

East Midlands Gateway Phase 2 (EMG2)

Document DCO 6.10/MCO 6.10

ENVIRONMENTAL STATEMENT

Main Statement

Chapter 10

Landscape and Visual

~~October 2025~~ January 2026

10

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

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10. Landscape and Visual

Contents

| | | |
|--------------|--|-----------|
| 10.1. | Introduction | 2 |
| 10.2. | Scope and Methodology of the Assessment | 5 |
| 10.3. | Policy, Guidance and Legislative Context..... | 20 |
| 10.4. | Approach to Assessment of Applications..... | 24 |
| 10.5. | Assessment of DCO Application | 25 |
| | Baseline Conditions | 25 |
| | Potential Impacts..... | 44 |
| | Mitigation Measures | 60 |
| | Residual Effects | 62 |
| 10.6. | Assessment of MCO Application | 66 |
| | Baseline Conditions | 66 |
| | Potential Impacts..... | 73 |
| | Mitigation Measures | 80 |
| | Residual Effects | 82 |
| 10.7. | Assessment of the EMG2 Project..... | 84 |
| | Baseline Conditions | 84 |
| | Potential Impacts..... | 84 |
| | Mitigation Measures | 86 |
| | Residual Effects | 87 |
| 10.8. | Cumulative Impacts | 88 |
| 10.9. | Summary of Effects and Conclusions | 92 |

10.1. Introduction

10.1.1. This chapter of the ES assesses the likely significant environmental effects of the EMG2 Project in respect of landscape and visual matters. The assessment is based on the project description set out in **Chapter 3: Project Description (Document DCO 6.3/MCO 6.3)** including the development parameters set out in **Table 3.5** within that Chapter. In particular, this chapter describes the methods used for assessment and details of the criteria used to determine significance; the relevant legislation and the landscape and visual policy context. It then sets out the baseline landscape and visual conditions; the potential impacts and effects as a result of the EMG2 Project; any mitigation or control measures required to reduce or eliminate adverse effects; and the subsequent residual effects and likely significant effects.

10.1.2. In brief, the EMG2 Project comprises three main components as follows:

Table 10.1: The EMG2 Project Components

| Main Component | Summary of Component | Works Nos. |
|---|--|---|
| DCO Application made by the DCO Applicant for the DCO Scheme | | |
| EMG2 Works | Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange. Together with an upgrade to the EMG1 substation and provision of a Community Park. | DCO Works Nos. 1 to 5 including relevant Further Works as described in the draft DCO (Document DCO 3.1). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1). |
| Highway Works | Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, Works to Long Holden , L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements. | DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1). |
| MCO Application made by the MCO Applicant for the MCO Scheme | | |
| EMG1 Works | Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing. | MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1). |

- 10.1.3. For the purposes of this Chapter, all references to the EMG2 Works scope out the upgrade to the EMG1 substation, as this will not result in any material landscape or visual effects.
- 10.1.4. In recognition that this chapter forms part of a single ES covering both the DCO Scheme and the MCO Scheme, it makes a clear distinction between the component parts and, consistent with the dual application approach, separately assesses the impacts arising from:
- i. The DCO Scheme (Section 10.5);
 - ii. The MCO Scheme (Section 10.6);
 - iii. The EMG2 Project as a whole, comprising the DCO Scheme and MCO Scheme together (Section 10.7); and
 - iv. The EMG2 Project as a whole in combination with other planned development (i.e. the cumulative effects) (Section 10.8) using the list of projects identified in **Appendix 21B to Chapter 21: Cumulative Impacts (Document DCO 6.21B/MCO 6.21B)**.
- 10.1.5. This chapter is accompanied by a series of appendices as follows:
- **Appendix 10A: Landscape and Visual Impact Assessment (LVIA) Criteria; including Visualisations and ZTV Methodologies (Document DCO 6.10A/MCO 6.10A)**
 - **Appendix 10B: Landscape and Visual Impact Assessment (LVIA) Figures (Document 6.10B/MCO 6.10B)**
 - **Appendix 10C: Arboricultural Assessment (Document 6.10C/MCO 6.10C)**
 - **Appendix 10D: Illustrative Landscape Masterplans and Landscape Cross Sections (Document 6.10D/MCO 6.10D)**
 - **Appendix 10E: Landscape Effects Table (LET) (Document 6.10E/MCO 6.10E)**
 - **Appendix 10F: Visual Effects Table (VET) (Document 6.10F/MCO 6.10F)**
- 10.1.6. **Appendix 10B (Document DCO 6.10B/MCO 6.10B)** comprises the following figures:
- Figure 1: Aerial Photograph (EMG2 Project Context)
 - Figure 2: Aerial Photograph (EMG2 Project Wider Context)
 - Figure 3: Aerial Photograph (EMG2 Project Public Rights of Way)
 - Figure 4: Landscape Character (EMG2 Project National and County)
 - Figure 5.1: Environmental Designations and Features (EMG2 Project)
 - Figure 5.2: Environmental Designations and Features (EMG2 Project - Wider Context)
 - Figure 6: Topography (EMG2 Project)
 - Figure 7: Zone of Theoretical Visibility (EMG2 Project - ZTV)
 - Figure 8.1: Photo Viewpoints and Visualisations Locations (EMG2 Project)
 - Figure 8.2: Photo Viewpoints and Visualisations Locations (EMG2 Project - Wider Context)

- [Figure 9: Photo Viewpoints \(DCOEMG2 Project\)](#)
- [Figure 10: Photo Viewpoints \(MCO\)](#)
- [Figure 110.1: Visual Receptors – \(EMG2 WorksDCO\)](#)
- [Figure 110.2: Visual Receptors – \(EMG1 WorksMCO and Highway Works\)](#)
- [Figure 124: Visualisations \(EMG2 ProjectDCO\)](#)
- [Figure 13: Visualisations \(MCO\)](#)
- [Figure 14: Night-time Visualisations \(DCO\)](#)
- [Figure 15: Night-time Visualisations \(MCO\)](#)

10.2. Scope and Methodology of the Assessment

10.2.1. This section of the chapter is common to both the DCO Scheme and the MCO Scheme.

Introduction

10.2.2. This chapter of the ES assesses the likely significant environmental effects of the EMG2 Project, in respect of landscape and visual matters.

10.2.3. This chapter and the associated appendices have been prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013. The assessment of Landscape Value also takes account of guidance in Landscape Institute Technical Guidance Note 02-21 "Assessing landscape value outside national designations".

10.2.4. In summary, the GLVIA3 states:

"Landscape and Visual impact assessment (LVIA), is a tool used to identify and assess the significance of and the effects of change resulting from development on both landscape as an environmental resource in its own right and on people's views and visual amenity." (GLVIA3 paragraph 1.1.)

10.2.5. There are two components of LVIA:

"Assessment of landscape effects; assessing effects on the landscape as a resource in its own right;

Assessment of visual effects: assessing effects on specific views and on the general visual amenity experienced by people." (GLVIA3 paragraph 2.21)

10.2.6. The components of this chapter include baseline studies; description and details of the landscape proposals and mitigation measures to be adopted as part of the EMG2 Project; identification and description of likely effects arising; and an assessment of the significance of these effects.

10.2.7. In terms of baseline studies, the assessment provides an understanding of the landscape that may be affected, its constituent elements, character, condition and value. For the visual baseline this includes an understanding of the area in which the EMG2 Project may be visible, the people who may experience views, and the nature of views.

Assessment of Landscape Effects

10.2.8. GLVIA3 states that "An assessment of landscape effects deals with the effects of change and development on landscape as a resource" (GLVIA3 paragraph 5.1).

10.2.9. The baseline landscape is described by reference to existing published Landscape Character Assessments and by a description of the areas of land affected by the EMG2 Project and its context.

- 10.2.10. A range of landscape effects can arise through development. These can include:
- Change or loss of elements, features, aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
 - Addition of new elements that influence character and distinctiveness of the landscape;
 - Combined effects of these changes.
- 10.2.11. The characteristics of the existing landscape resource are considered in respect of the susceptibility of the landscape resource to the change arising from this EMG2 Project. The value of the existing landscape is also considered.
- 10.2.12. Each effect on landscape receptors is assessed in terms of size or scale, the geographical extent of the area influenced and its duration and reversibility. In terms of size or scale of change, the judgement takes account of the extent of the existing landscape elements that will be lost or changed, and the degree to which the aesthetic or perceptual aspects or key characteristics of the landscape will be altered by removal or addition of new elements. Geographical extent is considered by reference to the extent of the area over which there will be a change. Duration is considered for the landscape effects, with short term effects in this assessment being defined as those lasting less than 5 years, medium term effects lasting between 5 and 10 years and long-term effects being defined as anything over 10 years in duration.
- 10.2.13. The level of effect is determined by considering the sensitivity of the landscape receptors and the magnitude of effect on the landscape. Final conclusions on the overall landscape effects are drawn from the assessment components described. This assessment describes the nature of the landscape effects, and whether these are adverse or beneficial, at the following stages of development; construction, completion (year 1) and longer term (year 15).
- 10.2.14. The criteria used in the assessment are set out in **Appendix 10A (Document DCO 6.10A/MCO 6.10A)**.

Assessment of Visual Effects

- 10.2.15. An assessment of visual effects deals with the effects of change from development on the views available to people and their visual amenity. This assessment describes the nature of the visual effects and, whether these are adverse or beneficial, at the following stages of development: construction; upon completion; and 15 years post completion.
- 10.2.16. The first stage in the assessment is to identify approximate visibility/ visibility mapping. This is done by either a computerised Zone of Theoretical Visibility (ZTV), or by manual methods using map study and field evaluation. A series of viewpoints are included within the assessment that are representative of views towards the EMG2 Project from surrounding visual receptors. Other views of the EMG2 Project are included where it supports the description and understanding of the landscape and visual characteristics. These are shown on Figures [40b-viii9](#) & [10](#) within **Appendix 10B (Document DCO 6.10B/MCO 6.10B)**.

10.2.17. The views also typically represent what can be seen from a variety of distances from the development and different viewing experiences.

10.2.18. It is important to remember that visual receptors are all people. For each affected viewpoint, the assessment considers both the susceptibility to change in views and the value attached to views. The GLVIA3 sets out which visual receptors are to be included as follows:

“The visual receptors most susceptible to change are generally likely to include:

- *Residents at home;*
- *People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape or particular views;*
- *Visitors to heritage assets or to other attractions, where views of the surroundings are an important contributor to the experience;*
- *Communities where views contribute to the landscape setting enjoyed by residents in the area;*

Travellers on road, rail or other transport routes tend to fall into an intermediate category of moderate susceptibility to change. Where travel involves recognised scenic routes awareness of views is likely to be particularly high.” (GLVIA3 paragraph 6.33.)

Visual receptors likely to be less sensitive to change include:

- *People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape;*
- *People at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life (although there may be on occasion be cases where views are an important contributor to the setting and to the quality of working life.”* (GLVIA3 paragraph 6.34.)

10.2.19. Each of the visual effects is evaluated in terms of its size or scale, the geographical extent of the area influenced and its duration or reversibility.

10.2.20. In terms of size or scale, the magnitude of visual effects takes account of:

- *The scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including proportion of the view occupied by the proposed development;*
- *The degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line height, colour and texture;*
- *The nature of the view of the proposed development, in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses.* (GLVIA3 paragraph 6.39)

- 10.2.21. The geographical extent of the visual effect in each viewpoint is likely to reflect:
- The angle of view in relation to the main activity of the receptor;
 - The distance of the viewpoint from the proposed development;
 - The extent of the area over which the changes would be visible.
- 10.2.22. As with landscape effects, the duration of the effect could be short to long term or permanent and the same definitions apply. The criteria used in this assessment are set out in **Appendix 10A (Document DCO 6.10A/MCO 6.10A)**.

Overall Landscape and Visual Effects

- 10.2.23. The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 10.2.24. GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following descriptive thresholds have been used for this appraisal which broadly correlate to the magnitude of effects table set out at Table 1.46 in **Chapter 1: Introduction and Scope (Document DCO 6.1/MCO 6.1)**:
- Major;
 - Moderate;
 - Minor;
 - Negligible.
- 10.2.25. Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.
- 10.2.26. Guidance on assessing significance of landscape and visual effects is included within GLVIA3.

Significance of Landscape Effects

- 10.2.27. GLVIA3 states, at paragraph 5.56, that:
- “There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and context and with the type of proposal. At opposite ends of the spectrum it is reasonable to say that:*
- *Major loss or irreversible negative effects, over an extensive area, on elements and/ or aesthetic and perceptual aspects that are key to the*

character of nationally valued landscapes are likely to be of the greatest significance;

- *Reversible negative effects of short duration, over a restricted area, on elements and/ or aesthetic and perceptual aspects that contribute to but are not key characteristics of the character of landscapes of community value are likely to be of the least significance and may, depending on the circumstances, be judged as not significant;*
- *Where assessments of significance place landscape effects between these extremes, judgements must be made about whether or not they are significant, with full explanations of why these conclusions have been reached.” (GLVIA3 paragraph 5.56.)*

Significance of Visual Effects

10.2.28. GLVIA3 states, at paragraph 6.44, that:

“There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and context and with the type of proposal. In making a judgement about the significance of visual effects the following points should be noted:

- *Effects on people who are particularly sensitive to changes in views and visual amenity are more likely to be significant;*
- *Effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant;*
- *Large-scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present within the view.” (GLVIA3 paragraph 6.44.)*

Judging Overall Significance

10.2.29. Landscape Institute Technical Guidance Note (LITGN) 2024-01 (*Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3)*), also references assessing significance. This states at 3(5);

‘GLVIA3 provides guidance on assessing significance, in particular paragraphs 3.19 – 3.36. The Panel highlight the following key points:

Make sure the methodology clearly states the basis on which effects are judged as ‘significant’, and check that judgements are consistent with this (see GLVIA3 paragraph 3.23).....As indicated at GLVIA paragraph 3.33, it is not necessary to establish thresholds for levels of significance.....It should be noted that judgements of significance are not judgements of acceptability considering the policy context, which is a matter for decision makers.....’

10.2.30. For this LVIA, a judgement is reached, based on the assessment, as to whether an effect is significant or not. Those degrees of effects that are considered to be significant by the assessor for this LVIA are judged to be effects that are either Major or Moderate/Major.

Assessment of Cumulative Effects

10.2.31. For the purposes of the landscape and visual cumulative effects assessment, the following definitions reflecting GLVIA3 apply:

- Cumulative landscape effects may arise from adding new types of change or from increasing or extending the effects of the main project. The concern is with the accumulation of effects upon landscape character and the components that contribute to it. Cumulative landscape effects are likely to include effects: on the fabric of the landscape; on the aesthetic aspects of the landscape; and, on the overall character of the landscape.
- Cumulative visual effects are the effects on views and visual amenity enjoyed by people, which may result either from adding the effects of the project being assessed to the effects of the other projects on the baseline conditions or from their combined effect. This may result from changes in the content and character of the views experienced in particular places.

10.2.32. GLVIA3 advises; *'In most cases the focus of the cumulative assessment will be on the additional effect of the project in conjunction with other developments of the same type'*. It does however acknowledge that developments of another type may also be relevant to consideration of the likely significant cumulative effects. (GLVIA para 7.10, pg 122).

10.2.33. GLVIA3 sets out how development proposals at different stages in the planning process, whether of the same or different types, should be treated in assessing cumulative landscape and visual effects. It advises, *'Taking 'the project' to mean the main proposal that is being assessed, it is considered that existing project and those which are under construction should be included in the baseline for both landscape and visual effects assessments (the LVIA baseline). The baseline for assessing cumulative landscape and visual effects should then include those projects considered in the LVIA and in addition potential projects that are not yet present in the landscape but are at various stages in the development and consenting process:*

- *Projects with planning consent;*
- *Projects that are the subject of a valid planning application that has not yet been determined.'* (GLVIA para 7.13, pg 122)

10.2.34. It further advises *'The emphasis must always remain on the main project being assessed and how or whether it adds to or combines with the others being considered to create a significant cumulative effect.'* (GLVIA para 7.28, pg 129)

10.2.35. The study area for the assessment of cumulative landscape and visual effects has been identified as the ZTV of the EMG2 Project, plus any likely overlapping ZTV (Zone of Theoretical Visibility) for the other relevant identified projects. The latter has been appraised

through desk top review of available and relevant plans and information for the relevant projects.

Assessment Basis

- 10.2.36. This landscape and visual impact assessment has assessed the EMG2 Project as detailed within the accompanying application and specifically as described in **Chapter 3: Project Description** of this ES (**Document DCO 6.3/MCO 6.3**). It has assessed the proposed development parameters as detailed on the Parameter Plans provided as **Documents DCO 2.5 and MCO 2.5** and where these allow for any variation of flexibility, it has assessed the potential ‘worst case’ or greatest potential landscape and visual effect that could arise from the proposed development parameters. The landscape and visual impact assessment is therefore based upon the ‘worst case’ or ‘maximum parameters’, as defined for the EMG2 Project.
- 10.2.37. The assessment is not based upon the Illustrative Masterplan and Illustrative Landscape Masterplan that also accompany the application. These ‘Illustrative’ plans do, however, show one option for how the EMG2 Project could be developed in accordance with the proposed development parameters.
- 10.2.38. For the purposes of the Visualisations (included within **Appendix 10B** Figures [12 - 15-11b](#) (**Document DCO 6.10B/MCO 6.10B**)), the Illustrative Landscape Layouts (**Documents DCO 2.6 and MCO 2.6**) have been adopted, as a reasonable basis to illustrate how the EMG2 Project could be perceived within these viewpoints. The proposed buildings and infrastructure within these Visualisations are nevertheless illustrated to the maximum heights as defined by the proposed development parameters. In addition, the extent of the maximum extents and heights of the proposed development are also denoted on the Visualisations with a dashed line. This shows the maximum ‘envelope’ within which the proposed development will be seen, albeit that the full extent of the visible ‘envelope’ shown on the Visualisations would not all be occupied by buildings.

Consultation

- 10.2.39. A summary of the key issues raised during consultation undertaken to date and specific to landscape and visual matters is presented in **Table 10.2** below, together with how these issues have been considered and addressed.

Table 10.2: Summary of Consultations

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|-------------------|--|--|--|
| EIA Scoping Stage | | | |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 2.2.9 | Definition of study area for each topic to be clarified. | Study Area for LVIA reflects the area within which there are likely to be potential effects arising. This generally reflects the mapping extents included within the LVIA figures and the extent |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|-----------|--|---|---|
| | | | of the Zone of Theoretical Visibility (ZTV). |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.3 | Study Area should be informed by the Zone of Theoretical visibility (ZTV) and include appropriate visualisations and the justification for their selection. | The ZTV (Appendix 10B Figure 7) has been prepared to assist in determining the study area and identification of suitable representative viewpoints and locations for visualisations. The locations have been agreed with the LPA. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.4 | Viewpoints – need to provide for the whole EMG2 Project with the number and location agreed with the relevant consultation bodies | Suggested locations for these viewpoints and visualisations have been submitted and agreed with the LPA. Figures showing these locations are included at Appendix 10B Figures 8.1 and 8.2. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.5 | Explain and justify mitigation measures. | This is detailed at Section 10.45 and 10.56; with further details included in the Design Approach Document. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.6 | Scale of landscape and mitigation measures to be assessed as part of the landscape and visual effects | The landscape proposals including the mitigation mounding form part of the proposals and have thus be assessed as part of the EMG2 Project. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.7 | Assess cumulative effects and consider use of visualisations to illustrate potential cumulative effects. | Cumulative effects are assessed at Section 10.78. The use of visualisations to illustrate the likely significant cumulative effects was not considered necessary in this case. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.8 | Present assumptions for heights of mitigation planting as depicted in visualisations/ photomontages and for the stated assessment years. | The maximum height of the proposed tree and woodland planting within the visualisations at Year 15, is depicted at 7-9m. |
| Sept 2024 | The Planning Inspectorate - Scoping Opinion ID 3.1.9 | Relationship with cultural heritage assessment | Close liaison with the heritage consultants has been undertaken as part of the design and assessment process. This has include agreement on the viewpoints and photomontage/ visualisation locations. |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|-----------|---|---|---|
| Sept 2024 | Scoping Opinion – NWLDC | <p>LVIA to have regard for Conservation Officer response on viewpoint locations.</p> <p>NWLDC Conservation Officer comments that substantial landscape bunds would be harmful; not reflect local landscape character and not an appropriate form of mitigation</p> | <p>Viewpoint locations were agreed with the LPA.</p> <p>The design of the ‘mitigation mounding’; including its extent, scale and heights has been carefully considered as part of the design and assessment process and consultation feedback. This ‘mitigation mounding’ has also been assessed as part of the EMG2 Project.</p> |
| Sept 2024 | Scoping Opinion – Kegworth Parish Council | Request assessment of the visual effect from viewpoints on the western edge of Kegworth | Viewpoint(s) and visualisation(s) on the western edge of Kegworth are now included at Figures 109 and 134 within Appendix 10B . |
| Sept 2024 | Scoping Opinion – Leicestershire County Council | <p>Assessment to cover both construction and operational stages; and winter and summer conditions. Include night time assessment and ZTV.</p> <p>Mitigation measures to include cross sections and slope profiles and clarification on trees/ hedgerow and planting to be retained.</p> | All matters have been addressed in the LVIA and also Chapter 11: Lighting . |
| Sept 2024 | Scoping Opinion – Long Whatton and Diseworth Parish Council | Landscape impacts having regard to the important views and features as identified by the Long Whatton and Diseworth Landscape Sensitivity Study; and Vulnerable Landscape designation included in the emerging Neighbourhood Plan. | The relevant landscape character and sensitivity assessment studies have been appraised as part of the baseline work and the viewpoint locations have been agreed with the LPA. |
| Sept 2024 | Scoping Opinion – Natural England | Natural England recommend use of Guidelines for Landscape and Visual Impact Assessment (GLVIA3) 2013 (3rd edition) for the LVIA. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design | <p>The LVIA is being undertaken in accordance with GLVIA3.</p> <p>Local and other Design Guides have informed the landscape and related mitigation proposals as appropriate.</p> |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|---------------------------------|--|--|---|
| | | Guide and National Model Design Code. | |
| Pre-app consultation with NWLDC | | | |
| Jan 2025 | Document Review - Gillespies on behalf of NWLDC | <p>Confirms LVIA methodology and viewpoints/ photomontages are appropriate. Some minor clarifications and notes to add.</p> <p>Additional viewpoint suggested for the Midshires Way (though also states that may not be necessary if little/ no effect).</p> <p>Type/ level of photomontage to be agreed with NWLDC in line with LI TGN 06/19.</p> <p>Details on how night time effects to be assessed to be included.</p> | <p>LVIA methodological clarifications and notes have been added as requested.</p> <p>Additional viewpoint from the Midshires Way has been included at within Appendix 10B Figure 109.</p> <p>Type/ level of photomontages has been confirmed as 'Type 4', in line with LI TGN 06/19. This is the highest standard in accordance with the guidance and is a technical improvement on the 'Type 3', as anticipated/ proposed at the Scoping/ PEIR stages.</p> <p>Impacts on night time lighting is covered in Section 10.5- and in Chapter 11: Lighting.</p> |
| Statutory Consultation | | | |
| March 2025 | Statutory Consultation response – Influence on behalf of Protect Diseworth | <p>Acknowledges design/ information is ongoing so in draft and not complete and therefore not possible to review assessments section.</p> <p>Seeks additional information (at 2.1) including reference to all relevant guidance; evidence base and planning policies. Also, cumulative and night time assessments required.</p> <p>Additional cross sections requested (for Hyams Lane and Cross Britain Way/ Long Holden).</p> <p>Further viewpoints also sought including sequential views; night time views; and cross referenced to Conservation Officer</p> | <p>Full LVIA now detailed; including references to additional information sought where relevant and included.</p> <p>Additional cross sections sought also included at Appendix 10D.</p> <p>Additional viewpoint included from the Midshires Way (north of Kegworth), as per consultation above.</p> <p>Additional viewpoints sought by this consultation response have not been added. A comprehensive range of representative viewpoints as agreed with the LPA are included at within Appendix 10B Figures 8 - 10-9. These include viewpoints from some of the additional locations sought.</p> <p>Night time effects are considered and assessed in</p> |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|----------|---|--|---|
| | | <p>highlighted viewpoints. Photomontages to level AVR4 also sought.</p> <p>LVIA methodology confirmed to be clear and concise and to recommended guidance and best practice.</p> <p>Summary advises that the EMG2 Project does not appear to be 'landscape led'. Draft status of the majority of the information does not allow a detailed commentary of the assessment of the proposals to be provided.</p> | <p>Section 10.45-10.67 and within Chapter 11: Lighting. Night-time visualisations are included within Appendix 10B Figures 14 & 15.</p> <p>The visual effects of the proposed development include an assessment of the effects upon the receptors at the identified viewpoints.</p> <p>The photomontages have been confirmed as 'Type 4', in line with LI TGN 06/19. This is the highest standard in accordance with the guidance and is a technical improvement on the 'Type 3', as anticipated/ proposed at the Scoping and PEIR stages.</p> <p>Full LVIA now included within this chapter so this can be reviewed and commented upon.</p> |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | <p>Response acknowledges that draft LVIA chapter is not complete but does give an indication of where the predicted significant effects are likely. Also, it re-confirms methodology is in line with GLVIA3.</p> <p>Suggests Long Whatton and Diseworth Neighbourhood Plan might be worth including in the policy section.</p> | <p>The Long Whatton and Diseworth Neighbourhood Plan is now referenced at Section 10.3.</p> |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | <p>The Review comments that some landscape value and susceptibility criteria and references are not included within the draft information. Similarly for value and susceptibility of views. Also suggests including the viewpoint locations within the visual appraisal section of the chapter.</p> | <p>Judgements for the value and susceptibility of landscape and visual receptors are now included within the Accompanying Effects Tables at Appendices 10E and 10F.</p> |
| May 2025 | Document Review - Gillespies on | <p>The Review notes the gaps in the assessment of potential impacts but confirms that it does nevertheless indicate</p> | <p>Full assessment now included within the Chapter and accompanying Effects Tables at Appendices 10E and 10F.</p> |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|----------|---|---|--|
| | behalf of NWLDC | where significant effects are likely and confirms that this is acceptable at this stage. | |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | The Review agrees on the location of the potential significant effects identified. | All likely significant landscape and visual effects now identified and summarised in Section 10.89. |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | In terms of the methodology and criteria at Appendix 10.A of the draft; it advises that an overall sensitivity is not given for the landscape receptors and that the landscape value criteria table would benefit from some indicators or examples. Also, clarity on visual magnitude of change sought and an out of date GLVIA reference is noted. | These matters have all been addressed. Further detail has been added to Appendix 10A and the overall sensitivity and value judgements are included within the respective Effects Tables at Appendices 10E and 10F . |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | Response references lighting and night time effects and that it is expected that a lighting strategy and qualitative assessment is included in the LVIA. | The Lighting Strategy is included as part of Chapter 11: Lighting and associated Appendix 11A . The qualitative night time assessment is included within Section 10.45-10.67. |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | Advises that it would be good to include an outline of the maximum parameters (in addition to the blocks of the illustrative masterplan) as a dotted line on the photomontages. | The outline of the maximum parameters of the development has been added to the Photomontages as suggested in Appendix 10B Figures 12 & 134 . |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | The Review also includes some comments on the draft f Figures within the Chapter. | These have all been considered and suitably addressed as part of updating and finalising the LVIA Figures (at Appendix 10B). |
| May 2025 | Document Review - Gillespies on behalf of NWLDC | The Review considers the Masterplan and changes to this from earlier versions. It notes the changes to the masterplan from the previous version and | The acknowledgement of the improvement is welcomed. Further refinements in the Masterplan and Development Parameters have been implemented following |

| Date | Consultee and Type of Response | Matter Raised | Response to Matter Raised |
|------|--------------------------------|---|--|
| | | advises that it is an improvement on the previous draft, particularly in moving the Zone 4 development area further east away from Diseworth. | consultation. This has slightly increased the height of the mitigation mounding in the area to the east of Diseworth (west of Zone 4), in response to consultation feedback. |

| Further non statutory consultation | | | |
|------------------------------------|---|---|---|
| July 2025 | Document Review - Gillespies on behalf of NWLDC | The scope and methodology is in line with GLVIA3 and sets out the relevant criteria for assessing effects on landscape and visual receptors | The acknowledgement is welcomed. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | The classification of low/medium or other split or borderline judgments could be described in the methodology/ criteria. | Appendix 10A addresses this point for all split or borderline judgments at para 1.3. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | There needs to be discussion on the location of the viewpoints and how locations were identified, and it would be useful to add the VP references to each of the receptors to aide the reader. | Clarification/ additional information included in Section 10.5 referencing identification of viewpoint locations. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Agreement that the significant landscape effects will be those within the site and the immediate context, and that significant cumulative landscape effects will arise in combination with the Isley Woodhouse project. | The acknowledgement is welcomed. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | There is no supporting text about how the landscape impact judgements on value for the published landscape character assessments have been evaluated. | This is now referenced within Sections 10.5 and 10.6, with the judgments included in the Table at Appendix 10E . |

| | | | |
|-----------|---|--|---|
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Agreement on the location of locations of significant visual effects, residual effects, and cumulative effects. | The acknowledgement is welcomed. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | It is noted that the previous comment to include for the maximum parameter on the visualisations has been actioned. | The acknowledgement is welcomed. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Appendix 10A. - Previous comments on the methodology and criteria for the LVIA still stand. References to Type 3 visualisations should be updated to Type 4. ZTV methodology should be included. | All previous comments have been reviewed and actioned where required. References to Type 3 Visualisations have now been updated to Type 4 Visualisations and ZTV methodology included in Appendix 10A . |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Appendix 10B. – Various minor comments on Figures 2,3, 7, 8, and 11. Most previous comments now addressed. Confirmation required that visualisations are all type 4 and not type as referenced on Figures. | All comments have been reviewed and actioned where required. This includes extending the mapping extents on some figures and adding references as suggested. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Appendix 10F - The photo location references should be included in Appendix 10F. | Photo viewpoint references now added to Appendix 10F Table. |
| July 2025 | Document Review - Gillespies on behalf of NWLDC | Illustrative masterplan – The additional detail and drawing showing the Community Park alongside the Design Approach Document is welcomed and provides reassurance about the proposals. | The acknowledgement is welcomed. |

Assumptions and Limitations

10.2.40. The following assumptions are relevant to this chapter:

- The Residual Landscape and Visual Effects of the EMG2 Project take into account the growth of the proposed planting and in particular the proposed woodland and

tree planting. Typical growth rates for this planting are drawn from published sources and assumes that the proposed woodland and trees will generally be circa 7-9 metres high after 15 years.

10.2.41. The following limitations are relevant to this chapter:

- Judgements on the likely visual effects for any 'private' receptors e.g. residential properties have been determined based upon publicly accessible positions. For example, in some situations it has not been possible to determine the detailed nature of some private views from residential properties, although the likely nature of the view has been appraised where possible based upon a combination of views back towards the property from within the site and from nearby publicly accessible locations.

10.3. Policy, Guidance and Legislative Context

10.3.1. This section of the chapter is common to both the DCO Application and the MCO Application. It provides a specific planning policy and guidance summary in respect of landscape and visual impact assessment.

National Policy Statement National Networks (NPSNN) (March 2024)

10.3.2. The NPS was updated in March 2024 and sets out the need for, and government's policies to deliver, development of NSIPs on the national road and rail networks in England. This includes national road, rail and strategic rail freight interchanges.

10.3.3. The NPS requires applicants to carry out a landscape and visual impact assessment in line with guidance published by the Landscape Institute on undertaking such assessments and taking into account any relevant local policies. At Paragraph 5.162, it notes that,

“The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project, potential impacts on views (including protected views) and visual amenity. This should include any noise and/or light pollution effects, including on local amenity, dark skies, tranquillity, and nature conservation. The assessment should also demonstrate how noise and/or light pollution from construction and operational activities on residential amenity, sensitive locations, and other receptors will be minimised.”

10.3.4. It goes on to state at Paragraph 5.164 that, *“The project should be designed, and the scale minimised, to avoid or where unavoidable, mitigate the visual and landscape effects, during construction and operation, so far as is possible while maintaining the operational requirements of the EMG2 Project.”*

National Planning Policy Framework (NPPF) (December 2024)

10.3.5. Regarding landscape and green infrastructure, the Natural Environment (Section 15) of the NPPF provides a policy context for the countryside and green infrastructure. The key objectives include protecting and enhancing valued landscapes and recognising the character and beauty of the countryside.

10.3.6. Paragraph 187 states;

“Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; (...)”

- 10.3.7. The EMG2 Project lies within an undesignated landscape with no statutory or protected status for reasons of landscape quality or value, such as a National Park or National Landscape. It also does not lie within a landscape identified as being of any particular or heightened landscape quality or interest within the development plan.
- 10.3.8. The character of the landscape within which the EMG2 Project is situated has been appropriately assessed to help inform decisions regarding “*the intrinsic character and beauty of the countryside*”. The potential to enhance green infrastructure networks, as advocated in the NPPF is also considered.

Local Planning Policy

North West Leicestershire Local Plan 2011-2031 (November 2017, readopted March 2021)

- 10.3.9. The relevant development plan policy is currently provided by North West Leicestershire District Council’s (NWLDC) Local Plan which was originally adopted in November 2017 and was re-adopted in March 2021 following an amendment to the timescale for the Local Plan review.
- 10.3.10. Policy S3 ‘Countryside’ provides guidance on how employment proposals in the countryside will be assessed. In regards to matters relating to landscape and visual amenity it states that proposals will be supported where the following criteria are met:

“i) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence; and

ii) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and

iii) it does not create or exacerbate ribbon development; and

iv) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate;”

Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies for Consultation (January 2024)

- 10.3.11. The Plan Objectives are set out at Paragraph 4.4 of the consultation document. These include; achieving high quality development which responds positively to local character and which creates safe places to live, work and travel; and conserving and enhancing the district's natural environment, including its landscape character.
- 10.3.12. Policy Ec3 (New Employment Allocations (Strategic Policy)) sets out the proposed employment allocations for the District in the accompanying 'Proposed Housing and Employment Allocations' consultation document as per below.

Draft North West Leicestershire Local Plan 2020 – 2040: Proposed Housing and Employment Allocations for Consultation (January 2024)

- 10.3.13. Section 6 of the consultation document details the identified 'Potential Locations for Strategic Distribution'. This references the Leicester and Leicestershire Strategic Growth Plan that identified East Midlands Airport (EMA) and its immediate area as a '*major employment opportunity*' and this area forms part of the '*Leicestershire International Gateway*' area. It also references the designated East Midlands Freeport which includes circa 100ha of land to the south of EMA.
- 10.3.14. The document identifies two '*Potential Locations for Strategic Distribution*', including one location that substantially matches the extents of the EMG2 Main Site. This location was identified by NWLDC following landscape sensitivity assessment studies undertaken in 2019 and 2021, including detailed and site specific assessments. These studies are referenced in the following Baseline Conditions section of this chapter.
- 10.3.15. The EMG2 Main Site broadly aligns with the area identified as '*EMP90 (part)*' for 81ha (including 'areas shown for landscaping').
- 10.3.16. In relation to the EMP90 (part) site, the consultation document states (on page 81):

"Potential Locations for Strategic Distribution: Land south of East Midlands Airport (EMP90(part))

(1) Land south of A453 and east of Diseworth is identified as having potential for strategic distribution.

(2) Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.

(3) If the site is allocated, matters which will need to be addressed include:

....(d) The provision of an appropriate landscaping EMG2 Project which includes both extensive boundary treatment and also internal planting, so as to minimise the impact of development on the wider landscape and the setting of Diseworth (...)

.....(h) A satisfactory design and layout which takes account of site's sensitive location, both in landscape terms and its adjacency to Diseworth Conservation Area.

(4) Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan. [Note: Relevant points only listed above]

- 10.3.17. In relation to the DCO Scheme, these fall within an area proposed to be identified in the January 2024 consultation as an Existing Employment Area (Policy E5) as shown on the draft Policies Map. However, the Council has since resolved to change the extent of existing employment areas to solely cover built form.

10.4. Approach to Assessment of Applications

10.4.1. In recognition that this chapter forms part of a single ES covering both the DCO Application and the MCO Application (as explained in Section 10.1 and in full within **Chapter 1: Introduction and Scope, Document DCO 6.1/MCO 6.1**) it makes a clear distinction between the component parts and, consistent with the dual application approach, assesses the impacts arising from the DCO Application and MCO Application separately and then together as the EMG2 Project in combination. An assessment of the cumulative impacts of the EMG2 Project with other existing and, or approved developments, has also been completed using the list of projects identified in **Appendix 21B to Chapter 21: Cumulative Impacts (Document DCO 6.21B/MCO 6.21B)**.

10.4.2. Accordingly, the remaining sections of this Chapter are structured as follows:

- An Assessment of the DCO Scheme within Section 10.5;
- An Assessment of the MCO Scheme within Section 10.6;
- An Assessment of the EMG2 Project as a whole, comprising the DCO Scheme and —MCO Scheme together, within Section 10.7;
- An Assessment of the EMG2 Project as a whole in combination with other planned —development (i.e. the cumulative effects), within Section 10.8; and
- An overall summary and conclusions of the above within Section 10.9.

10.5. Assessment of DCO Application

10.5.1. As set out in Section [10.1](#) of this Chapter, and at **Table 10.1**, the DCO Scheme comprises of the following component parts:

- The EMG2 Works: Logistics and advanced manufacturing development located on the EMG2 Main Site together with the provision of a Community Park, HGV parking, a bus interchange and an upgrade to the EMG1 substation;
- The Highway Works: Works to the highway network: the A453 EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.

Baseline Conditions

10.5.2. This section summarises the characteristics of the existing landscape and visual conditions of the DCO Scheme. Aerial photographs of the location and extent of the DCO Scheme and the different defined Landscape Character Areas are included as Figures 1-4 of **Appendix 10B (Document DCO 6.10B)**.

Landscape Character and Sensitivity Studies

10.5.3. Landscape Character Assessments and related landscape studies have been prepared at National, Regional, County and District-wide scales covering the DCO Scheme and its context.

National

10.5.4. National Character Area (NCA) profiles have been prepared by Natural England for the 159 NCA's defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. This scale of assessment provides a contextual understanding of substantial landscapes areas.

10.5.5. At this very broad landscape scale, the majority of the DCO Scheme (with the exception of the northern extents of the Highway Works) lies within the northern part of the '*Melbourne Parklands*' NCA (No. 70). The '*Melbourne Parklands*' NCA comprises land above the River Trent valley floor and extends from Burton upon Trent in the west to Shepshed in the east. It includes the landscapes around Burton upon Trent (its eastern part), Repton, Melbourne, Castle Donington and Kegworth.

10.5.6. The Key Characteristics of the '*Melbourne Parklands*' as defined in the NCA include the following:

- *"An undulating landform of Sherwood Sandstone in the west of the NCA, with Carboniferous limestones forming a broken ridge of hills in the east and extending south-eastwards;*

- *Large landscaped parks with grand country houses and mixed woodlands, and remnant orchards associated with market gardening.*
- *New woodland planting associated with The National Forest;*
- *Small, clustered red-brick villages retain a rural character, but those close to the River Trent valley, including Melbourne, Repton and Castle Donington, are larger.*
- *East Midlands Airport, with its important passenger and freight terminal, is located in the east of the NCA and serviced by the A42 and M1”*

10.5.7. To the north of the ‘Melbourne Parklands’ NCA lies the ‘Trent Valley Washlands’ NCA. The northern parts of the proposed Highway Works lie within the ‘Trent Valley Washlands’ NCA.

10.5.8. The ‘Trent Valley Washlands’ NCA covers principally the flood plain of the middle reaches of the Trent Valley and stretches from the edges of Sutton Coldfield and Lichfield in the south west to the edges of Nottingham, Derby and Leicester in the north east and east. The Key Characteristics of the ‘Trent Valley Washlands’ as defined in the NCA profile include the following:

- *“Distinctly narrow, linear and low-lying landscape largely comprised of the flat flood plains and gravel terraces of the rivers and defined at its edges by higher ground.*
- *A landscape strongly defined by its rivers and their flood plains with the extensive canal network adding significantly to the watery character and providing major recreational assets for the area.*
- *Settlement pattern heavily influenced by flood risk, confining villages to the gravel river terraces and to rising ground at the edges of the flood plains (...)*
- *A landscape heavily used as transport and communication corridors along the rivers and canals, for major roads and railways, and for power lines.*
- *A landscape marked by extensive sand and gravel extraction, power stations and prominent urban-edge industrial and commercial development.”*

10.5.9. Collectively, these two NCAs and this national scale assessment provide a very broad contextual description and appraisal of the wider landscape within which the DCO Scheme will be located.

Regional – East Midlands Regional Landscape Character Assessment (2010)

10.5.10. The East Midlands Regional Landscape Character Assessment (EMRLCA) identifies 31 regional Landscape Character Types (LCT).

10.5.11. Within this assessment study, the majority of the proposed DCO Scheme (with the exception of the northern extents of the Highway Works) lies within the ‘Wooded Village Farmlands’ landscape type. The landscape character of the ‘Wooded Village Farmlands’ LCT (Ref 5b) is described as;

“(...) The Wooded Village Farmlands Landscape Character Type is characterised by productive and well wooded rolling farmlands and valleys (...). Only limited remnants

of semi natural vegetation remain in the agricultural landscape. However, broadleaved woodlands, copses and occasional meadows and unimproved grasslands in parkland are important, as are areas of connective habitats such as species rich grasslands, hedgerows and river corridors.”.

10.5.12. The *Cultural Influences* section for LCT 5b advises;

“As with other rural landscapes in the region, major infrastructure such as the M1 has also had an effect on local landscape character.”

10.5.13. Under the heading *Infrastructure* for LCT 5b the study advises;

“Localised road improvements are evident in the road network, especially near larger settlements and around the East Midlands Airport, where existing routes are being straightened and widened to accommodate increased levels of traffic. This has an urbanising effect and brings a degree of standardisation to the countryside.”

10.5.14. To the north of the ‘*Wooded Village Farmlands*’ LCT lies the ‘*Floodplain Valleys*’ LCT (Ref 3a). The northern parts of the proposed Highway Works lie within the ‘*Floodplain Valleys*’ LCT.

10.5.15. The landscape character of the ‘*Floodplain Valleys*’ LCT (Ref 3a) is described as;

“The Floodplain Valleys Landscape Character Type is found throughout the region, along the broad valleys of the Trent, Nene, Welland, Wreake, Soar and Dove, and short stretches of the Derwent and Witham. (...) the influence of large urban areas and sand and gravel extraction creates significant contrasts in local landscape character

The majority of the region’s major towns are located adjacent to the floodplains and exert a strong but localised influence on their character.”

10.5.16. As with the national scale landscape study, the EMRLCA provides a very broad and contextual description and appraisal of the wider landscape within which the proposed DCO Scheme will be located.

County – Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017)

10.5.17. This strategic study seeks to examine the sensitivity of the landscape, exploring the extent to which different areas can accommodate development without impacting on their key landscape qualities, and how any impacts can be mitigated whilst delivering Green Infrastructure (GI) enhancement opportunities. It appraises both the wider landscape character areas (LCAs) across Leicestershire (in Section 6 of the study) and a number of more targeted and detailed areas, as ‘*Strategic Opportunity Assessment Zones*’ (SOAZs) (in Section 5 of the study).

Landscape Character Areas

Langley Lowlands LCA

- 10.5.18. The EMG2 Works and limited parts of the Highways Works lie within the 'Langley Lowlands' LCA. This broad LCA stretches between Shepshed and Ashby in the south to Castle Donington and Kegworth in the north. Its landscape character is described as;

"Gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern, with a contrast of large post-war arable fields and smaller piecemeal enclosure associated with villages. Well treed with ancient woodlands and frequent hedgerow trees. A number of historic parkland estates occur throughout the landscape. Settlement comprises small nucleated villages and the edges of larger settlements at Castle Donington and Shepshed. Quarries at Breedon Hill and Breedon Cloud and major transport infrastructure have an influence on the landscape, particularly East Midlands Airport and the M1/A42." (page 125)

- 10.5.19. Under the 'Description by evaluation criteria', the study includes the following references for the 'Langley Lowlands' LCA;

"Physical character (including topography and scale): Rolling landform dissected by minor watercourses draining northwards towards the Trent or eastwards to the Soar (...) and pockets of smaller scale piecemeal enclosure which tend to be located close to villages.

Natural character: The farmed landscape is mixture of arable and pasture cultivation, with pastures mostly associated with smaller fields closer to settlements (...). The landscape has a strong wooded character and forms part of the National Forest.

Historic landscape character: A number of the villages are designated as Conservation Areas, with many Listed Buildings. Historic churches are usually a focal point within these villages.

Form, density and setting of existing development: Settlements within the landscape primarily consist of small, characterful villages (including some Conservation Areas) and farms (...). Much of the existing development is concreted in the north and east of the area. In the west, settlement is very sparse and mostly consists of occasional farmsteads.

Views and visual character including skylines: The rocky outcrop of Carboniferous Limestone at Breedon Hill is widely visible; with the Grade I listed Church of St Mary and St Hardulph forming a focal point. Trees on ridges and higher ground create wooded skylines, while some areas are visually enclosed by the woodland (...).

Perceptual and experiential qualities: Although this landscape retains many rural qualities, there are land uses which can detract from this, including active quarries at Breedon Hill and Breedon Cloud, a motor racing circuit, East Midlands Airport and the A42/M42 roads. The area around the airport has a very open, exposed character in comparison with the rest of the landscape. There is strong juxtaposition between the

industrial areas/transport infrastructure and the many historic parkland influences on the landscape (...).”

- 10.5.20. Under the landscape sensitivity judgement, the study states that this LCA is considered to have overall ‘*moderate – high*’ sensitivity to commercial development. It is relevant to note however, that this is a judgement applied to the LCA as a whole, in contrast to the more focussed and specific assessment undertaken in the same study for ‘*large scale industrial development (warehousing)*’. The latter provides a landscape sensitivity assessment and judgement for a relatively more localised and focussed landscape encompassing the EMG2 Main Works site. This landscape is identified as the ‘*Northern Gateway (No. 2)*’ SOAZ in the study. This is considered in the following sub-section under the ‘*Strategic Opportunity Assessment Zones (SOAZs)*’ heading and it concluded that the landscape is of ‘*moderate sensitivity*’ to new large scale industrial development (warehousing).
- 10.5.21. Key landscape sensitivities for the *Langley Lowlands* LCA are identified and include;
- *“Small streams and brooks which cross the landscape, creating localised areas of steep landform.*
 - *Well-wooded character (...).*
 - *Sparse settlement pattern with scattered farms and small nucleated villages, including a number designated as Conservation Areas.*
 - *Long views across adjacent landscapes from higher ground.”*
- 10.5.22. Landscape and Green Infrastructure guidance and opportunities for the *Langley Lowlands* LCA are also stated within the study. These include the following;
- *“Avoid siting development on areas of steep landform or where it will be widely prominent within the landscape. Utilise the undulating topography and existing woodland and mature hedgerows to effectively screen development.*
 - *Protect the character, setting and integrity of the landscape’s ornamental parkland, including Staunton Harold Hall and Whatton House (Grade II* and Grade II Registered Park and Garden) and non-registered estates including Donington Park and Langley Priory (...).*
 - *Respect the pattern and vernacular of existing development and the setting of the numerous Conservation Areas within the landscape.*
 - *Retain distinctive small-scale historic field patterns where they remain on the edge of settlements.”*

Trent Valley

- 10.5.23. The northern parts of the Highways Works lie within the ‘*Trent Valley*’ LCA. This LCA generally stretches across the southern valley slopes and floor of the Trent Valley landscape to the north of Kegworth and Castle Donington. It extends up to the County boundary with the River Trent to the north and the River Soar to the north east. Its landscape character is described as:

“The Trent Valley is a flat, open floodplain which begins to rise up in the south of the character area. The floodplain comprises a mixture of arable and pastoral farmland, with significant areas of wetland habitat. Woodland is sparse, with tree cover limited to hedgerow trees and small copses. Major transport infrastructure and quarrying for sand and gravel are dominant features within the landscape. Settlement is concentrated in the south of the landscape in Kegworth and Castle Donington, with smaller villages at Hemington and Lockington. The adjacent power station in Ratcliffe-on-Soar is prominent in views.” (page 159)

10.5.24. Under the landscape sensitivity judgement, the study states for the Trent Valley LCA;

“The landscape is considered to have overall low-moderate sensitivity to residential and commercial development due to the strong influences of existing development and infrastructure, including largescale industrial development, multiple pylon lines, transport infrastructure including the M1 motorway and East Midlands Airport and prominent views to the large cooling towers at Ratcliffe-on-Soar power station.”

Strategic Opportunity Assessment Zones’ (SOAZs)

10.5.25. Within this 2017 landscape sensitivity study, the EMG2 Main Site and its immediate context, lie within one of the identified ‘Strategic Opportunity Assessment Zones’ (SOAZs), namely; the ‘Northern Gateway (No. 2)’ SOAZ. For this SOAZ and under the sub-heading ‘Description of Evaluation Criteria’, the study includes the following references to the SOAZ No.2 Northern Gateway;

Physical character (including topography and scale): The landform within the SOAZ is gently undulating, with steeper areas where it is dissected by small streams. The field pattern comprises small-medium scale enclosures, which tend to be more intricate on the edges of settlements (...).

Historic Landscape Character: The non-registered estate parkland associated with the Grade II listed Langley Priory is distinctive within the farmed landscape and creates a sense of time depth with gateposts and walls surrounding the estate (...). Historic churches form the focal point of villages in the SOAZ with the Church of St John the Baptist in Belton and Church of St Michael in Diseworth, both of which are Grade II* Listed Buildings.*

Form, density and setting of existing development: The small villages of Diseworth and Belton are located within the SOAZ. The rural setting of the villages is important to their identity. Diseworth is located in a dip of the landscape with the edges softened by woodland.

Views and visual character including skylines: Views are variable depending on woodland and topography. Blocks of woodland and hedgerow/in-field trees create frequent wooded skylines, with trees also providing some visual enclosure (...). Church spires in Belton and Diseworth are prominent within the undulating, farmed landscape. Views to East Midlands Airport (located to the north of the SOAZ) are limited by topography and woodland; only the air traffic control tower and radio masts are visible. Ratcliffe-on-Soar power station cooling towers are visible to the north (...).

Perceptual and experiential qualities: The landscape is mostly undeveloped and rural, with high levels of tranquillity, although there are influences from major transport corridors including the M1, A42 and A453 and noise from East Midlands Airport.” (pages 51- 59)

10.5.26. A sensitivity rating is stated for each of the evaluation criteria. For all of the criteria, the rating for this SOAZ is *Medium*, with the exception of *‘Form, density and setting of existing development’*, where the rating is stated as *Medium - High*.

10.5.27. The study further advises for SOAZ No.2 *Northern Gateway* (at page 53);

“The north-eastern part of the SOAZ, east of Diseworth, has also been assessed for large-scale industrial development (warehousing). This part of the landscape has been assessed as moderate sensitivity overall for this development type due to close proximity of major transport infrastructure including the M1 and East Midlands Airport, gently undulating landform and tree cover which would enable large warehousing to be effectively hidden within the landscape, providing the guidelines below are followed. However, the close proximity of the Conservation Area at Diseworth, pockets of deciduous woodland and undeveloped character are features of the landscape which would be sensitive to development of this sort.”

10.5.28. This landscape study specifically assessed the EMG2 Main Site for *‘large scale industrial development (warehousing)’* and determined that it has *‘moderate’* sensitivity overall to this type of development. The accompanying guidelines for new development within the SOAZ states;

- *“Avoid locations on steep slopes and areas which are visually prominent.*
- *Retain the remnant small-scale field patterns within the landscape, particularly those associated with settlements.*
- *Protect the setting of valued heritage features, including archaeological remains and Conservation Areas with many Listed Buildings.*
- *Respect the form and vernacular of existing settlement within the landscape.*
- *Retain valued natural features within the landscape, including hedgerows, trees, woodland and streams.*
- *Protect the distinctive estate landscape associated with Langley Priory and the sense of time depth.*
- *Remain in keeping with the settlement form and vernacular of the existing development.*
- *Plan for its successful integration through sensitive design and siting, including use of sensitive materials and landscape mitigation to enhance sense of place. Include planting to screen large scale buildings and roads to reduce noise and visual impact.*
- *Retain the sense of separation and setting the landscape provides to existing settlements.”*

Summary of relevant matters within the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017)

- 10.5.29. The *Langley Lowlands* LCA covers a broad landscape tract and it is evident from this study that this landscape varies quite considerably across the LCA, with parts containing and being influenced by large scale activities, transport corridors, developments and associated infrastructure and other parts containing and being influenced by historic parkland estates and more tranquil and rural features and areas. The study recognises this juxtaposition of uses and influences. The proposed DCO Scheme lies within a part of the LCA (in the north east) that is more influenced and more closely related to some of the larger scale and more urbanising and active uses and features. The northern parts of the Highway Works extend into the adjoining 'Trent Valley' LCA, which is further influenced by existing large scale industrial development and major transport infrastructure.
- 10.5.30. Further, the DCO Scheme and in particular the EMG2 Main Site and its immediate context, the SOAZ No. 2 '*Northern Gateway*' offers a relatively more detailed and relevant assessment of this particular landscape, including with specific reference to new '*large scale industrial development (warehousing)*'. It concludes that this landscape is of '*moderate sensitivity*' to this type of development.

District – North West Leicestershire Landscape Sensitivity Studies

North West Leicestershire Landscape Sensitivity Study (July 2019)

- 10.5.31. This study was prepared to inform the Local Plan Review and to provide a basis for decision making in the determination of planning applications. The study covers landscape and visual sensitivity.
- 10.5.32. The study appraises a series of '*Sensitivity Parcels*' associated with the towns, services centres and villages across the District. The majority of the DCO Scheme lies beyond the two sensitivity parcels appraised at Diseworth. However, a small part of the south western extent of the EMG2 Main Site and Community Park does lie within parcel *13DIS-A* (referred to as '*Parcel A*' in the Diseworth part of the study). The assessment of this parcel includes the following references;

"Parcel A is located to the north and east of Diseworth. There are variations in scale and level of enclosure but topography is relatively consistent and there is a relatively strong rural character in this parcel. The settlement edge breaks down into intimate scale fields and rural properties which integrate with a landscape of pastoral agriculture. The parcel has a number of the key characteristics of NCA 70, Melbourne Parklands, including gently rolling lowland, low and well-trimmed hedges, a nucleated village, and the presence of East Midlands Airport less than 1km from the north edge of Diseworth."

- 10.5.33. The overall landscape sensitivity of Parcel A is described as;

"This is a rural landscape comprising pastoral fields of varied scale, with a more distinctive landscape close to the edge of Diseworth. The overall landscape sensitivity is considered to be medium to change arising from new housing development and medium-high to change arising from new employment development."

10.5.34. The overall visual sensitivity of Parcel A is described as;

“There are some scenic rural views, and long distance views within the eastern portion of the parcel. The parcel forms the setting for the Diseworth Conservation Area and the level of recreational access within the parcel is considered to be moderate. This means that overall visual sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development.”

10.5.35. It should be noted that Parcel A is focussed on the landscape close to and surrounding much of Diseworth, with the exception of the landscape to the south of the settlement. Only the south west corner of the EMG2 Main Site and the Community Park extends into this parcel and the majority of the DCO Scheme lies beyond the area assessed, to the north east of Parcel A. A subsequent NWLDC landscape sensitivity study in August 2021 (see below) appraises the landscape of the EMG2 Main Site and surrounds and is more relevant to consider.

North West Leicestershire Further Landscape Sensitivity Study (August 2021)

10.5.36. Further to the 2019 Landscape Sensitivity Study, this study appraised nine parcels of land based upon sites received by NWLDC as part of their ‘*Call for Sites*’. The nine parcels appraised included the EMG2 Main Site and Community Park. This parcel is referred to in the study as ‘*Parcel 13DIS-C*’.

10.5.37. The assessment of *Parcel 13DIS-C* includes the following references;

“Landscape Appraisal

Location and Character

There are variations in topography but consistency in scale and land cover, with an overall rural character, which is influenced by East Midlands Airport and road infrastructure. Large arable fields form much of the parcel, which separates the East Midlands Airport, development at Donington Park Services, the M1/ A42 junction and Diseworth. The parcel has a few of the key characteristics of NCA 70 Melbourne Parklands including an undulating landform, soils suitable for agriculture, and low well maintained hedges.

Landscape Value

This is a landscape of stronger character in association with the edge of Diseworth and along Long Holden. Character weakens to the north near East Midlands Airport and to the east near Donington Park Services and the M1/ A42 junction. The quality and condition of the large scale arable farmland is consistent across the parcel. Robust field boundary hedgerows provide the more valuable landscape element of the parcel and along with scattered boundary trees provide some connectivity. There are no landscape, ecological or heritage designation within the parcel. The farmland provides part of the setting of Diseworth conservation area and its listed buildings, which lies to the south west of the parcel (...).

Landscape Susceptibility

This is a landscape of consistent scale, with large to medium sized fields bounded by hedgerows. Landform falls from north east to south west and is more distinctive in the southern part of the parcel as it falls more steeply towards Diseworth Brook. There is a stronger sense of place close to the settlement edge of Diseworth and along the PRoW on Hyam's Lane and Long Holden. The sense of place, together with tranquillity, reduces in proximity to Donington Park Services and the M1/ A42 junction. The field pattern and hedgerows define the structure of the landscape which is of a rural character relatively typical of this study. The edges of Diseworth which have a direct relationship to the parcel are relatively well integrated with large private gardens and allotment space, otherwise the parcel is separated from Diseworth by smaller scale fields. Any change as a result of development which encroaches on the landscape setting of the Diseworth conservation area would be noticeable."

- 10.5.38. The overall landscape sensitivity of Parcel 13DIS-C is described as;

"This is a rural landscape with a relationship to the edge of Diseworth and a number of PRoW across the parcel. It serves an important function in separating the development and infrastructure to the north and east from the village of Diseworth. However, sensitivity is reduced by the landscape having relatively few natural features and the presence of both Donington Park Services and the M1/ A42 road junction.

Overall landscape sensitivity is considered to be medium to change arising from new employment development."

- 10.5.39. Under the sub heading, Visual Appraisal, the assessment of Parcel 13DIS-C includes the following references;

"Visual Value

There are some scenic long distance views south from the parcel and to the church spire of Diseworth from Hyam's Lane. There is no evidence that views are valued more than at a local level.

Visual Susceptibility

The elevated topography affords long distance views south, and as such is intervisible with the wider landscape. Views north are contained by woodland belts around East Midlands Airport. Views north east to Donington Park Services and the M1/ A42 junction are filtered and screened by vegetation within the services site and a vegetation buffer to the motorway. From the west end of Hyam's Lane and Long Holden there are foreground views to the residential properties along the edge of Diseworth and views to the church spire within Diseworth conservation area. Visual detractors include the tall control building at East Midlands Airport, and the M1/ A42. Buildings at Donington Park Services are relatively well screened by surrounding vegetation. Higher susceptibility receptors include the community at the edge of Diseworth, and recreational users on PRoWs. Lower susceptibility receptors travelling on the A42 and M1 have brief and filtered views to the parcel."

10.5.40. The overall visual sensitivity of *Parcel 13DIS-C* is described as;

“There are some scenic long distance views to the south of the parcel and beyond. However, views to the north and east are relatively contained and include detractors including the large airport control building. The level of access within the parcel is considered to be relatively high due to the network of PROWs.

Overall visual sensitivity is considered to be medium to change arising from new employment development.”

10.5.41. This study also includes a plan (on page 58) showing suggested ‘*Guidance and Mitigation Considerations*’ for development on *Parcel 13DIS-C*. This includes the identification of areas of relative higher landscape and visual sensitivity; buffer planting areas; PROW connections; and views to be considered.

Published Landscape Character Assessment and Sensitivity Studies – Summary of Baseline Review

10.5.42. There are a series of published landscape studies that vary from the very broad to more localised and site specific scales. The broader scale published studies cover the landscape of DCO Scheme and its context. At a more localised scale, other studies describe the landscape as a rolling landscape with a mix of rural and urbanising influences, with farmland and scattered woodlands. Where appraised within these studies the landscape within and around the EMG2 Main Site is generally considered to be of Medium (or ‘Moderate’) Landscape Sensitivity. The more localised studies also highlight the relationship of the EMG2 Main Site to Diseworth, as an important consideration in appraising and devising future employment proposals on this part of the DCO Scheme.

10.5.43. The County and District wide studies have appraised the landscape of the EMG2 Main Site and its localised context and conclude that it is a landscape of medium or moderate sensitivity to new employment development, indicating that it can potentially accommodate this type of development with suitable landscape and visual mitigation and attention to the design and layout proposals.

Other Relevant Studies

Landscape Sensitivity Report: Diseworth and Long Whatton (Diseworth and Long Whatton Neighbourhood Plan Steering Group) (January 2024)

10.5.44. The Report comprises a Landscape Sensitivity study for some of the landscape within the Neighbourhood Plan area. It appraises this landscape with reference to four parcels of land around Diseworth and four parcels around Long Whatton. It appraises these land parcels with reference to housing and employment developments. The Report also reviewed the landscape between Diseworth and Long Whatton against ‘Area of Separation’ criteria.

10.5.45. This Landscape Sensitivity Report assesses the EMG2 Main Site to lie within a land parcel identified as having an overall *Medium – High* landscape and visual sensitivity to employment development. This differs from the *Medium* overall sensitivity judgement of NWLDC’s August 2021 Landscape Sensitivity study (considered in the preceding sub

section). It should however be noted that the land parcels/ areas assessed in these two studies does differ, with the NWLDC assessment more specifically assessing the EMG2 Main Site and Community Park, and the 'EMP90' draft Local Plan site; and the Diseworth and Long Whatton Landscape Sensitivity Report covering an increased area, including the immediate eastern edge of Diseworth and Diseworth Brook to the south.

- 10.5.46. The Report makes some recommendations in terms of draft policies for the Neighbourhood Plan (NP) yet these have since been omitted or amended and at the time of writing the NP has not commenced Regulation 16 Consultation stage. Further detail on the relevance and weight to be afforded to the Neighbourhood Plan is included within the Planning Statement (**Document DCO 5.4**).

Diseworth Conservation Area Appraisal and Study (April 2001)

- 10.5.47. This study is principally considered and addressed as part of the Cultural Heritage **Chapter 12 (Document DCO 6.12)**. The study does however include information and references with relevance to landscape and visual matter. Under the sub heading '*The Relationship Between the Area and the Surrounding Landscape*' the study states;

"4.25 The agricultural land surrounding the village with its straight field boundaries and surviving hedgerows appears essentially to reflect the landscape created by the enclosure of Diseworth Parish in 1794..... A number of public footpaths radiate from the principal streets of the village through this surrounding agricultural land. These public rights of way, which may reflect routes formerly taken by agricultural workers, now provide an important leisure resource to the residents of Diseworth and the surrounding settlements.

4.26 The location of the village within a shallow valley means that views out of the Area are restricted. The surrounding land rises to the north of the settlement towards the A453 and to the south beyond the Green. The curvature of the principal streets also presents a further restriction to views out of the Area."

- 10.5.48. The study refers to the control tower at EMA being visually prominent and detracting from views out of the village, looking northwards from Town End.
- 10.5.49. Map 3 illustrates factors that have a negative impact on the character of the Conservation Area and this includes '*Poor views into/ out of the Area*'. Two poor views are identified; one looking northwards from the junction of Grimes Gate and Hyam's Lane in the direction of EMA and one looking northwards from The Green, close to its junction with Lady Gate on the southern side of the settlement.
- 10.5.50. It is recognised that this study is relatively dated yet does include some details relevant to landscape and visual matters. In particular the reference to views out of the Area being restricted by the nature of the valley landform and curvature of the principal streets.

Diseworth Village Design Statement (Adopted 2021)

- 10.5.51. The Diseworth Village Design Statement (VDS) is a revision of a much earlier VDS (1998) for the village. It was adopted as a Supplementary Planning Document (SPD) by NWLDC in 2021. It seeks to inform planning proposals and decisions for change and development in and around the village.
- 10.5.52. The VDS provides some background on the historical and modern context of the village, including with reference to the Diseworth Conservation Area Appraisal and Study (2001) and to the structure of the community.
- 10.5.53. It also includes reference to ‘*The character of the landscape setting*’ and to ‘*The farmland*’. Under these sub heading, the VDS states;

“The character of the landscape setting: Clustered around the modest broach spire of the church, the village presents charming views which are gradually disclosed to those approaching from any direction. Gentle ridges to the north and south, and to an extent the rising ground to east and west, help at least partly to hide both the sight and the sound of traffic both from the roads and from the airport.

Fields: including playing fields and smallholdings, continue to provide significant green spaces within the village; some gardens incorporate former farmland or smallholdings and extend to around a hectare, and many houses benefit from views over open countryside. This close relationship between housing and green spaces represents an important and striking feature of Diseworth.”

- 10.5.54. The recommendations following these matters principally relate to new houses and development within the village and particularly the Conservation Area. It also references the balance of buildings and green spaces within the village. There is less reference and relevance to the broader landscape setting and context to the village. Nevertheless, it does provide relevant information to the character and design of the village.

Landscape Designations

- 10.5.55. No national or local landscape designations have been identified within or in close proximity to the DCO Scheme.
- 10.5.56. The DCO Scheme also does not lie within a landscape identified in the adopted or draft Local Plan as a ‘*valued landscape*’ in the terms of NPPF para 187 (a) and there are no specific landscape quality or value policies or designations covering the DCO Scheme or its immediate context.
- 10.5.57. Environmental Designations and features within the landscape context of the DCO Scheme are shown on Figures 5.1 and 5.2 within **Appendix 10B (Document DCO 6.10B)**.

Topography

- 10.5.58. The following should be read in conjunction with Figure 6 of **Appendix 10B (Document DCO 6.10B)**.

Context – Landform

- 10.5.59. The topography of the DCO Scheme's context is quite varied yet not dramatic. The broad River Trent valley lies to the north of EMA and the River Soar valley lies beyond the M1 corridor to the east. Land to the west and south is generally more undulating with a series of smaller valleys and ridges. EMA stretches across the higher ground to the north of the EMG2 Main Site. This lies at around 90-95m Above Ordnance Datum (AOD).
- 10.5.60. In the broader context of the EMG2 Main Site to the west and south west, the land rolls and rises to around 125m AOD at Breedon Hill and 120m AOD at Barrow Hill, south east of Worthington.
- 10.5.61. Diseworth lies at around 55-65m AOD, with Diseworth Brook falling to just below 50m AOD to the south of the site. Donington Park Services lie at around 85-90m AOD on the north east corner of the EMG2 Main Site.

EMG2 Works – Existing Topography

- 10.5.62. The EMG2 Main Site and Community Park lies on the northern slopes of the Diseworth Brook and a valley that generally falls towards the east into the larger Soar valley. It has a general southerly aspect, with the land generally falling from north to south, and with a slight south westerly fall in the western part of the site. The land typically falls from just over 90m AOD in the north east, closest to the Donington Park Services to around 55m AOD in the south east.
- 10.5.63. Hyam's Lane (PROW) follows a gentle falling area of relatively higher land that extends towards Diseworth from the north east corner. This creates some variation to the south facing slopes, with a minor subsidiary valley/ dip in the landform in the south east.
- 10.5.64. In the west and closest to Diseworth the EMG2 Works falls to around 65-70m AOD. The north west corner lies at around 75m AOD, with a small watercourse/ ditch and minor valley landform falling south at this point from the A453 towards Diseworth.

Highway Works – Existing Topography

- 10.5.65. The Highway Works similarly occupy a localised area of the southern Trent valley slopes and valley floor. These Works also encompass localised landscape variations that have been shaped by the major road corridors and other developments including EMG1.

Site and Immediate Context – Landscape Character and Features

EMG2 Works – Site and Immediate Context

- 10.5.66. The EMG2 Works predominantly comprises a number of medium sized arable fields occupying sloping land that generally falls towards the south from its northern boundary alongside the A453. The site is strongly defined and bound by the A453 to the north and the M1/ A42 road corridors and services to the east. To the south is Long Holden, an unclassified road which defines the boundary to the south and a series of field boundaries define it to the

west. The general aspect of the site is towards the south and south west, reflecting the nature of the underlying landform.

- 10.5.67. Hyam's Lane, an unpaved unclassified single track road with a public right of way (PROW) running alongside it (footpath reference L45/L46) stretches though the site from the relatively higher ground in the north east to Diseworth on the western side of the site. This PROW and track is bound by hedgerows to both sides, with relatively broad grassed verge in places. The track also provides access to many of the adjoining fields within the site. The fields are generally bound by mixed native hedgerows, containing a relatively limited number of existing hedgerow trees. A small copse of trees, including a small pond exist in the north east portion of the site, alongside the boundary with Donington Park Services. Further mature trees and wooded areas surround the Services, immediately beyond the site boundary and an area of mixed scrubby habitat (and wildlife area) lies beyond the site boundary immediately to the south of the Services.
- 10.5.68. The immediate context of the EMG2 Works beyond its boundary also includes the edge of Diseworth to the south west, and further farmland fields to the south and west. The fields beyond the site boundary and on the edge of Diseworth are generally smaller and under pasture use. The lower lying land beyond the southern site boundary also includes Diseworth Brook, which is lined by mature trees and planting. The Green (minor road) lies immediately to the south of this watercourse and connects Diseworth with Long Whatton, to the east of the A42 and M1 road corridors. Grimes Gate (minor road) links Diseworth to the A453 and lies to the west of the site. The main vehicular entrance to EMA lies close to the north west corner on the A453.
- 10.5.69. Existing mature trees forming a 'wooded belt' of planting on the northern side of the A453 generally limits views towards existing development and EMA from within the site, although views are possible towards the control tower and some other buildings and structures, principally from the northern part of the site. Traffic and infrastructure (signs/ gantries) on the M1 and A42 are also visible in places, although existing trees and the relative position of the motorway in cutting as it passes the Services do restrict some of these views. Traffic on the A42 is more open and visible for a stretch of this road as it passes close to the south east corner of the site.
- 10.5.70. In addition to Hyam's Lane, public access is also possible along Long Holden immediately south of the site, although this route stops at the boundary with the A42 to the east. A PROW (reference LT48/1) (the Cross Britain Way) stretches across the lower lying fields to the south of the site from the edge of Diseworth to the road bridge crossing on the A42, on the Green. This route continues to the east of the A42/ M1 and to the south west of Diseworth. Other short stretches of PROW (footpaths) lie to the west of the site, with access to/ from Diseworth.
- 10.5.71. The general landscape character of the EMG2 Works and its immediate context is shaped by the rolling and sloping farmland with hedged fields and varying influences from Diseworth and the larger scale urbanising uses and features in close proximity to the site to the north and east. Overall, the EMG2 Works is relatively contained in the wider landscape, particularly to the north and north east.

Highway Works – Site and Immediate Context

- 10.5.72. The Highway Works site and immediate context is dominated by existing major road corridors and associated infrastructure. This includes the M1 motorway, Junction 24 and approaching slip roads and the A453 and A50. Beyond the immediate major road corridors lies a variety of different landscape elements and areas, including the existing EMG1 development, the Hilton Hotel and other buildings and farmland and woodland. An existing PROW (reference L111) crosses the EMG1 mounding to the west of Plot 16.

Landscape Value

- 10.5.73. In terms of 'landscape value' it is appropriate to examine the role of the respective sites and their immediate contexts in terms of the range of factors, as set out in the Landscape Institute Technical Guidance Note (TGN) 02/21 '*Assessing landscape value outside national designations*'. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered.

EMG2 Works – Landscape Value

- 10.5.74. Landscape Designations: The EMG2 Works and its wider landscape context is not subject to any national, local or other landscape designations.
- 10.5.75. Natural Heritage: The EMG2 Works does not include any designated ecological / wildlife sites and it is currently predominantly under arable use. The habitats of relatively greater local value comprise the mature hedgerows and hedgerow trees, small copse and pond (in the north east) and the wet ditch/ stream on the western boundary of the site. A candidate 'local wildlife site' lies beyond the site to the east and to the south of the Donington Park Services smaller scale pasture fields exist on the edge of Diseworth to the south west of the site.
- 10.5.76. Cultural Heritage: The cultural heritage assessment provided within **Chapter 12: Heritage (Document DCO 6.12)** identifies a number of heritage assets surrounding the EMG2 Works, including the Diseworth Conservation Area and a number of Listed Buildings and features within the settlement. The smaller scale pasture fields immediately surrounding the settlement are also of relevance to the immediate setting of this settlement. These features and areas have been taken into account in appraising Landscape Value.
- 10.5.77. Landscape Condition: Generally, the landscape is in good or reasonable condition and the majority of the hedgerows are continuous and appear to be under active management. The basic field pattern also appears to be largely intact yet there are some active and detracting influences from the nearby existing larger scale transport infrastructure and major developments. The Arboricultural Assessment provided at **Appendix 10C (Document DCO 6.10C)** classifies the majority of the trees and hedgerows within the EMG2 Works itself as Category C (which is defined as trees which are of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm).
- 10.5.78. Associations: There are no known associations (e.g. with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the EMG2 Works and its immediate context.

- 10.5.79. Distinctiveness: The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area. It does contain sloping and rolling farmland and mixed hedgerows, which are characteristic of the broader landscape yet these are not unusual or considered to be particularly fine examples or distinct across the wider character area. The smaller scale pasture fields on the immediate edge of Diseworth, though outside the site are of relatively more value in these terms.
- 10.5.80. Recreational Value: Hyam's Lane (PROW) stretches through the EMG2 Works and other stretches of PROW (footpaths) exist around the edge of Diseworth to the west and south of the site. Although there appears to be some unauthorised informal public use of the field margins around the EMG2 Works for walking, there are no formal recreational uses or open access land within the EMG2 Works area and public access is focussed along Hyam's Lane, linking the A453/ Donington Park Services with the north east edge of Diseworth. Long Holden and the Cross Britain Way lie alongside and close to the south of the site.
- 10.5.81. Perceptual (Scenic): The scenic value of the landscape is variable, as the landscape context of the site encompasses a mix of uses and influences. The major road corridors (M1/ A42), including the A453 to the north influence this landscape to differing degrees as does EMA and the existing employment development to the north of the A453. The nature of the underlying landform and the presence of surrounding mature trees and planting do limit the influence of these active and large scale urbanising features in places yet they are still apparent across this landscape, albeit that the influence generally reduces towards the edge of Diseworth to the south west.
- 10.5.82. At this localised scale and in these terms, the most positive features and characteristics comprise the smaller scale paddocks and pasture fields to the immediate edge of Diseworth (beyond the site boundary) and the mature hedgerows and hedgerow trees within and surrounding the site.
- 10.5.83. Perceptual (Wildness and tranquillity): The EMG2 Works and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as an agricultural landscape, locally influenced by nearby major infrastructure yet with some relatively more contained pasture fields to the immediate edge of Diseworth. It is not a tranquil or 'wild' landscape.
- 10.5.84. Functional aspects: The EMG2 Works and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape.
- 10.5.85. **Landscape Value Conclusions (EMG2 Works and Immediate Context)**: In conclusion and having appraised the above factors it is judged that the EMG2 Works and immediate context is of Medium Landscape Value.

Highway Works – Landscape Value

- 10.5.86. Landscape Designations: The Highway Works site and its wider landscape context is not subject to any national, local or other landscape designations.
- 10.5.87. Natural Heritage: This site and its immediate context is dominated by the major road corridors and does not include any designated ecological/ wildlife sites.
- 10.5.88. Cultural Heritage: This site does not include any designations or known heritage assets or constraints. Listed buildings within Lockington lie physically and visually separated from this site.
- 10.5.89. Landscape Condition: Generally, the roadside landscapes appear to be in reasonable condition and suitably managed and maintained.
- 10.5.90. Associations: There are no known associations (e.g. with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the site and its immediate context.
- 10.5.91. Distinctiveness: The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area.
- 10.5.92. Recreational Value: There are no recreational uses or features present.
- 10.5.93. Perceptual (Scenic): The Highway Works site and its immediate context does not possess any particular or notable perceptual qualities, particularly close to the existing roads and junctions. It is dominated by the existing major road corridors and associated infrastructure.
- 10.5.94. Perceptual (Wildness and tranquillity): The Highway Works and its immediate context does not possess any particular or notable perceptual qualities. It is not a tranquil or 'wild' landscape.
- 10.5.95. Functional aspects: The Highway Works and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape
- 10.5.96. **Landscape Value Conclusions (Highway Works and Immediate Context)**: In conclusion and having appraised the above factors it is judged that the Highway Works site and immediate context is of Low/ Medium Landscape Value.

Baseline Visual Appraisal

- 10.5.97. A visual appraisal has been undertaken for the DCO Scheme. This has explored the nature of the existing visual amenity of the area and has sought to establish the approximate visibility of the site and the proposed development from surrounding locations and receptors.

10.5.98. Consideration of the availability of views towards the DCO Application site for visual receptors has been undertaken in parallel with the baseline landscape study. This has determined those visual receptors within the surrounding landscape that are likely to have views towards the respective sites and the DCO Scheme, considering factors such as landform, and existing vegetation and buildings, which determine the actual extent of visibility across the landscape.

Zone of Theoretical Visibility (ZTV) and Photo Viewpoints

10.5.99. A Zone of Theoretical Visibility (ZTV) for the DCO Scheme has been prepared and this provides a 'theoretical' area from within which views towards the DCO Scheme may be possible. This is included as Figure 7 within **Appendix 10B (Document DCO 6.10B)**. A series of representative photo viewpoints have also been determined based upon the results of the ZTV and site based analysis work. The location of the representative photo viewpoints are included at Figures 8.1 and 8.2 and the photo viewpoints at Figures [9 & 10](#) of **Appendix 10B (Document DCO 6.10B)**.

10.5.100. The photo viewpoints comprise a suitably representative range of views. These include views from specific vantage points or visual receptors or are representative views for those receptors that are moving through the landscape e.g. from Public Rights of Way or for road users. The photo viewpoints may demonstrate varying degrees of visibility and include both short and longer ranging views. They have been identified and agreed on the basis of being suitably proportionate and representative of the range of likely views towards the respective site areas and the DCO Scheme.

10.5.101. The photographs included have been taken at different times during the 2022-2025 period and seasonal differences have been taken into account when considering visual matters and the potential change and effects that will arise from the DCO Scheme upon visual receptors.

10.5.102. Consideration of the potential likely visual implications, changes and effects of the DCO Scheme upon surrounding visual receptors is detailed in the subsequent effects sections.

Visual Receptors

10.5.103. The visual receptors that may be affected by the DCO Scheme are as follows:

EMG2 Works

- Residents – including at Diseworth; on the north western edge of Long Whatton; scattered properties and farms principally to the west, south and south east of the EMG2 Works; and other more distant properties to the west, south and south east.
- Users of Public Rights of Way (PROW) and unclassified roads – including Hyam's Lane, Long Holden, Cross Britain Way, and PROW principally to the west, south and south east; including more distant PROW to the west, south and south east.
- Users of Classified Roads – including the A453 (adjoining the EMG2 Works to the north); A42; M1 motorway; and local roads including Grimes Gate, The Green and other limited stretches of roads principally to the west, south and south east.
- Users of Pegasus Business Park.

Highway Works

- Residents – on the western side and edge of Kegworth and limited scattered properties to the east and north east.
- Users of Public Rights of Way (PROW) – including on the existing EMG1 mounding to the west of Plot 16 (EMG1 Works) and very limited stretches more distantly to the east of the site.
- Users of the existing Roads – including the A453; A6; M1 motorway and Junction 24; and limited stretches of local roads (Long Lane) principally to the east.
- Users/ visitors to the Hilton Hotel and users of the existing EMG1 development.

10.5.104. The identified visual receptors are included at **Appendix 10F (Document DCO 6.10F)**.

Future Baseline

10.5.105. The landscape context of the DCO Scheme does include some existing major development and transport infrastructure, particularly around EMA and the motorway junctions. A number of emerging and committed developments also exist within this landscape context, including some large scale development projects. This includes the proposed Isley Woodhouse new settlement project, to the west of Diseworth. These emerging development projects are likely to increase the presence and influence of built development within this context of the DCO Scheme in the future.

Potential Impacts

10.5.106. The potential impacts of the DCO Scheme have been assessed in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition; April 2013) ('GLVIA3'). The DCO Scheme has the potential to result in impacts upon the receptors detailed in the preceding sections of this chapter.

10.5.107. In the context of the assessment of effects, the landscape and Green Infrastructure (GI) proposals and primary mitigation measures have been incorporated as an integral (or 'embedded') part of the design and layout of the EMG2 Works. The iterative assessment and design process has included attention to the potential siting and layout of the built development area (or zones) and the maximum heights of the proposed buildings, as dictated by the Parameters Plans within **Documents DCO 2.5**.

10.5.108. It also includes the careful consideration that has been given to the earthworks proposals, including the positioning, extents and heights of perimeter 'mitigation mounding' for the EMG2 Works. All of these aspects and features have been taken into account in the design of the EMG2 Works and the development parameters and have therefore been assessed as part of the construction and operational stages, as detailed below.

10.5.109. The residual operational effects assessment considers the proposed development 15 years after completion and takes into account the growth and management of the proposed and conserved planting and habitats over this time. These effects are also detailed in the Landscape and Visual Effects Tables provided as **Appendices 10E and 10F (Documents DCO 6.10E and F)** and described later in this Section of this Chapter.

Construction Impacts

- 10.5.110. Construction phase details of the project are included in **Chapter 3: Project Description (Document DCO 6.3)**, which includes the indicative phasing or sequencing of the works and further details are included in the CEMP (**Document DCO 6.3A**).
- 10.5.111. Throughout the course of the construction process, the approaches and methodologies adopted will seek to avoid or minimise any unnecessary effects upon the landscape and surrounding visual receptors. This will be achieved through the use of phase specific Construction Environmental Management Plans secured by Requirement 11 in the draft DCO. For example, the location and design of temporary site compounds, lighting, signage and perimeter mounding and screen fencing have or will all take these issues into account. Combined with effective project management and close liaison and communication with the relevant authorities and stakeholders, the potential landscape and visual effects of construction will be mitigated and minimised as far as practicable.
- 10.5.112. The proposed phasing and sequencing of the works have also been considered in terms of potential landscape and visual effects. Where practicable and beneficial, the formation of perimeter mounding and associated planting will be undertaken prior to development on an adjoining or nearby development plot. Early formation of mounding and associated planting will be undertaken where practicable. Early creation of the Community Park, as part of the EMG2 Works, is also proposed.
- 10.5.113. The landscape and visual effects during the construction stage will inevitably vary, subject generally to the location and extent of the various construction activities and stage of works. This has been taken into account in considering and assessing the potential landscape and visual effects.

Landscape Impacts

- 10.5.114. The potential construction impacts have been assessed with reference to the published landscape character studies, local landscape character and site specific landscape features.
- 10.5.115. In the context of the national, regional and county scale landscape character studies and the relevant National Character Areas, Landscape Character Types and Landscape Character Areas the construction of the DCO Scheme will have relatively limited and restricted landscape effects across these extensive and varied landscapes, at these national, regional and county wide scales. At this scale, the landscape value of the respective landscape character areas and types is generally Medium yet all encompass parts that are of relatively higher and lower value. In terms of the type of development proposed, the open agricultural character of much of these broader areas and types will be most susceptible to this change. Landscape susceptibility will be moderated at a more localised scale across these broad landscapes by the presence and influence of existing large scale development and transport infrastructure in this part of the respective landscape character areas and types.
- 10.5.116. The following details the construction landscape effects for the different development components of the DCO Scheme.

EMG2 Works

- 10.5.117. The construction landscape effect of the EMG2 Works will arise from the progressive removal of existing landscape features and planting and from the consequential changes to the character of the landscape. This will include changes arising from the earthworks strategy and the formation of the development plateaus and perimeter mounding and from the progressive and increased presence of the proposed large scale buildings and associated infrastructure on the EMG2 Main Site as this is developed.
- 10.5.118. At the geographic scale of the national, regional and county scale, landscape character areas and types, the construction landscape effect of the EMG2 Works proposals will be Minor Adverse. This largely reflects the broad geographic scale of these landscapes.
- 10.5.119. At a more localised scale and appraising the construction landscape effect of the proposals on the site and its immediate context, there will be a markedly greater effect in landscape terms. The removal of some existing trees, hedgerows and planting; the subsequent earthworks operations; and the building construction activities and progressive appearance of these buildings will inevitably result in a marked impact on the local landscape.
- 10.5.120. The magnitude of landscape change arising from construction of the proposed development upon the landscape of the site and its immediate context will be high, resulting in a Major Adverse construction landscape effect. This overall level of construction landscape effect will be temporary.

Highway Works

- 10.5.121. The construction landscape effect of the Highway Works will arise principally from the construction of the new road overbridge of the A453 and associated road works between the M1 motorway and A50.
- 10.5.122. At the geographic scale of the national, regional and county scale, landscape character areas and types, the construction landscape effect of the Highway Works will be Negligible. This largely reflects the broad geographic scale of these landscapes and the existing context of the proposals, which include the existing EMG1 development and other existing major transport infrastructure.
- 10.5.123. At a more localised scale and appraising the construction landscape effect of the Highway Works on its site and immediate context, there will be localised landscape change and effect arising principally from the construction activities associated principally with the proposed A453 overbridge and road work. However, given the existing immediate landscape context of the site which is strongly influenced by the existing EMG1 development and major road corridors and junction, the extent of the resultant effects will be moderated to some degree.
- 10.5.124. The magnitude of landscape change arising from construction of the Highway Works upon the Highway Works site and its immediate context will be low, resulting in a Minor Adverse construction landscape effect. This overall level of construction landscape effect will be temporary.

Visual Impacts

- 10.5.125. Given the nature and phasing of the DCO Scheme, the visual effects arising from its construction will vary throughout this stage. Construction activities and plant movements within the respective sites will be visible at times from all of those receptors with views towards the completed and operational development.
- 10.5.126. In general, the clearest views towards the construction activities and plant movements etc. will be experienced by residents and users of those properties, roads, rights of way and other receptors in closest proximity and with the clearest existing views towards the sites. More distant views will also be possible to construction activity, although in many instances these views may be limited to the construction of the higher parts of the building(s) frames and works.
- 10.5.127. The construction visual effects of the DCO Scheme upon visual receptors are detailed in the Visual Effects Table provided as **Appendix 10F (Document DCO 6.10F)**. The following summarises the visual effects during construction of the DCO Scheme. Receptor references are included in brackets and refer to the Visual Effects Table and the location of the Visual Receptors is detailed on Figures 110.1 and 110.2 within **Appendix 10B (Document DCO 6.10B)**. References to the relevant Photo Viewpoints (PVs) and Visual Receptors (VRs) are included within brackets in the following descriptions.
- 10.5.128. The indicative phasing of the Project has been taken into account in determining the visual effects during the construction period and the assessment recognises that parts of the EMG2 Works will be completed and operational at the same time as other parts are still under construction or have not yet commenced construction.
- 10.5.129. The following details the construction visual effects for the different development components of the DCO Scheme.

EMG2 Works

- 10.5.130. The significance of the visual effects for all of the receptors will vary during the course of construction and will generally be most notable during construction of those works closest to the respective receptor, including the formation of some of the mounding proposals in the west and south of the EMG2 Works. At these times, the significance of the visual effects arising for some receptors is likely to exceed those resulting from the completed and operational development, although these construction visual effects will only occur for a temporary period.
- 10.5.131. The likely sequencing and phasing of the proposals has been considered with regard to the potential visual effects. The formation and planting of the perimeter mounding once completed and particularly to the west and south of the site, will help to restrict and screen some of the closer views towards lower level construction activities.

Residents at Diseworth (Appendix 10B (Document DCO 6.10B) Figures 9 and 142; PVs A, B, C and E):

- 10.5.132. These comprise principally residents on the north eastern side of the settlement and including properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate, and

potentially others in the south east of the settlement (VRs R2-R7). The visual effects arising for these visual receptors will include the impact of the construction of the earthworks, infrastructure, buildings and landscape proposals, particularly in the west of the site. These effects will vary throughout the course of construction and for different properties at different times depending on the phasing and working arrangement of the construction. The extent of the visual effects will vary for these properties with some experiencing greater visual impact over a longer period of the construction process and others more limited impacts.

- 10.5.133. The most notable visual effect is likely to occur at Bleak House (VR R1), to the north of Diseworth alongside the A453, where the property sits relatively more elevated and with views eastwards towards the EMG2 Works. The construction visual effect for residents of this property will be Major Adverse at the height of the construction activity, particularly in the west of the site.
- 10.5.134. The nature and extent of the construction visual effects for residents of other properties, generally on the north eastern side of Diseworth will generally vary with the visible extent of the construction activities from these receptors. For those properties and residents on the edge of the settlement with the clearest views towards the construction works the construction visual effect will be Major Adverse yet for others with more restricted views, the construction visual effect will be Moderate Adverse or Moderate/ Major Adverse, at the height of construction activity in the west and south west of the site.
- 10.5.135. It should also be noted that from the majority of properties within the village and from the majority of the streets within the settlement there will be no views towards the construction of the site proposals, due principally to its relative low lying position, the landform variations and the intervening properties, buildings and planting within the settlement itself.

Other Residents (Appendix 10B (Document DCO 6.10B) Figures 9 and 142; PVs H, K and N):

- 10.5.136. There will be views towards the of the site construction works from a small number of other scattered properties to the west and south of this site, including High Barn Farm (VR R8), Wood Nook Farm (VR R9) and West Barn (VR R10) to the south and on Dry Pot Lane (VR R13), further still to the south. This relatively limited number of properties generally lie between 0.5 – 3.0km from the site and views will vary with some intervening trees and features.
- 10.5.137. For these properties, the construction visual effect will be Moderate/ Major Adverse or Moderate Adverse, subject to the relative distances and extent of available views and also at the height of construction activity.
- 10.5.138. Views towards construction activities will also be possible from some properties on the north western edge of Long Whatton (VR R11), although there will be no views towards the site construction works from the majority of properties and locations within this settlement. For those properties, with any available views it will be the construction of the buildings on the eastern part of the site that will be most evident, with much of the other construction activity across the remainder of the site not visible, due principally to the intervening road infrastructure and mature trees lining the M1 and A42 road corridors.

10.5.139. For those properties at Long Whatton with views, the construction visual effect will be Moderate Adverse at the height of construction activity in the east of the site.

10.5.140. Views towards construction of the site proposals will also be possible from some other distant (generally in excess of 3km) properties and locations (VR R14) across the wider landscape, principally to the south, south west and south east. These comprise a relatively limited number of scattered or settlement edge properties that are relatively elevated within this more distant landscape. The resultant construction visual effect for these properties will be up to Moderate Adverse, at the height of construction activity, yet reduced for some properties or at other times.

Public Rights of Way (PROW) and other Routes with Public Access Users Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs A-K, T, U

10.5.141. Views towards construction of the proposals will be possible from a number of PROW and footpaths, both within and adjoining the site and from across the wider landscape.

10.5.142. From Hyam's Lane (VR F1) and subject to the working arrangements and sequencing of the works, (which will include some temporary closure of this route through the site), the construction visual effect (if/when the route is in use during construction) for users will be Major Adverse.

10.5.143. Close and clear views towards construction activities, particularly the formation of the perimeter earthworks and mounding across the southern edge of the site will also be possible from Long Holden. Views from close to the south of the site will also be possible from The Cross Britain Way (PROW footpath route). From the stretch of this route, between the edge of Diseworth and the A42 to the south east, there will be clear views northwards towards construction of the proposed development.

10.5.144. For users of Long Holden (VR F2) and The Cross Britain Way (VR F3), the construction visual effect of the site proposals will be Major Adverse, at the height of construction activity.

10.5.145. For users of stretches of some further PROW situated on rising ground to the south and south west of the site, including south of Diseworth and south of the A42, there will be views towards construction of the site proposals from circa 400m – 1km. The construction visual effect for users of these stretches of PROW will be up to Major Adverse or Moderate/ Major Adverse, at the height of construction activity.

10.5.146. Users of a small number of stretches of PROW to the north and west of Diseworth (VR F4-F6) will also have views, albeit relatively more distant and restricted in places towards construction of the site proposals. For users of these stretches of PROW, the construction visual effect will be up to Moderate/ Major Adverse, at the height of construction activity.

10.5.147. There will also be some distant views from generally elevated and limited stretches of PROW (VR F9) across the wider landscape, principally to the south, south west and south east of the site, including some distant and limited positions within Charnwood Forest. For users of these stretches of PROW, the construction visual effect will be up to Moderate Adverse, at the height of construction activity, although reduced for more restricted or distant views.

Road Users (Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs I, L-N, P-S)

- 10.5.148. Close views towards construction of the site proposals will be possible for users of the A453 (VR V1) across the northern edge of the site. This will include construction of the new site entrance and related highway works. The construction visual effect for users of this stretch of road will be Moderate/ Major Adverse. For users of the A453 approaching from the west (west of the junction with Grimes Gate) (VR V2), the views will be more restricted resulting in a Moderate Adverse construction visual effect.
- 10.5.149. For a relatively short stretch of the A42 (VR V3) close to the south east corner of the site there will be clear views north westwards across the site. This will result in a Moderate Adverse construction visual effect. For northbound users of the M1 motorway (VR V4), views towards construction activities in the eastern half of the site will be possible for a relatively longer stretch of the road, albeit relatively more distant. The construction visual effect for users of the M1 motorway will be Moderate Adverse at the height of construction activity, in the eastern half of the site.
- 10.5.150. There will be views towards construction of the site proposals for users of a number of other smaller roads to the south and west of the site, including Grimes Gate (leading north out of Diseworth) (VR V5), The Green (between Diseworth and the A42) (VR V6) and to the south west and west of Diseworth (VR V7). The construction visual effect of the site proposals for users of these stretches of roads will be up to Moderate/ Major Adverse, along the clearest stretches of these roads and at the height of the construction activity. At other times and points along these roads the construction visual effects will be reduced.
- 10.5.151. There will also be more distant views towards construction of the site proposals for some users of some roads in the wider landscape, including short stretches of Smithy Lane and Dry Pot Lane to the south east (VR V8); Whatton Road/ Kegworth Lane to the east (VR V9 and V10); and more distant roads to the south west. The construction visual effect of the site proposals for users of these stretches of roads will be up to Moderate Adverse, at the height of the construction activity. At other times and points along these roads the construction visual effects will be reduced.

Other Receptors (Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs R, Q and V)

- 10.5.152. There will be some other construction visual effects arising from the site proposals for users or visitors to Donington Park Services (VR O1), the Pegasus Business Park (and hotel) (VR O2) and for airport users at the entrance/ exit with the A453 (VR O3). The latter is addressed as part of the construction visual effect of users of the A453, as referenced earlier (VR R1). The construction visual effect for users of the Donington Park Services and the Pegasus Business Park (and hotel) will be limited by the availability of views. Due to the restricted nature of these views, the construction visual effect will be either Minor Adverse or Moderate Adverse, subject to the availability of views towards the construction activity.
- 10.5.153. Visitors to the high point at Breedon on the Hill (VR O4) will have distant elevated views towards construction of the site proposals, resulting in a Moderate Adverse construction visual effect.

Highway Works

Residents at Kegworth (Appendix 10B (Document DCO 6.10B) Figures [109](#) and [134](#): PVs EMG1b)

- 10.5.154. From the western/ north western edge of Kegworth views towards construction of the Highway Works will be possible from a relatively limited number of properties, including some on Windmill Way, Pritchard Drive and Ashby Road (VR R15). It will be the construction of the proposed M1 – A50 link that will be the main visible element during this stage. The construction visual effect for those properties with the clearest views towards the works will be Minor/ Moderate Adverse.

Other Residents (Appendix 10B (Document DCO 6.10B) Figures [109](#) and [143](#): PVs EMG1e)

- 10.5.155. There will limited and restricted views towards construction of the proposed Highway Works from a small number of individual properties at Long Lane (north of Kegworth) (VR R16) and limited properties and positions at Ratcliffe on Soar and Kingston on Soar (VR R16). For those limited properties with the clearest views in the direction of the proposed M1 – A50, the construction visual effect will be Minor Adverse.

Public Rights of Way (PROW) and other Routes with Public Access Users (Appendix 10B (Document DCO 6.10B) Figures [109](#) and [143](#): PVs EMG1c-EMG1e)

- 10.5.156. From a stretch of PROW (VR F10) on top of and to the east of the existing EMG mounding (immediately west of Plot 16) (footpath) views will be possible towards construction of the Highway Works and in particular the M1 – A50 link, resulting in a Minor/ Moderate Adverse construction visual effect.
- 10.5.157. Users of the Midshires Way (at Long Lane) (VR F11) and another PROW (running parallel to this but west of Long Lane) (VR F11) will have some limited views towards construction of the proposed M1 – A50 link. The construction visual effect for users of these routes will be Minor Adverse, where views are possible.

Road Users (Appendix 10B (Document DCO 6.10B) Figures [109](#) and [143](#): PVs EMG1a, EMG1c and EMG1e)

- 10.5.158. Views towards construction of the proposed Highway Works will be possible from stretches of a number of roads, principally associated with the Highway Works and including stretches of the M1 motorway (including Junction 24 and slip roads), A50, A453, A6 and Hilton Hotel Lane (VRs V12 – V16). The construction visual effect for users of these stretches of road will be principally Minor Adverse or Minor/ Moderate Adverse.

Other Receptors

- 10.5.159. Construction of the proposed M1 – A50 link will be visible from the Hilton Hotel (VR O5) to the north east of the site. The construction visual effect upon visitors/ users of the hotel with available views in the direction of these proposed works will be Moderate Adverse.

Operational Impacts

- 10.5.160. The DCO Scheme will generate a range of direct and indirect landscape and visual impacts, with likely permanent effects. The stated operational impacts are based upon the full completion and operation of the DCO Scheme and do not take into account the subsequent management and maturing of the existing and new landscape and planting proposals. These effects are considered in the subsequent Residual Impacts section.

Landscape

- 10.5.161. The potential operational impacts have been assessed with reference to the published landscape character studies, local landscape character and site specific landscape features.
- 10.5.162. In the context of the national, regional and county scale landscape character studies and the relevant National Character Areas, Landscape Character Types and Landscape Character Areas the operational DCO Scheme will have relatively limited and restricted landscape effects across these extensive and varied landscapes, at the national, regional and county wide scales. The following details the operational landscape effects for the different proposed developments and sites within the DCO Scheme.

EMG2 Works

- 10.5.163. At the geographic scale of the national, regional and county scale, landscape character areas and types, the operational landscape effect of the EMG2 Works proposals will be Minor Adverse. This largely reflects the broad geographic scale and extents of these landscapes.
- 10.5.164. At a more localised scale, the completed and operational site proposals will result in a high degree of change to the landscape of the site and its immediate context. This will arise from the introduction of the new large scale industrial buildings and related infrastructure on the EMG2 Main Site and earthworks into this landscape. The proposals will form dominant features within the local landscape, which principally stretches across and encompasses the site and the local landscape beyond, to the south, west and south east of the site. The influence of the proposals on the character of the local landscape will be more contained and limited to the north, north west and east by the nature of the underlying landform and presence of other existing major development and infrastructure, including EMA, the motorway services and the M1 and A42 road corridors.
- 10.5.165. The proposals have been carefully considered in relation to the local landscape and site specific landscape features. There will be the loss of existing hedgerows and a relatively limited number of hedgerow trees within the main part of the site yet other existing hedgerows and trees largely around the site's perimeter, in the west of the site and lining Hyam's Lane will be retained. The setting back of the built development area from Diseworth, beyond the proposed Community Park will also assist in limiting to some degree the impact of the completed development on the character of this settlement and the lower lying land to the south and west of the site. The extensive native woodland, trees and other habitat proposals, allied with the 'mitigation mounding' on the western side of the EMG2 Main site

will further assist in limiting to some degree the influence of the proposals on the local landscape. This will be increasingly the position as the planting and habitats mature and are managed over time, as detailed further in the subsequent Residual Impacts section.

- 10.5.166. The magnitude of landscape change arising from the operational proposals upon the landscape of the site and its immediate context will be high, resulting in a Major Adverse operational landscape effect. This level of landscape effect will dissipate beyond the local landscape, as the visible presence and influence of the proposals reduce across the wider landscape.

Highway Works

- 10.5.167. The operational landscape effect of the Highway Works will arise principally from the proposed M1 – A50 link and the associated proposed overbridge of the A453 and road works.
- 10.5.168. At the geographic scale of the national, regional and county scale, landscape character areas and types, the operational landscape effect of the Highway Works will be Negligible. This largely reflects the broad geographic scale and extents of these landscapes and the existing context of the proposals which include the existing EMG1 development and other existing major transport infrastructure.
- 10.5.169. At a more localised scale and appraising the operational landscape effect of the Highway Works on its site and immediate context, there will be localised landscape change and effect arising principally from the influence of the proposed A50 overbridge and associated M1 – A50 link road. However, given the existing immediate landscape context of the site which is strongly influenced by the existing EMG1 development and major road corridors and Junction 24, the extent of the resultant effects will be moderated.
- 10.5.170. The magnitude of landscape change arising from the operation of the Highway Works upon the site and its immediate context will be Low, resulting in a Minor Adverse operational landscape effect.

Visual Impacts

- 10.5.171. A comprehensive visual impact assessment of the DCO Scheme has been undertaken to determine the potential visual effects upon surrounding receptors. A series of Photo Viewpoints, Photomontages and related Figures and a Visual Effects Table are included respectively at **Appendices 10B and 10F (Documents DCO 6.10B and 10F)**. These Appendices detail and support the following description of the likely operational visual effects arising from the DCO Scheme. References to the relevant Photo Viewpoints (PVs) and Visual Receptors (VRs) are included within brackets in the following description. The following details the operational visual effects for the different proposed developments and sites within the DCO Scheme

EMG2 Works

Residents at Diseworth (Appendix 10B (Document DCO 6.10B) Figures 9 and 142; PVs A, B, C and E)

- 10.5.172. These comprise principally residents on the north eastern side of the settlement and including properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate, and potentially others in the south east of the settlement (VRs R2-R7). The visual effects arising for these visual receptors will principally result from views towards the higher parts of the proposed buildings on the western side of the EMG2 Main Site and the associated mitigation mounding and landscape proposals.
- 10.5.173. Where the proposals are visible for residents, the proposed buildings will be seen set back (circa 200m – 450m+) and beyond existing intervening fields and the proposed Community Park incorporated as part of the proposed EMG2 Works. The lower parts of the proposed buildings and the active building surrounds (including parking and service yards) will be effectively mitigated and screened from these properties by the outer mounding and landscape proposals contained within the EMG2 Main Site.
- 10.5.174. The most notable visual effect is likely to occur at Bleak House (VR R1), to the north of Diseworth (alongside the A453), where the property sits relatively more elevated and with views eastwards towards the EMG2 Main Site. The operational visual effect for residents of this property will be Major Adverse. The proposed development will however sit beyond two intervening fields (one forming part of the proposed Community Park) and mitigation mounding and planting along the west of the EMG2 Main Site and this will provide some visual filtering and screening over time.
- 10.5.175. The nature and extent of the operational visual effects for residents of other properties, generally on the north eastern side of Diseworth will generally vary with the visible extent of the EMG2 Main Site buildings from these receptors. For those properties and residents on the edge of the settlement with the clearest views the operational visual effect will be Moderate/ Major Adverse yet for others with more restricted views, the operational visual effect will be Moderate Adverse.
- 10.5.176. It should also be noted that from the majority of properties within the village and from the majority of the streets within the settlement there will be no views towards the proposed development, due principally to the relative low lying position of the village, the landform variations and the intervening properties, buildings and planting within the settlement itself.

Other Residents (Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs H, K and N)

- 10.5.177. There will be views towards the proposed development from a small number of other scattered properties to the west and south of this site, including High Barn Farm (VR R8), Wood Nook Farm (VR R9) and West Barn (VR R10) to the south and on Dry Pot Lane (VR R13), further still to the south. This relatively limited number of properties generally lie between 0.5 – 3.0km from the site and views will vary with some intervening trees and features.

- 10.5.178. For these properties, the operational visual effect will be Moderate/ Major Adverse or Moderate Adverse, subject to the relative distances and extent of available views from the respective properties.
- 10.5.179. Views towards the proposed development will also be possible from some properties on the north western edge of Long Whatton (VR R11), although there will be no views towards the proposed development from the majority of properties and locations within this settlement. For those properties, with any available views it will be higher parts of the proposed buildings on the eastern side of the EMG2 Main Site that will be most evident in these views, with the lower and active parts of the EMG2 Main Site effectively screened from view by the intervening road infrastructure and mature trees lining the M1 and A42 road corridors.
- 10.5.180. For those properties on the north western edge of Long Whatton with views, the operational visual effect of the proposed development will be Moderate Adverse.
- 10.5.181. Views towards the site proposals will also be possible from some other distant (generally in excess of 3km) properties and locations (VR R14) across the wider landscape, principally to the south, south west and south east. These comprise a relatively limited number of scattered or settlement edge properties that are relatively elevated within this more distant landscape. The resultant operational visual effect for these properties will be up to Minor/ Moderate Adverse.

Public Rights of Way (PROW) and other Routes with Public Access Users (Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs A to-K, T, U)

- 10.5.182. Views towards site proposals will be possible from a number of PROW and footpaths, both within and adjoining the site and from across the wider landscape.
- 10.5.183. From Hyam's Lane (VR F1), the proposed development will dominate views for users of the route approaching and passing through the site. Conservation of the existing hedgerows lining this route (with the exception of those hedgerow sections proposed to be removed to facilitate the vehicular crossing of this route) and inclusion of new native woodland, trees and habitat proposals to either side of the route beyond the existing hedgerows will reduce the proximity (or 'immediacy') of the proposed built development in views for users of the route passing through the site. This existing and new planting will also offer some visual filtering of these views over time.
- 10.5.184. Notwithstanding this, it is recognised that the proposed development will inevitably result in a high degree of visual change for users of the route passing through and approaching the site. For users, moving towards Diseworth along the route through the site, views across and beyond the settlement will remain possible as Hyam's Lane falls towards and approaches the settlement.
- 10.5.185. The operational visual effect of the site proposals for users of Hyam's Lane will be Major Adverse.
- 10.5.186. Close and clear views towards the southern edge of the site proposals will also be possible from Long Holden (VR F2). However, for users of this track along the southern edge of the site, the proposed built development and lower active surrounds will be substantially screened from view for much of its route alongside the southern site boundary. The proposed

mitigation mounding and landscape stretching across this southern edge of the EMG2 Main Site will however be closely visible beyond the retained hedgerow on the northern side of Long Holden.

- 10.5.187. For users of Long Holden, the operational visual effect of the site proposals will be Moderate/ Major Adverse.
- 10.5.188. Views from close to the south of the site will also be possible from The Cross Britain Way (PROW footpath route) (VR F3). From the stretch of this route, between the edge of Diseworth and the A42 to the south east, there will be clear views northwards towards the proposed development. The proposed mitigation mounding and planting on the southern side of the site will be effective in visually screening and filtering the lower parts of the nearest buildings and the associated service yards and activity. The proposed buildings will be visible beyond the perimeter landscape proposals, with the higher parts of the proposed buildings on the southern side of the site most readily visible for users of this stretch of the route.
- 10.5.189. For users of this short stretch of The Cross Britain Way (between the A42 and Diseworth), the operational visual effect of the site proposals will be Major Adverse. For users of a further stretch of PROW (VR F5) on rising ground to the south of Diseworth there will be relatively more distant yet elevated views of the site proposals, that will also result in a Major Adverse operational visual effect.
- 10.5.190. For users of stretches of some further PROW (including a further short stretch of The Cross Britain Way (VR F4)) situated on rising ground to the south west of Diseworth and also south of the A42 (VR F6), there will be views towards the site proposals from circa 400m – 1km. From the most elevated positions on these stretches of PROW it may be possible to glimpse the proposed roof mounted photovoltaic panels on the lowest proposed building(s) in the south west of the Main Site. The majority of the proposed roof mounted photovoltaic panels will however be substantially screened from surrounding viewpoints due to the relative levels of these components on the building roofs and the visual receptor locations. The operational visual effect for users of these more elevated stretches of PROW to the south and south west will be up to Moderate/ Major Adverse or Moderate Adverse.
- 10.5.191. Users of a small number of stretches of PROW (VR F7) to the north and west of Diseworth will also have views, albeit relatively more distant and restricted in places towards the site proposals. For users of these stretches of PROW, the operational visual effect will be up to Moderate Adverse.
- 10.5.192. There will be some distant views towards the site proposals from generally elevated and limited stretches of PROW (VR F9) across the wider landscape, principally to the south, south west and south east of the site, including some distant and limited positions within Charnwood Forest. For users of these stretches of PROW, the operational visual effect will be up to Minor/ Moderate Adverse.

Road Users (Appendix 10B (Document DCO 6.10B) Figures 9 and 142; PVs I, L to -N, P to -S)

- 10.5.193. Close views towards the site proposals will be possible for users of the A453 (VR V1) across the northern edge of the site. This will include the new site entrance and views towards the proposed buildings across the northern part of the site. The operational visual effect for users

of this stretch of road will be Moderate Adverse. For users of the A453 approaching from the west (west of the junction with Grimes Gate) (VR V2), the views will be more restricted resulting in a Minor Adverse operational visual effect.

- 10.5.194. For a short stretch of the A42 (VR V3) close to the south east corner of the site there will be clear views north westwards towards the site proposals and in particular the proposed building in the south east of the site. This will result in a Moderate Adverse operational visual effect. For northbound users of the M1 motorway (VR V4), views towards the site proposals (principally across the eastern half of the site) will be possible for a relatively longer stretch of this road, albeit relatively more distant. The operational visual effect for the north bound users of this stretch of the M1 motorway will be Minor/ Moderate Adverse.
- 10.5.195. There will be views towards the site proposals for users of a number of other smaller roads to the south and west of the site, including Grimes Gate (leading north out of Diseworth) (VR V5), The Green (between Diseworth and the A42) (VR V6) and to the south west and west of Diseworth (VR V7). The operational visual effect of the site proposals for users of these stretches of roads will be up to Moderate/ Major Adverse or Moderate Adverse, along those stretches where the site proposals are most visible and evident.
- 10.5.196. There will also be some more distant views towards the site proposals for users of some roads in the wider landscape, including short stretches of Smithy Lane and Dry Pot Lane (VR V8) to the south east; Whatton Road/ Kegworth Lane to the east (VR V9 and V10); and more distant roads to the south west. The operational visual effect of the site proposals for users of these stretches of roads will be up to Minor/ Moderate Adverse.

Other Receptors (Appendix 10B (Document DCO 6.10B) Figures 9 and 124; PVs R and Q)

- 10.5.197. There will be some other operational visual effects arising from the site proposals for users or visitors to Donington Park Services (VR O1), the Pegasus Business Park (and hotel) (VR O2) and for airport users at the entrance/ exit with the A453 (VR O3). The latter is addressed as part of the operational visual effect of users of the A453, as referenced earlier. The operational visual effect for users of the Donington Park Services and the Pegasus Business Park (and hotel) will be limited by the availability of views. Due to the restricted nature of these views, the operational visual effect will be either Minor Adverse or Minor/ Moderate Adverse, subject to the availability of views towards the site proposals.
- 10.5.198. Visitors to the high point at Breedon on the Hill will have distant elevated views towards construction of the site proposals, resulting in a Minor/ Moderate Adverse operational visual effect.

Highway Works

Residents at Kegworth (Appendix 10B (Document DCO 6.10B) Figures 109 and 143; PV EMG1b)

- 10.5.199. From the western/ north western edge of Kegworth views towards the Highway Works proposals will be possible from a relatively limited number of properties, including some on Windmill Way, Pritchard Drive and Ashby Road (VR R15). The proposed M1 – A50 link will be the main visible element of the Highway Works from these properties. The operational

visual effect for those properties with the clearest views towards the proposals will be Minor/ Moderate Adverse.

Other Residents (Appendix 10B (Document DCO 6.10B) Figures 109 and 143; PV EMG1e)

- 10.5.200. There will be limited and restricted views towards the proposed Highway Works from a small number of individual properties at Long Lane (north of Kegworth) (VR R16) and limited properties and positions at Ratcliffe on Soar and Kingston on Soar (VR R16). For the limited number of properties with the clearest views in the direction of the proposed M1 – A50 link, the operational visual effect will be Minor Adverse.

Public Rights of Way (PROW) and other Routes with Public Access Users (Appendix 10B (Document DCO 6.10B) Figures 109 and 143; PVs EMG1c to -EMG1e)

- 10.5.201. From a stretch of PROW (VR F10) on top of and to the east of the existing EMG1 mounding (immediately west of Plot 16) (footpath) views will be possible towards the Highway Works and in particular the M1 – A50 link, resulting in a Minor/ Moderate Adverse operational visual effect.
- 10.5.202. Users of the Midshires Way (at Long Lane) (VR F11) and another PROW (running parallel to this but west of Long Lane) (VR F11) will have some limited views towards the proposed M1 – A50 link. The operational visual effect for users of these routes will be Minor Adverse, where views are possible.

Road Users (Appendix 10B (Document DCO 6.10B) Figures 109 and 143; PVs EMG1a, EMG1c and EMG1e)

- 10.5.203. Views towards the proposed Highway Works will be possible from stretches of a number of roads, principally associated with the Highway Works and including stretches of the M1 motorway (including Junction 24 and slip roads), A50, A453, A6 and Hilton Hotel Lane (VRs V12 – V16). The operational visual effect for users of these stretches of road will be at most Minor Adverse.

Other Receptors

- 10.5.204. The proposed M1 – A50 link will be visible from the Hilton Hotel (VR O5) to the north east of the A453 overbridge. The operational visual effect upon visitors/ users of the hotel with available views in the direction of the proposals will be Minor/ Moderate Adverse.

Night-time Visual Impacts

Introduction and Approach

- 10.5.205. A Lighting Impact Assessment has been undertaken and is included at **Chapter 11: Lighting (Document DCO 6.11)**. The landscape and visual impact assessment has been undertaken on the basis of the proposed Lighting Strategy on which **Chapter 11** is based and which is provided as **Appendix 11A** and **Appendix 11E (Documents DCO 6.11A and 6.11E)**. The Lighting Impact Assessment also includes a Lighting Baseline Assessment

provided as **Appendix 11B (Document DCO 6.11B)** and in addition a night-time visit and appraisal of the DCO Scheme has informed this assessment of Night-time Visual Impacts.

10.5.206. The above referenced Lighting Impact Assessment has been carried out in accordance with the published guidance documents from the Institution of Lighting Professionals (ILP) and Highways standards. This Night-time Visual Impact assessment has drawn upon the Lighting Impact Assessment work to consider and appraise, in qualitative terms, the likely effects of the DCO Scheme on night-time visibility and visual amenity.

10.5.207. To assist and inform the baseline assessment of the night-time environment, the CPRE Light Pollution and Dark Skies mapping has also been reviewed. For reference this is included within the Lighting Baseline Assessment at **Appendix 11B (Document DCO 6.11B)**. This Appendix also includes a series of Photographs at Figures 4-21 illustrating the general nature of the existing night-time environment at and around the DCO Scheme.

~~40.5.207.~~10.5.208. A series of Night-time Photomontages have also been prepared from a series of the representative viewpoints and included at Figures 14 and 15 (**Appendix 10B (Document DCO 6.10B)**). These have been undertaken in accordance with the methodology detailed at **Appendix 10.A (Document DCO 6.10A)**. The Night-time Photomontages depict the Illustrative Masterplan to the maximum height parameters, in line with the other Photomontages included at Figures 12 and 13 (**Appendix 10B (Document DCO 6.10B)**).

Existing night-time environment

EMG2 Works

~~40.5.208.~~10.5.209. Existing lighting is present within the surrounds and context of the EMG2 Works, with the most notable sources and concentrations situated to the north and east, associated with the major roads, EMA and Donington Services. The site is however darker, with no existing lighting located within the existing fields or along Hyam's Lane, beyond the edge of Diseworth.

~~40.5.209.~~10.5.210. Existing light sources are evident in the wider landscape from within the site, including those associated with EMA and the M1 motorway and other sources more distantly to the south east.

Highway Works

~~40.5.210.~~10.5.211. Existing lighting is readily evident along the majority of the existing highways within which the Highway Works are located. The CPRE Light Pollution and Dark Skies mapping at Figure 22 and 23 of the **Appendix 11B (Document DCO 6.11B)** illustrates the lighting levels associated with the main road corridors associated with the EMG2 Project.

Lighting Strategy

~~40.5.211.~~10.5.212. The Lighting Strategy at **Appendix 11A** and **Appendix 11E (Documents DCO 6.11A and 6.11E)** proposes good practice and outlines a suitable approach for the proposed lighting for the purpose of safety, security, wayfinding and amenity. It is intended to set out

a minimally obtrusive approach to the lighting, whilst ensuring it is necessary and considers the sensitivity of nearby human, environmental and ecological receptors.

Impact Assessment

EMG2 Works

~~40.5.212~~-10.5.213. The proposals will be visible from properties, principally on the north eastern edge of Diseworth and from surrounding PROW and roads and this will include views towards the lighting and/or increased visibility of lighting, principally within the local landscape. The Lighting Strategy adopted and the presence of mitigation mounding on the southern and western sides of the EMG2 Main Site will limit views towards direct light sources and lower level lighting associated with activity across the site.

~~40.5.213~~-10.5.214. There will be some night time impacts on visual amenity and views for those receptors with views towards the proposals. These will vary with those visual receptors with the clearest and closest views generally experiencing the greater impacts. However, the application of the Lighting Strategy and the presence of the proposed mitigation mounding and the associated woodland and tree planting will be effective in mitigating and minimising these impacts.

Highway Works

~~40.5.214~~-10.5.215. The lighting proposals associated with the Highway Works will sit within existing illuminated road corridors. Proposed lighting to the A50 link road will be seen alongside or close to other existing lighting around Junction 24, along the M1 motorway and Hotel and at the EMG1 Rail Terminal. Lighting columns across the raised A50 road link structure will be seen above some of the existing lighting close to and surrounding Junction 24 yet will still be seen below some of the other existing lighting within the EMG1 Rail Terminal and development, relatively close to the south and south west.

~~40.5.215~~-10.5.216. The proposed lighting will not markedly alter the nature and extent of the existing lighting at the Highway Works locations and there will be no marked visual change or impacts in these terms.

Mitigation Measures

Introduction

~~40.5.216~~-10.5.217. Existing landscape character and features and the visual amenity of the landscape of the DCO Scheme and its context have been carefully considered throughout the planning and design process and have been important factors in informing and shaping the resultant application. This approach has entailed close collaboration between landscape, engineering, architectural, planning, heritage and ecological consultants and other professionals. The resultant landscape features and areas of the DCO Scheme are important and integral parts of the proposals and include both 'embedded' mitigation and other additional mitigation/enhancement measures.

~~40.5.217-10.5.218.~~ In respect of landscape and visual matters and considerations, mitigation has been 'embedded' into the DCO Scheme as part of the iterative design process, that has shaped and informed the proposed development parameters. Landscape professionals have been integral to the design process from the outset.

~~40.5.218-10.5.219.~~ Although a limited amount of localised landscaping will be included as part of the Highway Works, given the existing baseline and low sensitivity of the land contained within the Highways Works, no specific embedded mitigation is contained within this aspect of the proposals.

Landscape Mitigation and Design Objectives

~~40.5.219-10.5.220.~~ The key objectives of the Landscape and Green Infrastructure (GI) mitigation and proposals for the EMG2 Works are to:

- Assist in assimilating and mitigating the built development proposals and in establishing an appropriately robust and cohesive landscape framework within which the new built development and infrastructure proposals will be sited;
- Mitigate and minimise as far as practicable the potential landscape and visual effects arising from the proposed development;
- Secure and maximise biodiversity interest, through conservation, enhancement and creation of new habitats and green spaces;
- Contribute positively towards the landscape and GI strategy objectives of the planning policies, published landscape character and GI studies; and
- Achieve an overall development and landscape solution that recognises the character and features of the local landscape and draws upon these in the outline and subsequent detailed proposals.

Landscape and Green Infrastructure (GI) Mitigation and Proposals

~~40.5.220-10.5.221.~~ The Landscape and GI proposals for the EMG2 Works are illustrated on the Illustrative Landscape Masterplans and Landscape Cross Sections provided at **Appendix 10D (Document DCO 6.10D)**. The Illustrative Landscape Masterplan is also provided at **Document DCO 2.6**. The Parameters Plan provided at **Document DCO 2.5** also fixes and defines the location and disposition of the landscaping buffers and other features and their relationship with the proposed built development on the site. In summary, these Landscape and GI embedded mitigation measures as part of the design proposals will include:

- The provision of approximately 50 hectares (ha) of land dedicated to landscape, GI, and biodiversity related proposals – representing approximately 50% of the total EMG2 Works area.
- Conserved hedgerows and hedgerow trees, particularly along Hyam's Lane and around the perimeter of the site. This conserved existing planting will be appropriately and actively managed for arboricultural and biodiversity benefits.

- A mix of new native woodland, trees, hedgerows, scrub and open conservation grassland habitats, extending around the entire built development area. This will encompass a broad landscape swathe around the west and south of the site, with four fields in the west retained free of any buildings and mounding.
- The creation of a Community Park and publicly accessible landscape across the western part of the EMG2 Main Site, as part of the multi-use of this GI area, with the potential for informal activities and uses.
- Perimeter mitigation mounding extending principally around the western and southern sides of the EMG2 Main Site development area. This will include new woodland, scrub and other planting. This proposed mounding and planting will provide mitigation and visual filtering and screening to views predominantly from Diseworth and other visual receptors to the west and south of the site.
- Sustainable drainage features sited in the Community Park and in the landscape swathe to the south of the EMG2 Main Site. These will be designed for general amenity and biodiversity benefits as broad open 'dry' features with appropriate conservation grassland.
- Other public access routes providing circuitous loops and new routes around the site and through the Community Park, with connections to Hyam's Lane and Long Holden.

~~40.5.221~~-10.5.222. In devising the Landscape and GI mitigation and proposals there has been close collaboration with other environmental and technical professionals. This has sought to minimise potential adverse environmental effects and maximise opportunities for landscape and GI across the site. It has also sought to ensure that the landscape strategy proposals are both appropriate in the short and longer terms. Careful attention has also been paid to the earthworks strategy to ensure that an integrated solution is delivered that considers and addresses the relevant landscape and visual issues and mitigates potential adverse effects as far as practicable.

Landscape Management

~~40.5.222~~-10.5.223. All of the landscape, GI and habitat areas completed as part of the EMG2 Works will be managed and maintained in the long term. This will be achieved through the implementation of a comprehensive Landscape and Ecological Management Plan (LEMP) provided as **Appendix 9J (Document DCO 6.9J)** to be determined alongside other relevant site management objectives and requirements which is considered as additional mitigation. The subsequent detailed design and management works for the landscape and GI areas will be advanced in close collaboration with the relevant authorities and other technical and environmental professionals.

Residual Effects

~~40.5.223~~-10.5.224. The residual effects consider and appraise the effects of the DCO Scheme after the incorporation of the mitigation measures.

~~40.5.224~~-10.5.225. In the context of this landscape and visual impact assessment, primary mitigation measures and considerations have been incorporated as an integral (or

'embedded') part of the design and layout of the DCO Scheme. This has included attention to the siting, layout and heights of the proposed buildings and consideration of the earthworks and ground modelling/mitigation mounding proposals. All of these aspects and features have been considered in the design of the proposed development and the development parameters, as detailed in the preceding section. These have therefore been assessed as part of the construction and operational stages.

~~40.5.225-10.5.226.~~ Consideration of the likely residual effects appraises the proposed development 15 years after completion and thus takes into account the growth and management of the proposed and conserved planting and habitats over this time following compliance with the LEMPs.

~~40.5.226-10.5.227.~~ The residual (15 years post completion) landscape and visual effects are detailed in **Appendices 10E and 10F (Document DCO 6.10E and 6.10F)** and are summarised in the following paragraphs.

Residual Landscape Effects

EMG2 Works

~~40.5.227-10.5.228.~~ In general, the landscape effects of the EMG2 Works development will gradually reduce over time following the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial landscape effects over time.

~~40.5.228-10.5.229.~~ The main residual change and benefits in landscape terms will arise from the maturing and management of the outer and perimeter landscape and planting proposals, which will assist in mitigating the influence of the proposed development on the site's immediate landscape context and in assimilating the built development proposals. The proposed woodland, tree, scrub and other planting and grassland proposals will establish and mature to form a robust and connected perimeter landscape and will include valuable new public access routes and informal recreation benefits, as part of the proposed Community Park.

~~40.5.229-10.5.230.~~ The influence of the proposed development upon the surrounding landscape will reduce gradually over time with the maturing of the woodland, trees and other planting proposals, yet it will inevitably remain a strong influence over its immediate landscape context. The residual landscape effect of the proposed EMG2 Works development after 15 years on the site itself and its immediate context will be Moderate/ Major Adverse. At the broader geographic scale, the residual landscape effect upon the relevant published landscape character areas or types will be Minor Adverse.

Highway Works

~~40.5.230-10.5.231.~~ Any landscape proposals established as part of the Highway Works will assist at a localised scale and to a relatively limited degree in reducing the landscape effects over time. Where proposed, new native hedgerows and trees established as part of the Highway Works will potentially reduce the initial landscape effects to a limited extent by assisting in assimilating the Highway Works at a localised landscape scale.

~~40.5.234~~-10.5.232. The residual landscape effect of the proposed Highway Works after 15 years on the site and its immediate context will be Minor Adverse.

Residual Visual Effects

EMG2 Works

~~40.5.232~~-10.5.233. The majority of the visual effects of the EMG2 Works development will reduce over time following the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial visual effects over time.

~~40.5.233~~-10.5.234. The maturing and management of the existing and new perimeter planting will offer noticeable visual improvements and mitigation through increased visual filtering and screening to the majority of the properties and receptors on the north eastern edge of Diseworth, that will have views towards the development. It will also benefit views from other relatively more distant properties and locations to the west and south of the site.

~~40.5.234~~-10.5.235. For some other more distant and elevated receptors particularly to the south, west and east, the maturing of the existing and proposed woodland, trees and hedgerow planting will, comparatively, result in less of a visual improvement in terms of visual filtering and screening. However, even from these locations, the new planting will assist to varying degrees in filtering and assimilating the proposed buildings in the landscape and reducing views towards the more active and lower lying parts of the development.

~~40.5.235~~-10.5.236. The resultant residual visual effects arising from the EMG2 Works development after 15 years will vary up to Moderate/ Major Adverse, with the most notable visual effects at this time principally experienced by users of Hyam's Lane (PROW) and other stretches of PROW on the north eastern edge of Diseworth and south of the site (The Cross Britain Way). For properties on the edge of Diseworth with views towards the development at this stage, the residual visual effects will generally be up to Moderate Adverse (subject to the extent of view available), with a Moderate/ Major Adverse residual visual effect for residents at Bleak House to the north of the village.

~~40.5.236~~-10.5.237. Overall, the residual visual effects will reduce over time due primarily to the maturing and management of the perimeter woodland, trees and planting, which for much of the immediate surrounds to the development area will be sited on the proposed mitigation mounding in the west and south of the site. Whilst this is likely to have the most noticeable and beneficial effect in relation to potential views from properties and receptors on the north eastern edge of Diseworth and positions close to the western and southern site boundaries, the visual effects will also gradually reduce generally for most visual receptors.

Highway Works

~~40.5.237~~-10.5.238. Landscape proposals established as part of the Highway Works will assist at a localised scale and to a relatively limited degree, in reducing visual effects over time. Where proposed, new native hedgerows and trees established as part of the Highway Works, will potentially reduce the initial landscape effects by assisting in assimilating the Highway Works

into their context. Overall, however, the residual visual effects are not likely to reduce markedly from those effects assessed for the operational stage.

~~40.5.238~~10.5.239. The resultant residual visual effects arising from the Highway Works after 15 years will vary yet will be predominantly Minor Adverse. The most notable residual visual effect will be experienced by users of the stretch of PROW alongside Plot 16 (and extending across the existing EMG1 mounding). The residual visual effect for these PROW users will be Minor/ Moderate Adverse. The residual visual effects will principally arise from views towards the proposed M1 – A50 link road. For receptors with more distant or restricted views towards the Highway Works, the residual visual effects will be Minor Adverse or less.

10.6. Assessment of MCO Application

10.6.1. As set out in Section [10.1](#) of this Chapter, and at **Table 10.1**, the MCO Scheme comprises of the EMG1 Works which in summary provide for additional warehousing development within Plot 16 of the EMG1 site together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.

Baseline Conditions

10.6.2. This section summarises the characteristics of the existing landscape and visual conditions of the MCO Scheme. Aerial photographs of the location and extent of the MCO Scheme and the different defined Landscape Character Areas are included as Figures 1-4 of **Appendix 10B (Document MCO 6.10B)**.

Landscape Character and Sensitivity Studies

10.6.3. Landscape Character Assessments and related landscape studies have been prepared at National, Regional, County and District-wide scales covering the MCO Scheme and its context.

National

10.6.4. National Character Area (NCA) profiles have prepared by Natural England for the 159 NCA's defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. This scale of assessment provides a contextual understanding of substantial landscapes areas.

10.6.5. At this very broad landscape scale, the MCO Scheme lies within the northern part of the 'Melbourne Parklands' NCA (No. 70). The 'Melbourne Parklands' NCA comprises land above the River Trent valley floor and extends from Burton upon Trent in the west to Shepshed in the east. It includes the landscapes around Burton upon Trent (its eastern part), Repton, Melbourne, Castle Donington and Kegworth.

10.6.6. The Key Characteristics of the 'Melbourne Parklands' as defined in the NCA include the following:

- *“An undulating landform of Sherwood Sandstone in the west of the NCA, with Carboniferous limestones forming a broken ridge of hills in the east and extending south-eastwards;*
- *Large landscaped parks with grand country houses and mixed woodlands, and remnant orchards associated with market gardening.*
- *New woodland planting associated with The National Forest;*
- *Small, clustered red-brick villages retain a rural character, but those close to the River Trent valley, including Melbourne, Repton and Castle Donington, are larger.*

- *East Midlands Airport, with its important passenger and freight terminal, is located in the east of the NCA and serviced by the A42 and M1”*

10.6.7. The NCA and this national scale assessment provides a very broad contextual description and appraisal of the wider landscape within which the MCO Scheme will be located.

Regional – East Midlands Regional Landscape Character Assessment (2010)

10.6.8. The East Midlands Regional Landscape Character Assessment (EMRLCA) identifies 31 regional Landscape Character Types (LCT).

10.6.9. Within this assessment study, the MCO Scheme lies within the ‘Wooded Village Farmlands’ landscape type. The landscape character of the ‘Wooded Village Farmlands’ LCT (Ref 5b) is described as;

“(…) The Wooded Village Farmlands Landscape Character Type is characterised by productive and well wooded rolling farmlands and valleys (...) Only limited remnants of semi natural vegetation remain in the agricultural landscape. However, broadleaved woodlands, copses and occasional meadows and unimproved grasslands in parkland are important, as are areas of connective habitats such as species rich grasslands, hedgerows and river corridors.”

10.6.10. The *Cultural Influences* section for LCT 5b advises;

“As with other rural landscapes in the region, major infrastructure such as the M1 has also had an effect on local landscape character.”

10.6.11. Under the heading *Infrastructure* for LCT 5b the study advises;

“Localised road improvements are evident in the road network, especially near larger settlements and around the East Midlands Airport, where existing routes are being straightened and widened to accommodate increased levels of traffic. This has an urbanising effect and brings a degree of standardisation to the countryside.”

10.6.12. As with the national scale landscape study, the EMRLCA provides a very broad and contextual description and appraisal of the wider landscape within which the proposed MCO Scheme will be located.

County – Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017)

10.6.13. This strategic study seeks to examine the sensitivity of the landscape, exploring the extent to which different areas can accommodate development without impacting on their key landscape qualities, and how any impacts can be mitigated whilst delivering Green Infrastructure (GI) enhancement opportunities. It appraises both the wider landscape character areas (LCAs) across Leicestershire (in Section 6 of the study) and a number of more targeted and detailed areas, as ‘Strategic Opportunity Assessment Zones’ (SOAZs) (in Section 5 of the study).

Landscape Character Areas

Trent Valley

- 10.6.14. The majority of the MCO Scheme lies within the ‘Trent Valley’ LCA. This LCA generally stretches across the southern valley slopes and floor of the Trent Valley landscape to the north of Kegworth and Castle Donington. It extends up to the County boundary with the River Trent to the north and the River Soar to the north east. Its landscape character is described as;

“The Trent Valley is a flat, open floodplain which begins to rise up in the south of the character area. The floodplain comprises a mixture of arable and pastoral farmland, with significant areas of wetland habitat. Woodland is sparse, with tree cover limited to hedgerow trees and small copses. Major transport infrastructure and quarrying for sand and gravel are dominant features within the landscape. Settlement is concentrated in the south of the landscape in Kegworth and Castle Donington, with smaller villages at Hemington and Lockington. The adjacent power station in Ratcliffe-on-Soar is prominent in views.” (page 159)

- 10.6.15. Under the landscape sensitivity judgement, the study states for the Trent Valley LCA;

“The landscape is considered to have overall low-moderate sensitivity to residential and commercial development due to the strong influences of existing development and infrastructure, including largescale industrial development, multiple pylon lines, transport infrastructure including the M1 motorway and East Midlands Airport and prominent views to the large cooling towers at Ratcliffe-on-Soar power station.”

Langley Lowlands LCA

- 10.6.16. Limited parts of the MCO Scheme lie within the ‘Langley Lowlands’ LCA. This broad LCA stretches between Shepshed and Ashby in the south to Castle Donington and Kegworth in the north. Its landscape character is described as;

“Gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern, with a contrast of large post-war arable fields and smaller piecemeal enclosure associated with villages. Well treed with ancient woodlands and frequent hedgerow trees. A number of historic parkland estates occur throughout the landscape. Settlement comprises small nucleated villages and the edges of larger settlements at Castle Donington and Shepshed. Quarries at Breedon Hill and Breedon Cloud and major transport infrastructure have an influence on the landscape, particularly East Midlands Airport and the M1/A42.” (page 125)

- 10.6.17. Under the landscape sensitivity judgement, the study states that this LCA is considered to have overall ‘moderate – high’ sensitivity to commercial development. It is relevant to note however, that this is a judgement applied to the LCA as a whole, in contrast to the more focussed and specific assessment undertaken in the same study for ‘large scale industrial development (warehousing)’. The latter provides a landscape sensitivity assessment and judgement for a relatively more localised and focussed landscape encompassing ~~for exam~~ the area in which the EMG2 Main Site is located. This landscape is identified as the ‘Northern Gateway (No. 2)’ SOAZ in the study. This is considered in the following sub-section under

the ‘*Strategic Opportunity Assessment Zones (SOAZs)*’ heading and it concluded that the landscape is of ‘*moderate sensitivity*’ to new large scale industrial development (warehousing).

Summary of relevant matters within the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017)

- 10.6.18. The *Langley Lowlands* LCA covers a broad landscape tract and it is evident from this study that this landscape varies quite considerably across the LCA, with parts containing and being influenced by large scale activities, transport corridors, developments and associated infrastructure and other parts containing and being influenced by historic parkland estates and more tranquil and rural features and areas. The study recognises this juxtaposition of uses and influences. The proposed MCO Scheme lies within a part of the LCA (in the north east) that is more influenced and more closely related to some of the larger scale and more urbanising and active uses and features. The northern parts of the MCO Scheme extend into the adjoining ‘Trent Valley’ LCA, which is further influenced by existing large scale industrial development and major transport infrastructure.

District – North West Leicestershire Landscape Sensitivity Studies

North West Leicestershire Landscape Sensitivity Study (July 2019)

- 10.6.19. This study was prepared to inform the Local Plan Review and to provide a basis for decision making in the determination of planning applications. The study covers landscape and visual sensitivity.
- 10.6.20. The study appraises a series of ‘*Sensitivity Parcels*’ associated with the towns, services centres and villages across the District. The MCO Scheme lie outside the areas assessed by this study.

North West Leicestershire Further Landscape Sensitivity Study (August 2021)

- 10.6.21. Further to the 2019 Landscape Sensitivity Study, this study appraised nine parcels of land based upon sites received by NWLDC as part of their ‘*Call for Sites*’. The study has not considered the MCO Scheme.

Published Landscape Character Assessment and Sensitivity Studies – Summary of Baseline Review

- 10.6.22. There are a series of published landscape studies that vary from the very broad to more localised and site specific scales. The broader scale published studies cover the landscape of the MCO Scheme and its context. The site has not been considered within the studies looking at a more localised scale.
- 10.6.23. The County wide study has appraised the landscape of the MCO Scheme and its localised context and conclude that it is a landscape of medium or moderate sensitivity to new employment development, indicating that it can potentially accommodate this type of development with suitable landscape and visual mitigation and attention to the design and layout proposals.

Landscape Designations

- 10.6.24. No national or local landscape designations have been identified within or in close proximity to the MCO Scheme.
- 10.6.25. The MCO Scheme also does not lie within a landscape identified in the adopted or draft Local Plan as a '*valued landscape*' in the terms of NPPF para 187 (a) and there are no specific landscape quality or value policies or designations covering the MCO Scheme or its immediate context.
- 10.6.26. Environmental Designations and features within the landscape context of the MCO Scheme are shown on Figures 5.1 and 5.2 within **Appendix 10B (Document MCO 6.10B)**.

Topography

- 10.6.27. The following should be read in conjunction with Figure 6 of **Appendix 10B (Document MCO 6.10B)**.

Context – Landform

- 10.6.28. The topography of the MCO Scheme's context is quite varied yet not dramatic. The broad River Trent valley lies to the north of EMA and the River Soar valley lies beyond the M1 corridor to the east. Land to the west and south is generally more undulating with a series of smaller valleys and ridges. EMA stretches across the higher ground to the north of the MCO Scheme. This lies at around 90-95m Above Ordnance Datum (AOD).
- 10.6.29. In the broader context of the MCO Scheme, Castle Donington and Kegworth both lie on the slopes of the Trent and Soar valleys at generally between 30-80m AOD, with aspects to the north and north east, away from the MCO Scheme.

Existing Topography

- 10.6.30. The MCO Scheme occupies a localised area on the southern Trent valley slopes that includes landform variations that have been shaped by the existing EMG1 development and in particular the EMG1 Rail Terminal. The underlying aspect of this area is nevertheless generally towards the north and north east and towards the River Trent to the north.
- 10.6.31. The landform variations formed from the existing EMG1 development include the Rail Terminal area which occupies a reduced level (or sunken) area, particularly as it stretches to the south. This Rail Terminal area was formed as part of the original EMG1 development proposals, from cutting down into the slopes as they rise towards the south.
- 10.6.32. The north western side of the MCO Scheme stretches up to the lower slopes of a substantial landform feature/ mound. This extends around the northern extent of the existing EMG1 development. Much of the rest of the landform within the MCO Scheme comprises varied slopes and areas also as previously shaped by the original EMG1 development.

Site and Immediate Context – Landscape Character and Features

- 10.6.33. The MCO Scheme and its immediate context is dominated by the existing EMG1 rail terminal and adjoining major road infrastructure and the EMG1 buildings yet also includes open grassland and drainage attenuation features and significant mounding formed as part of the EMG1 development, in addition to existing and emerging woodland.
- 10.6.34. The western part of the MCO Scheme, including Plot 16 currently comprises grassland, with an existing mound and establishing planting on its western edge. All were formed and established as part of the existing EMG1 development. The MCO Scheme also includes part of the existing Rail Terminal, which occupies a substantially lowered (or 'sunken') position within the existing EMG1 development. This area is dominated by existing rail infrastructure, concrete hard standing, stored containers and an associated office building.

Landscape Value

- 10.6.35. In terms of 'landscape value' it is appropriate to examine the role of the MCO Scheme and its immediate context in terms of the range of factors, as set out in the Landscape Institute Technical Guidance Note (TGN) 02/21 '*Assessing landscape value outside national designations*'. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered.
- 10.6.36. Landscape Designations: The site and its wider landscape context is not subject to any national, local or other landscape designations.
- 10.6.37. Natural Heritage: The site and its immediate context does not include any designated ecological/ wildlife sites and it is currently predominantly dominated by the EMG1 development. King Street Plantation lies on the edge of the site. Some areas of young native woodland and other planting and habitats lie around the development areas and zones including two sizeable drainage attenuation ponds that offer some ecological interest.
- 10.6.38. Cultural Heritage: The site does not include any designation or known heritage assets or constraints. Listed buildings within Lockington lie physically and visually separated from this site by the intervening mounding and planting.
- 10.6.39. Landscape Condition: Generally, the landscape within and around the site is in good or reasonable condition and appears to be well managed and maintained.
- 10.6.40. Associations: There are no known associations (e.g. with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the site and its immediate context.
- 10.6.41. Distinctiveness: The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area.
- 10.6.42. Recreational Value: A Public Right of Way (PROW) passes through the MCO Scheme [this site](#) yet there are no other recreational uses or features present.
- 10.6.43. Perceptual (Scenic): The site and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as part of an active and major developed area

comprising the existing EMG1 development (including the Rail Terminal), the M1 motorway, A453 and Junction 24. King Street Plantation and the existing landscape and planting areas established as part of the EMG1 development contribute positively as does other existing trees and planting within the immediate context; including on the south eastern side of Lockington.

- 10.6.44. Perceptual (Wildness and tranquillity): The site and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as an area dominated by major transport and industrial infrastructure yet still with some notable woodland and landscape areas. It is not a tranquil or 'wild' landscape.
- 10.6.45. Functional aspects: The site and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape
- 10.6.46. Landscape Value Conclusions (MCO Scheme and Immediate Context): In conclusion and having appraised the above factors it is judged that the MCO [WorksScheme](#) site and immediate context is of Low/ Medium Landscape Value.

Baseline Visual Appraisal

- 10.6.47. A visual appraisal has been undertaken for the MCO Scheme. This has explored the nature of the existing visual amenity of the area and has sought to establish the approximate visibility of the site and the proposed development from surrounding locations and receptors.
- 10.6.48. Consideration of the availability of views towards the MCO Scheme for visual receptors has been undertaken in parallel with the baseline landscape study. This has determined those visual receptors within the surrounding landscape that are likely to have views towards the MCO Scheme, considering factors such as landform, and existing vegetation and buildings, which determine the actual extent of visibility across the landscape.

Zone of Theoretical Visibility (ZTV) and Photo Viewpoints

- 10.6.49. A Zone of Theoretical Visibility (ZTV) for the MCO Scheme has been prepared and this provides a 'theoretical' area from within which views towards the MCO Scheme may be possible. This is included as Figure 7 within **Appendix 10B (Document MCO 6.10B)**. A series of representative photo viewpoints have also been determined based upon the results of the ZTV and site based analysis work. The location of the representative photo viewpoints are included at Figure 8.1 and the photo viewpoints at Figure [109](#) of **Appendix 10B (Document MCO 6.10B)**.
- 10.6.50. The photo viewpoints comprise a suitably representative range of views. These include views from specific vantage points or visual receptors or are representative views for those receptors that are moving through the landscape e.g. from Public Rights of Way or for road users. The photo viewpoints may demonstrate varying degrees of visibility and include both short and longer ranging views. The photographs included have been taken at different times

during the 2022-2025 period and seasonal differences have been taken into account when considering visual matters and the potential change and effects that will arise from the MCO Scheme upon visual receptors.

- 10.6.51. Consideration of the potential likely visual implications, changes and effects of the MCO Scheme upon surrounding visual receptors is detailed in the subsequent effects sections.

Visual Receptors

- 10.6.52. The following visual receptors that may be affected by the proposed development have been identified:

- Residents – on the western side and edge of Kegworth and limited scattered properties to the east and north east.
- Users of Public Rights of Way (PROW) – including on the western side of this site and limited stretches more distantly to the east.
- Users of Roads – including the A453; A6; M1 motorway and Junction 24; and limited stretches of local roads (Long Lane) principally to the east.
- Users/ visitors to the Hilton Hotel and users of the existing EMG1 development.

- 10.6.53. The identified visual receptors are included at **Appendix 10F (Document MCO 6.10F)**.

Future Baseline

- 10.6.54. The landscape context of the MCO Scheme does include some existing major development and transport infrastructure, particularly around EMA and the motorway junctions. A number of emerging and committed developments also exist within this landscape context, including some large scale development projects. These emerging development projects are likely to increase the presence and influence of built development within this context of the MCO Scheme in the future.

Potential Impacts

- 10.6.55. The potential impacts of the MCO Scheme have been assessed in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition; April 2013) ('GLVIA3'). The MCO scheme has the potential to result in impacts upon the receptors detailed in the Section 10.3 of this Chapter.

- 10.6.56. In the context of the assessment of effects, the landscape and Green Infrastructure (GI) proposals and primary mitigation measures have been incorporated as an integral (or 'embedded') part of the design and layout of Plot 16. The iterative assessment and design process has included attention to the potential siting and layout of the built development area and the maximum heights of the proposed buildings, as dictated by the MCO Parameters Plan (**Document MCO 2.5**).

- 10.6.57. It also includes the careful consideration that has been given to the earthworks proposals. All of these aspects and features have been taken into account in the design of the DCO

Scheme and the development parameters and have therefore been assessed as part of the construction and operational stages, as detailed below.

- 10.6.58. The residual operational effects assessment considers the proposed development 15 years after completion and takes into account the growth and management of the proposed and conserved planting and habitats over this time. These effects are also detailed in the Landscape and Visual Effects Tables provided as **Appendices 10E and 10F (Documents MCO 6.10E and 6.10F)** and described later in this Section of this Chapter.

Construction Impacts

- 10.6.59. Construction phase details of the MCO Scheme are included in **Chapter 3: Project Description (Document MCO 6.3)**, which includes an indicative timescale for the works.
- 10.6.60. Throughout the course of the construction process, the approaches and methodologies adopted will seek to avoid or minimise any unnecessary effects upon the landscape and surrounding visual receptors. This will be achieved through the use of phase specific Construction Environmental Management Plans secured by Requirement 11 of the EMG1 DCO. For example, the location and design of temporary site compounds, lighting, signage and perimeter mounding and screen fencing have or will all take these issues into account. Combined with effective project management and close liaison and communication with the relevant authorities and stakeholders, the potential landscape and visual effects of construction will be mitigated and minimised as far as practicable.
- 10.6.61. The proposed phasing and sequencing of the works have also been considered in terms of potential landscape and visual effects. Where practicable and beneficial, the formation of perimeter mounding and associated planting will be undertaken prior to development on an adjoining or nearby development plot. Early formation of mounding and associated planting will be undertaken where practicable.
- 10.6.62. The landscape and visual effects during the construction stage will inevitably vary, subject generally to the location and extent of the various construction activities and stage of works. This has been taken into account in considering and assessing the potential landscape and visual effects.

Landscape Impacts

- 10.6.63. The potential construction impacts have been assessed with reference to the published landscape character studies, local landscape character and site specific landscape features.
- 10.6.64. In the context of the national, regional and county scale landscape character studies and the relevant National Character Areas, Landscape Character Types and Landscape Character Areas the construction of the MCO Scheme will have relatively limited and restricted landscape effects across these extensive and varied landscapes, at these national, regional and county wide scales.
- 10.6.65. At this scale, the landscape value of the respective landscape character areas and types is generally Medium yet all encompass parts that are of relatively higher and lower value. In terms of the type of development proposed, the open agricultural character of much of these broader areas and types will be most susceptible to this change. Landscape susceptibility

will however, be moderated at a more localised scale across these broad landscapes by the presence and influence of existing large scale development and transport infrastructure in this part of the respective landscape character areas and types.

- 10.6.66. The construction landscape effect of the MCO Scheme will arise principally from the construction of a new building with associated infrastructure on Plot 16. There is unlikely to be any discernible construction landscape effect arising from the increased height of the proposed gantry cranes within the existing EMG1 Rail Terminal.
- 10.6.67. At the geographic scale of the national, regional and county scale, landscape character areas and types, the construction landscape effect of the MCO Scheme will be Negligible. This largely reflects the broad geographic scale of these landscapes and the existing context of the proposals which include the existing EMG1 development and major transport infrastructure.
- 10.6.68. At a more localised scale and appraising the construction landscape effect of the MCO Scheme on its site and immediate context, there will be localised landscape change and effect arising principally from the building construction activities and progressive appearance of the Plot 16 building within the local landscape. However, given the existing immediate landscape context of the site, which is strongly influenced by the existing EMG1 development and major road corridors and junction, the extent of the resultant effects will be moderated to some degree.
- 10.6.69. The magnitude of landscape change arising from construction of the EMG1 Works upon the EMG1 Works site and its immediate context will be Medium, resulting in a Minor/ Moderate Adverse construction landscape effect. This overall level of construction landscape effect will be temporary.

Visual Impacts

- 10.6.70. The visual effects arising from ~~the~~ construction of the MCO Scheme will vary during the construction process. Construction activities and plant movements will be visible at times from all of the receptors with views towards the completed and operational development.
- 10.6.71. In general, the clearest views towards the construction activities and plant movements etc. will be experienced by those receptors in closest proximity and with the clearest existing views towards the site. More distant views will also be possible to construction activity, although in many instances these views may be limited to the construction of the higher parts of the building within Plot 16 and the erection of the proposed gantry cranes.
- 10.6.72. The construction visual effects of the MCO Scheme upon visual receptors are detailed in the Visual Effects Table provided as **Appendix 10F (Document MCO 6.10F)**. The following summarises the visual effects during construction. Receptor references are included in brackets and refer to the Visual Effects Table and the location of the Visual Receptors is detailed on Figures ~~10.21 and 10.2~~ within **Appendix 10B (Document MCO 6.10B)**. References to the relevant Photo Viewpoints (PVs) and Visual Receptors (VRs) are included within brackets in the following descriptions.

- 10.6.73. The assessment recognises that parts of the MCO Scheme may be completed and operational at the same time as other parts are still under construction or have not yet commenced construction.

Residents at Kegworth (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [134](#): PVs EMG1b)

- 10.6.74. From the western/ north western edge of Kegworth views towards construction of the MCO Scheme will be possible from a relatively limited number of properties, including some on Windmill Way, Pritchard Drive and Ashby Road (VR R15). It will be the construction of the proposed Plot 16 development that will be the main visible element during this stage. The construction visual effect for those properties with the clearest views will be Moderate Adverse, at the height of construction on Plot 16.

Other Residents (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#): PVs EMG1e)

- 10.6.75. There will limited and restricted views towards construction of the proposed Plot 16 development from a small number of individual properties at Long Lane (north of Kegworth) (VR R16) and limited properties and positions at Ratcliffe on Soar and Kingston on Soar (VR R16). For those limited properties with the clearest views in the direction of the proposed Plot 16 development, the construction visual effect will be Minor/ Moderate Adverse.

Public Rights of Way (PROW) and other Routes with Public Access Users (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#): PVs EMG1c-EMG1e)

- 10.6.76. From a stretch of PROW (footpath) (VR F10) alongside and immediately to the west of Plot 16, there will be close and clear views for users of the construction activities associated with this Plot, resulting in a Moderate/ Major Adverse construction visual effect.

- 10.6.77. Users of the Midshires Way (at Long Lane) (VR F11) and another PROW (running parallel to this but west of Long Lane) (VR F11) will have some limited views towards construction of the proposed Plot 16 development in a south westerly direction. The construction visual effect for users of these routes will be Minor/ Moderate Adverse, where views are possible.

Road Users (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#): PVs EMG1a, EMG1c and EMG1e)

- 10.6.78. Views towards construction of the EMG1 Works proposals will be possible from stretches of a number of roads, principally to the east and north east of the EMG1 site. This will include users of relatively short stretches of the M1 motorway (including Junction 24 and slip roads), A453, A6 and Hilton Hotel Lane (VRs V12 – V16). The construction visual effect for users of these stretches of road will be Minor Adverse or Minor/ Moderate Adverse.

Other Receptors

- 10.6.79. Construction of the proposed Plot 16 development will be visible from the Hilton Hotel (VR O5) to the north east of the site. The construction visual effect upon visitors/ users of the hotel with views in the direction of the site will be Minor/ Moderate Adverse.

Operational Impacts

- 10.6.80. The MCO Scheme will generate a range of direct and indirect landscape and visual impacts, with likely permanent effects. The stated operational impacts are based upon the full completion and operation but do not take into account the subsequent management and maturing of the existing and new landscape and planting proposals. These effects are considered in the subsequent Residual Impacts section.

Landscape

- 10.6.81. The potential operational impacts have been assessed with reference to the published landscape character studies, local landscape character and site specific landscape features.
- 10.6.82. In the context of the national, regional and county scale landscape character studies and the relevant National Character Areas, Landscape Character Types and Landscape Character Areas the operational MCO Scheme will have relatively limited and restricted landscape effects across these extensive and varied landscapes, at the national, regional and county wide scales.
- 10.6.83. The operational landscape effect of the MCO Scheme will arise principally from the proposed Plot 16 building and the presence of the gantry cranes (at the increased height).
- 10.6.84. At the geographic scale of the national, regional and county scale, landscape character areas and types, the operational landscape effect of the MCO Scheme will be Negligible. This largely reflects the broad geographic scale and extents of these landscapes and the existing context of the proposals, which includes the existing EMG1 development and major transport infrastructure.
- 10.6.85. At a more localised scale and appraising the operational landscape effect of the MCO Scheme on its site and immediate context, there will be localised landscape change and effect arising principally from the proposed Plot 16 building and the gantry cranes (at the increased height) within this landscape. However, given the existing immediate landscape context of the site which is strongly influenced by the existing EMG1 development and major road corridors and junction, the extent of the resultant effects will be moderated to some degree.
- 10.6.86. The magnitude of landscape change arising from the operation of the MCO Scheme upon the site and its immediate context will be Low/ Medium, resulting in a Minor/ Moderate Adverse operational landscape effect.

Visual Impacts

- [10.6.87.](#) A comprehensive visual impact assessment of the MCO Scheme has been undertaken to determine the potential visual effects upon surrounding receptors. A series of Photo Viewpoints, Photomontages and related Figures and a Visual Effects Table are included respectively at **Appendices 10B and 10F (Documents MCO 6.10B and 6.10F)**. These Appendices detail and support the following description of the likely operational visual effects

arising from the MCO Scheme. References to the relevant Photo Viewpoints (PVs) and Visual Receptors (VRs) are included within brackets in the following description.

Residents at Kegworth (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#); PV EMG1b)

~~40.6.87.~~[10.6.88.](#) From the western/ north western edge of Kegworth views towards the EMG1 Works proposals will be possible from a relatively limited number of properties, including some on Windmill Way, Pritchard Drive and Ashby Road (VR R15). It will be the proposed Plot 16 building and the gantry cranes (at the increased height) that will be the main visible elements of these proposals. Proposed roof mounted photovoltaic panels on the Plot 16 building will not be visible from these properties or from other residents and visual receptors at Kegworth. Both the proposed Plot 16 building and the gantry cranes, where visible, will be seen in the context of the existing EMG1 development and M1 Junction 24. The operational visual effect for those properties with the clearest views towards the site proposals will be Minor/ Moderate Adverse.

Other Residents (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#); PV EMG1e)

~~40.6.88.~~[10.6.89.](#) There will limited and restricted views towards the site proposals from a small number of individual properties at Long Lane (north of Kegworth) (VR R16) and limited properties and positions at Ratcliffe on Soar and Kingston on Soar (VR R16). For those limited properties with the clearest views in the direction of the site proposals, the operational visual effect will be Minor Adverse.

~~40.6.89.~~[10.6.90.](#) There will be no views towards the site proposals for residents or other visual receptors within Lockington and Hemington, situated to the north west and west of the site. This is principally due to the existing EMG1 mounding and planting, situated on the north western side of Plot 16 and other existing intervening planting and landform variations surrounding these settlements.

Public Rights of Way (PROW) and other Routes with Public Access Users (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#); PVs EMG1c [to](#) -EMG1e)

~~40.6.90.~~[10.6.91.](#) For users of a stretch of PROW (footpath) (VR F10) alongside and immediately to the west of Plot 16, there will be close and clear views towards both the proposed Plot 16 development and also the gantry cranes (at the increased height). This stretch of PROW passes over the existing EMG1 mounding on western side of Plot 16. From the highest point on this existing mounding, the roof and associated roof mounted photovoltaic panels and plant will also be potentially visible, given that the existing mounding at this point rises to just over the maximum height of the proposed Plot 16 building (See Landscape Cross [s](#)Section E [\(at Appendix 10D \(Document MCO 6.10D\)\)](#)).

~~40.6.91.~~[10.6.92.](#) In respect of this stretch of PROW, the proposals will be seen within the immediate context of the existing EMG1 development including the active Rail Terminal. The resultant operational visual effect for users of this short stretch of PROW will be Moderate Adverse.

~~10.6.92-10.6.93.~~ Users of the Midshires Way (at Long Lane) (VR F11) and another PROW (running parallel to this but west of Long Lane) (VR F11) will have some limited views in a south westerly direction towards the site proposals. The operational visual effect for users of these routes will be Minor Adverse, where views are possible.

Road Users (Appendix 10B (Document MCO 6.10B) Figures [109](#) and [143](#); PVs EMG1a, EMG1c and EMG1e)

~~10.6.93-10.6.94.~~ Views towards the site proposals will be possible from stretches of a number of roads, principally to the east and north east of the EMG1 site. This will include users of relatively short stretches of the M1 motorway (including Junction 24 and slip roads), A453, A6 and Hilton Hotel Lane (VRs V12 – V16). The operational visual effect for users of these stretches of road will be Minor Adverse or Minor/ Moderate Adverse.

Other Receptors

~~10.6.94-10.6.95.~~ The site proposals will be visible from the Hilton Hotel (VR O5) to the north east of the site. The operational visual effect upon visitors/ users of the hotel with views in the direction of the site will be Minor/ Moderate Adverse.

Night time Visual Impacts

Introduction and Approach

~~10.6.95-10.6.96.~~ A Lighting Impact Assessment has been undertaken and is included at **Chapter 11: Lighting (Document MCO 6.11)**. The landscape and visual impact assessment has been undertaken on the basis of the proposed Lighting Strategy on which **Chapter 11** is based and which is provided as **Appendix 11A (Documents MCO 6.11A)**. The Lighting Impact Assessment also includes a Lighting Baseline Assessment provided as **Appendix 11B (Document MCO 6.11B)** and in addition a night time visit and appraisal of the MCO Scheme has informed this assessment of Night-time Visual Impacts.

~~10.6.96-10.6.97.~~ The above referenced Lighting Impact Assessment has been carried out in accordance with the published guidance documents from the Institution of Lighting Professionals (ILP) and Highways standards. This Night-time Visual Impact assessment has drawn upon the Lighting Impact Assessment work to consider and appraise, in qualitative terms, the likely effects of the MCO Scheme on night-time visibility and visual amenity.

[10.6.98.](#) To assist and inform the baseline assessment of the night-time environment, the CPRE Light Pollution and Dark Skies mapping has also been reviewed. For reference this is included within the Lighting Baseline Assessment at **Appendix 11B (Document MCO 6.11B)**. This Appendix also includes a series of Photographs at Figures 4-21 illustrating the general nature of the existing night time environment at and around the MCO Scheme.

~~10.6.97-10.6.99.~~ [A series of Night-time Photomontages have also been prepared from a series of the representative viewpoints included at Figure 15 \(Appendix 10B \(Document MCO 6.10B\)\). These have been undertaken in accordance with the methodology detailed at Appendix 10.A \(Document MCO 6.10A\). The Night-time Photomontages depict the Illustrative Masterplan to the maximum height parameters, in line with the other Photomontages included at Figure 13 \(Appendix 10B \(Document MCO 6.10B\)\).](#)

Existing night-time environment

~~40.6.98~~-10.6.100. Existing lighting associated with the location of the MCO Scheme is also evident and includes the existing lighting associated with the major roads and Junction 24 of the M1 Motorway and the existing lighting at the EMG1 Rail Terminal.

~~40.6.99~~-10.6.101. Existing lighting is less evident close to the north west of this area, around the southern side of Lockington, beyond the existing EMG1 mounding to the west of Plot 16.

Lighting Strategy

~~40.6.100~~-10.6.102. The Lighting Strategy at **Appendix 11A (Documents MCO 6.11A)** proposes good practice and outlines a suitable approach for the proposed lighting for the purpose of safety, security, wayfinding and amenity. It is intended to set out a minimally obtrusive approach to the lighting, whilst ensuring it is necessary and considers the sensitivity of nearby human, environmental and ecological receptors.

Impact Assessment

~~40.6.101~~-10.6.103. The lighting proposals associated with the MCO Scheme will include lighting associated with the proposed Plot 16 building and also with the increased height of the Gantry Cranes in the Rail Terminal. These lighting proposals, where visible, will generally be seen within the immediate context of other existing lighting at EMG1, including the Rail Terminal and close by on the M1, A453 and around Junction 24.

~~40.6.102~~-10.6.104. The proposed lighting will be visible from some properties on the western edge of Kegworth and from some more distant properties and receptors generally to the east and north east. It will not however markedly alter the nature and extent of the existing lighting at this location. Notwithstanding this, the increased height of the Gantry Cranes will increase the height of the lighting associated with this element of the MCO Scheme and the lighting at Plot 16 will extend the existing EMG1 light sources slightly further to the north west. The existing EMG1 mounding to the west of Plot 16 will however maintain an effective visual screen to Lockington and the landscape beyond.

Mitigation Measures

Introduction

~~40.6.103~~-10.6.105. Existing landscape character and features and the visual amenity of the landscape of the MCO Scheme and its context have been carefully considered throughout the planning and design process and have been important factors in informing and shaping the resultant application. This approach has entailed close collaboration between landscape, engineering, architectural, planning, heritage and ecological consultants and other professionals. The resultant landscape features and areas of the MCO Scheme are important and integral parts of the proposals and include both 'embedded' mitigation and other additional mitigation/enhancement measures.

~~40.6.104~~-10.6.106. In respect of landscape and visual matters and considerations, mitigation has been ‘embedded’ into the MCO Scheme as part of the iterative design process, that has shaped and informed the proposed development parameters. Landscape professionals have been integral to the design process from the outset.

Landscape Mitigation and Design Objectives

~~40.6.105~~-10.6.107. The key objectives of the Landscape and Green Infrastructure (GI) mitigation and proposals for the MCO Scheme are to:

- Assist in assimilating and mitigating the built development proposals and in establishing an appropriately robust and cohesive landscape framework within which the new built development and infrastructure proposals will be sited;
- Mitigate and minimise as far as practicable the potential landscape and visual effects arising from the proposed development;
- Secure and maximise biodiversity interest, through conservation, enhancement and creation of new habitats and green spaces;
- Contribute positively towards the landscape and GI strategy objectives of the planning policies, published landscape character and GI studies; and
- Achieve an overall development and landscape solution that recognises the character and features of the local landscape and draws upon these in the outline and subsequent detailed proposals.

Landscape and Green Infrastructure (GI) Mitigation and Proposals

~~40.6.106~~-10.6.108. The Landscape and GI proposals for the MCO Scheme are illustrated on the Illustrative Landscape Masterplans and Landscape Cross Sections provided at **Appendix 10D (Document MCO 6.10D)**. The Illustrative Landscape Masterplan is also provided at **Documents MCO 2.6**. The Parameters Plan provided at **Document MCO 2.5** also fixes and defines the location and disposition of the landscaping buffers and other features and their relationship with the proposed built development on the site. In summary, these Landscape and GI embedded mitigation measures as part of the design proposals will include:

- The retention/provision of approximately 10 hectares (ha) of land dedicated to landscape, GI, and biodiversity related proposals – representing approximately 50% of the MCO Scheme area.
- A mix of new native woodland, trees, hedgerows, scrub and open conservation grassland habitats, extending around the Plot 16 development area.
- Mounding at the northern and southern sides of Plot 16.

~~40.6.107~~-10.6.109. Sustainable drainage features sited to the north of Plot 16 will be designed for general amenity and biodiversity benefits as open ‘dry’ features with appropriate conservation grassland.

Landscape Management

~~40.6.108~~-10.6.110. The landscape, GI and habitat areas completed as part of the MCO Scheme will be managed and maintained in the long term. This will be achieved through the implementation of the Landscape and Ecological Management Plan (LEMP) approved as part of the EMG1 DCO alongside other relevant site management objectives. The subsequent detailed design and management works for the landscape and GI areas will be advanced in close collaboration with the relevant authorities and other technical and environmental professionals.

Residual Effects

~~40.6.109~~-10.6.111. The residual effects consider and appraise the effects of the MCO Scheme after the incorporation of the mitigation measures. In the context of this landscape and visual impact assessment, primary mitigation measures and considerations have been incorporated as an integral (or 'embedded') part of the design and layout of the DCO Scheme. This has included attention to the siting, layout and height of the proposed buildings and consideration of the earthworks and ground modelling/mitigation mounding proposals.

~~40.6.110~~-10.6.112. All of these aspects and features have been considered in the design of the proposed development and the development parameters and have therefore been assessed as part of the construction and operational stages.

~~40.6.111~~-10.6.113. Consideration of the likely residual effects appraises the DCO Scheme 15 years after completion and thus takes into account the growth and management of the proposed and conserved planting and habitats over this time following compliance with the LEMP.

~~40.6.112~~-10.6.114. The residual (15 years post completion) landscape and visual effects are detailed in **Appendices 10E and 10F (Documents MCO 6.10E and 6.10F)**.

Residual Landscape Effects

~~40.6.113~~-10.6.115. The landscape effects of the MCO Scheme will gradually reduce over time, following the establishment and maturing of the proposed planting and the maturing of the existing EMG1 planting, surrounding Plot 16. This includes the existing planting on the mounding immediately to the west of Plot 16. As this immediate landscape and planting continues to mature it will provide a more effective planted surround and backdrop to the Plot 16 building, in local landscape terms.

~~40.6.114~~-10.6.116. The existing planting on the slopes surrounding the Rail Terminal will also assist further over time in reducing the limited and localised landscape effects of the increased gantry crane heights within the Rail Terminal.

~~40.6.115~~-10.6.117. The residual landscape effect of the proposed MCO Scheme after 15 years on the site and its immediate context will be Minor Adverse.

Residual Visual Effects

~~40.6.116~~-10.6.118. Some of the visual effects of the MCO Scheme will reduce following the maturing of planting. In this instance, the reduction in the residual visual effects is most likely to arise principally from the maturing of some of the existing EMG1 planting, undertaken as

part of the original EMG1 development. This will include existing planting within and surrounding the EMG1 Rail Terminal and on the mounding to the west of Plot 16. Overall, however, the residual visual effects are not likely to reduce markedly from those effects assessed for the operational stage.

~~10.6.117-10.6.119.~~ The resultant residual visual effects arising from the MCO Scheme after 15 years will vary yet will be predominantly Minor Adverse. The most notable residual visual effect will be experienced by users of the stretch of PROW alongside Plot 16 (and extending across the existing EMG1 mounding). The residual visual effect for these PROW users will be Minor/ Moderate Adverse. For receptors with more distant or restricted views towards the MCO Scheme, the residual visual effects will be Minor Adverse or less.

10.7. Assessment of the EMG2 Project

- 10.7.1. As set out in Section [10.1](#) of this Chapter, and at **Table 10.1**, the EMG2 Project as a whole is the combination of the DCO Scheme and the MCO Scheme which have been assessed in Sections 10.5 and 10.6 of this Chapter.

Baseline Conditions

- 10.7.2. The baseline conditions have been described at Section 10.5 in respect of the DCO Application and at Section 10.6 for the MCO Application.

Potential Impacts

- 10.7.3. The potential impacts of the EMG2 Project have been assessed in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition; April 2013) ('GLVIA3'). The EMG2 Project has the potential to result in impacts upon the receptors as detailed in the preceding sections of this chapter.
- 10.7.4. In the context of the assessment of effects, the landscape and Green Infrastructure (GI) proposals and primary mitigation measures have been incorporated as an integral (or 'embedded') part of the design and layout of the EMG2 Project. These measures are set out in detailed in Section 10.5 in respect of the DCO Scheme and Section 10.6 in respect of the MCO Scheme. The iterative assessment and design process has included attention to the potential siting and layout of the built development area (or zones) and the maximum heights of the proposed buildings, as dictated by the Parameters Plans within **Documents DCO 2.5 and MCO 2.5**.
- 10.7.5. It also includes the careful consideration that has been given to the earthworks proposals, including the positioning, extents and heights of perimeter 'mitigation mounding' for the EMG2 Main Site. All of these aspects and features have been taken into account in the design of the EMG2 Project and the development parameters and have therefore been assessed as part of the construction and operational stages, as detailed below.
- 10.7.6. The residual operational effects assessment considers the proposed development 15 years after completion and takes into account the growth and management of the proposed and conserved planting and habitats over this time. These effects are also detailed in the Landscape and Visual Effects Tables provided as **Appendices 10E and 10F (Documents DCO 6.10E and F/MCO 6.10 E and F)** and described further below.

Construction Impacts

Landscape Impacts

- 10.7.7. The construction landscape effect of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme detailed above. The effects will principally arise from the DCO Scheme and the most notable construction landscape effects will arise at the site and immediate context scale, for the EMG2 Main Site component.

- 10.7.8. At the geographic scale of the national, regional and county scale, landscape character areas and types, the construction landscape effect of the EMG2 Project will be Minor Adverse. This largely reflects a combination of the broad geographic scale of these landscapes; the construction effects of the DCO Scheme; and the landscape character of the existing context of the EMG2 Project, which includes EMA, the existing EMG1 development and major transport infrastructure.
- 10.7.9. At a more localised scale, the construction landscape effects of the EMG2 Project will reflect the assessments set out within this Chapter for the DCO Scheme and the MCO Scheme and overall will be Major Adverse. This reflects the Major Adverse level of construction landscape effect for the DCO Scheme which is no greater when combined with the MCO Scheme.

Visual Impacts

- 10.7.10. The construction visual effects of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme. The effects will principally arise from the DCO Scheme and the most notable construction visual effects will generally arise for users of some PROW within or generally to the south and west of the EMG2 Main Site and for some residents on the north eastern side of Diseworth and to the south and west of the EMG2 Main Site.
- 10.7.11. For the majority of visual receptors with views towards the EMG2 Project, there are limited situations where the DCO Scheme will be seen in combination with the MCO Scheme. This is principally demonstrated on the Zone of Theoretical Visibility (ZTV) plan provided as Figure 7 in **Appendix 10B (Document DCO 6.10B/MCO 6.10B)**. As a result, the majority of the overall construction visual effects of the EMG2 Project will reflect the assessments and judgements as described for the respective components of the EMG2 Project within Sections 10.5 and 10.6 of this Chapter and detailed within the Visual Effects Table provided as **Appendix 10F (Document DCO 6.10F/MCO 6.10F)**.

Operational Impacts

Landscape Impacts

- 10.7.12. The operational landscape effect of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme detailed above. The effects will principally arise from the DCO Scheme and the most notable operational landscape effects will arise at the site and immediate context scale, for the EMG2 Main Site component.
- 10.7.13. At the geographic scale of the national, regional and county scale, landscape character areas and types, the operational landscape effect of the EMG2 Project will be Minor Adverse. This largely reflects a combination of the broad geographic scale of these landscapes; the operational effects of the DCO Scheme; and the landscape character of the existing context of the EMG2 Project, which includes EMA, the existing EMG1 development and major transport infrastructure.
- 10.7.14. At a more localised scale, the operational landscape effects of the EMG2 Project will reflect the assessments set out within this Chapter for the respective DCO Scheme and MCO Scheme. At the site and immediate context scale, the overall level of operational landscape

effect will be Major Adverse. This reflects the Major Adverse level of operational landscape effect for the DCO Scheme which is no greater when combined with the MCO Scheme.

Visual Impacts

- 10.7.15. The operational visual effects of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme. The effects will principally arise from the DCO Scheme and the most notable operational visual effects will generally arise for users of some PROW within or generally to the south and west of the EMG2 Main Site and for some residents on the north eastern side of Diseworth and to the south and west of the EMG2 Main Site.
- 10.7.16. For the majority of visual receptors with views towards the EMG2 Project, there are limited situations where the DCO Scheme will be seen in combination with the MCO Scheme. This is principally demonstrated on the Zone of Theoretical Visibility (ZTV) plan provided as Figure 7 in **Appendix 10B (Document DCO 6.10B/MCO 6.10B)**. As a result, the majority of the overall operational visual effects of the EMG2 Project will reflect the assessments and judgements as described for the respective components of the EMG2 Project within Sections 10.5 and 10.6 of this Chapter and detailed within the Visual Effects Table provided as **Appendix 10F (Document DCO 6.10F/MCO 6.10F)**.

Night-time Visual Impacts

- 10.7.17. The night-time visual effects of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme. The effects will principally arise from the EMG2 Main Site and the most notable night-time visual amenity effects will generally arise for some visual receptors to the south and west of the EMG2 Main Site, including for some residents on the north eastern side of Diseworth.
- 10.7.18. The application of the proposed Lighting Strategy (**Appendix 11A – Document DCO 6.11A/MCO 6.11A**) and the presence of the proposed mitigation mounding and the associated woodland and tree planting on the southern and western sides of the EMG2 Main Site development proposals will however be effective in mitigating and minimising these impacts. The proposed lighting for the Highway Works and the EMG1 Works will not markedly alter the existing night time visual amenity at these locations. The night time visual amenity effects arising from these sites will be relatively more limited due to the presence and extent of existing lighting at or close to these sites.
- 10.7.19. Overall, the night time visual effects of the EMG2 Project will be minimised through the adoption of the Lighting Strategy and further attention at the subsequent detailed design stage to the lighting proposals.

Mitigation Measures

- 10.7.20. Existing landscape character and features and the visual amenity of the landscape of the EMG2 Project and its context have been carefully considered throughout the planning and design process and have been important factors in informing and shaping the resultant applications. This approach has entailed close collaboration between landscape, engineering, architectural, planning, heritage and ecological consultants and other professionals. The resultant landscape features and areas of the EMG2 Project are

important and integral parts of the proposals and include both 'embedded' mitigation and other additional mitigation/enhancement measures as described within this chapter.

Residual Effects

Residual Landscape Effects

- 10.7.21. The residual landscape effect of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme detailed above. The residual effects will principally arise from the DCO Scheme and the most notable operational landscape effects will arise at the site and immediate context scale, for the EMG2 Main Site component.
- 10.7.22. At the geographic scale of the national, regional and county scale, landscape character areas and types, the residual landscape effect of the EMG2 Project will be Minor Adverse. This largely reflects a combination of the broad geographic scale of these landscapes; the residual effects of the DCO Scheme; and the landscape character of the existing context of the EMG2 Project, which includes EMA, the existing EMG1 development and major transport infrastructure.
- 10.7.23. At a more localised scale, the residual landscape effects of the EMG2 Project will reflect the assessments set out within this Chapter for the respective DCO Scheme and MCO Scheme. At the site and immediate context scale, the overall level of residual landscape effect will be Major Adverse. This reflects the Major Adverse level of operational landscape effect for the DCO Scheme which is no greater when combined with the MCO Scheme.

Residual Visual Effects

- 10.7.24. The residual visual effects of the EMG2 Project will reflect the combined effects of the DCO Scheme and the MCO Scheme. The effects will principally arise from the DCO Scheme and the most notable residual visual effects will generally arise for users of some PROW within or generally to the south and west of the EMG2 Main Site and for some residents on the north eastern side of Diseworth and to the south and west of the EMG2 Main Site.
- 10.7.25. For the majority of visual receptors with views towards the EMG2 Project, there are limited situations where the DCO Scheme will be seen in combination with the MCO Scheme. This is principally demonstrated on the Zone of Theoretical Visibility (ZTV) plan provided as Figure 7 in **Appendix 10B (Document DCO 6.10B/MCO 6.10B)**. As a result, the majority of the overall residual visual effects of the EMG2 Project will reflect the assessments and judgements as described for the respective components of the EMG2 Project within Sections 10.5 and 10.6 of this Chapter and detailed within the Visual Effects Table provided as **Appendix 10F (Document DCO 6.10F/MCO 6.10F)**.

10.8. Cumulative Impacts

- 10.8.1. This section provides an Assessment of the EMG2 Project as a whole in combination with other planned development (i.e. the cumulative effects). The twelve projects identified in **Chapter 21: Cumulative Impacts (Document DCO 6.21/MCO 6.21)** for consideration in cumulative terms have been appraised in accordance with the methodology detailed within Section 10.2 of this Chapter. The potential cumulative landscape and visual effects arising from the EMG2 Project in addition to and in combination with these identified projects varies as detailed further below.

Cumulative Construction Impacts

Cumulative Construction Landscape Impacts

- 10.8.2. It is likely that some of the identified projects will be under construction during the same period as the EMG2 Project. Those projects that are likely to give rise to the most notable cumulative construction landscape effects will be the project at Isley Woodhouse (Ref 12) in relation to the DCO Scheme (particularly the EMG2 Main Site), and the projects at Land north of Derby Road (A6), Kegworth (Ref 14) and Land north of Remembrance Way (A453) (Ref 15) in relation to the both the DCO Scheme (arising from the Highways Works) and the MCO Scheme.
- 10.8.3. In respect of the Isley Woodhouse project (Ref 12), this is likely to extend and increase the construction effect on local landscape character across the landscape to the west of the EMG2 Main Site/Community Park and Diseworth. Major Adverse construction landscape effects are likely to arise across the respective site areas and their immediate contexts. As a consequence, should the main construction periods and activities of both projects progress at the same time then there is likely to be a Major Adverse cumulative construction landscape effect extending across the local landscape, principally to the east and west of Diseworth.
- 10.8.4. Other potential cumulative construction landscape effects relative to the DCO Scheme will be limited. The Moto Services Solar Farm (Ref 10) and EMAGIC projects (Ref 16) will result in some potential yet relatively limited and localised effects in these terms yet will not result in any notable additional or cumulative landscape effects.
- 10.8.5. In respect of the projects identified at Junction 24 (Refs 14 and 15), these have the potential to extend the construction effects on landscape character, in combination with the Highways Works aspect of the DCO Scheme, as well as from the MCO Scheme, across the landscape of these sites and their immediate contexts. Should the main construction periods and activities of these projects progress at the same time then there are likely to be some increased construction landscape effects upon the local landscape around Junction 24. However, given the presence of existing major developments, roads and infrastructure around these respective sites, it is likely that the cumulative effects with these projects will be moderated and any more notable cumulative construction landscape effects will derive principally from the additional identified projects (Refs 14 and 15).
- 10.8.6. There is potential for some limited cumulative construction landscape effects on the wider landscape from the other identified industrial developments within the Trent Valley floor to

the north of Lockington and Hemington. However, these are largely separate and more distanced from the EMG2 Project and in particular, the EMG2 Main Site.

Cumulative Construction Visual Impacts

- 10.8.7. The main potential cumulative construction visual effects are likely to arise from the construction of the DCO Scheme (notably the EMG2 Main Site) in combination with the Isley Woodhouse project. Subject to the respective construction periods and activities, the visual receptors likely to experience the most notable cumulative construction visual effects will be; residents of Diseworth; PROW users across the landscape around Diseworth and principally to the east, west and south of the settlement; and some road users, including the A453 and the roads leading out of Diseworth to the north and west. Some distant cumulative construction visual effects will also be likely to the south and west of the EMG2 Main Site, including from the high point at Breedon on the Hill.
- 10.8.8. Where construction of both the EMG2 Main Site and Isley Woodhouse project are visible from these receptors, either in combination or sequentially (e.g. along the A453), there will be some increased construction visual effects, in cumulative terms.
- 10.8.9. From other more distant visual receptors or those where one or other of the respective developments is likely to dominate the views, the cumulative construction visual effect will be less marked.
- 10.8.10. In respect of the potential cumulative construction visual effects relative to the Highway Works component of the DCO Scheme, and the MCO scheme, these are likely to arise from the construction of the two projects identified at Junction 24 (Refs 14 and 15). These are likely to result in some cumulative construction visual effects for residents on the western edge of Kegworth; users of some limited stretches of PROW; and users of the major roads approaching Junction 24.
- 10.8.11. Where construction of the Highway Works component of the DCO Scheme, and the MCO Scheme and the identified projects are visible from these receptors, either in combination or sequentially (e.g. along the roads), there will be some increased construction visual effects. The most notable of these cumulative construction visual effects is likely to principally result from the construction of the two projects identified at Junction 24 (Refs 14 and 15).

Cumulative Operational Impacts

Cumulative Operational Landscape Impacts

- 10.8.12. Those projects that are likely to give rise to the most notable cumulative operational landscape effects will be those at Isley Woodhouse (Ref 12) in relation to the DCO Scheme (notably the EMG2 Main Site); and the projects at Land north of Derby Road (A6), Kegworth (Ref 14) and Land north of Remembrance Way (A453) (Ref 15) in relation to the both the DCO Scheme (arising from the Highways Works) and the MCO Scheme.
- 10.8.13. In respect of the Isley Woodhouse project (Ref 12), this is likely to extend and increase the operational effect on local landscape character, across the landscape to the west of the EMG2 Main Site and Diseworth. Major or Moderate/ Major Adverse operational landscape

effects are likely to arise across the respective site areas and their immediate contexts. As a consequence, there is likely to be a Major or Moderate/ Major Adverse cumulative operational landscape effect extending across the local landscape, principally to the east and west of Diseworth.

- 10.8.14. Other potential cumulative operational landscape effects relative to the DCO Scheme will be relatively limited. The Moto Services Solar Farm (Ref 10) and EMAGIC projects (Ref 16) will result in some potential yet limited and localised effects in these terms yet will not result in any notable additional or in combination landscape effects.
- 10.8.15. In respect of the projects identified at Junction 24 (Refs 14 and 15), these have the potential to extend the operational effects on landscape character, in combination with the Highways Works aspect of the DCO Scheme, as well as from the MCO Scheme, across the landscape of these sites and their immediate contexts. However, given the presence of existing major developments, roads and infrastructure around these respective sites, it is likely that the cumulative effects with these projects will be moderated and any more notable cumulative construction landscape effects will derive principally from the additional identified projects (Refs 14 and 15).
- 10.8.16. There is potential for some limited cumulative operational landscape effects on the wider landscape from the other identified industrial developments within the Trent Valley floor to the north of Lockington and Hemington. However, these are largely separate and more distanced from the EMG2 Project and in particular, the EMG2 Main Site

Cumulative Operational Visual Impacts

- 10.8.17. The main potential cumulative operational visual effects are likely to arise from the DCO Scheme (notably the EMG2 Main Site) in combination with the Isley Woodhouse project ([Ref 12](#)). The visual receptors likely to experience the most notable cumulative construction visual effects will be; residents of Diseworth; PROW users across the landscape around Diseworth and principally to the east, west and south of the settlement; and some road users, including the A453 and the roads leading out of Diseworth to the north and west. Some distant cumulative operational visual effects will also be likely to the south and west of the EMG2 Main Site, including from the high point at Breedon on the Hill.
- 10.8.18. Where both the EMG2 Main Site and Isley Woodhouse project are visible from these receptors, either in combination or sequentially (e.g. along the A453), there will be some increased operational visual effects, in cumulative terms.
- 10.8.19. From other more distant visual receptors or those where one or other of the respective developments is likely to dominate the views, the cumulative operational visual effect will be less marked.
- 10.8.20. In respect of the potential cumulative operational visual effects relative to the Highway Works component of the DCO Scheme, and the MCO ~~s~~Scheme, these are likely to arise from the construction of the two projects identified at Junction 24 (Refs 14 and 15). These are likely to result in some cumulative construction visual effects for residents on the western edge of Kegworth; users of some limited stretches of PROW; and users of the major roads approaching Junction 24.

- 10.8.21. Where the Highway Works component of the DCO Scheme, and the MCO Scheme and the identified projects are visible from these receptors, either in combination or sequentially (e.g. along the roads), there will be some increased operational visual effects. The most notable of these cumulative operational visual effects is likely to principally result from the two projects identified at Junction 24 (Refs 14 and 15).

Summary of Cumulative Impacts

- 10.8.22. There will be some cumulative landscape and visual effects arising from the EMG2 Project when assessed with the identified projects. The most notable cumulative landscape effects will arise from the DCO Scheme (principally the EMG2 Main Site) and the Isley Woodhouse project ([Ref 12](#)). It is likely that in the combination of these projects will have a significant impact upon the local landscape surrounding and principally to the east and west of Diseworth. Other cumulative landscape effects will be less marked and not significant yet will include the cumulative effects upon the local landscape surrounding Junction 24, as a result of the Highway Works component of the DCO Scheme and the MCO Scheme in combination with the proposed employment development projects to the east of the M1 motorway at Junction 24 (Project Refs 14 and 15).
- 10.8.23. The most notable cumulative visual effects will arise for a number of visual receptors with potential views towards the EMG2 Main Site component of the DCO Scheme when combined with the Isley Woodhouse project ([Ref 12](#)). This will include: a potential limited number of residents at Diseworth and other scattered properties in the surrounding landscape with views towards both proposed developments; users of some PROW across the landscape around Diseworth and principally to the east, west and south of the settlement; and some road users, including the A453 and the roads leading out of Diseworth to the north and west. The cumulative visual effects for those PROW users and residents with the clearest views towards the EMG2 Main Site and the Isley Woodhouse project are likely to be significant.
- 10.8.24. Other cumulative visual effects will be less marked and not significant yet will include some cumulative visual effects arising from the Highway Works component of the DCO Scheme and the MCO Scheme when combined with the proposed employment development projects to the east of the M1 motorway at Junction 24 (Project Refs 14 and 15). These cumulative visual effects will be experienced by a limited number of residents on the north west edge of Kegworth; users of some short stretches of PROW; and by major road users approaching and around Junction 24 of the M1 motorway.

10.9. Summary of Effects and Conclusions

- 10.9.1. This chapter has assessed the landscape and visual effects that will arise from the EMG2 Project. This section provides a summary of the landscape and visual effects and is based upon the full Effects Tables included at **Appendix 10E** and **Appendix 10F (Documents DCO 6.10E and 6.10F/MCO 6.10E and 6.10F)**.
- 10.9.2. As detailed in the methodology for the Landscape and Visual Impact Assessment at the beginning of this chapter and in **Appendix 10A (Document DCO 6.10A/MCO 6.10A)** and for the purposes of this assessment a Likely Significant Effect is a landscape and visual effect that has been assessed as Major or Moderate/ Major.

DCO Application/Scheme

- 10.9.3. **Table 10.3** below summaries the landscape and visual effects with regard to the DCO Scheme. It has grouped similar receptors as considered appropriate to provide a suitable summary of the landscape and visual effects. Effects that are considered to be significant are identified in italics in **Table 10.3** and listed following this table.

Table 10.3: DCO Scheme – Summary of Landscape and Visual Effects

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|--|---------------------------|--|--|---|
| | | Construction | Operation | Residual (15 years) |
| EMG2 Works | | | | |
| <i>Landscape</i> | | | | |
| Published Landscape Character Types/ Areas (National/ Regional/ County scales) | Varies; Overall Medium | Minor Adverse | Minor Adverse | Minor Adverse |
| Site and Immediate Context | Medium | <i>Major Adverse</i> | <i>Major Adverse</i> | <i>Moderate/ Major Adverse</i> |
| <i>Visual</i> | | | | |
| Residents – principally north/ east edge of Diseworth (including Bleak House) | Medium/ High | <i>Up to Moderate/ Major and Major Adverse</i> | <i>Up to Moderate/ Major and Major Adverse</i> | <i>Up to Moderate Adverse (Bleak House Moderate/ Major Adverse)</i> |
| Residents – distant (2.4km+) west of Diseworth (limited number) | Medium/ High | Moderate Adverse | Moderate Adverse | Minor/ Moderate Adverse |

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|--|--------------|---|---|--------------------------------------|
| | | Construction | Operation | Residual (15 years) |
| Residents – south and south east of site (including north west edge of Long Whatton and on The Green) | Medium/ High | Moderate and <i>Moderate/ Major Adverse</i> | Moderate and <i>Moderate/ Major Adverse</i> | Minor/ Moderate and Moderate Adverse |
| Residents – distant (1-2km +) south and east of site (limited number) | Medium/ High | Moderate and <i>Moderate/ Major Adverse</i> | Moderate Adverse | Moderate Adverse |
| Users of Hyam's Lane/ PROW on north east edge Diseworth and stretches of The Cross Britain Way (south of the site) and PROW south of Diseworth. (PROW Refs L45/ L46/ L47/ L48/ L49/ L50) | Medium/ High | <i>Major Adverse</i> | <i>Major Adverse</i> | <i>Moderate/ Major Adverse</i> |
| Users of Long Holden, east of Diseworth and PROW north and west of Diseworth | Medium/ High | <i>Moderate/ Major or Major Adverse</i> | Moderate or <i>Moderate/ Major Adverse</i> | Moderate Adverse |
| Users of PROW – distant (generally 3km +) principally south and west of the site. | Medium/ High | Up to Moderate Adverse | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |
| Users of A453 | Medium | <i>Moderate/ Major Adverse</i> | Moderate Adverse | Minor/ Moderate Adverse |
| Users of M1 motorway and A42 | Low/ Medium | Moderate Adverse | Minor/ Moderate and Moderate Adverse | Minor/ Moderate Adverse |
| Users of other minor roads; including Grimes Gate and The Green/ West End | Medium | Moderate and <i>Moderate/ Major Adverse</i> | Minor/ Moderate and Moderate Adverse | Minor/ Moderate and Moderate Adverse |
| Other Visual Receptors; including users/ visitor to Donington Park services/ Pegasus Business Park/ Breedon on the Hill high point | Varies | Up to Moderate Adverse | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|---|---------------------------|--------------------------------------|-------------------------------------|---------------------------------------|
| | | Construction | Operation | Residual (15 years) |
| Highway Works | | | | |
| Landscape | | | | |
| Published Landscape Character Types/ Areas (National/ Regional/ County scales) | Varies; Overall Medium | Minor Adverse/ Negligible | Minor Adverse/ Negligible | Negligible |
| Site and Immediate Context | Low | Minor/ Moderate Adverse | Minor/ Adverse | Minor Adverse |
| Visual | | | | |
| Residents - north west edge of Kegworth | Medium/ High | Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Residents – distant (1.75km+) north of Kegworth/ east of site | Medium/ High | Minor/ Moderate Adverse | Minor Adverse | Minor Adverse |
| Users of PROW alongside Plot 16 | Medium/ High | <i>Moderate/ Major Adverse</i> | Moderate Adverse | Minor/ Moderate Adverse |
| Users of PROW (Midshires Way)/ Long Lane and parallel PROW | Medium/ High | Minor/ Moderate Adverse | Minor Adverse | Minor Adverse |
| Users of roads approaching/ around Junction 24 – including M1, A453, A6. | Low/ Medium or Medium | Minor or Minor/ Moderate Adverse | Minor or Minor/ Moderate Adverse | Minor or Minor Adverse/ Negligible |
| Users/ visitors to Hilton Hotel | Medium | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Other Visual Receptors – distant (2km+); within Trent Valley and north and east of site | Varies | Minor Adverse | Minor Adverse/ Negligible | Minor Adverse/ Negligible |

Likely Significant Environmental Effects of DCO Scheme

10.9.4. The DCO Scheme will result in a number of likely Significant Effects, comprising effects upon the following landscape and visual receptors at the following stages.

Construction Stage

Landscape

- Landscape of the EMG2 Works site itself and its immediate context;

Visual

- Residents of some properties at Diseworth, principally on its north eastern edge (including some properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate and Langley Close);
- Residents of a small number of relatively more distant properties, principally to the south and south east of the site (including on The Green and Dry Pot Lane);
- Users of stretches of the following Public Rights of Way (PROW) and tracks: Hyam's Lane (Ref L45/ L46), Long Holden, The Cross Britain Way (L48/ L96) and some stretches of other PROW (L40 – L43/ L47/ L49/ L50/ L89/ L98) close to the south, north, east and west of Diseworth; and
- Users of stretches of the following roads: A453 (alongside the site), Grimes Gate (leading into Diseworth from the north), The Green (south east of Diseworth) and the minor roads close to the west of Diseworth.
- Users of a relatively short stretch of PROW (L112), alongside and close to the southern edge of Plot 16 (and the existing EMG1 mounding to the west).

Operational Stage (Upon Completion (Year 0)) Stage

Landscape

- Landscape of the EMG2 Works site itself (principally from the EMG2 Main Site) and its immediate context;

Visual

- Residents of some properties at Diseworth, principally on the north eastern edge (including some properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate and Langley Close);
- Residents of a single property (Wood Nook Farm) on The Green, south of the site;
- Users of stretches of the following Public Rights of Way (PROW) and tracks: Hyam's Lane (L45/ L46), Long Holden, The Cross Britain Way (L48/ L96) and some stretches of other PROW (L47/ L49/ L50) close to the south, north and east of Diseworth; and
- Users of Grimes Gate (leading into Diseworth from the north).

- Users of a relatively short stretch of PROW (L112), alongside and close to the southern edge of Plot 16 (and the existing EMG1 mounding to the west).

Operational Stage (Residual (Year 15) Stage)

Landscape

- Landscape of the EMG2 Works (principally the EMG2 Main Site) and its immediate context;

Visual

- Residents of a single property (Bleak House) to the north of Diseworth; and
- Users of stretches of the following Public Rights of Way (PROW) and tracks: Hyam's Lane (L45/ L46), The Cross Britain Way (L48) and some stretches of other PROW (L47/ L49/ L50) close to the south, north and east of Diseworth.

MCO Application/Scheme

10.9.5. **Table 10.4** below summaries the landscape and visual effects with regard to the MCO Scheme. It has grouped similar receptors as considered appropriate to provide a suitable summary of the landscape and visual effects. Effects that are considered to be significant are identified in italics in **Table 10.4** and listed following this table.

Table 10.4: MCO Scheme – Summary of Landscape and Visual Effects

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|--|---------------------------|--------------------------------------|---------------------------|---------------------|
| | | Construction | Operation | Residual (15 years) |
| Landscape | | | | |
| Published Landscape Character Types/ Areas (National/ Regional/ County scales) | Varies; Overall Medium | Minor Adverse/ Negligible | Minor Adverse/ Negligible | Negligible |
| Site and Immediate Context | Low/ Medium | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Visual | | | | |
| Residents - north west edge of Kegworth | Medium/ High | Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Residents – distant (1.75km+) north of Kegworth/ east of site | Medium/ High | Minor/ Moderate Adverse | Minor Adverse | Minor Adverse |

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|---|-----------------------|--------------------------------------|----------------------------------|------------------------------------|
| | | Construction | Operation | Residual (15 years) |
| Users of PROW alongside site/ Plot 16 (Ref L112) | Medium/ High | <i>Moderate/ Major Adverse</i> | Moderate Adverse | Minor/ Moderate Adverse |
| Users of PROW (Midshires Way)/ Long Lane and parallel PROW | Medium/ High | Minor/ Moderate Adverse | Minor Adverse | Minor Adverse |
| Users of roads approaching/ around Junction 24 – including M1, A453, A6. | Low/ Medium or Medium | Minor or Minor/ Moderate Adverse | Minor or Minor/ Moderate Adverse | Minor or Minor Adverse/ Negligible |
| Users/ visitors to Hilton Hotel | Medium | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Other Visual Receptors – distant (2km+); within Trent Valley and north and east of site | Varies | Minor Adverse | Minor Adverse/ Negligible | Minor Adverse/ Negligible |

Likely Significant Environmental Effects of MCO Scheme

- 10.9.6. The only likely significant landscape and visual effects arising from these proposals will be for users of a relatively short stretch of PROW, alongside and close to the southern edge of Plot 16 (and the existing EMG1 mounding to the west). This likely significant effect will only arise for these users during the Construction and Operation (Upon Completion (Year 0)) stages. There will be no likely significant landscape and visual effects arising from these proposals at the Operation (Residual (Year 15)) stage.

EMG2 Project

- 10.9.7. **Table 10.5** below summarises the landscape effects with regard to the EMG2 Project overall. It has grouped similar receptors as considered appropriate to provide a suitable summary of the landscape effects. Effects that are considered to be significant are identified in italics in **Table 10.5** below and listed following this table. Visual effects are covered through a general comment at the end of the table noting that there are relatively few situations where the DCO Scheme and the MCO Scheme will both be visible.

Table 10.5: EMG2 Project – Summary of Landscape and Visual Effects

| Receptor(s) | Sensitivity | Overall Landscape and Visual Effects | | |
|--|------------------------|--------------------------------------|-------------------------|--------------------------------|
| | | Construction | Operation | Residual (15 years) |
| Landscape | | | | |
| Published Landscape Character Types/ Areas (National/ Regional/ County scales) | Varies; Overall Medium | Minor Adverse | Minor Adverse | Minor Adverse |
| Site and Immediate Context: EMG2 Works | Low | <i>Major Adverse</i> | <i>Major Adverse</i> | <i>Moderate/ Major Adverse</i> |
| Site and Immediate Context: Highway Works and EMG1 Works | Low | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse |
| Visual | | | | |
| For the majority of visual receptors with views towards the EMG2 Project, there are limited situations where the EMG2 Works will be seen in combination with the EMG1 Works. As a result, the majority of the overall visual effects of the EMG2 Project will reflect the assessments and judgements included within the Visual Effects Table summarised above (and included in full at Appendix 10F) for the respective components of the EMG2 Project. | | | | |

Likely Significant Environmental Effects of EMG2 Project

- 10.9.8. The likely significant landscape and visual effects arising from the combined DCO and MCO Applications will comprise all of those likely significant effects summarised above for the respective DCO and MCO Applications. Whilst some combined effects increase some of the impacts assessed, there are no additional in combination significant effects that have been assessed beyond those above.

Cumulative Projects

- 10.9.9. **Table 10.6** below summaries the potential cumulative landscape and visual effects arising from the EMG2 Project in addition to and in combination with the twelve project identified in **Chapter 21: Cumulative Impacts (Document DCO 6.21/MCO 6.21)**.

Table 10.6: Cumulative Impacts – Summary of Landscape and Visual Effects

| |
|--|
| Landscape |
| A significant cumulative (in combination) landscape effect upon the local landscape (i.e. site and immediate context scale) surrounding and principally to the east and west of Diseworth, is likely to arise from the EMG2 Works in combination with the Isley Woodhouse project. No other likely significant cumulative (in combination) landscape effects have been assessed. |
| Visual |
| The cumulative visual effects for those PROW users and residents with the clearest views towards both the EMG2 Main Site in combination with the Isley Woodhouse project are likely to be significant. No other likely significant cumulative (in combination) landscape effects have been assessed. |

Likely Cumulative Significant Environmental Effects

- 10.9.10. There will be a number of likely Significant Effects arising from the EMG2 Project when assessed with the identified projects, comprising effects upon the following landscape and visual receptors at the following stages.

Landscape

- Site landscape and immediate contexts of the DCO Scheme arising from the EMG2 Works component in combination with the Isley Woodhouse project; to the east and west of Diseworth;

Visual

- Residents at Diseworth with views towards both the EMG2 Main Site and the Isley Woodhouse project; and
- Users of stretches of Public Rights of Way (PROW) and tracks within the landscape surrounding Diseworth, with views towards both the EMG2 Main Site and Isley Woodhouse project.

Overall Conclusions

- 10.9.11. Overall, the EMG2 Project will result in some likely significant landscape and visual effects. These will principally arise from the DCO Scheme with only one significant landscape and visual effect identified during construction on a single PROW receptor for the MCO Scheme.

DCO Scheme

- 10.9.12. The DCO Scheme will result in some likely significant landscape and visual effects during the construction and operation (Year 0) stages. The main effects will comprise the direct and indirect impacts upon the landscape from the EMG2 Works and its immediate context and the visual impacts upon some residents, principally on the north eastern edge of Diseworth and for users of a number of Public Rights of Way (PROW) and roads surrounding or

- principally to the south or south west of the site. This will include users of Hyam's Lane, Long Holden and The Cross Britain Way.
- 10.9.13. The residual landscape and visual effects (at Year 15) of the EMG2 Works will reduce for many of the identified receptors as a result of the extensive landscape framework proposals that will encompass woodland and scrub planting across proposed outer mitigation mounding. As the proposed planting matures and is managed, it will assist (in combination with the outer mounding proposals) in visually screening and filtering views towards the proposals, particularly from some closer and lower lying receptors and positions surrounding the site. However, this proposed planting will be less effective in these terms, from more elevated and distant receptors and locations, although it will still provide a robust and appropriate landscape setting to the built development proposals.
- 10.9.14. The likely significant landscape and visual effects of the EMG2 Works at the operation (residual (Year 15)) stage will comprise the impact upon the landscape of the EMG2 Works and its immediate context; and the visual impact upon residents of Bleak House, to the north of Diseworth and users of a number of PROW, including Hyam's Lane (Ref L45/ L46) and stretches of The Cross Britain Way (L48) and some PROW (L47/ L49/ L50) close to the site and south of Diseworth. At this time, other views towards the built development proposals from properties and receptors on the north eastern edge of Diseworth will be more effectively limited by the maturing of the proposed outer woodland and scrub planting.
- 10.9.15. The EMG2 Works include a robust and extensive landscape framework that has been carefully devised to deliver appropriate and effective mitigation and to limit potential adverse landscape and visual effects as far as practicable. These landscape proposals will also contribute positively towards other Green Infrastructure (GI), biodiversity, recreational and sustainable drainage aims and opportunities. The proposed Community Park and other landscape corridors and areas around the EMG2 Main Site will extent to approximately 50 ha, representing approximately 50% of this total site. This is a substantial proportion of this site to be dedicated to landscape and related GI measures and it will deliver a notable increase in the number and diversity of native and locally occurring trees and habitats across the site.
- 10.9.16. Subsequent care and attention to the design treatment and detail of the proposed buildings and to the design, implementation and subsequent management of the landscape and GI proposals will be important to ensure that the likely effects of the EMG2 Works are further considered and minimised wherever possible and the identified opportunities for landscape and GI enhancement are maximised. These are all matters that are addressed in the application documents and can be secured via suitable means as part of the consenting process.
- 10.9.17. The Highway Works aspect of the DCO Scheme will not result in any likely significant landscape effects at any of the assessed development stages. The only likely significant visual effect arising from these proposals will be for users of the relatively short stretch of PROW (L112) alongside and close to the southern edge of Plot 16. For these users, there will be a likely significant visual effect arising at both the construction and operation (Year 0) stages. However, no likely significant landscape and visual residual effects will arise for any receptors at the operation (Year 15) stage for the Highway Works.

MCO Scheme

- 10.9.18. The MCO Scheme will not result in any likely significant landscape effects at any of the assessed development stages. The only likely significant visual effect arising from these proposals will be for users of the relatively short stretch of PROW (L112) alongside and close to the southern edge of Plot 16. For these users, there will be a likely significant visual effect arising at both the construction and operation (Year 0) stages from these proposals. However, no likely significant landscape and visual residual effects will arise for any receptors at the operational (Year 15) stage.

EMG2 Project

- 10.9.19. The EMG2 Project overall will comprise all of those likely significant effects summarised above for the respective DCO and MCO Scheme. Whilst some combined effects increase some of the impacts assessed, there are no additional in combination significant effects that have been assessed beyond those identified.

Cumulative Projects

- 10.9.20. There will be a number of likely Significant Effects arising from the EMG2 Project when assessed with the identified cumulative projects, comprising effects upon the following landscape and visual receptors.

Landscape

- Site landscape and immediate contexts of the DCO Scheme arising from the EMG2 Works component in combination with the Isley Woodhouse project; to the east and west of Diseworth;

Visual

- Residents at Diseworth with views towards both the EMG2 Main Site and the Isley Woodhouse project; and
- Users of stretches of Public Rights of Way (PROW) and tracks within the landscape surrounding Diseworth, with views towards both the EMG2 Main Site and Isley Woodhouse project.