessary to inform their planning decision.

Assumptions and Limitations

Assumptions

Operational and Permitted Wind Turbines in the Study Area

- 5.33 The existing landscape and visual baseline of the study area includes several single wind turbines and two operational wind farms – Lissett Airfield and Fraisthorpe. Both of these wind farms are permitted to operate for 25 years, and it is likely that the single wind turbines also have 25-year permissions. It is understood that the construction phase of the Proposed Development would commence in early 2028 and could be connected to the grid in late 2028 / early 2029, so its 40-year operational life could extend to 2068 / 69. Consequently, the operational wind farms and single wind turbines could be present in the landscape and visual baseline for only part of the lifetime of the Proposed Development. For example:
- Lissett Airfield – was connected to the grid in 2009 and would be decommissioned in 2034. Therefore, unless permission is given to extend the life of this wind farm, it would be decommissioned during year 6 of the operational phase of the Proposed Development and would be in the baseline during the construction phase and the early years of the operational phase of the Proposed Development only.
 - Fraisthorpe – was connected to the grid in 2016 and would be decommissioned in 2041. Therefore, unless permission is given to extend the life of this wind farm, it would be decommissioned during year 13 of the operational phase of the Proposed Development and would be in the baseline during the construction phase and approximately one third of the operational phase of the Proposed Development only.
 - Single wind turbines in the study area – all these are already operational and may have time-limited permissions, so would be decommissioned at various times during the operational phase of the Proposed Development.
- 5.34 A number of the single wind turbines have recent permissions for replacement wind turbines (see Appendix 4.2 (Cumulative Long List) – Volume 4, Figure 4.1 (Long List of Cumulative Development) and Figure 4.2 (Long List of Cumulative Development – Focussed Area) – Volume 3) and these have been included in the likely future baseline (see Table 5.4 (Baseline Evolution) below).
- 5.35 It is likely that most of the operational single wind turbines in the study area will be subject to applications to extend or replaced them in due course. The owners / operators of Lissett Airfield and Fraisthorpe Wind Farms may submit applications to extend the operational lives of these schemes or to re-power these sites, possibly with fewer, taller wind turbines. It is also possible that additional applications for wind farms and single wind turbines in the study area will be submitted for consideration in the future. However, it is not possible to anticipate the scale and locations of future applications and the cumulative effects of future wind energy schemes with the Proposed Development would be considered as part of any future applications for these other sites.
- 5.36 The Carnaby Wind Farm was permitted in 2010 and, whilst the permission is still extant, the two wind turbines have not been installed and may or may not be installed in the future. However, it has been assumed that the permitted Carnaby Wind Farm would be constructed prior to the construction of the Proposed Development and operational during the lifetime of the Proposed Development.

- 5.37 Therefore, to avoid unnecessary complexity and to focus on the identification of the likely significant effects of the Proposed Development in the context of the existing and permitted wind energy schemes, it has been assumed that the existing operational wind farms and wind turbines would remain in the existing and predicted future baselines for the construction phase and at least part of the operational phase of the Proposed Development (Scenarios 1 and 2) and that the existing operational wind farms and wind turbines plus the permitted Carnaby Wind Farm and permitted single wind turbines (which would replace some of the existing operational single wind turbines) would be part of the likely future baseline for at least parts of the operational phase of the Proposed Development for the assessment of cumulative effects (Scenarios 3 and 4) (see Table 5.4 (Baseline Evolution) below).

Seasons and Timing of Phases

- 5.38 The construction phase is expected to commence in early 2028 and take up to 8 months with each activity lasting 1 – 3 months, as set out in Table 2.2 (Indicative Construction Programme) in Chapter 2 (Project and Site Description) – Volume 2. The decommissioning phase is also expected to last up to 8 months and, hence, both phases are likely to extend over 2 – 3 seasons. The operational phase would extend over all four seasons in each of the 40 years that the Proposed Development is operational.
- 5.39 The landscape and visual effects of each phase are likely to be greater in winter when the hedgerows and trees on the Site and in the surrounding area would be largely devoid of leaves, and less in summer when the hedgerows and trees would provide more screening in views from the surrounding area, albeit that more receptors are likely to be using the local rights of way during the summer months. Accordingly, in order to assess the worst-case scenario, the viewpoint analyses and Assessments of Effects, Residual Effects and Cumulative Effects have assessed the effects of the construction, operational and decommissioning phases in winter and provided commentary on how these effects would differ during the summer months where appropriate.

Three Oaks Renewable Energy Park (TOREP)

- 5.40 For Scenarios 1 – 4, it has been assumed that the TOREP (solar panels, access and maintenance tracks, battery storage, substation and associated development) would be constructed in advance of, and operational during, the lifetime of the Proposed Development. It has also been assumed that the LBMEP permitted as part of the TOREP would be fully implemented in advance of, and would mature during, the lifetime of the Proposed Development. The Proposed Development would not be constructed and operational until the TOREP was installed and its LBMEP implemented as the Proposed Development requires the substation permitted as part of the TOREP in order to be connected to the grid. Hence, the assessments of effects (Scenario 1), residual effects (Scenario 2), cumulative effects (Scenario 3) and residual cumulative effects (Scenario 4) of the construction and operational phases of the Proposed Development have assumed that the predicted future baseline and the likely future baseline would include the TOREP and the progressive maturing of the mitigation and enhancement measures in the permitted LBMEP.
- 5.41 As the TOREP would be constructed in advance of the Proposed Development and has a similar operational life of 40 years, it has also been assumed that the TOREP would be decommissioned and the TOREP site restored prior to the commencement of the decommissioning phase of the Proposed Development. Hence the assessments of effects (Scenario 1), residual effects (Scenario 2), cumulative effects (Scenario 3) and residual cumulative effects (Scenario 4) of the decommissioning phase of the Proposed Development have assumed that the predicted future baseline and the likely future baseline would include the tree and hedgerow planting in the permitted LBMEP but not the remainder of the TOREP.

oLBMEP

- 5.42 It been assumed that the mitigation and enhancement measures in Appendix 7.11 (oLBMEP) – Volume 4 would be implemented at the end of the construction phase and that the new trees and hedgerows would mature during the lifetime of the Proposed Development. Hence, the assessments of residual effects (Scenario 2) and residual cumulative effects (Scenario 4) of the operational phase (years 6 – 40) and the decommissioning phase of the Proposed Development have assumed that the predicted future baseline and the likely future baseline would also include the mitigation and enhancement measures in the oLBMEP.
- 5.43 The evolution of the predicted future and likely future baselines during the construction, operational and decommissioning phases of the Proposed Development is set out in Table 5.4 (Baseline Evolution) below.

Limitations

- 5.44 The following limitations have been experienced whilst undertaking this LVIA / CLVIA:
- All observations have been made from publicly accessible locations, so a degree of interpretation has been required in order to assess views from rear gardens and windows in the rear façades of residential properties that are not visible from nearby roads and PRowS.
 - There is a degree of uncertainty regarding the number, scale and location of wind turbines in the predicted future and likely future baselines during the lifetime of the Proposed Development.
- 5.45 However, the views from the rear of properties have been informed by computer-generated wireframes and minimal screening by garden vegetation has been assumed (in order to assess the worst-case scenario) and realistic assumptions have been made regarding the presence of wind turbines in the predicted future and likely future baselines (as per assumptions above), to enable robust assessments in this LVIA / CLVIA:

Baseline Conditions and Receptors

The Development Site

Location and Context

- 5.46 The location and local context of the Site are illustrated on Figure 5.5 (Local Public Rights of Way) – Volume 3a. The Proposed Development Site is located on Thornholme Field, a south-east facing slope above the hamlets of Thornholme and Haisthorpe, 4 km west of Bridlington, in the East Riding of Yorkshire. The village of Burton Agnes is just under 1.5 km to the south-west of T4 and the village of Carnaby is 2.6 km to the east of T6.
- 5.47 The A614 runs along the base of the slope (1.3 km south of T4) and Woldgate runs along the top of the slope (0.3 km north of T1). Two roads run down the slope, Rudston Road and Back Lane (0.55 km west of T1) and Church Lane (1.4 km east of T3). These are connected by a network of public rights of way (PRow – bridleways, footpaths and farm tracks defined on the Ordnance Survey Explorer map sheet 295 as 'other routes with public access') (see Figure 5.5 (Local Public Rights of Way) – Volume 3a). The Bridlington to Driffield railway line is 1.5 km

south of T4, T5 and T6 and the Carnaby Industrial Estate is just beyond the railway line, 2 km south – south-east of T6.

- 5.48 The surrounding dip slope rises to approximately 83 mAOD (on Woldgate to the north between T2 and T3) and down to 17 mAOD (on the A614 to the south near Haisthorpe) over a distance of approximately 2 km (giving an average gradient of 1 in 30 or 2°). Dry valleys, typical of a chalk landscape, run downhill and create undulations in the slope. This slope defines the southern boundary of the Yorkshire Wolds National Character Area (NCA 27) (see Figure 5.2 (National Landscape Character Areas and National Landscape Designations) – Volume 3a).
- 5.49 The slope is open with large rectangular fields mainly in arable crop production. The field pattern is defined by tracks and intermittent hedgerows with few hedgerow trees that run down the slope and by the patchwork of different crops, as most of the hedgerows running across the slope have been removed.
- 5.50 There are no woodlands on or immediately adjacent to the Site but there are some notable shelterbelts and woodlands on the surrounding slopes to the east and west, including around Haisthorpe Hall, between the Site and Carnaby Temple and at Burton Agnes.

Site Description

- 5.51 The Proposed Development Site is defined by the red line boundary on Figure 2.2 (Indicative Site Layout Plan) – Volume 3 and encompasses 23.83 ha, 5.34 ha of which would be the operational development footprint (wind turbines, Site access and maintenance tracks and crane hardstandings). The Site varies in elevation from approximately 18 mAOD at the junction off the A614 onto the unnamed 'other route with public access', to 61.5 mAOD at the base of T1. The Site access would be via an 'other route with public access' that runs up the slope and the Site also encompasses parts of six fields, one of which is within the boundary of the adjacent TOREP.
- 5.52 The majority of the land within the red line boundary is in arable production with hedgerows running down the slope alongside the 'other routes with public access'. Most of the field boundaries running parallel to the slope on the Site may have once been defined by hedgerows too but these have been removed.
- 5.53 Two 66kV overhead electricity distribution lines (double poles and three cables) run parallel with the slope and across the Site. One crosses the access track between the two turbine rows, and one crosses the access track to the south of the wind turbines.
- 5.54 The landscape fabric of the Site consists of the existing field pattern, the vegetation within the fields, and the field boundary hedgerows, as described above. It is understood that none of the hedgerows on the Site are considered 'important' for ecological or cultural heritage reasons (under The Hedgerows Regulations 1997).
- 5.55 With regards to landscape character and designations, the Site is located in:
- National Character Area (NCA 27): Yorkshire Wolds (see Figure 5.2 (National Landscape Character Areas and National Landscape Designations) – Volume 3a).
 - Landscape character type (LCT 13): Open High Rolling Farmland and Landscape Character Area (LCA 13D): North Wolds Plateau Farmland (see Figure 5.3.1 (Local Landscape Character Areas and Local Landscape Designations – ERYC) – Volume 3a and Appendix

5.3 (Baseline Landscape Character Analysis) – Volume 4). The landscape character of the Site is typical of LCA 13D.

- Yorkshire Wolds Important Landscape Area designated in the Local Plan (ERYC 2025a) (see Figure 5.3.1 (Local Landscape Character Areas and Local Landscape Designations – ERYC) – Volume 3a).

5.56 With regards to visual receptors on the Site, these would be:

- Walkers, cyclists and equestrians on the two PRow ('other routes with public access') that run down the slope. One crosses the on-site tracks between T1 and T2 and between T4 and T5 and the other crosses the on-site tracks between T2 and T3 and between T5 and T6 (see Figure 5.5 (Local Public Rights of Way) – Volume 3a).

5.57 The sensitivity of the landscape resources and visual receptors on the Site and in the wider study area are discussed in the section below (The Study Area).

The Study Area

5.58 The LVIA and CLVIA have focussed on a 20 km radius study area, centred on the Site (see Figures 5.1 – 5.5 – Volume 3a), as this includes all the landscape resources and visual receptors in the baseline that are likely to be significantly affected by the Proposed Development. This is the study area proposed to the Council during the pre-application consultations.

5.59 In order to focus on likely significant effects, different aspects of the LVIA / CLVIA have focussed on certain parts of this study area as follows:

- Assessments of effects and residual effects on landscape fabric – have focussed on the landscape elements on the development Site (within the red line boundary).
- Assessments of effects and residual effects on landscape character – have focussed on the landscape character of the development Site and immediate surrounding area (defined as the fields between the A614 to the south and Woldgate to the north and between Rudston Road / Back Lane to the west and West Back Side to the east which would include the TOREP), as well as the LCAs and LCTs in the wider study area.
- Assessments of effects and residual effects on landscape designations – have considered all the landscape designations within the study area.
- Assessments of effects and residual effects on visual amenity of receptors generally – have considered a range of visual receptors across the study area.
- Assessments of effects and residual effects on the visual amenity of walkers, cyclists and equestrians on the local PRow network – have considered users of the public footpaths, public bridleways, byways open to all traffic (BOATs) and other routes with public access within 5 km of the Site centre (see Figure 5.5 – Volume 3a).
- Residential visual amenity assessment (RVAA) – has considered the effects on properties within and just beyond 10 x rotor diameter (1.17 km) from the nearest wind turbine (see Figure 5.44 – Volume 3a) as this is the zone within which the Proposed Development could exceed the RVAA threshold.
- Assessments of cumulative effects and residual cumulative effects – have considered the landscape resources and visual receptors across the study area.

Landscape Character

National Landscape Character Areas

- 5.60 The landscapes in England have been described and characterised into National Landscape Character Areas (NCAs). As illustrated on Figure 5.2 (National Landscape Character Areas and National Landscape Designations) – Volume 3a, three NCAs extend into the study area:
- NCA 26: Vale of Pickering – this extends from the coast westwards across the northern part of the study area and is at least 10 km north of the Proposed Development.
 - NCA 27: Yorkshire Wolds – this extends from the coast and Flamborough Head westwards across the central part of the study area, and the Site is located close to the southern boundary of this NCA.
 - NCA 40: Holderness – this includes Bridlington and extends from the coast westwards across the southern part of the study area.
- 5.61 The NCAs are large scale units within which there is a wide divergence of landform and landscape character and, whilst they have informed more detailed landscape character assessments, these NCAs are not an appropriate scale to form the landscape character units within the predicted future and likely future baselines for the Proposed Development.

Landscape Character Types and Landscape Character Areas

- 5.62 The landscapes of East Riding are described and characterised in the *East Riding of Yorkshire Landscape Character Assessment Update 2018* (AECOM October 2018). This takes the five NCAs that extend into the East Riding of Yorkshire (Vale of York, Humberhead Levels, Yorkshire Wolds, Holderness, and Humber Estuary) and sub-divides these into landscape character types (LCTs), each of which is sub-divided into up to eight landscape character areas (LCAs).
- 5.63 LCTs are landscape units that are generic in nature and are defined by a broadly similar combination of geology, soils, topography, drainage patterns, historic and contemporary land uses, vegetation, field, road and settlement patterns, and perceptual and aesthetic attributes. They may be relatively homogenous or may be variable in character and may occur in several locations within a study area.
- 5.64 LCAs are single unique areas which are discrete geographical areas of a particular landscape type and are relatively homogeneous in character, with a particular combination of geology, soils, topography, drainage patterns, historic and contemporary land use, vegetation, field, road and settlement patterns, and perceptual and aesthetic attributes.
- 5.65 Seven LCTs and twenty-six LCAs within the East Riding of Yorkshire extend into the study area (see Figure 5.3.1 (Local Landscape Character Areas and Local Landscape Designations – ERYC) – Volume 3a). In this study area, the LCAs have been selected to inform the landscape character baseline (see Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4) against which the effects of the Proposed Development on landscape character have been assessed.
- 5.66 The landscapes of North Yorkshire are described and characterised in the *North Yorkshire and York Landscape Characterisation Project* (Chris Blandford Associates May 2011). This identifies LCTs and nine of these extend into the northern part of the study area (see 5.3.2

(Local Landscape Character Types – North Yorkshire) – Volume 3a). As shown on Figure 5.3.2, LCTs 17, 18, 19 and 20 extend across in East Riding of Yorkshire, which is now characterised in the *East Riding of Yorkshire Landscape Character Assessment Update 2018* (AECOM October 2018). Therefore, the LCTs in the *North Yorkshire and York Landscape Characterisation Project* (Chris Blandford Associates May 2011) have informed the landscape character baseline within North Yorkshire only.

Landscape Designations

Flamborough Head Heritage Coast

- 5.67 As shown on Figure 5.2 (National Landscape Character Areas and National Landscape Designations) – Volume 3a, the Flamborough Head Heritage Coast designation extends around Flamborough Head from Bridlington to Reighton. It includes the coastline and has both a narrow sea component and also an inland component that extends as far inland as the Bridlington to Filey railway line and a short section of the A165. At its closest, it is 9 km east-north-east of T3. Heritage Coasts are designated by Natural England and so are National but non-statutory landscape designations, designated for their landscape and recreational value. England has 32 Heritage Coasts, defined between 1973 and 2001. The objectives of the designation include the conservation of their natural beauty and heritage, the enhancement of public enjoyment and understanding, the improvement of the health of inshore waters and supporting the needs of businesses and communities (Natural England 2022). The particular characteristics of the Flamborough Head Heritage Coast include its spectacular chalk cliffs and recreation value¹.

Yorkshire Wolds and Flamborough Head Heritage Coast Important Landscape Areas

- 5.68 As shown on Figure 5.3.1 (Local Landscape Character Areas and Local Landscape Designations – ERYC) – Volume 3a, there are two Important Landscape Areas (ILAs) (Yorkshire Wolds and Flamborough Head Heritage Coast ILAs) that extend across the study area. These are designated in the Local Plan (ERYC April 2019) and shown on the Proposals Map². They are primarily designated under Policy ENV2: *Promoting a high quality landscape* and are also mentioned in two other policies, Policy EC5: *Supporting the energy sector* and Policy ENV5: *Strengthening green infrastructure* (see Appendix 5.2 (LVIA / CLVIA Policy Context) – Volume 4) and the purpose of the ILA designation is to protect and enhance landscape characteristics and features. The two ILAs are shown as one continuous area on the Proposals Map but, if the Flamborough Head Heritage Coast ILA coincides with the Flamborough Head Heritage Coast designation (see Figure 5.2 (National Landscape Character Areas and National Landscape Designations) – Volume 3a), then the Site is located in the Yorkshire Wolds ILA.

Proposed Yorkshire Wolds AONB

- 5.69 Natural England has proposed the designation of the Yorkshire Wolds Area of Outstanding Natural Beauty (AONB) (National Landscape)³. This proposal went out to statutory and public consultation which ended in January 2025. Natural England considered all of the responses and evidence, revisited some areas for consideration (which included some minor boundary changes) and produced a detailed Consultation Response Analysis Report. It has since

¹ <https://nationalcharacterareas.co.uk/yorkshire-wolds/key-characteristics/>

² <https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/>

³ <https://consult.defra.gov.uk/ne-landscape-heritage-and-geodiversity-team/yorkshire-wolds-designation/>

published notification of its intention to 'make' (sign and seal) the designation Order in the London Gazette and local newspapers and deposited a copy of the draft Order and associated maps at various locations in and around the Yorkshire Wolds and online⁴.

- 5.70 A copy of Map 3 which is attached to the draft Order is provided in Appendix 5.4 (Yorkshire Wolds AONB – Proposed Designation Map) – Volume 4 with the location of the Proposed Development indicated. As illustrated by this map, parts of the proposed Yorkshire Wolds AONB would be to the west, north and north-west of the Site, with the Proposed Development located at least 7.5 km from the proposed AONB boundaries. Following the Notice Period (4 February – 6 March 2026), Natural England will analyse all representations, will make any consequent changes, if required, and will then proceed with the preparation of the documentation for making and submitting an Order to the Secretary of State for confirmation. The designation will not come into effect unless and until the Secretary of State confirms the Order. There is no timescale for this. Therefore, the proposed Yorkshire Wolds AONB is not currently a landscape designation but could become a statutory landscape designation during the lifetime of the Proposed Development. For the purposes of this assessment, it has been assumed that the Yorkshire Wolds AONB will be confirmed during the lifetime of the Proposed Development and that the extent of the designation will be as illustrated in Map 3 attached to the draft Order (i.e., as illustrated in Appendix 5.4 (Yorkshire Wolds AONB – Proposed Designation Map) – Volume 4).

Visual Receptors

- 5.71 The visual baseline of the study area is composed of the existing views and visual amenity enjoyed by visual receptors in the locality. The main visual receptor groups and their locations in the study area are shown on Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) and Figure 5.5 (Local Public Rights of Way) – Volume 3a and include:
- Residents – in towns, villages, individual farmsteads and residential properties.
 - Visitors – to visitor attractions.
 - Walkers, cyclists and equestrians – on National Trails, the National Cycle Network, long distance recreational routes, rides and trails and the local PRoW network.
 - Railway passengers – on railway routes.
 - Motorists – on the road network.
- 5.72 As illustrated by the ZTVs in Figure 5.7 (ZTV – Extent of Theoretical Visibility (Blade Tip) – Three Oaks (20 km radius)) and Figure 5.8 (ZTV – Extent of Theoretical Visibility (Nacelle) – Three Oaks (20 km radius)) – Volume 3a, the Proposed Development would not be visible from all parts of the study area and views of the Proposed Development would be further reduced by intervening vegetation and built form. Therefore, the assessment of effects on views and visual amenity has focussed on the locations within the theoretical zones of visibility where there would be views of the Proposed Development, in order to identify the likely significant effects on views and visual amenity.

Residents

- 5.73 Residents in the study area that are within potential zones of visibility are located in:
- Towns – Bridlington and Driffield.

⁴ <https://www.gov.uk/government/publications/yorkshire-wolds-area-of-outstanding-natural-beauty-proposed-designation>

- Villages – Haisthorpe, Thornholme, Burton Agnes, Carnaby, Rudston, Harpham, Kilham, Nafferton, Fraisthorpe and Barmston.
- Farmsteads – on the Holderness Plain to the south and on the rolling Yorkshire Wolds to the north.

Visitors

5.74 As illustrated on Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) – Volume 3a, there are a large number of camping and caravan sites in the study area as well as a country park, several nature reserves, scenic viewpoints and historic sites open to the public, numerous golf courses and also other visitor attractions such as a wildlife park, a zoo, a trekking centre, several museums and some locations associated with paintings by David Hockney. Most of these are concentrated around the coastline or are within Bridlington where views would be screened by built form. Views from others would be screened by intervening trees and woodland. Therefore, the assessment of effects on views and visual amenity has focussed on the locations where visitors would gain views of the Proposed Development from visitor attractions including:

- A David Hockney painting location on Woldgate.
- Burton Agnes Hall and gardens.
- All Saints Church and the Monolith, Rudston.
- Carnaby Temple.
- St John the Baptist Church, Carnaby.
- 158 Squadron Memorial near Lissett Airfield Wind Farm.
- Skipsea Castle.

Walkers, Cyclists and Equestrians

5.75 As illustrated on Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) – Volume 3a, there are three National Trails, three National Cycle Network routes, twelve long distance recreational routes and two long distance rides in the study area. The routes where visitors could gain views of the Proposed Development include:

- National Trail – King Charles III England Coast Path.
- National Cycle Network (NCN) Route 1.
- Long Distance Recreational Routes along Woldgate – Beverley Minster to Bridlington Priory, Blackpool to Bridlington (Aerospace Way), East Riding Heritage Way and Way of the Roses.

5.76 The Cleveland Way and Yorkshire Wolds National Trails, NCN routes 164 and 166, Centenary Way, Coastliner Way, Head to Head, Lake Pickering Circuit, Minster Way, Three Ridings on Foot, Wild Yorkshire Way, and Wold Rangers Way long distance recreational routes, and the Kirby Grindalythe and Ride the Wolds long distance rides are all at a distance from the Proposed Development and largely outside zones of visibility.

Railway Passengers

5.77 The Driffield to Bridlington railway line crosses the Holderness Plain to the south of the A614 and is largely at grade (i.e., not in cuttings) but with tall vegetation alongside the track so visitors may gain occasional views towards the Proposed Development from parts of this route.

Motorists

- 5.78 There is an open network of main roads, minor roads and single-track lanes on the undulating Wolds to the north, down the Wolds slope to either side of the Site and also on the flat Holderness Plain to the south. In particular:
- Main roads – A614 that runs from Driffeld to Bridlington and the A165 that runs from Bridlington to Beeford.
 - Minor roads – B1253 through Rudston.
 - Single-track lanes – Woldgate, West Back Lane (Haisthorpe), Rudston Road and Back Lane (Burton Agnes), and Church Lane (Carnaby).

Other Developments

- 5.79 All existing developments in the study area are in the existing and predicted future baselines. These include the two operational wind farms – Lissett Airfield and Fraisthorpe, over 50 single wind turbines, one solar farm and also several small-scale ground mounted solar installations. The permitted solar farm (TOREP) has also been included in the predicted future baseline for the LVIA (Scenarios 1 and 2) and in the likely future baseline for the CLVIA (Scenarios 3 and 4), as this will be constructed and operational prior to the construction of the Proposed Development. The details of these are set out in Table 5.2 (Operational and Permitted Renewable Energy Developments in the Study Area) below.

Table 5.2: Operational and Permitted Renewable Energy Developments in the Study Area

Name	Scale	Distance	Operational life
<i>Operational wind farms and wind turbines:</i>			
Lissett Airfield Wind Farm	12 x 125 m to tip wind turbines	6.8 km S (T4)	25 years (2009 – 2034)
Fraisthorpe Wind Farm	9 x 130 m to tip wind turbines	4.7 km SE (T6)	25 years (2016 – 2041)
Single wind turbines (> 50)	19.5 m – 77.0 m to tip wind turbines	2.3 km – 16 km (T1 – T6)	Typically 25 years
<i>Operational solar farms:</i>			
Scurf Dyke solar farm	>50ha / 49.9MW	13.5 km SSW (T4)	40 years (c 2024 – 2064)
Ground mounted solar installations (>20)	Small scale < 1ha	3.8 km – 20 km (T1 – T6)	unknown
<i>Permitted wind farms and wind turbines:</i>			
Carnaby Wind Farm	2 x 125 m to tip wind turbines	2.2 km ESE (T6)	25 years (unknown)
Single wind turbines (c 14)	34.2m – 59.5m to tip wind turbines	1.9 km – 10 km (T1 – T6)	Typically 25 years
<i>Permitted solar farms:</i>			
Three Oaks Renewable Energy Park (TOREP) (solar)	65.8ha / 39MW	Adjacent	40 years (c 2027 – 2067)

Name	Scale	Distance	Operational life
The Beeches, Skerne solar farm	59ha / 30MW	9.7 km SW (T4)	40 years
Sunderlandwick solar farm	76.38ha / 49.9MW	11.7 km SW (T4)	40 years

- 5.80 The permitted Carnaby Wind Farm, 14 permitted single wind turbines and 2 permitted solar farms have been included in the likely future baseline for the CLVIA (Scenarios 3 and 4), as these are not yet built but could be built during the lifetime of the Proposed Development. All the permitted single wind turbines are replacements for existing operational wind turbines and are similar in appearance (i.e., three bladed down-wind rotors with nacelles and tapered cylindrical towers). Two are similar in height to the ones they will replace, most are only slightly taller in height, and one is 15 m taller but would replace two smaller wind turbines. The details of these are also set out in Table 5.2 above.
- 5.81 In comparison with the developments listed in Table 5.2, the Proposed Development would be a wind farm consisting of 6 x 149.9 m to tip wind turbines with an operational life of 40 years (c 2028 / 29 – 2068 / 69).
- 5.82 Chapter 4 (EIA Assessment Methodology) sets out a screening exercise that has been undertaken to identify other developments that have been permitted in the last 5 years within the study area that could materially affect the various baselines for the EIA. These include an extension to the existing water treatment plant in Haisthorpe, a replacement agricultural building and a new slurry store at White House Farm, Haisthorpe, a livestock building adjacent to several existing agricultural buildings at High Caythorpe Farm, a small housing development on the west side of Burton Agnes village, a large housing development on the outskirts of Kilham, new office and industrial buildings on the Carnaby Industrial Estate and a replacement 5G mast in Hallowkiln Wood off Woldgate. These are listed in Appendix 4.2 (Cumulative Long List) – Volume 4 and illustrated on Figure 4.1 (Long List of Cumulative Development) and Figure 4.2 (Long List of Cumulative Development – Focussed Area) – Volume 3).
- 5.83 The agricultural buildings are all within existing agricultural farmsteads and the housing developments are adjacent to existing villages so are unlikely to significantly change the landscape and visual baseline of the study area. The 5G mast is a replacement for an existing communications mast. Some of the permitted developments on the Carnaby Industrial Estate have already been built and, in general, all are similar in scale and appearance to existing buildings on the Industrial Estate so are unlikely to significantly change the landscape and visual baseline.
- 5.84 All the other permitted developments listed in Appendix 4.2 (Cumulative Long List) – Volume 4 that have been constructed are part of both the predicted future baseline for the LVIA (Scenarios 1 and 2) and the likely future baseline for the CLVIA (Scenarios 3 and 4) and the ones that are not yet constructed have been considered as part of the likely future baseline for the CLVIA (Scenarios 3 and 4), as explained under 'Baseline Evolution' below.

Baseline Landscape Character Analysis

- 5.85 The Baseline Landscape Character Analysis presented in Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4 has examined the eight LCAs in ERYC where the ZTVs (Figures 5.7 and 5.8 – Volume 3a) and fieldwork observations suggest there could be extensive areas of intervisibility, in order to identify the likely significant effects on landscape character. These are LCAs 13D, 13E, 13F, 15A, 16D, 18E, 19C and 20C (see Figure 5.3.1 (Local

Landscape Character Types and Areas and Local Landscape Designations – ERYC) – Volume 3a).

- 5.86 The only LCT in North Yorkshire where the ZTVs (Figures 5.7 and 5.8 – Volume 3a) and fieldwork observations suggest there could be areas of intervisibility is LCT 19 (see Figure 5.3.2 (Local Landscape Character Types – North Yorkshire) – Volume 3a). However, this has a similar character to, and is effectively a continuation of LCA 13E, but more distant and the subsequent assessments of effects of the construction, operational and decommissioning phases on landscape character presented in this chapter suggest that there would not be any significant effects on landscape character within LCA 13E, so LCT 19 in North Yorkshire has not been analysed in Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4 or discussed in the assessments of effects on landscape character in this chapter.
- 5.87 Consequently, the Baseline Landscape Character Analysis has focussed on the eight LCAs in ERYC only. Tables 5.3.1 – 5.3.8 in Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4, summarise their locations, key characteristics, aesthetic and perceptual factors, other development, landscape designations (see Figure 5.2 (National Landscape Character and National Landscape Designations) and Figure 5.3.1 (Local Landscape Character Types and Areas and Local Landscape Designations – ERYC) – Volume 3a), recreational opportunities (see Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) and Figure 5.5 (Local Public Rights of Way) – Volume 3a), natural and cultural heritage, associations, functions, the nature of views and relevant landscape policies and strategies (as per the approach described in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4), focussing on the parts of these LCAs that are within zones of visibility on the ZTVs (Figures 5.7 and 5.8 – Volume 3a).
- 5.88 This information is based on fieldwork observations, the Ordnance Survey Explorer 1:25,000 maps (sheets 294, 295, 300 and 301), aerial photography, *The East Riding of Yorkshire Landscape Character Assessment Update 2018* (AECOM October 2018), the *East Riding Local Plan 2012 – 2029: Strategy Document Adopted April 2016* (ERYC April 2019) and other published information.
- 5.89 Each LCA has then been evaluated to identify its value and susceptibility to the type of changes that could be brought about by a development of this nature, scale and location, in order to define its sensitivity to this type of development, using the criteria set out in Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4. As noted in Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4, the evaluation of the susceptibility and, therefore, sensitivity of each landscape unit takes into account whether the LCA is the host unit or a non-host unit for the Proposed Development. A summary of Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4 is presented in Table 5.3 below.
- 5.90 These levels of sensitivity apply broadly to each landscape unit. However, a number of the viewpoints selected to represent views of the Proposed Development (see Appendix 5.6 (Viewpoint Analysis) – Volume 4) are located within, or within the curtilage of, heritage assets with National cultural heritage designations (Conservation Areas, Listed Buildings and Scheduled Monuments) so the landscape sensitivity at these locations has been assessed as *high* due to their National value and susceptibility to development of this type.

Table 5.3: Summary of Baseline Landscape Character Analysis

Landscape Unit	Landscape Designation	Value	Susceptibility	Sensitivity
LCA 13D	Yorkshire Wolds ILA	County	Susceptible	High / medium
LCA 13E	Small part in Flamborough Head Heritage Coast	National	Moderate susceptibility	High / medium
	Flamborough Head ILA Yorkshire Wolds ILA	County		Medium
LCA 13F	Flamborough Head Heritage Coast and Flamborough Head ILA / parts of the proposed Yorkshire Wolds AONB	National	Susceptible	High
LCA 15A	Yorkshire Wolds ILA	County	Susceptible	High / medium
LCA 16D	Small part in Yorkshire Wolds ILA	County	Moderate susceptibility	Medium
	None	Local		Medium
LCA 18E	Very small part in Yorkshire Wolds ILA	County	Moderate susceptibility	Medium
	None	Local		Medium
LCA 19C	Very small part in Yorkshire Wolds ILA	County	Moderate susceptibility	Medium
	None	Local		Medium
LCA 20C	None	Local	Moderate susceptibility	Medium

Baseline Evolution

- 5.91 Between the date of this assessment (March 2026) and the commencement of construction in early 2028, the main changes to the existing baseline would be the construction and presence of the TOREP and the implementation of the permitted LBMEP, which have been included in a predicted future baseline.
- 5.92 The predicted future baseline could also evolve over the lifetime of the Proposed Development due to a number of other factors, in particular:
- Existing developments – the decommissioning of some existing operational developments which have operational lifetimes that are limited by conditions on their planning permissions.
 - Permitted developments – the construction and operation of recently permitted developments (which may or may not be constructed and operational during the lifetime of the Proposed Development).
 - Permitted LBMEP – the management of the existing hedgerows and the progressive establishment of the permitted new tree and hedgerow planting.
 - oLBMEP – the management of the existing hedgerows and the progressive establishment of the proposed new hedgerow planting.
 - Effects of climate change.
 - Changes in land management policies, strategies and practices.

- 5.93 To reflect the different timescales and degrees of certainty around the existing and permitted developments, this LVIA / CLVIA has defined existing, predicted future and likely future baselines. Table 5.4 below lists the elements (landscape resources, visual receptors, renewable energy and other developments) that would be in each baseline and, based on their construction, operation and, where known, their decommissioning dates (as per paras 5.79 – 5.84 and Table 5.2 above), when they would be present in each baseline for each scenario where grey shade  means present and no grey shade  means not present.
- 5.94 These baselines may also evolve over the lifetime of the Proposed Development due to the effects of climate change. Appendix 4.1 (Climate Projections) – Volume 4 of the ES provides an overview of the likely changes in climatic conditions at the Site resulting from climate change across the lifespan of the Proposed Development, based on the UKCP18 probabilistic climatic projections. The 5th percentile suggests that, by 2069 (decommissioning), the average annual temperature could rise by 2.64°C against baseline levels (1981 – 2000) and the average annual precipitation could fall slightly by approximately 1.2%. This would result in warmer, drier summers (with average temperatures up by approximately 3.1°C and average precipitation down by approximately 22.6%) and warmer, wetter winters (with average temperatures up by approximately 2.3°C and average precipitation up by approximately 11.7%).
- 5.95 Some existing species, such as hawthorn (which predominates in the hedgerows) and sycamore (which predominates in the shelterbelts), are likely to cope with warmer, drier summers and warmer, wetter winters but other species may be less successful. These changes in seasonal conditions could result in changes to the species composition of vegetation (e.g., along road verges, in hedgerows and woodlands) with a decline in species that are not suited to the changing seasonal conditions or as a consequence of a rise in plant pathogens more suited to these conditions that could, in turn, result in the decline in certain species. These changes in species composition would be gradual, other species more suited to the changing climatic conditions may naturally colonise and / or could be planted to fill any consequent gaps in hedgerows and woodlands. Consequently, whilst the climatic projection identified is likely to change the composition and appearance of vegetation in the study area to a degree, it is not expected have a material impact upon the overall height and distribution of vegetation within the baselines as identified in this chapter.
- 5.96 Land management policies, strategies and practices could result in changes to the composition and appearance of vegetation in the study area over the next 40 years or so. However, this is not possible to predict and the evolution of the baseline due to changes in land management policies, strategies and practices has not been considered.

Table 5.4 – Evolution of the Landscape and Visual Baselines

	LVIA Scenario 1				LVIA Scenario 2				CLVIA Scenario 3				CLVIA Scenario 4			
Elements in each baseline	Predicted future baseline				Predicted future baseline				Likely future baseline				Likely future baseline			
	Construction phase	Operational Phase (Years 1 – 5)	Operational Phase (Years 6 – 40)	Decommissioning Phase	Construction phase	Operational Phase (Years 1 – 5)	Operational Phase (Years 6 – 40)	Decommissioning Phase	Construction phase	Operational Phase (Years 1 – 5)	Operational Phase (Years 6 – 40)	Decommissioning Phase	Construction phase	Operational Phase (Years 1 – 5)	Operational Phase (Years 6 – 40)	Decommissioning Phase
Existing baseline:																
Existing landscape resources and visual receptors																
Lissett Airfield (until 2034)																
Fraisthorpe (until 2041)																
Single wind turbines																
All other existing developments																
Predicted Future Baseline – in addition to existing baseline:																
Three Oaks Renewable Energy Park (TOREP)																
Permitted LBMEP – management of existing hedges																
Permitted LBMEP – new tree and hedgerow planting																
oLBMEP – management of existing hedges																
oLBMEP – new																

	LVIA Scenario 1				LVIA Scenario 2				CLVIA Scenario 3				CLVIA Scenario 4			
Elements in each baseline	Predicted future baseline				Predicted future baseline				Likely future baseline				Likely future baseline			
hedgerow planting																
Likely Future Baseline – in addition to existing and predicted future baselines:																
Permitted Carnaby Wind Farm																
Other permitted wind turbines																
Other permitted developments																

Primary & Tertiary Mitigation

Primary Mitigation

- 5.97 The primary mitigation measures that have been embedded into the siting, design, construction, operation and decommissioning of the Proposed Development, and would limit the effects on landscape and visual amenity, are described below. These are the mitigation measures that would be delivered as part of the planning permission and have been relied upon in the Assessment of Effects and Cumulative Effects (Scenarios 1 and 3).

Construction Phase Mitigation

- 5.98 The following mitigation measures have been embedded into the construction phase of the Proposed Development which will limit effects on the landscape fabric of the Site:
- Installing measures to protect existing trees and hedgerows on the Site for the duration of the construction phase.
 - Constructing the Site entrance and track layout at an early stage in the construction phase and limiting all vehicle movements to the tracks, to minimise the degree of disturbance to ground vegetation on the Site.
 - Surfacing the Site tracks and crane hardstandings in locally sourced aggregate or crushed stone similar to farm tracks in the locality.
 - Minimising the length of hedgerows to be removed at the Site entrance, along the access track and at the passing bays.
 - Utilising existing field entrances, where feasible, to accommodate the track layout, to minimise the permanent loss of hedgerows on the Site.
 - Retaining all topsoil and subsoil excavated during the construction phase and using these site-derived soils for the reinstatement works at the end of the construction phase.
 - Reinstating the two temporary construction compounds and all areas temporarily disturbed by the works at the end of the construction phase to limit the long-term effects on landscape fabric.

Operational Phase Mitigation

5.99 The following mitigation measures have been embedded into the siting and operation of the Proposed Development which will limit effects on landscape character and designations and visual amenity of the Site and surrounding area:

- Selecting a site that is not within or near any landscapes with the highest (statutory) protection, such as National Parks and National Landscapes (AONBs) (NPPF paragraph 189) or other nationally valued (non-statutory) landscapes, such as Heritage Coasts (NPPF paragraph 191).
- Selecting a site that already has a permitted substation and a grid connection that can accommodate the export capacity of the Proposed Development, thereby avoiding the need for a new substation and new grid connection to the local electricity distribution network.
- Selecting a site close to a main highway and with an existing access track, thereby limiting the length of new access tracks on the Site.
- Limiting the number of elements that will be visible on the Site to just six wind turbines, six transformer housings, the anemometer mast, the modified Site entrance and the on-site tracks and hardstandings (which will be allowed to grass over).

Decommissioning Phase Mitigation

5.100 The following mitigation measures have been embedded into the decommissioning phase of the Proposed Development which will limit effects on the landscape fabric of the Site:

- Installing measures to protect existing trees and hedgerows on the Site for the duration of the decommissioning phase.
- Limiting all vehicle movements to the on-site tracks, to minimise the degree of disturbance to ground vegetation on the Site.
- Reinstating the temporary decommissioning compound and all areas temporarily disturbed by the works at the end of the decommissioning phase to limit the long-term effects on landscape fabric.

Tertiary Mitigation

5.101 No tertiary mitigation (required under other consenting regimes) is required to further mitigate the predicted landscape and visual impacts.

Assessment of Effects (Scenario 1)

Visibility Analyses

5.102 Zones of theoretical visibility (ZTVs) have been generated to illustrate the theoretical visibility of the six wind turbines using a digital terrain model (DTM) and the tips at full height (149.9 mAOD) (Figures 5.7 and 5.9) and the hubs (centre of the nacelle, 91.4 mAOD) (Figures – 5.8 and 5.10) as the target points. These suggest that, based on the screening effects of landform only, at least the partial rotors of the six wind turbines could be visible from high points in the Wolds to the north, from the Wold slopes on and around the Site and from much of the Holderness Plain to the south.

- 5.103 A further set of ZTVs has been generated to illustrate the theoretical visibility of the operational wind turbines – Lissett Airfield and Fraisthorpe Wind Farms – and the six proposed wind turbines. Again, these use the DTM and the tips (Figures 5.11.1 – 5.11.7) and the hubs (nacelle) (Figures 5.12.1 – 5.12.7) of each wind farm as the target points. The combined ZTVs in Figures 5.11.7 and 5.12.7 suggest that in most locations where the Proposed Development could be visible, the Lissett and / or Fraisthorpe wind turbines may already be visible. The main locations where the Proposed Development could introduce views of wind turbines, where neither of the existing operational wind farms are visible, would be the Gypsy Race valley and parts of the Wolds to the north of the Proposed Development.
- 5.104 As these ZTVs are terrain based and do not include the screening effects of surface features such as woodlands, hedgerows and buildings, the theoretical areas of visibility of both the operational wind farms and the Proposed Development are more extensive than the actual areas of visibility are or would be. However, the areas on the map with no visibility do illustrate where the wind turbines are or would be screened by terrain and not visible (e.g., from most of the valleys in the Wolds) and have enabled the selection of viewpoints for the Viewpoint Analysis, which better illustrates the effects of screening by surface features at key viewpoint locations.

Viewpoint Analysis

- 5.105 Sixteen viewpoint locations (Vps 1 – 7 and Vps 11 – 19) were selected and agreed with the Council to illustrate typical views of the Proposed Development from the study area and a further three viewpoints (Vps 8 – 10) were selected in and around Burton Agnes Hall to inform the cultural heritage assessment but have also been included in this viewpoint analysis.
- 5.106 The locations of these 19 viewpoints are shown on Figures 5.1 – 5.5 – Volume 3a and also on the ZTVs (Figures 5.7 – 5.10, 5.11.1 – 5.11.7 and Figures 5.12.1 – 5.12.7) – Volume 3a). The existing and predicted views towards the Proposed Development from each of these viewpoints are illustrated in Figures 5.13 – 5.31 – Volume 3a.
- 5.107 The aspects of the Proposed Development included in the predicted views are those that would be present on the Site during the operational phase, i.e., the new on-site tracks and crane hardstandings, the 6 wind turbines, 6 transformer housings and anemometer mast. These visualisations do not illustrate the progressive maturing of the landscape measures in the permitted LBMEP on the TOREP site that would be visible from some viewpoints in years 6 – 40 of the operational phase. However, the permitted LBMEP has been taken into account in the descriptions and analysis of the views for years 6 – 40 of the operational phase.
- 5.108 The viewpoint analysis for Scenario 1 is presented in Appendix 5.6 (Viewpoint Analysis) – Volume 4. This has been undertaken in accordance with the method of assessment in paras **Error! Reference source not found.** – **Error! Reference source not found.**2 of Appendix 5.1 (LVIA / CLVIA Method of Assessment) – Volume 4 where, for each viewpoint, the discrete effects of the construction, operational and decommissioning phases on (a) landscape character and (b) views has been assessed, taking into account the embedded (primary) mitigation, and in the context of the predicted future landscape and visual baseline (including the operational wind turbines and the TOREP). The findings of the viewpoint assessment for Scenario 1 are summarised in Tables 5.5 and 5.6 below.
- 5.109 This viewpoint analysis, together with all the previous stages, has informed the assessment of the effects of the construction, operational and decommissioning phases on landscape fabric, landscape character, landscape designations and visual amenity.

Table 5.5 – Summary of Viewpoint Analysis – Effects on Landscape Character (Scenario 1)

Viewpoint Data				Landscape Character Unit		Effects on Landscape Character – Scenario 1			
Vp no	Name	NGR	Distance / direction from turbines	LCA	Sensitivity	Construction Phase	Operational Phase (years 1 – 5)	Operational Phase (years 6 – 40)	Decommissioning Phase
1	Woldgate / Rudston Road junction	509929 465701	0.61 km (T1) / W	LCA 13D	High/medium	Moderate+	Major/moderate+	Major/moderate+	Moderate+
2	High point on Woldgate	512568 466574	1.05 km (T3) / ENE	LCA 13D	High/medium	Moderate+	Major/moderate	Major/moderate	Moderate
3	West Back Side, Haisthorpe	512681 464715	1.06 km (T6) / SE	LCA 13D	High/medium	Moderate+	Major/moderate	Major/moderate	Moderate
4	A614 between Thornholme and Haisthorpe	512376 464345	1.11 km (T6) / SSE	LCA 13D	High/medium	Moderate+	Major/moderate	Major/moderate	Moderate
				LCA 19C	Medium	Moderate	Moderate+	Moderate+	Moderate/minor+
5	Back Lane, Burton Agnes	510525 463651	1.21 km (T4) / SSW	LCA 13D	High/medium	Moderate+	Major/moderate	Major/moderate	Moderate
6	Garden above Ha-Ha, Burton Agnes Hall	510402 463293	1.59 km (T4) / SSW	LCA 19C (Grade I LB)	High	Minor+	Moderate/minor+	Moderate/minor+	Minor+
7	Library Window, Burton Agnes Hall	510313 463268	2.10 km (T5) / SSW	LCA 19C (Grade I LB)	High	Moderate/minor	Moderate+	Moderate+	Moderate/minor
8	East Garden, Burton Agnes Hall	510313 463283	2.10 km (T5) / SSW	LCA 19C (Grade I LB)	High	Minor+	Moderate/minor	Moderate/minor	Minor+
9	Walled Kitchen Garden, Burton Agnes Hall	510379 463224	2.10 km (T5) / SSW	LCA 19C (Grade I LB)	High	Minor+	Moderate/minor	Moderate/minor	Minor+
10	Station Road, Burton Agnes Conservation Area	510386 463011	1.88 km (T4) / S	LCA 19C (Conservation Area)	High	Minor+	Moderate/minor	Moderate/minor	Minor+

Viewpoint Data				Landscape Character Unit		Effects on Landscape Character – Scenario 1			
Vp no	Name	NGR	Distance / direction from turbines	LCA	Sensitivity	Construction Phase	Operational Phase (years 1 – 5)	Operational Phase (years 6 – 40)	Decommissioning Phase
11	All Saints Church, Rudston (School Lane below churchyard)	509798 467707	2.18 km (T1) / NNW	LCA 15A	High	Moderate/ minor	Moderate+	Moderate+	Moderate/minor
12	Carnaby Temple	514115 466649	2.48 km (T3) / ENE	LCA 15A / LCA 13D	High	Moderate/ minor	Moderate	Moderate	Moderate/minor
13	St John the Baptist Church, Carnaby (gate to churchyard off Church Lane)	514431 465585	2.66 km (T6) / E	LCA 19C	High	Moderate/ minor	Moderate	Moderate	Moderate/minor
14	Moor Lane on Harpham Moor	510678 460881	3.95 km (T4) / S	LCA 18E	Medium	Minor	Moderate/ minor	Moderate/ minor	Minor
15	Crossroads on High Street, west of Rudston	507318 468556	4.34 km (T1) / NW	LCA 13D	High/medium	Moderate/ minor	Moderate+	Moderate+	Moderate/ minor
16	A614 near Bracey Bridge	507366 461782	4.50 km (T4) / SW	LCA 16D / LCA 18E	Medium	Minor	Moderate/ minor	Moderate/ minor	Minor
17	A165 near Park and Ride roundabout	516416 464897	4.61 km (T6) / E	LCA 20C	Medium	Minor	Moderate/ minor	Moderate/ minor	Minor
18	A165 near Barmston	515434 458898	7.31 km (T6) / SSE	LCA 19C / LCA 20C	Medium	Minor	Moderate/ minor	Moderate/ minor	Minor
19	Skipsea Castle mound	516200 454816	11.38 km (T6) / SSE	LCA 19C / LCA 20C	High	Minor+	Moderate/ minor	Moderate/ minor	Minor+

Table 5.6 – Summary of Viewpoint Analysis – Effects on Views (Scenario 1)

Viewpoint Data				Visual Receptors		Effects on Views – Scenario 1			
Vp no	Name	NGR	Distance / direction from turbines	Receptor Types	Sensitivity	Construction Phase	Operational Phase (years 1 – 5)	Operational Phase (years 6 – 40)	Decommissioning Phase
1	Woldgate / Rudston Road junction	509929 465701	0.61 km (T1) / W	Walkers, cyclists, equestrians	High	Major/ moderate	Major+	Major+	Major/moderate
				Motorists	High/medium	Moderate+	Major	Major	Moderate+
2	High point on Woldgate	512568 466574	1.05 km (T3) /ENE	Walkers, cyclists, equestrians	High	Major/ moderate	Major	Major	Moderate+
				Motorists	High/medium	Moderate+	Major/ moderate+	Major/ moderate+	Moderate
3	West Back Side, Haisthorpe	512681 464715	1.06 km (T6) / SE	Residents (Home Farm)	High	Major/ moderate	Major	Major	Moderate+
				Walkers, cyclists, equestrians	High/medium	Moderate+	Major/ moderate+	Major/ moderate+	Moderate
				Visitors to Church and Community Centre	Medium	Moderate	Major/ moderate	Major/ moderate	Moderate/minor+
				Motorists	Medium	Moderate	Major/ moderate	Major/ moderate	Moderate/minor+
4	A614 between Thornholme and Haisthorpe	512376 464345	1.11 km (T6) / SSE	Motorists	Medium	Moderate	Major/ moderate	Major/ moderate	Moderate/minor+
5	Back Lane, Burton Agnes	510525 463651	1.21 km (T4) /SSW	Walkers, cyclists, equestrians	High/medium	Moderate+	Major/ moderate+	Major/ moderate+	Moderate
				Motorists	Medium	Moderate	Major/ moderate	Major/ moderate	Moderate/minor+

Viewpoint Data				Visual Receptors		Effects on Views – Scenario 1			
Vp no	Name	NGR	Distance / direction from turbines	Receptor Types	Sensitivity	Construction Phase	Operational Phase (years 1 – 5)	Operational Phase (years 6 – 40)	Decommissioning Phase
6	Garden above Ha-Ha, Burton Agnes Hall	510402 463293	1.59 km (T4) / SSW	Visitors (Grade I LB)	High	Moderate/ minor	Moderate	Moderate	Minor+
7	Library Window, Burton Agnes Hall	510313 463268	2.10 km (T5) / SSW	Visitors (Grade I LB)	High	Moderate/ minor+	Major/ moderate	Major/ moderate	Moderate/minor+
8	East Garden, Burton Agnes Hall	510313 463283	2.10 km (T5) / SSW	Visitors (Grade I LB)	High	Minor+	Moderate/ minor+	Moderate/ minor+	Minor+
9	Walled Kitchen Garden, Burton Agnes Hall	510379 463224	2.10 km (T5) / SSW	Visitors (Grade I LB)	High	Minor+	Moderate/ minor+	Moderate/ minor+	Minor+
10	Station Road, Burton Agnes Conservation Area	510386 463011	1.88 km (T4) / S	Residents, cyclists, walkers, visitors	High	Minor+	Moderate/ minor+	Moderate/ minor+	Minor+
				Motorists	High/medium	Minor	Moderate/ minor	Moderate/ minor	Minor
11	All Saints Church, Rudston (School Lane below churchyard)	509798 467707	2.18 km (T1) / NNW	Residents	High	Moderate/ minor+	Major/ moderate	Major/ moderate	Moderate/minor+
				Visitors (Grade I LB, Schedule Monument)	High	Moderate/ minor+	Major/ moderate	Major/ moderate	Moderate/minor+
12	Carnaby Temple	514115 466649	2.48 km (T3) / ENE	Walkers, cyclists, equestrians	High/medium	Minor+	Moderate/ minor+	Moderate/ minor+	Minor+
13	St John the Baptist Church, Carnaby (gate to churchyard off Church Lane)	514431 465585	2.66 km (T6) / E	Visitors	High/medium	Minor+	Moderate	Moderate	Minor+
				Motorists	Medium	Minor	Moderate/ minor+	Moderate/ minor+	Minor

Viewpoint Data				Visual Receptors		Effects on Views – Scenario 1			
Vp no	Name	NGR	Distance / direction from turbines	Receptor Types	Sensitivity	Construction Phase	Operational Phase (years 1 – 5)	Operational Phase (years 6 – 40)	Decommissioning Phase
14	Moor Lane on Harpham Moor	510678 460881	3.95 km (T4) / S	Motorists	Medium	Minor	Moderate/ minor+	Moderate/ minor+	Minor
15	Crossroads on High Street, west of Rudston	507318 468556	4.34 km (T1) / NW	Motorists	Medium	Minor+	Moderate	Moderate	Minor+
16	A614 near Bracey Bridge	507366 461782	4.50 km (T4) / SW	Motorists	Medium	Minor	Moderate/ minor+	Moderate/ minor+	Minor
17	A165 near Park and Ride roundabout	516416 464897	4.61 km (T6) / E	Motorists	Medium	Minor	Moderate/ minor+	Moderate/ minor+	Minor
18	A165 near Barmston	515434 458898	7.31 km (T6) / SSE	Motorists	Medium	Minor	Moderate/ minor+	Moderate/ minor+	Minor
19	Skipsea Castle mound	516200 454816	11.38 km (T6) / SSE	Visitors, walkers	High	Moderate/ minor	Moderate	Moderate	Moderate/minor

Construction Phase

Effects on Landscape Fabric

On the Development Site

- 5.110 There would be some effects on the landscape fabric of the development Site during the construction phase including the loss of hedgerows at the Site entrance (62.7 m), at the three passing places along the access track (98 m) and to accommodate the new tracks on the Site (128.3 m). There would also be the short-term, temporary loss of ground vegetation along the track margins, beneath the two temporary construction compounds, along the cable runs and in other areas disturbed by the construction works, and the loss of ground vegetation along the new on-site tracks and in the locations of the wind turbines and crane hardstandings. However, the Site is currently in arable agriculture so very little ground vegetation would be affected.
- 5.111 Therefore, the main effects on the landscape fabric of the Site would be the loss of 289 m of hedgerow. These effects would be minor and could be adequately mitigated (see Secondary Mitigation, Scenario 2) and there would not be any significant effects on the landscape fabric of the Site during the construction phase.

Effects on Landscape Character

Development Site and Immediate Surrounding Area

- 5.112 There would be some effects on the landscape character of the development Site and immediate surrounding area during the construction phase due to the works being undertaken on the Site, arising mainly from the loss of hedgerow and widening of the Site entrance, the construction and presence of the new on-site tracks and crane hardstandings, the construction, presence and subsequent removal of the two construction compounds, the installation and presence of the anemometer mast, the construction of the wind turbine foundations and the installation of the wind turbines, the installation and presence of the transformer housings, the presence of the cranes and other vehicle movements on the Site (see Table 5.5.1, Appendix 5.5 (Characterisation of Proposed Development) – Volume 4).
- 5.113 The construction phase would be short-term (up to 8 months) and each activity would last only part of the construction phase but would become a key characteristic of the landscape during the construction phase and, despite the presence of the TOREP, would contrast with the predicted future landscape character. Consequently, there would be a short-term, adverse and significant effect on the landscape character of the Development Site and immediate surrounding area during the construction phase within LCA 13D (from Woldgate to the north to the A614 to the south and from Rudston Road to the west to Church Lane to the east, as illustrated by Viewpoints 1 – 5, see Table 5.5 above).

Wider Study Area

- 5.114 Whilst aspects of the construction phase would be discernible from some of the other LCAs further afield, most of the activities and elements of the construction phase would be screened by intervening topography and vegetation and the effects on landscape character would be very short-term and not significant.

Effects on Landscape Designations

Flamborough Head Heritage Coast

- 5.115 The Flamborough Head Heritage Coast is located at least 9 km from the Proposed Development and the construction phase would be barely discernible from within the Heritage Coast and so the Proposed Development would not have any significant effects on the purposes of this designation.

Yorkshire Wolds ILA

- 5.116 The Site is located towards the southern boundary of the Yorkshire Wolds ILA and the construction phase would have a significant effect on landscape character on the Site and in the surrounding area (from Woldgate to the north of the Site to the A614 to the south of the Site and from Rudston Road to the west of the Site to Church Lane to the east of the Site, as illustrated by Viewpoints 1 – 5, see Table 5.5 above). No key landscape features would be lost but the character of the landscape would change. Therefore, the purpose of this designation (to protect and enhance landscape characteristics and features) would not be fully met and the construction phase would have a significant effect on a small part of this local landscape designation.

Proposed Yorkshire Wolds AONB

- 5.117 The proposed Yorkshire Wolds AONB would be at least 7.5 km from the Proposed Development and the activities and elements of the construction phase would be largely screened by topography and vegetation from the areas proposed for designation so, if and when the Proposed Yorkshire Wolds AONB comes into effect, the construction phase of the Proposed Development would not have any effects on the purposes of this designation.

Effects on Visual Amenity

Residents

- 5.118 The construction phase would have a significant effect on views and the visual amenity of residents in:
- Home Farm in Haisthorpe – where some of the ground level construction activities undertaken on the Site in winter would be screened by the TOREP solar panels and intervening hedgerows and trees but some construction activities would be visible, such as the loss of hedgerow and widening of the Site entrance, the installation and presence of the anemometer mast, the installation and static presence of the wind turbines, and the presence of the cranes and other vehicle movements on the Site (see Viewpoint 3 in Table 5.5 above, Figure 5.15 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4, Figures 5.44 and 5.45 – Volume 3a and Appendix 5.8 (RVAA) – Volume 4).
- 5.119 The construction phase would not have a significant effect on views and the visual amenity of residents in properties on the edges Thornholme including:

- Properties at the eastern end of Thornholme including Eastfield, Field View and Safety Cottage – where all the ground level construction activities and lower parts of the anemometer mast and wind turbines would be screened by intervening rising land such that only the installation and presence of the anemometer mast, the installation and static presence of the wind turbines, and the presence of the cranes would be visible towards the end of the construction phase (see Figures 5.44 and 5.46 – 5.48 – Volume 3a and Appendix 5.8 (RVAA) – Volume 4).
- Properties at the western end of Thornholme including Sunset, Holly Bungalow, Beech View, Rudston House, Rosebank Cottage, 2 and 3 West End Cottages – where all the ground level construction activities and lower parts of the anemometer mast and wind turbines would be screened by intervening rising land such that only the installation and presence of the anemometer mast, the installation and static presence of the wind turbines, and the presence of the cranes would be visible towards the end of the construction phase.

- 5.120 The construction phase would be at a distance and / or largely screened by intervening land and vegetation from all other properties in the study area and so would not have any significant effects on views and the visual amenity of residents in the towns of Bridlington and Driffield, in the villages of Burton Agnes, Carnaby, Rudston, Harpham, Kilham, Nafferton, Fraisthorpe and Barmston or in farmsteads on the Holderness Plain to the south and the Yorkshire Wolds to the north.

Visitors

- 5.121 The construction phase would have a significant effect on views and the visual amenity of visitors stopping at one location on the Hockney Trail (see Viewpoint 2 in Table 5.5 above, Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) and Figure 5.14 (Viewpoint 2) – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4). However, as noted in the analysis of Viewpoint 2 in Appendix 5.6, the existing view does not match the painting, and it may be that this is not the correct location or that the hedgerows on the south side of Woldgate have been removed since David Hockney made this painting in 2009. Also, the construction phase would not be visible from the other 12 locations on the Hockney Trail within the study area, so there would be no effects on the visual amenity of visitors at the other locations along the Hockney Trail.
- 5.122 The construction phase would be at a distance and / or largely screened by intervening land and vegetation from all other visitor attractions in the study area and so would not have any significant effects on views and the visual amenity of visitors to Burton Agnes Hall and gardens (Viewpoints 6 – 9), All Saints Church and the Monolith in Rudston (Viewpoint 11), Carnaby Temple (Viewpoint 12), St John the Baptist Church in Carnaby (Viewpoint 13), 158 Squadron Memorial near Lissett Airfield Wind Farm and Skipsea Castle (Viewpoint 19).

Walkers, Cyclists and Equestrians

- 5.123 The elements and activities of the construction phase would be visible from the five local PRoWs (other routes with public access) that run down the Wold slope on and around the Site, from Woldgate down to the A614 and between Rudston Lane to the west and Church Lane to the east (see Figure 5.5 (Local Public Rights of Way) – Volume 3a), and there would be a significant effect on the visual amenity of walkers, cyclists and equestrians using these routes during the construction phase.
- 5.124 The elements and activities of the construction phase would also be visible from short sections of NCN Route 1 and four long distance recreational routes (Beverley Minster to Bridlington Priory, Blackpool to Bridlington (Aerospace Way), East Riding Heritage Way and Way of the

Roses) where these follow a 3 km section of Woldgate to the immediate north of the Site and a local PRoW to the east of the Site and there would be a significant effect on views and the visual amenity of walkers, cyclists and equestrians on these short sections of these routes (see Viewpoints 1 and 2 in Table 5.5 above, Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions), Figure 5.13 (Viewpoint 1) and Figure 5.14 (Viewpoint 2) – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4). However, these are long distance routes and the significant changes in the views and visual amenity on the short sections of each route would not have a significant effect on the visual amenity of walkers, cyclists and equestrians on the remainder of these routes.

- 5.125 The construction phase would not be visible and would not have any effects on the visual amenity of users of the National Trails (King Charles III England Coast Path, The Cleveland Way and Yorkshire Wolds Way), NCN Routes 164 and 166, the other long distance recreational routes in the study area (Centenary Way, Coastliner Way, Head to Head, Lake Pickering Circuit, Minster Way, Three Ridings on Foot, Wild Yorkshire Way, and Wold Rangers Way) and the long distance rides (Kirby Grindalythe and Ride the Wolds).

Railway Passengers

- 5.126 Passengers on the Driffield to Bridlington railway may gain occasional glimpsed views of some of the elements and activities of the construction phase along a 5 km section of the line that crosses the Holderness Plan to the south of the A614 between Burton Agnes and Carnaby. However, passengers would be travelling swiftly, there is tall vegetation alongside the line and the construction phase would be largely screened by this intervening vegetation so there would not be a significant effect on the visual amenity of passengers on this railway.

Motorists

- 5.127 Some of the elements and activities of the construction phase would be visible from the single track lanes around the Site including a 3 km section of Woldgate (see Viewpoints 1 and 2), a 700 m section of West Back Lane in Haisthorpe (see Viewpoint 3), a 2.8 km section of Rudston Road and Back Lane east of Burton Agnes (see Viewpoint 5) and a 1.9 km section of Church Lane north of Carnaby (see Viewpoint 13). Whilst there would be significant changes to some views along these lanes, motorists would be moving steadily with the focus of their view in the direction of travel rather than towards the Site so there would not be a significant effect on the visual amenity of motorists on these lanes.
- 5.128 Some of the elements and activities of the construction phase would be visible from the A614 to the south of the Site, in particular, from a 0.6 km section between Burton Agnes and Thornholme and a 1 km section between Thornholme and Haisthorpe (see Viewpoint 4) but motorists would be moving swiftly with the focus of their view in the direction of travel rather than towards the Site and there would not be a significant effect on the visual amenity of motorists on the A614.
- 5.129 The construction phase would not be visible and / or would be largely screened in views from the other A, B and minor roads in the study area (including the A165 that runs from Bridlington to Beeford and the B1253 through Rudston) and would not have any effects on the visual amenity of motorists on these routes.

Operational Phase

Effects on Landscape Fabric

Development Site

- 5.130 The loss of hedgerows on the Site would continue to have a minor effect on landscape fabric and there would not be any further changes to the landscape fabric of the development Site during the operational phase other than the maturing of the permitted hedgerow planting (planted as part of the TOREP permitted LBMEP).

Effects on Landscape Character

Development Site and Immediate Surrounding Area

- 5.131 There would be effects on the landscape character of the development Site and immediate surrounding area during the operational phase due to the presence of the new Site access and updated track, on-site tracks and crane hardstandings and the presence of the anemometer mast, wind turbines and transformer housings (see Table 5.5.2, Appendix 5.5 (Characterisation of Proposed Development) – Volume 4).
- 5.132 Each element would be present for the duration of the operational phase (40 years), would be a key characteristic of the landscape and, despite the presence of the TOREP, would contrast with the predicted future landscape character of the Site and immediate surrounding area. Consequently, there would be a significant adverse effect on the landscape character of the development Site and immediate surrounding area during the operational phase within LCA 13D (from Woldgate to the north to the A614 to the south and from Rudston Road to the west to Church Lane to the east, as illustrated by Viewpoints 1 – 5, see Table 5.5 above).

Wider Study Area

ERYC LCA 13D: North Wolds Plateau Farmland

- 5.133 LCA 13D is an extensive LCA within the Yorkshire Wolds ILA and extending well beyond the study area to the south-west of the Site (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a large scale, agricultural landscape on the rolling dip slope of the Wolds, with a distinct and simple composition, which is generally open but with localised enclosure created by occasional mature shelterbelts and woodlands. There are several small single wind turbines and a communication mast (north of Woldgate) within LCA 13D but their effects on landscape character within LCA 13D are localised due to the screening effects of the rolling terrain and vegetation. Elevated and wide views from the Wold slopes towards the low-lying landscapes to the south contribute to landscape character (see Table 5.3.1, Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4).
- 5.134 There would be effects on the landscape character of parts of LCA 13D during the operational phase due to the presence of the anemometer mast and six wind turbines (see Table 5.5.2, Appendix 5.5 (Characterisation of Proposed Development) – Volume 4).

- 5.135 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that views of the anemometer mast and wind turbines from within LCA 13D would be intermittent due to the screening effects of the rolling terrain and, even where there could be views, the anemometer mast and wind turbines would be partially screened to varying degrees by the intervening terrain as illustrated by the view from the Crossroads on High Street, west of Rudston (see Viewpoint 15, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.27 – Volume 3a). The zones of visibility suggested by the ZTVs would be further fragmented by the mature shelterbelts and woodlands within the landscape which would screen the anemometer mast and wind turbines even at relatively close locations, as illustrated by the view from Carnaby Temple (Viewpoint 12, see Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.24 – Volume 3a).
- 5.136 However, the anemometer mast and wind turbines would become a key characteristic of the elevated and wide views towards the low-lying landscapes to the south from the Wold slopes on and around the Site and in some views across this LCA, as illustrated by Viewpoints 1, 2 and 15 (Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figures 5.13, 5.14 and 5.27 – Volume 3a). Whilst the operational wind farms (Lissett Airfield and Fraithorpe) and, in some locations, the single wind turbine on Carnaby Industrial Estate, are already visible in many of these views, albeit more distant features and in different LCAs (LCA 19C and LCA 20C), the anemometer mast and wind turbines would become key characteristics of the landscape and would contrast with the existing character in the part of LCA 13D that extends along the Wold slopes to the shelterbelt between Carnaby Temple and Church Lane just over 2 km to the east of T3, to Woldgate 0.3 – 0.4 km north of T1 – T3, to the A614 1.2 km south of T4 – T6 and up to approximately 5 km to the north-west and west of the Site.
- 5.137 However, from the remainder of LCA 13D, the anemometer mast and wind turbines would be screened or partially screened by the rolling terrain and / or intervening vegetation and would not have a significant effect on landscape character within LCA 13D.

ERYC LCA 13E: Bempton, Grindale and Wold Newton Farmland

- 5.138 LCA 13E is a relatively small LCA within the Yorkshire Wolds ILA and includes part of the Flamborough Head Heritage Coast and ILA, located over 3 km to the north-west, north and north-east of the Site beyond The Great Wold Valley (LCA 15A and LCA 15B) (see Figure 5.2 (National Landscape Character Areas and National Landscape Designations) and Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a large scale, agricultural landscape, forming part of the elevated rolling landform of the Wolds, with a distinct and simple composition, which is generally open but with localised enclosure created by numerous rectilinear shelterbelts around the large farmsteads. There are communication masts and several small single wind turbines within LCA 13E but their effects on landscape character within LCA 13E are localised due to the screening effects of the rolling terrain and vegetation. Wide, medium-distance views across the Wolds contribute to landscape character (see Table 5.3.2, Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4).
- 5.139 The ZTVs (Figures 5.11 and 5.12 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from within much of LCA 13E. None of the viewpoints illustrate views from LCA 13E. However, views would be intermittent due to the screening effects of the rolling terrain and fieldwork observations suggest that, even where there could be views, the anemometer mast and wind turbines would be partially screened to varying degrees by the intervening terrain, similar to but more distant than the view from the Crossroads on High Street, west of Rudston (see Viewpoint 15, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.27 – Volume 3a). The zones of visibility suggested by the ZTVs would be further fragmented by the mature shelterbelts and woodlands within the landscape which would further screen the anemometer mast and wind turbines.

- 5.140 Consequently, whilst the anemometer mast and wind turbines would be visible from some locations within LCA 13E, they would not become a key characteristic of this LCA and would not have a significant effect on the landscape character of LCA 13E.

ERYC LCA 13F: Flamborough Head Farmland

- 5.141 LCA 13F is a very small LCA located on Flamborough Head, within the Flamborough Head Heritage Coast and ILA, over 10 km north-east of the Site (see Figure 5.2 (National Landscape Character Areas and National Landscape Designations) and Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a large scale, agricultural landscape, forming part of the elevated rolling landform of the Wolds but with a general fall towards the high cliffs along the coastline. It has a distinct and simple composition, which is generally open but with localised enclosure, particularly along Dane's Dyke, an ancient linear earthwork thought to be an Iron Age defensive structure, which is topped by a mature rectilinear woodland and separates Flamborough Head from the rest of the Wolds to the west. There are two tall communication masts, the Flamborough Head lighthouse and the original Flamborough lighthouse which are distinctive features, plus large holiday villages, but the effects of the holiday villages on landscape character within LCA 13F are localised due to the screening effects of the rolling terrain and vegetation. There are elevated, panoramic and long-distance views out to sea and along the coastline from the cliff tops which contribute to landscape character but relatively few views across the Wolds to adjacent LCAs to the west (see Table 5.3.2, Appendix 5.3 (Baseline Landscape Character Analysis) – Volume 4).
- 5.142 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from the more elevated parts of LCA 13F. None of the viewpoints illustrate views from LCA 13F. However, views would be occasional due to the screening effects of the rolling terrain and fieldwork observations suggest that, even where there could be views, the anemometer mast and wind turbines would be largely screened to by the intervening terrain and vegetation.
- 5.143 Consequently, whilst the upper parts of the wind turbines may be noticeable in views from a few locations within LCA 13F, they would be distant features, would not become a key characteristic of this LCA and would not have a significant effect on the landscape character of LCA 13F.

ERYC LCA 15A: Gypsey Race Corridor Rudston to Bridlington

- 5.144 LCA 15A is a small LCA within the Yorkshire Wolds ILA, encompassing the southern (downstream) section of the Gypsey Race Valley, a broad shallow valley that cuts through the Wolds from Rudston to the outskirts of Bridlington (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a medium scale, agricultural / estate landscape, forming part of The Great Wold Valley, with a distinct and varied composition, semi-enclosed by both the valley sides and an abundance of vegetation in the form of hedgerows, hedgerow trees, woodlands on the slopes and parkland trees on the valley floor. There are two wind turbines towards the southern end of the valley but their effects on landscape character are localised due to the screening effects of the abundant vegetation. Views are a mix of channelled, low-level views along the valley and wider views towards the valley slopes, often contained by the abundance of vegetation, and these make a limited contribution to landscape character.
- 5.145 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from much of LCA 15A. However, where there would be views, the anemometer mast would be largely screened by the intervening terrain and the wind turbines would be partially screened to varying degrees by the intervening terrain and

vegetation as illustrated by the view from School Lane near All Saints Church, Rudston (see Viewpoint 11, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.23 – Volume 3a). The zones of visibility suggested by the ZTVs would be further fragmented by the abundance of vegetation within the landscape which would further screen the wind turbines from much of the valley.

- 5.146 Consequently, whilst the upper parts (partial rotors and blades) of the wind turbines may be visible in views from a few locations within LCA 15A, they would not become a key characteristic of this LCA and would not have a significant effect on the landscape character of LCA 15A.

ERYC LCA 16D: Nafferton Sloping Farmland

- 5.147 LCA 16D is a small LCA located largely outside the Yorkshire Wolds ILA, at least 4.5 km to the south-west of T4 (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a medium scale, agricultural landscape, with a varied composition, open in places (e.g., in the fields to the west, north and east of Nafferton) and semi-enclosed in places by the abundance of hedgerows, hedgerow trees, woodlands and shelterbelts (e.g., to the south of Nafferton). It also contains the town of Driffield and the village of Nafferton which are expanding (there are new housing estates on the east sides of Driffield and Nafferton), the Bridlington to Driffield railway line and a pair of small wind turbines (Sleights Farm) which were permitted in 2012 / 2013, only one of which appears to have been installed. It is a transitional landscape between the Wold slopes of LCA 13D to the north and west and the lower-lying and flat landscapes of LCA 18E and LCA 18A to the east and south. There are some low level and wide views northwards towards the more elevated Wold slopes and eastwards and southwards towards the lower lying landscapes, partially screened in places by the intervening vegetation. These views make a limited contribution to landscape character.
- 5.148 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from much of LCA 16D and there would be views of the Proposed Development from the more open parts of this LCA (e.g., to the west, north and east of Nafferton). However, views of the anemometer mast and wind turbines would be screened to varying degrees by the abundance of vegetation and built development in much of this LCA, both in closer views, as illustrated by the view from the A614 at Bracey Bridge (see Viewpoint 16, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.28 – Volume 3a) and in more distant views from Driffield, Nafferton and the farmland to the south of Nafferton.
- 5.149 Consequently, whilst the wind turbines would be visible to varying degrees in views from some locations within LCA 16D, they would not become a key characteristic of this LCA and would not have a significant effect on the landscape character of LCA 16D.

ERYC LCA 18E: Kelk Beck Farmland

- 5.150 LCA 18E is a small LCA located largely outside the Yorkshire Wolds ILA and over 3 km to the south-west of T4 (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a large scale, agricultural landscape, with a distinct and simple composition, mainly open with localised enclosure created by several large woodland blocks and woodlands around the lakes. It also contains active opencast quarries and the Bridlington to Driffield railway line. There are low level and wide views northwards towards the more elevated Wold slopes and westwards, southwards and eastwards

across the low-lying surrounding landscapes, intermittently screened by the intervening vegetation. These views make a limited contribution to landscape character.

- 5.151 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from almost all of LCA 18E and there would be intermittent views of the Proposed Development to the north from much of this LCA. However, views of the anemometer mast and wind turbines would be partially screened to varying degrees by the abundance of vegetation in parts of this LCA, as illustrated by the view from Moor Lane on Harpham Moor (see Viewpoint 14, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.26 – Volume 3a).
- 5.152 Consequently, whilst the wind turbines would be visible to varying degrees in views from some locations within LCA 18E, they would not become a key characteristic of this LCA and would not have a significant effect on the landscape character of LCA 18E.

ERYC LCA 19C: North Holderness Open Farmland

- 5.153 LCA 19C is a very large LCA that extends from the A614, approximately 1.2 km south of the Site, to Brandesburton in the south of the study area and is largely outside the Yorkshire Wolds ILA (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations – ERYC) – Volume 3a). It is a large scale, agricultural landscape, with a distinct and simple composition, open with pockets of localised enclosure created by the woodlands. It contains the Bridlington to Driffield railway line, Carnaby Industrial Estate, the wind turbine on Carnaby Industrial Estate and Lissett Airfield Wind Farm. There are low level and wide views northwards towards the more elevated Wold slopes and westwards, southwards and eastwards across the low-lying surrounding landscapes, intermittently screened by the intervening vegetation. These views make a limited contribution to landscape character.
- 5.154 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from almost all of LCA 19D. There would be relatively close and open views from the northern part of this LCA, as illustrated by Viewpoint 4 which is on the boundary with LCA 13D (see Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figure 5.16 – Volume 3a) and which is also on the boundary of the Yorkshire Wolds ILA. However, even in some relatively close views, intervening vegetation would partially or largely screen the anemometer mast and wind turbines, as illustrated by Viewpoints 6 – 10 and 13 (see Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figures 5.18 – 5.22 and 5.25 – Volume 3a). Where there would be relatively close and open views of the Proposed Development, the anemometer mast and wind turbines would become key characteristics of views from this landscape and would contrast with the existing character, and there would be a significant effect on landscape character. This would apply to the part of LCA 19C that extends approximately 3 km south of the Site (to Horse Carr Lane) but excludes the Carnaby Industrial Estate.
- 5.155 Further south in this LCA, views of the anemometer mast and wind turbines would be intermittent and partially screened to varying degrees by the abundance of vegetation in this LCA, as illustrated by the view from the A165 near Barmston and the view from Skipsea Castle (see Viewpoints 18 and 19, Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figures 5.30 and 5.31 – Volume 3a).
- 5.156 Consequently, the anemometer mast and wind turbines would have a significant effect on landscape character in the northern part of LCA 19C that extends to approximately 3 km south of the Site (but excluding the Carnaby Industrial Estate) but not on the landscape character of the remainder of LCA 19C.

ERYC LCA 20C: Bridlington to Hornsea Coast

- 5.157 LCA 20C is a large LCA that extends down the coast from Bridlington to Hornsea and is a narrow strip between LCT 19 and the North Sea. It is outside any National or Local landscape designation and is over 4 km east – south-east of the Site (see Figure 5.3.1 (Local Landscape Character types and Areas and Local Landscape Designations) – ERYC) – Volume 3a). It is a large scale, agricultural landscape, with a distinct and simple composition, open with a degree of enclosure created by roadside hedgerows. It contains numerous large static caravan parks and Fraisthorpe Wind Farm. There are low level and panoramic views out to sea and along the coast from the cliff tops and beaches which make a strong contribution to landscape character. Views westwards towards the low-lying farmland of LCA 19C and north-westwards towards the Wolds are partially screened by the sloping terrain and intermittently screened by vegetation along the A165 and minor roads and make a limited contribution to landscape character.
- 5.158 The ZTVs (Figures 5.7 and 5.8 – Volume 3a) suggest that there could be views of the anemometer mast and wind turbines from most of the farmland and cliff tops of LCA 20C but not from the beaches, where views would be largely screened by the cliffs. However, views would be intermittent and partially screened in places due to the sloping terrain and intervening vegetation. For example, there would be partially screened views of the anemometer mast and wind turbines from locations along the A165, as illustrated by Viewpoints 17 and 18, both of which are on the boundary with LCA 19C (see Table 5.5 above, Appendix 5.6 (Viewpoint Analysis) – Volume 4 and Figures 5.29 and 5.30 – Volume 3a) and also views from open locations between the A165 and the cliff tops, particularly in the northern part of LCA 20C from Bridlington down to Ulrome. However, the Fraisthorpe Wind Farm is already a key characteristic and visible from most of the northern part of LCA 20C and the Lissett Airfield wind turbines are also visible to varying degrees from LCA 20C.
- 5.159 The anemometer mast and wind turbines would be noticeable but distant features in views from this landscape but would not become a key characteristic and would not contrast with the existing landscape character. Consequently, they would not have a significant effect on the landscape character of LCA 20C.

Effects on Landscape Designations

Flamborough Head Heritage Coast

- 5.160 The Flamborough Head Heritage Coast is located at least 9 km from the Proposed Development and the anemometer mast and wind turbines would be largely screened by intervening landform and vegetation from within the Heritage Coast and so the operational phase of the Proposed Development would not have any significant effects on the purposes of this designation.

Yorkshire Wolds ILA

- 5.161 The Site is located towards the southern boundary of the Yorkshire Wolds ILA and the operational phase would have a significant effect on landscape character on the Site and in the surrounding area that extends along the Wold slopes to the shelterbelt between Carnaby Temple and Church Lane just over 2 km to the east of T3, to Woldgate 0.3 – 0.4 km north of T1 – T3, to the southern boundary of the ILA along the A614 1.2 km south of T4 – T6 and up to approximately 5 km to the north-west and west of the Site. No key landscape features would be lost but there would be a significant adverse effect on landscape character within this area. Therefore, the purpose of this designation (to protect and enhance landscape characteristics

and features) would not be fully met and the operational phase would have a significant effect on this small part of the Yorkshire Wolds ILA but not on the remainder of this local landscape designation.

Proposed Yorkshire Wolds AONB

- 5.162 The proposed Yorkshire Wolds AONB would be at least 7.5 km from the Proposed Development and the anemometer mast and wind turbines would be largely screened by topography and vegetation from the areas proposed for designation so, if and when the Proposed Yorkshire Wolds AONB comes into effect, the operational phase of the Proposed Development would not have any effects on the purposes of this designation.

Effects on Visual Amenity

Residents

- 5.163 The operational phase would have a significant effect on views and the visual amenity of residents in properties on the edges of some villages within the study area, including:
- Haisthorpe – in Home Farm where the anemometer mast and wind turbines would be visible in oblique views from windows and the door in the front façade (see Viewpoint 3 in Table 5.5 above, Figure 5.15 – Volume 3a, Appendix 5.6 (Viewpoint Analysis) – Volume 4, Figures 5.44 and 5.45 – Volume 3a and Appendix 5.8 (RVAA) – Volume 4) and in properties at the northern end of Lowfield Lane, Haisthorpe where the anemometer mast and wind turbines would be visible in oblique views from windows in the front or rear façades.
 - Thornholme – properties at the eastern end of the village (including Eastfield, Field View and Safety Cottage, see Figures 5.44 and 5.46 – 5.48 – Volume 3a and Appendix 5.8 (RVAA) – Volume 4) and properties at the western end of the village (including Sunset, Holly Bungalow, Beech View, Rudston House, Rosebank Cottage, 2 and 3 West End Cottages) where the anemometer mast and wind turbines would be visible in views from windows in the rear façades, partially screened by the intervening rising land and garden boundary vegetation.
 - Burton Agnes – one property on the eastern edge of the village (Burton Agnes Hall) where the anemometer mast and wind turbines would be visible in views from windows in the east façade and in some locations within the gardens, partially screened by the intervening vegetation (see Viewpoints 6 – 9 in Table 5.5 above, Figures 5.18 – 5.21 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4).
 - Rudston – properties in the village with a clear view of the skyline to the south from their properties, e.g., Autumn Lodge on Church Lane (see Viewpoint 11 in Table 5.5 above, Figure 5.23 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4).
 - Carnaby – one property on the western edge of the village (Avondale) where the anemometer mast and wind turbines would be visible in views from windows in the rear façade, partially screened by the intervening rising land (similar to the view from Viewpoint 13 (see Table 5.5 above, Figure 5.25 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4 but without the screening effects of the roadside hedgerow).
- 5.164 There is the potential for significant effects on visual amenity for residents in properties with open views up to 5 km from the Proposed Development. However, the majority of residential properties within 5 km are in villages, with views screened by surrounding properties, or are farm houses and individual properties which are surrounded by farm buildings and / or shelterbelts which would screen views of the Proposed Development. For example, at Viewpoint 15 (where a moderate magnitude of change combined with high sensitivity receptor would result in a Major / moderate overall effect which would be significant for residents), views

towards the Proposed Development from the nearby farmhouse are largely screened by tall garden and roadside vegetation.

- 5.165 Consequently, significant effects on the visual amenity of residents would be largely confined to within 3 km of the wind turbines. The anemometer mast and wind turbines would be at a distance and / or largely screened by intervening land and vegetation from most other properties in the study area and so would not have any significant effects on views and the visual amenity of most residents in Haisthorpe, Burton Agnes, Rudston and Carnaby or on views and the visual amenity of residents in the towns of Bridlington and Driffield, in the villages of Harpham, Kilham, Nafferton, Fraisthorpe and Barmston or in farmsteads and individual properties on the Holderness Plain to the south and the Yorkshire Wolds to the north.

Visitors

- 5.166 The operational phase would have a significant effect on views and the visual amenity of visitors stopping at one location on the Hockney Trail (see Viewpoint 2 in Table 5.5 above, Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions) and Figure 5.14 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4). However, as noted in the analysis of Viewpoint 2 in Appendix 5.6, the existing view does not match the painting, and it may be that this is not the correct location or that the hedgerows on the south side of Woldgate have been removed since David Hockney made this painting in 2009. Also, the anemometer mast and wind turbines would not be visible from the other 12 locations on the Hockney Trail within the study area, so there would be no effects on the visual amenity of visitors on the other locations along the Hockney Trail during the operational phase.
- 5.167 The operational phase would have a significant effect on the view for visitors from the library on the top floor of Burton Agnes Hall (see Viewpoint 7 in Table 5.5 above, Figure 5.19 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4). However, in other views from Burton Agnes Hall and gardens, the anemometer mast and wind turbines would be largely screened (see Viewpoints 6, 8 and 9 in Table 5.5 above, Figures 5.18, 5.20 and 5.21 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4) and from many views of or from Burton Agnes Hall and gardens, the anemometer mast and wind turbines would be entirely screened and so there would not be any significant effects on the visual amenity of visitors to Burton Agnes Hall and gardens.
- 5.168 The operational phase would have a significant effect on the view for visitors to All Saints Church, churchyard and Monolith in Rudston (see Viewpoint 11 in Table 5.5 above, Figure 5.23 – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4).
- 5.169 The anemometer mast and wind turbines would be at a distance and / or largely screened by intervening land and vegetation from all other visitor attractions in the study area and so would not have any significant effects on views and the visual amenity of visitors to Carnaby Temple (Viewpoint 12), St John the Baptist Church in Carnaby (Viewpoint 13), 158 Squadron Memorial near Lissett Airfield Wind Farm and Skipsea Castle (Viewpoint 19).

Walkers, Cyclists and Equestrians

- 5.170 The anemometer mast and wind turbines would be visible from the five local PRowWs (other routes with public access) that run down the Wold slope on and around the Site between Rudston Lane and Church Lane (see Figure 5.5 (Local Public Rights of Way) – Volume 3a), and there would be a significant effect on the visual amenity of walkers, cyclists and equestrians using these routes during the operational phase.

- 5.171 The anemometer mast and wind turbines would also be visible from short sections of NCN Route 1 and four long distance recreational routes (Beverley Minster to Bridlington Priory, Blackpool to Bridlington (Aerospace Way), East Riding Heritage Way and Way of the Roses) where these follow a 3 km section of Woldgate to the immediate north of the Site and a local PRoW to the east of the Site and there would be a significant effect on views and the visual amenity of walkers, cyclists and equestrians on these short sections of these routes (see Viewpoints 1 and 2 in Table 5.5 above, Figure 5.4 (National Trails, Long Distance Recreational Routes and Visitor Attractions), Figure 5.13 (Viewpoint 1) and Figure 5.14 (Viewpoint 2) – Volume 3a and Appendix 5.6 (Viewpoint Analysis) – Volume 4). However, these are long distance routes and the significant changes in the views and visual amenity on the short sections of each route would not have a significant effect on the visual amenity of walkers, cyclists and equestrians on the remainder of these routes.
- 5.172 The anemometer mast and wind turbines would be at a distance and largely screened from one National Trail (King Charles III England Coast Path) and from one long distance recreational route (Three Ridings on Foot), both of which follow the coastline to the south-east of the Site, and would not be visible from the other two National Trails (The Cleveland Way and Yorkshire Wolds Way), from NCN Routes 164 and 166, from the other long distance recreational routes in the study area (Centenary Way, Coastliner Way, Head to Head, Lake Pickering Circuit, Minster Way, Wild Yorkshire Way, and Wold Rangers Way) and from the long distance rides (Kirby Grindalythe and Ride the Wolds) and so would not have a significant effect on the visual amenity of walkers, cyclists and equestrians on these recreational routes.

Railway Passengers

- 5.173 Passengers on the Driffield to Bridlington railway may gain occasional glimpsed views of anemometer mast and wind turbines along a 5 km section of the line that crosses the Holderness Plan to the south of the A614 between Burton Agnes and Carnaby. However, passengers would be travelling swiftly, there is tall vegetation alongside the railway line and the anemometer mast and wind turbines would be largely screened by this intervening vegetation so there would not be a significant effect on the visual amenity of passengers on this railway during the operational phase.

Motorists

- 5.174 The anemometer mast and wind turbines would be visible from the single track lanes around the Site including a 3 km section of Woldgate (see Viewpoints 1 and 2), a 700 m section of West Back Lane in Haisthorpe (see Viewpoint 3), a 2.8 km section of Rudston Road and Back Lane east of Burton Agnes (see Viewpoint 5) and a 1.9 km section of Church Lane north of Carnaby (see Viewpoint 13). Whilst motorists would be moving steadily with the focus of their view in the direction of travel rather than towards the Site, motorists could be travelling these lanes regularly and, due to both the proximity and duration of the operational phase, there would be a significant effect on the visual amenity of motorists on these lanes.
- 5.175 The anemometer mast and wind turbines would be visible from the A614 to the south of the Site, in particular, from a 0.6 km section between Burton Agnes and Thornholme where the Site would be forward oblique to the direction of travel and a 1 km section between Thornholme and Haisthorpe (see Viewpoint 4) where the Site would be side-on to the direction of travel. Motorists would be moving swiftly with the focus of their view in the direction of travel rather than towards the Site, but they could be travelling this road regularly and, due to both the proximity and duration of the operational phase, there would be a significant effect on the visual amenity of motorists on this section of the A614.

- 5.176 The anemometer mast and wind turbines would be distant and / or largely screened in views from the other A, B and minor roads in the study area including the A165 that runs from Bridlington to Beeford (see Viewpoints 17 and 18) and the B1253 through Rudston, and would not have any effects on the visual amenity of motorists on these routes.

Decommissioning Phase

Effects on Landscape Fabric

On the Development Site

- 5.177 There would be some effects on the landscape fabric of the development Site during the decommissioning phase including the loss of ground vegetation beneath the temporary decommissioning compound and in other areas disturbed by the decommissioning works. However, any areas required outside the immediate footprint of the development (tracks, hardstandings) are likely to be in arable agriculture so very little ground vegetation would be affected.
- 5.178 Consequently, the effects on the landscape fabric of the Site would be negligible and there would not be any significant effects on the landscape fabric of the Site during the decommissioning phase.

Effects on Landscape Character

Development Site and Immediate Surrounding Area

- 5.179 There would be some effects on the landscape character of the development Site and immediate surrounding area during the decommissioning phase due to the works being undertaken on the Site, arising mainly from the construction, presence and subsequent removal of the decommissioning compound, the works associated with the dismantling and removal of the anemometer mast, wind turbines and transformer housings, including the presence of the cranes and other vehicle movements on the Site (see Table 5.5.3, Appendix 5.5 (Characterisation of Proposed Development) – Volume 4).
- 5.180 The decommissioning would be undertaken after the decommissioning of the TOREP so the immediate surrounding area would no longer include the permitted solar panels but would include the hedgerows planted as part of the permitted LBMEP.
- 5.181 The decommissioning phase would be short-term (up to 8 months) and each activity would last only part of the decommissioning phase but would be noticeable on the Site and from the immediate surrounding area and would contrast with the predicted future landscape character (which would no longer include the permitted solar panels but would include the mature hedgerows planted as part of the permitted LBMEP which would screen some of the ground level activities from the immediate surrounding area). However, no key landscape features would be lost, and the decommissioning phase would progressively reinstate the character of the landscape. Therefore, there would be a very short-term but not significant effect on the landscape character of the development Site and immediate surrounding area during the decommissioning phase within LCA 13D (from Woldgate to the north to the A614 to the south, as illustrated by Viewpoint 1, see Table 5.5 above) and, once the decommissioning phase has been completed, the landscape character of the Site and immediate surrounding area would be

similar to the current landscape character with the long-term beneficial effects of the permitted hedgerow planting (planted as part of the TOREP permitted LBMEP).

Wider Study Area

- 5.182 Whilst aspects of the decommissioning phase would be discernible from some of the LCAs further afield, such as LCA 15A (see Viewpoint 11) and LCA 19C (see Viewpoints 6 – 10, 13, 18 and 19), most of the activities and elements of the decommissioning phase would be screened by intervening topography and vegetation and the effects on landscape character would be very short-term and not significant.

Effects on Landscape Designations

Flamborough Head Heritage Coast

- 5.183 The Flamborough Head Heritage Coast is located at least 9 km from the Proposed Development and the decommissioning phase would be barely discernible from any of the Heritage Coast and so the decommissioning of the Proposed Development would not have any significant effects on the purposes of this designation.

Yorkshire Wolds ILA

- 5.184 The Site is located towards the southern boundary of the Yorkshire Wolds ILA and the decommissioning phase would be noticeable on the Site and from the immediate surrounding area within LCA 13D (from Woldgate to the north to the A614 to the south, as illustrated by Viewpoint 1, see Table 5.5 above). However, no key landscape features would be lost and the decommissioning phase would progressively reinstate the character of the landscape. Therefore, the purpose of this designation (to protect and enhance landscape characteristics and features) would be met by the decommissioning phase and there would not be a significant effect on this designation.

Proposed Yorkshire Wolds AONB

- 5.185 The Proposed Development would be located at least 7.5 km from the proposed AONB boundaries and the activities and elements of the decommissioning phase would be largely screened by topography and vegetation from the areas proposed for designation so, if and when the Proposed Yorkshire Wolds AONB comes into effect, the decommissioning phase of the Proposed Development would not have any effects on the purposes of this designation.

Effects on Visual Amenity

- 5.186 The decommissioning phase would have a significant effect on views for walkers, cyclists and equestrians on and close to the Site, such as from Woldgate (Viewpoints 1 and 2) and for residents in Home Farm in Back Lane, Haisthorpe (Viewpoint 3). However, the decommissioning phase would be short-term (up to 8 months) with each activity lasting only part of the decommissioning phase and, whilst the decommissioning activities would be noticeable on the Site and from the immediate surrounding area, the mature hedgerows planted as part of the permitted LBMEP would screen some of the ground level activities, no key landscape features would be lost, and the decommissioning phase would progressively

reinstate the views and visual amenity of the Site and surrounding area. Therefore, there would be a very short-term significant effect on the visual amenity of receptors on the Site and immediate surrounding area during the decommissioning phase and, once the decommissioning phase has been completed, the views and visual amenity of the Site and immediate surrounding area would be similar to the current baseline with the long-term beneficial effects of the permitted hedgerow planting.

- 5.187 There would not be any significant effects on the visual amenity of residents, visitors, walkers, cyclists and equestrians, railway passengers or motorists in the wider study area.

Secondary Mitigation

- 5.188 The secondary mitigation measures that have been proposed in Appendix 7.11 (oLBMEP) – Volume 4 include the re-planting of 62.7 m of hedgerow at the entrance to the Site, the planting of 414.3 m of new hedgerow along a field boundary on the Site and 5 ha of species-rich grassland. The replanted hedgerow would replace the hedgerow removed to create the widened entrance to the Site, the new field boundary hedgerow would reinstate a hedgerow previously lost through agricultural operations and would more than compensate for the loss of 226.3 m of hedgerows at the passing bays and to accommodate the Site tracks, and the species-rich grassland areas would also contribute to landscape fabric and character. The measures proposed in the oLBMEP would be secured by way of a condition on the planning permission and have been relied upon in the Assessments of Residual Effects and Residual Cumulative Effects (Scenarios 2 and 4) below.

Assessment of Residual Effects (Scenario 2)

- 5.189 The Assessment of Residual Effects (Scenario 2) has taken into account both the embedded (primary) mitigation and the further (secondary) mitigation (hedgerows and species-rich grassland) proposed in Appendix 7.11 (oLBMEP) – Volume 4, in the context of the predicted future landscape and visual baseline (including the operational wind turbines and the TOREP).

Construction

- 5.190 The further (secondary) mitigation would not be implemented until the end of the construction phase so the residual effects of the construction phase of the Proposed Development would remain as described for the construction phase in Scenario 1.

Operation

- 5.191 The further (secondary) mitigation (hedgerows and species-rich grassland) would be establishing during the first 5 years of the operational phase, so the residual effects of the Proposed Development during years 1 – 5 of the operational phase would remain as described for the operational phase in Scenario 1.
- 5.192 The species-rich grassland and hedgerows would establish and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual effects of the Proposed Development during years 6 – 40 of the operational phase would remain as described for the operational phase in Scenario 1.

Decommissioning

- 5.193 The further (secondary) mitigation would be well established by the time the Proposed Development is decommissioned and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual effects of the Proposed Development during the decommissioning phase would remain as described for the decommissioning phase in Scenario 1.

Assessment of Cumulative Effects (Scenario 3)

- 5.194 The Assessment of Cumulative Effects (Scenario 3) has taken into account the embedded (primary) mitigation in the context of the likely future landscape and visual baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area).
- 5.195 Ten of the viewpoint locations (Viewpoints 1, 2, 4, 5, 7, 12, 14, 16, 17 and 18) have been selected to illustrate the additional cumulative effects of the Proposed Development from locations within the study area as these are viewpoints where the permitted Carnaby Wind Farm would also be visible (see Figures 5.34 – 5.43 – Volume 3a). The viewpoint analysis of these viewpoints is presented in Appendix 5.7 (Cumulative Viewpoint Analysis) – Volume 4.
- 5.196 At two of the viewpoints (Viewpoints 12 and 17) the two Carnaby wind turbines would be close and clearly visible and the addition of these to the likely future baseline would very slightly (Viewpoint 12) and slightly (Viewpoint 17) reduce the susceptibility of the landscape and visual receptors, but not sufficient to reduce their sensitivity. The predicted magnitude of change that would be brought about by the construction, operational and decommissioning phases of the Proposed Development would be the same as the predicted magnitude of change against the predicted future baseline (Scenario 1), so the additional cumulative effects would be similar to the additional effects predicted for these viewpoints in Scenario 1 (see Assessment of Effects – Scenario 1 above and Appendix 5.6 (Viewpoint Analysis) – Volume 4).
- 5.197 At the other eight viewpoints (Viewpoints 1, 2, 4, 5, 7, 14, 16 and 18) the two Carnaby wind turbines would be largely or entirely screened by intervening vegetation, and the addition of these to the likely future baseline would not affect the value, susceptibility or sensitivity of the landscape or visual receptors. The predicted magnitude of change that would be brought about by the construction, operational and decommissioning phases of the Proposed Development would be the same as the predicted magnitude of change against the predicted future baseline (Scenario 1), so the additional cumulative effects would be similar to the additional effects predicted for these viewpoints in Scenario 1 (see Assessment of Effects – Scenario 1 above and Appendix 5.6 (Viewpoint Analysis) – Volume 4).
- 5.198 Consequently, the additional cumulative effects of the construction, operational and decommissioning phases of the Proposed Development in the context of the likely future baseline (Scenario 3) would be similar to the additional effects of the construction, operational and decommissioning phases of the Proposed Development in the context of the predicted future baseline (Scenario 1).

Assessment of Residual Cumulative Effects (Scenario 4)

- 5.199 The Assessment of Residual Cumulative Effects (Scenario 4) has taken into account both the embedded (primary) mitigation and the further (secondary) mitigation (hedgerows and species-rich grassland) in the context of the likely future landscape and visual baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area).

Construction

- 5.200 The further (secondary) mitigation would not be implemented until the end of the construction phase so the residual cumulative effects of the construction phase of the Proposed Development would remain as described for Scenario 3 (i.e., as for Scenario 1).

Operation

- 5.201 The further (secondary) mitigation would be establishing during the first 5 years of the operational phase, so the residual cumulative effects of the Proposed Development during years 1 – 5 of the operational phase would remain as described for Scenario 3 (i.e., as for Scenario 1).
- 5.202 The species-rich grassland and hedgerows would establish and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual cumulative effects of the Proposed Development during years 6 – 40 of the operational phase would remain as described for Scenario 3 (i.e., as for Scenario 1).

Decommissioning

- 5.203 The further (secondary) mitigation would be well established by the time the Proposed Development is decommissioned and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual cumulative effects of the Proposed Development during the decommissioning phase would remain as described for Scenario 3 (i.e., as for Scenario 1).

Summary and Conclusions

Summary

Assessment of Effects (Scenario 1)

- 5.204 The construction phase would result in significant adverse effects on landscape resources and visual receptors on and around the Site, in particular:

- Landscape character – of the development Site and immediate surrounding area within LCA 13D (from Woldgate to the north to the A614 to the south, and from Rudston Road to the west to Church Lane to the east).
- Landscape designations – on the character and purposes of a small part of the Yorkshire Wolds ILA (the development Site and immediate surrounding area, as described for LCA 13D above).
- Residents in Home Farm in Haisthorpe.
- Visitors at one location on the Hockney Trail (at Viewpoint 2).
- Walkers, cyclists and equestrians – on the five local PRoWs (other routes with public access) that run down the Wold slope between Rudston Lane and Church Lane.
- Walkers, cyclists and equestrians – on short sections of NCN Route no 1 and four long distance recreational routes where they follow Woldgate and a local PRoW (Beverley Minster to Bridlington Priory, Blackpool to Bridlington (Aerospace Way), East Riding Heritage Way, and Way of the Roses).

5.205 The construction phase would not result in any significant adverse effects on other landscape resources and visual receptors in the study area, including:

- Landscape fabric of the Site.
- Landscape character beyond the Site and immediate surrounding area.
- Special character and purposes of the other landscape designations (Flamborough Head Heritage Coast and ILA, proposed Yorkshire Wolds AONB / National Landscape).
- Residents in properties beyond Haisthorpe (including Thornholme, Bridlington, Driffield, Burton Agnes, Carnaby, Rudston, Harpham, Kilham, Nafferton, Fraisthorpe and Barmston or in farmsteads on the Holderness Plain to the south and the Yorkshire Wolds to the north).
- Visitors to the other 12 locations on the Hockney Trail within the study area and to the other visitor attractions in the study area (including Burton Agnes Hall and gardens, All Saints Church and the Monolith in Rudston Carnaby Temple, St John the Baptist Church in Carnaby, 158 Squadron Memorial near Lissett Airfield Wind Farm and Skipsea Castle).
- Walkers, cyclists and equestrians on the National Trails, National Cycle Network, long-distance rides and trails, the remainder of the long-distance recreational routes, and other local PRoW in the study area.
- Railway passengers on the Driffield to Bridlington railway.
- Motorists on the road network (including A614, A165, B1253, Woldgate, West Back Lane in Haisthorpe, Rudston Road and Back Lane east of Burton Agnes and Church Lane north of Carnaby).

5.206 The operational Phase would result in significant adverse effects on landscape resources and the visual amenity of receptors on and around the Site, in particular:

- Landscape character – in the part of LCA 13D that extends along the Wold slopes to the shelterbelt between Carnaby Temple and Church Lane just over 2 km to the east of T3, to Woldgate 0.3 – 0.4 km north of T1 – T3, to the A614 1.2 km south of T4 – T6 and up to approximately 5 km to the north-west and west of the Site, and also in the northern part of LCA 19C that extends up to approximately 3 km south of the Site (but excluding the Carnaby Industrial Estate).
- Yorkshire Wolds ILA – in the part of LCA 13D that extends along the Wold slopes to the shelterbelt between Carnaby Temple and Church Lane just over 2 km to the east of T3, to Woldgate 0.3 – 0.4 km north of T1 – T3, to the A614 1.2 km south of T4 – T6 and up to approximately 5 km to the north-west and west of the Site.
- Residents – the visual amenity of residents in some properties in Haisthorpe (Home Farm and at the northern end of Lowfield Lane), at the eastern end of Thornholme (Eastfield, Field View and Safety Cottage), at the western end of Thornholme (Sunset, Holly Bungalow, Beech View, Rudston House, Rosebank Cottage, 2 and 3 West End Cottages), in Burton Agnes Hall, in Rudston (e.g., Autumn Lodge on Church Lane) and in Carnaby (Avondale).

- Visitors – to one location on the Hockney Trail (at Viewpoint 2) and to All Saints Church churchyard and Monolith in Rudston (Viewpoint 11).
- Walkers, cyclists and equestrians – on the five local PRowS (other routes with public access) that run down the Wold slope on and around the Site between Rudston Lane and Church Lane, and on short sections of NCN Route 1 and four long distance recreational routes (Beverley Minster to Bridlington Priory, Blackpool to Bridlington (Aerospace Way), East Riding Heritage Way and Way of the Roses) where these follow a 3 km section of Woldgate to the immediate north of the Site and a local PRow to the east of the Site.
- Motorists – on the single track lanes around the Site including a 3 km section of Woldgate, a 700 m section of West Back Lane in Haisthorpe, a 2.8 km section of Rudston Road and Back Lane east of Burton Agnes and a 1.9 km section of Church Lane north of Carnaby and on the A614 to the south of the Site, in particular, a 0.6 km section between Burton Agnes and Thornholme and a 1 km section between Thornholme and Haisthorpe.

5.207 The operational Phase would not result in any significant adverse effects on other landscape resources and visual receptors in the study area, including:

- Landscape fabric – of the Site.
- Landscape character – LCA 13E, LCA 13F, LCA 15A, LCA 16D, LCA 18E, LCA 20E, the remainder of LCA 13D and LCA 19C and all the other LCAs in the study area.
- Landscape designations – Flamborough Heritage Coast and ILA and the proposed Yorkshire Wolds AONB / National Landscape (if and when this comes into effect).
- Residents – in most properties in Haisthorpe, Burton Agnes, Rudston and Carnaby or in properties in the towns of Bridlington and Driffield, in the villages of Harpham, Kilham, Nafferton, Fraisthorpe and Barmston or in farmsteads on the Holderness Plain to the south and the Yorkshire Wolds to the north.
- Visitors – to the other 12 locations on the Hockney Trail within the study area, to Burton Agnes Hall (Viewpoints 6 – 9), to Carnaby Temple (Viewpoint 12), to St John the Baptist Church in Carnaby (Viewpoint 13), to 158 Squadron Memorial near Lissett Airfield Wind Farm and to Skipsea Castle (Viewpoint 19).
- Walkers, cyclists and equestrians – on all other local and long distance recreational routes in the study area including the three National Trails (King Charles III England Coast Path, The Cleveland Way and Yorkshire Wolds Way), on NCN Routes 164 and 166, on the other long distance recreational routes in the study area (Centenary Way, Coastliner Way, Head to Head, Lake Pickering Circuit, Minster Way, Wild Yorkshire Way, and Wold Rangers Way) and on the long distance rides (Kirby Grindalythe and Ride the Wolds).
- Railway passengers – on the Driffield to Bridlington railway.
- Motorists – on the other A, B and minor roads in the study area including the A165 that runs from Bridlington to Beeford and the B1253 through Rudston.

5.208 The decommissioning phase would result in significant adverse effects on the visual amenity of walkers, cyclists and equestrians on and close to the Site, such as from Woldgate (Viewpoints 1 and 2) and for residents in Home Farm, in Back Lane, Haisthorpe (Viewpoint 3). However, once completed, it would reverse the significant effects of the operational phase of the Proposed Development on landscape resources and visual amenity with minor long-term benefits to landscape fabric, landscape character and visual amenity of the Site and surrounding area as a result of the landscape measures in the oLBMEP.

Assessment of Residual Effects (Scenario 2)

5.209 The Assessment of Residual Effects (Scenario 2) has taken into account both the embedded (primary) mitigation and the further (secondary) mitigation (hedgerows and species-rich grassland) proposed in Appendix 7.11 (oLBMEP) – Volume 4. The hedgerows would not be planted until the end of the construction phase and would take up to 5 years to establish and so

the residual effects of the construction phase and years 1 – 5 of the operational phase of the Proposed Development on landscape fabric, landscape character, landscape designations and visual amenity would remain as described for Scenario 1.

- 5.210 During years 6 – 40 of the operational phase, the hedgerows and species-rich grassland would progressively mature and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual effects of the Proposed Development during years 6 – 40 of the operational phase would remain as described for Scenario 1.
- 5.211 The hedgerows would be well established by the time the Proposed Development is decommissioned and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual effects of the Proposed Development during decommissioning phase would remain as described for Scenario 1.

Assessment of Cumulative Effects (Scenario 3)

- 5.212 The Assessment of Cumulative Effects (Scenario 3) has taken into account the embedded (primary) mitigation and has assessed the additional cumulative effects of the construction, operational and decommissioning phases of the Proposed Development in the context of the likely future landscape and visual baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area) at ten of the viewpoint locations (Viewpoints 1, 2, 4, 5, 7, 12, 14, 16, 17 and 18).
- 5.213 At two of the viewpoints (Viewpoints 12 and 17) the two Carnaby wind turbines would be close and clearly visible and the addition of these to the likely future baseline would very slightly (Viewpoint 12) and slightly (Viewpoint 17) reduce the susceptibility of the landscape and visual receptors, but not sufficient to reduce their sensitivity. However, at the other eight viewpoints (Viewpoints 1, 2, 4, 5, 7, 14, 16 and 18) the two Carnaby wind turbines would be largely or entirely screened by intervening vegetation, and the addition of these to the likely future baseline would not affect the value, susceptibility or sensitivity of the landscape or visual receptors. The predicted magnitude of change that would be brought about by the construction, operational and decommissioning phases of the Proposed Development would be the same as the predicted magnitude of change against the predicted future baseline (Scenario 1), so the additional cumulative effects of the construction, operational and decommissioning phases of the Proposed Development in the context of the likely future baseline (Scenario 3) would be similar to the additional effects of the construction, operational and decommissioning phases of the Proposed Development in the context of the predicted future baseline (Scenario 1).

Assessment of Residual Cumulative Effects (Scenario 4)

- 5.214 The Assessment of Residual Cumulative Effects (Scenario 4) has taken into account both the embedded (primary) mitigation and the further (secondary) mitigation (hedgerows and species-rich grassland) proposed in Appendix 7.11 (oLBMEP) – Volume 4, in the context of the likely future landscape and visual baseline (including the operational wind turbines, the TOREP, the permitted Carnaby Wind Farm and the other permitted developments in the study area). The hedgerows would not be planted until the end of the construction phase and would take up to 5 years to establish and so the residual cumulative effects of the construction phase and years 1 – 5 of the operational phase of the Proposed Development on landscape fabric, landscape

character, landscape designations and visual amenity would remain as described for Scenario 3 (i.e., as for Scenario 1).

- 5.215 During years 6 – 40 of the operational phase, the hedgerows would progressively mature and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual cumulative effects of the Proposed Development during years 6 – 40 of the operational phase would remain as described for Scenario 3 (i.e., as for Scenario 1).
- 5.216 The hedgerows would be well established by the time the Proposed Development is decommissioned and would have a minor beneficial effect on landscape fabric and landscape character on the Site but no effects on the character of the wider landscape, on landscape designations, or on visual amenity. Therefore, the residual cumulative effects of the Proposed Development during decommissioning phase would remain as described for Scenario 3 (i.e., as for Scenario 1).

Conclusions

- 5.217 In conclusion, this is a large scale, simple, arable landscape, where the sloping topography and vegetation in the surrounding area provide a degree of screening which limits the extent of the likely significant discrete and cumulative effects of the Proposed Development on landscape resources and visual amenity. Although adjacent to the TOREP, the permitted solar arrays would be largely screened by field boundary and roadside vegetation in views from beyond the immediate surrounding area.
- 5.218 The construction phase of the Proposed Development would be short-term and significant effects on landscape resources (fabric, character and designations) and visual amenity would be limited to the Site and immediate surrounding area.
- 5.219 Significant effects during the operational phase of the Proposed Development on landscape resources (character and designations) and visual amenity have been minimised by the siting and design of the wind farm such that these would be limited to the Site and local area, extending up to 5 km from the wind turbines (for effects on landscape character and the Yorkshire ILA) and up to 3 km for effects on visual amenity. There would not be any significant effects on any existing nationally designated landscapes (such as Flamborough Head Heritage Coast), or on the proposed Yorkshire Wolds AONB / National Landscape which would be at least 7.5 km from the Proposed Development, were this to be designated in due course. The significant effects on the special characteristics (landscape character) of the Yorkshire ILA would be limited to a small part of this local designation. Consequently, the purpose of this designation (to protect and enhance landscape characteristics and features) would not be fully met within a small part of the Yorkshire Wolds ILA local landscape designation but would not be affected within the remainder of this designation.
- 5.220 The operational phase of the Proposed Development would not be overbearing in views from any residential properties, nor dominate views from any local villages or towns. There are numerous visitor attractions in the study area but most of these are located along the coastline and significant effects on the visual amenity of visitors would occur at only two of these – one location on the Hockney Trail (at Viewpoint 2) and All Saints Church churchyard and Monolith in Rudston. There are also numerous PRoWs and long distance recreational routes in the study area, but significant effects on the visual amenity of walkers, cyclists and equestrians would be limited to within 1 – 2 km of the Proposed Development, in particular, to users of five local PRoWs (other routes with public access that run down the Wold slope on and around the Site between Rudston Lane and Church Lane) and five long distance recreational routes (that follow

Woldgate to the immediate north of the Site). Significant effects on the visual amenity of motorists would be limited to those travelling along Woldgate, West Back Lane in Haisthorpe, Rudston Road and Back Lane, Church Lane north of Carnaby and on the A614 to the south of the Site, all within approximately 1.5 km of the Proposed Development.

- 5.221 With regards to cumulative effects during the operational phase, the Proposed Development would be at a distance from the existing operational and permitted wind farms and would appear similar to these in terms of scale and design, whilst being in a different sector of the view from most locations within the study area.
- 5.222 The decommissioning phase would result in significant adverse effects on the visual amenity of walkers, cyclists and equestrians on and close to the Site, such as from Woldgate (Viewpoints 1 and 2) and for residents in Home Farm, in Back Lane, Haisthorpe (Viewpoint 3). However, once completed, it would reverse the significant effects of the operational phase of the Proposed Development on landscape resources and visual amenity with minor long-term benefits to landscape fabric, landscape character and visual amenity of the Site and surrounding area as a result of the landscape measures in the oLBMEP.

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Applicant's Development Information:

ES Volume 3:

Figure 2.1 (Site Location Plan)
Figure 2.2 (Indicative Site Layout Plan)
Figure 2.3 (Indicative Contextual Site Layout Plan)
Figure 2.4 (Indicative Turbine)
Figure 2.5a (Indicative Turbine Foundations (Gravity))
Figure 2.5b (Indicative Turbine Foundations (Piled))
Figure 2.6 (Indicative Crane Hardstanding)
Figure 2.7 (Indicative Met Mast)
Figure 2.8 (Indicative Access Track Cross Section)
Figure 2.9 (Indicative Transformer)
Figure 2.10 (Indicative Cable Trench)
Figure 2.11 (Indicative Construction Compound)
Figure 4.1 (Long List of Cumulative Development)
Figure 4.2 (Long List of Cumulative Development – Focussed Area)

ES Volume 4:

Appendix 2.1 (Outline Construction Environment Management Plan)
Appendix 4.1 (Climate Projections)
Appendix 4.2 (Cumulative Long List)
Appendix 7.11 (oLBMEP)