

# East Midlands Gateway Phase 2 (EMG2)

Document DCO 6.10F/MCO 6.10F

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 10F

# Visual Effects Table (VET)

~~October 2025~~ April 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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**The East Midlands Gateway Phase 2 and  
Highway Order 202X and the East Midlands Gateway  
Rail Freight and Highway (Amendment) Order 202X**

**APPENDIX 10F – VISUAL EFFECTS TABLE**  
**(DOCUMENT DCO 6.10F/MCO 6.10F)**

| <b><u>Version</u></b> | <b><u>Date</u></b>         | <b><u>Status of Version</u></b> |
|-----------------------|----------------------------|---------------------------------|
| <b><u>0</u></b>       | <b><u>October 2025</u></b> | <b><u>Submission</u></b>        |
| <b><u>1</u></b>       | <b><u>April 2026</u></b>   | <b><u>Deadline 3</u></b>        |

| APPENDIX 10F: VISUAL EFFECTS TABLE (VET) |  |                                       |                       |                       |  |                                    |                                     |  |  |  |  |  |
|--|--|---------------------------------------|-----------------------|-----------------------|--|------------------------------------|-------------------------------------|--|--|--|--|--|
| Ref                                      | Receptor Type, Location and Photo Viewpoint (PV) references (where relevant)<br><br>(including estimated approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |                       |                       | Judged Magnitude of Visual Effects   |                                    |                                     |  | Description/ Notes   | Overall Effect at Construction Phase             | Overall Effect Upon Completion                   | Overall Effect at 15 Years Post Completion       |
|  |  | Susceptibility to Change              | Value                 | Overall Sensitivity   | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View                     | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/ integration) at Stages of Project |  | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None |
|  |  | High<br>Medium<br>Low                 | High<br>Medium<br>Low | High<br>Medium<br>Low |  | Full<br>Partial<br>Glimpse<br>None |                                     | High<br>Medium<br>Low<br>Negligible/ None  |  | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                         |
| DCO Scheme (EMG2 Works)                  |  |                                       |                       |                       |  |                                    |                                     |  |  |  |  |  |
| R1                                       | Residents at Bleak House, Diseworth  | Medium/ High                          | Medium                | Medium/ High          | 190m   | Partial                            | Permanent                           | Construction: High<br>Completion: High<br>Year 15: Medium/ High                              | Existing views eastwards towards the site are possible from this property, although buildings and structure and existing planting within and around the property do restrict the availability of views from some positions.<br><br>The proposed development will be visible beyond an existing open field and the landscape/ community park proposals on the western side of the site. The clearest visible elements will be the proposed buildings situated on the western side of the development area, north of Hyam's Lane.<br><br><u>The proposed development will also be visible at night. The main visible elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u><br><br><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA, to the north of the Site.</u><br><br><u>The The</u> proposed mounding and planting immediately to the west of the development area will provide some immediate lower level visual screening and as the planting matures the visual screening and filtering of the buildings will increase. | Major Adverse                                    | Major Adverse                                    | Moderate/ Major Adverse                          |
| R2                                       | Residents on Grimes Gate (north of Hyam's Lane junction), Diseworth  | Medium/ High                          | Medium                | Medium/ High          | 210m+  | Partial                            | Permanent                           | Construction: Medium/ High<br>Completion: Medium<br>Year 15: Low/ Medium                     | A relatively small number of properties have restricted views eastwards towards the Site from this location. An existing roadside hedgerow (subject to height) limits some of the views for the properties on the western side of the road.  | Moderate/ Major Adverse                          | Moderate/ Major Adverse                          | Moderate Adverse                                 |

|    |   |      |        |              |       |      |           |   |   |  |                  |  |
|----|---|------|--------|--------------|-------|------|-----------|---|---|--|------------------|--|
|    | (4 or 5 No.)  |      |        |              |       |      |           |   | <p>For the limited number of properties with views beyond any intervening existing hedgerows or other planting, the proposed development will be visible beyond the proposed intervening mounding and planting on the western side of the Site.</p> <p>Where views are possible beyond the existing intervening hedgerows and planting, the lower parts of the proposed buildings and the building surrounds (including parking and service yards) will be effectively mitigated and screened from these properties by the mounding and landscape proposals.</p> <p><u>The proposed development will also be visible at night. The main visible elements at this time will be the higher parts of the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u></p> <p><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA to the north of the Site.</u></p> <p><u>As the proposed woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.</u></p> |  |                  |  |
| R3 | Residents off Hyam's Lane/ Cheslyn Court/ Clements Gate, Diseworth (PV A) (6 – 9 No.) | High | Medium | Medium/ High | 100m+ | Full | Permanent | <p>Construction: High and Medium/ High</p> <p>Completion: Medium/ High and Medium</p> <p>Year 15: Medium and Low/ Medium</p> <p>Existing views from some of these properties towards the east are relatively open yet the relatively low lying position of the properties and the nature of the rolling landform generally limits existing views to principally the field(s) in the foreground.</p> <p>Properties on the settlement edge with an outlook towards the east from this location, will have views towards the proposed development. Within these views, the proposed buildings will be visible beyond the intervening (off site) field and the proposed mounding and planting on the western side of the Site.</p> <p>Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) substantially screened from view.</p> <p><u>The proposed development will also be visible at night. The main visible elements at this time will be the higher parts of the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u></p> <p><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA to the north of the Site.</u></p> <p><u>As the proposed woodland/ scrub planting on the intervening mounding matures and is managed it will</u></p> | Major Adverse and Moderate/ Major Adverse   | Moderate/ Major Adverse and Moderate Adverse | Moderate Adverse |  |

|           |  |      |        |             |                   |      |           |   |   |   |  |                  |
|-----------|--|------|--------|-------------|-------------------|------|-----------|---|---|---|--|------------------|
|           |  |      |        |             |                   |      |           |   | increasingly screen and limit views towards the proposed development.   |   |  |                  |
| <b>R4</b> | Residents on north side of Clements Gate, Diseworth (PV A) (10 – 15 No.)                         | High | Medium | Medium/High | Adjoining – 250m+ | Full | Permanent | Construction: High and Medium/ High<br>Completion: Medium/ High and Medium<br>Year 15: Medium | <p>These properties are generally orientated and face towards the road (and the south) and sit relatively low. Existing views are however possible in the general direction of the Site, towards the north east. The extent of these existing views are variable from property to property with some relatively open and clear and others more restricted.</p> <p>Where views are possible towards the Site, the proposed development will be visible beyond the proposed mounding and planting on the western side of the Site. Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) substantially screened from view.</p> <p><u>The proposed development will also be visible at night. The main visible elements at this time will be the higher parts of the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u></p> <p><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA to the north of the Site.</u></p> <p>As the proposed woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.</p> | Major Adverse and Moderate/ Major Adverse | Moderate/ Major Adverse and Moderate Adverse | Moderate Adverse |
| <b>R5</b> | Residents on Langley Close and at easterly extent of Clements Gate, Diseworth (PV E) (5 – 7 No.) | High | Medium | Medium/High | Adjoining         | Full | Permanent | Construction: High<br>Completion: Medium/ High<br>Year 15: Medium                             | <p>These properties sit on the easterly extent of the settlement and a number have views towards the east and north east towards the Site. The nature of the rising and rolling landform limits views across the Site as a whole yet the closest field (proposed to form part of the Community Park) is readily visible.</p> <p>The proposed development will be visible within these existing easterly and north easterly views. The proposed buildings will be visible beyond the proposed Community Park area and the mounding and planting beyond.</p> <p>Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) screened from view.</p> <p><u>The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u></p> <p><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some</u></p>   | Major Adverse                             | Moderate/ Major Adverse                      | Moderate Adverse |

|    |  |              |        |              |        |                  |           |   |   |   |  |  |
|----|--|--------------|--------|--------------|--------|------------------|-----------|---|---|---|--|--|
|    |  |              |        |              |        |                  |           |   | <p><a href="#">existing lighting is currently evident in the direction of EMA to the north of the Site.</a></p> <p>As the proposed planting within the Community Park and the woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.</p>   |   |  |  |
| R6 | Residents on Lady Gate/ Avocet Close, Diseworth (8 – 12 No.)                                   | Medium/ High | Medium | Medium/ High | 350m+  | Partial/ Glimpse | Permanent | <p>Construction: Medium</p> <p>Completion: Low/ Medium</p> <p>Year 15: Low/ Medium</p>  | <p>Existing views towards the Site from properties within this south eastern part of Diseworth (including recent development) are limited; largely by existing mature trees and planting along and around the Diseworth Brook, and by the low lying position of the properties.</p> <p>From the majority of properties at this <del>location</del><a href="#">location</a>, it is unlikely that the proposed development will be visible beyond other existing intervening properties and the existing nearby trees and planting close to the Diseworth Brook.</p> <p>Where any views towards the proposed are possible these are also likely to be partially restricted by the existing intervening settlement/ trees/ planting.</p> <p><a href="#">Where visible, the main visible night-time elements will be the higher parts of the proposed buildings. The night-time views are however likely to be limited and restricted by these existing intervening features.</a></p> | Up to Moderate Adverse  | Up to Moderate Adverse   | Up to Moderate Adverse   |
| R7 | Residents of other properties within Diseworth (limited numbers)                               | Medium/ High | Medium | Medium/ High | 500m+  | Partial/ Glimpse | Permanent | <p>Construction: Medium/ High</p> <p>Completion: Medium</p> <p>Year 15: Low/ Medium</p> | <p>The proposed development will not be visible from the majority of the properties within Diseworth. This is principally due to the nature of the underlying landform and the presence of other intervening properties and buildings within the settlement.</p> <p>Views towards the proposed development may however be possible from some properties in the south and west of the settlement area. It is likely that these views, if and where possible, would be limited to upper floor windows, with the higher parts of the proposed buildings visible across and beyond the existing settlement.</p> <p><a href="#">The proposed development may also be visible from some of these properties at night. At this time, the main visible night-time elements are likely to be the higher parts of the proposed buildings and potentially some of the higher proposed luminaires/ light sources.</a></p>   | (potential 'up to' assessment for any available views)<br>Moderate/ Major Adverse | (potential 'up to' assessment for any available views)<br>Moderate Adverse | (potential 'up to' assessment for any available views)<br>Moderate Adverse |
| R8 | Residents of scattered properties to the west of Diseworth (1-3 No.; including High Barn Farm) | Medium/ High | Medium | Medium/ High | 2.4km+ | Partial/ Glimpse | Permanent | <p>Construction: Medium</p> <p>Completion: Low/ Medium</p> <p>Year 15: Low/ Medium</p>  | <p>A small number of properties on relatively elevated ground to the west of Diseworth have existing views eastwards in the general direction of the Site. These existing views are relatively broad and open and some include existing buildings at the airport and more distantly, the power station.</p> <p>The proposed development will be distantly visible on the rising ground beyond Diseworth. Within these views the proposed development would be set within a broad view and at some distance from the properties.</p> <p><a href="#">Lighting from the proposed development will also be evident from these properties. The night-time visual effects will however be limited by the distance; proposed lighting restriction to the western facing facades; perimeter mitigation mounding and maximum height parameters for the lighting. Existing lighting is also</a></p>   | Moderate Adverse  | Moderate Adverse   | Minor/ Moderate Adverse  |

|     |   |              |        |              |       |  |           |   |  |                         |                         |                         |
|-----|---|--------------|--------|--------------|-------|--|-----------|---|--|-------------------------|-------------------------|-------------------------|
|     |   |              |        |              |       |  |           |   | <a href="#">currently evident in the direction of EMA to the north and north west of the Site.</a>   |                         |                         |                         |
| R9  | Residents at Wood Nook Farm   | Medium/ High | Medium | Medium/ High | 450m  | Full/ Partial (though not from farm house) | Permanent | Construction: Medium/ High<br>Completion: Medium/ High<br>Year 15: Medium | Existing views from this property in the direction of the Site are possible, albeit the farmhouse itself is substantially screened by surrounding barns/ buildings within the property. Assessment based upon views from within the farm and not the farmhouse (ie worst case scenario)<br><br>The proposed development will be visible on the rising ground to the north and beyond some roadside trees in the immediate foreground. The proposed development be set beyond Diseworth Brook and the lower lying fields, stretching across to Long Holden. The buildings in the lower lying southern part of the site will be most visible, where views northwards are possible.<br><br><a href="#">The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the nearest proposed buildings yet these will be limited by existing intervening and more immediate roadside planting/ trees. The proposed mitigation mounding on the southern side of the Site will also be effective in limiting night-time views towards lower level vehicle lighting/ activity in the service yards and car parks.</a><br><br><a href="#">As the proposed woodland/ scrub planting on the perimeter mounding matures and is managed it will further limit some of the views towards the closest parts of the proposed development.</a> | Moderate/ Major Adverse | Moderate/ Major Adverse | Moderate Adverse        |
| R10 | Residents at West Barn  | Medium/ High | Medium | Medium/ High | 675m  | Partial                                    | Permanent | Construction: Medium<br>Completion: Medium<br>Year 15: Low/ Medium        | Existing views towards the Site from this property are partially filtered/ restricted by existing roadside planting close to the property. The property occupies a relatively low lying position.<br><br>The proposed development is likely to be partially visible beyond the existing roadside trees/ planting and other intervening planting (to the A42 roadside). It is likely to be the higher part of the proposed buildings that would be most visible on the rising slopes. These would still be partially filtered and screened.<br><br><a href="#">The proposed development is also likely to be partially visible at night yet views will be similarly limited by the existing intervening and more immediate roadside planting/ trees and also in part by the mitigation mounding on the southern side of the Site (to lower level lighting).</a><br><br><a href="#">As the proposed woodland/ scrub planting on the perimeter mounding matures and is managed it will further limit some of the views towards the closest parts of the proposed development.</a>   | Moderate Adverse        | Moderate Adverse        | Minor/ Moderate Adverse |
| R11 | Residents on north western edge of Long Whatton (VP N) (7 - 12 No.) | High         | Medium | Medium/ High | 900m+ | Partial                                    | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low/ Medium   | Existing views in the general direction of the Site are possible from some properties on the north western edge of Long Whatton. These are however relatively limited and there are no views towards the Site from the majority of properties within Long Whatton.<br><br>The proposed development will be visible from those properties with views towards the Site. Within these views, it will be the highest parts of the proposed buildings, principally in the east of the Site that will be visible beyond existing intervening fields, woodland and trees and the M1 and A42 road corridors.   | Moderate Adverse        | Moderate Adverse        | Moderate Adverse        |

|     |   |      |        |              |             |                        |           |  |   |                                      |                               |                               |
|-----|---|------|--------|--------------|-------------|------------------------|-----------|--|---|--------------------------------------|-------------------------------|-------------------------------|
|     |   |      |        |              |             |                        |           |  | <p>The lower level and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads) will be <u>substantially</u> screened in these views by the existing intervening planting and the nature of the landform and major road corridors.</p> <p><u>The proposed development will also be visible at night. The main visible night-time elements at this time will also be the higher parts of the proposed buildings, principally in the east of the Site. The night-time visual effects are however likely to be restricted in part by the existing woodland/ trees along the intervening major road corridors. Existing lighting is currently visible from this receptor location, principally associated with the M1 motorway infrastructure and vehicles.</u></p>   |                                      |                               |                               |
| R12 | Residents at Windmill Farm  | High | Medium | Medium/ High | 1.3km       | Partial/ Glimpse       | Permanent | <p>Construction: Low<br/>Completion: Low<br/>Year 15: Low</p>                                    | <p>This property sits on relatively higher ground to the east of the Site and the M1 motorway. It is not clear on the extent of existing available views westwards from the property, although it is assumed that these are possible (yet may be screened by existing intervening woodland) in the general direction of the Site. Assessment assumes views are possible.</p> <p>If the proposed development is visible from this property (albeit that existing trees and planting, including that around the motorway services will restrict visibility) any views will largely be confined to the higher parts of the proposed building(s) in the eastern part of the Site.</p> <p><u>The higher parts of the proposed building(s) in the eastern part of the Site may also be visible in night time views, where the proposed building(s) are visible. This is likely to be seen in the context of existing lighting associated with EMA and the major road corridors.</u></p> | Minor/ Moderate Adverse              | Minor/ Moderate Adverse       | Minor/ Moderate Adverse       |
| R13 | Residents of small number of scattered properties to the south of the A42 (incl at Rose Hill and Dry Pot Lane)<br><br>(4 No.)<br>(VP L) | High | Medium | Medium/ High | 1.6 – 1.8km | Full/ Partial          | Permanent | <p>Construction: Low/ Medium and Medium<br/>Completion: Low/ Medium<br/>Year 15: Low/ Medium</p> | <p>This small number of individual/ scattered properties have varying distant views generally northwards in the general direction of the Site. Existing views are varied and include a variety of elements including to differing extents; the airport, MSA, M1 motorway, rolling farmland, woodland and settlement.</p> <p>The proposed development will be visible to varying extents yet relatively clearly from some of these properties. The proposed buildings will be seen to the north on the rising and higher slopes leading up towards the airport.</p> <p><u>The proposed development will also be distantly visible at night. The main visible night-time elements at this time will be the higher parts of the southern proposed building elevations yet also some other lighting. Where visible at night it will also be seen in the context of the lighting associated particularly with EMA in the same direction of view.</u></p>                               | Moderate and Moderate/ Major Adverse | Moderate Adverse              | Moderate Adverse              |
| R14 | Residents of other more distant properties (generally 3km+), principally to the south, south west and south east of the Site            | High | Medium | Medium/ High | 3.0km+      | Full/ Partial/ Glimpse | Permanent | <p>Construction: Low/ Medium<br/>Completion: Low<br/>Year 15: Low</p>                            | <p>The proposed development will be seen more distantly from limited settlement and properties generally to the south west, south and south east of the Site. This will include views from scattered farming and other properties and from some settlement areas.</p> <p>These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will potentially include limited views towards the</p>   | Up to Moderate Adverse               | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |

|            |   |      |        |              |           |      |           |  |  |               |               |                         |
|------------|---|------|--------|--------------|-----------|------|-----------|--|--|---------------|---------------|-------------------------|
|            | (VP's W, X & Y)   |      |        |              |           |      |           |  | <p>highest parts of the proposed development from limited properties on the edge of Belton and at Shepshed to the south and from more elevated positions within Charnwood Forest to the south.</p> <p>In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views.</p> <p>From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions and properties. Within these views, it will be seen alongside the existing airport, EMG development and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.</p> <p><u>The proposed development will also be distantly visible to varying extents at night. Where visible at night it will be seen in the context of other nearby existing light sources at or close to EMA and associated with the major road corridors and other developments in the same general direction of view.</u></p>  |               |               |                         |
| <b>F1</b>  | Users of Hyams Lane (Public Right of Way (PROW)) (Ref L45/ L46) (VP's B, C & D)                     | High | Medium | Medium/ High | Adjoining | Full | Permanent | <p>Construction: High<br/>Completion: High<br/>Year 15: Medium/ High</p> | <p>Existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south.</p> <p>The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor.</p> <p>Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly visible to both sides, beyond the conserved and new planting.</p> <p>Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route.</p> <p><u>-The proposed development will also be closely and clearly visible at night for users. The main visible night-time elements will vary dependant on the position along the Lane but it is likely to encompass many of the closest parts of the proposals. Existing development/ infrastructure is currently visible at night in the Site's context, including the M1 motorway corridor to the south east.</u></p> | Major Adverse | Major Adverse | Moderate/ Major Adverse |
| <b>F1a</b> | Users of PROW on north east edge of Diseworth (across field(s) south of Hyam's Lane) (Ref L46/ L47) | High | Medium | Medium/ High | Adjoining | Full | Permanent | <p>Construction: High<br/>Completion: High<br/>Year 15: Medium/ High</p> | <p>Existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south.</p>  | Major Adverse | Major Adverse | Moderate/ Major Adverse |

|    |  |      |        |              |                  |      |           |  |  |               |                         |                         |
|----|--|------|--------|--------------|------------------|------|-----------|--|--|---------------|-------------------------|-------------------------|
|    | (VP A)   |      |        |              |                  |      |           |  | <p>The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor.</p> <p>Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly visible to both sides, beyond the conserved and new planting.</p> <p>Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route.</p> <p><u>-The proposed development will also be visible at night. The main visible night-time elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources. However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects.</u></p> <p><u>Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA and the A453, to the north of the Site.</u></p> |               |                         |                         |
| F2 | Users of Long Holden track/ PROW<br>(VP's E & F)                             | High | Medium | Medium/ High | adjoining        | Full | Permanent | <p>Construction: High<br/>Completion: Medium/ High<br/>Year 15: Medium</p> | <p>Existing views from this route are principally towards the surrounding farmland yet also encompass views towards the eastern edge of Diseworth and partial views of the M1/ A42 traffic/ infrastructure.</p> <p>The proposed development will be sited adjoining the route to the north. The hedgerow lining this part of the Site and the northern side of route will be conserved and new woodland and other habitats will be established between the route and the proposed buildings.</p> <p>The proposed buildings will however be visible beyond the intervening conserved and new hedgerows and planting, occupying relatively elevated positions. Over time the proposed planting will be effective in filtering and screening views towards the proposed development from this route.</p> <p><u>-The proposed development will also be visible at night, albeit that the proposed mitigation mounding along the southern edge of the Site will effectively screen and substantially limit most direct views from this nearby receptor/ route. Some existing lighting is currently evident from the route associated with the A42/ M1 road corridors.</u></p>   | Major Adverse | Moderate/ Major Adverse | Moderate Adverse        |
| F3 | Users of Cross Britain Way (Long Holden to A42)<br>(Ref L48)<br>(VP's G & H) | High | Medium | Medium/ High | Adjoining – 500m | Full | Permanent | <p>Construction: High<br/>Completion: High<br/>Year 15: Medium/ High</p>   | <p>From this relatively lower lying stretch of route between the edge of Diseworth and the A42, the views are relatively more contained and comprise principally the immediate fields/ farmland yet also views towards Diseworth and partial/ glimpsed views of the M1/ A42 traffic/ infrastructure.</p>   | Major Adverse | Major Adverse           | Moderate/ Major Adverse |

|    |   |      |        |             |            |      |           |  |   |                     |                               |                               |
|----|---|------|--------|-------------|------------|------|-----------|--|---|---------------------|-------------------------------|-------------------------------|
|    |   |      |        |             |            |      |           |  | <p>The proposed development will be visible to the north of this stretch of the route occupying the rising ground. The proposed buildings on the lower southern part of the Site will be visible beyond the immediate field and Long Holden. Woodland proposals along the southern edge of the Site will over time restrict and filter views towards the buildings and the lower active surrounds.</p> <p><u>The proposed development will also be visible at night. The main visible night-time elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources. The proposed perimeter mitigation mounding on the southern edge of the Site will however limit night time views towards lower level vehicular activity associated with the service yards and car parks. Existing lighting is currently evident in the direction of EMA, to the north of the Site and associated with the A42/ M1 road corridors.</u></p>   |                     |                               |                               |
| F4 | Users of Cross Britain Way (west of Diseworth)<br>(Ref L96)<br>(VP I) | High | Medium | Medium/High | 1.2km+     | Full | Permanent | <p>Construction: Up to High<br/>Completion: Up to Medium/ High<br/>Year 15: Up to Medium</p> | <p>Existing easterly views from this relatively short stretch of route include the Site beyond Diseworth and also buildings and the control tower at the airport and more distantly the power station.</p> <p>The proposed development will be visible beyond Diseworth from south west of the settlement. Within these views, it will principally be the highest parts of the proposed buildings that will be visible. The mitigation mounding and associated woodland planting in the west and south west of the Site will provide some visual screening of the lower level parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).</p> <p><u>The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be visible yet also screened in part by the proposed mitigation mounding. Application of appropriate lighting controls/ restrictions (to west facing facades) will also assist in mitigating the effects. Existing lighting is currently evident in these views, principally in the direction of EMA, to the north and north west of the Site.</u></p> | Up to Major Adverse | Up to Moderate/ Major Adverse | Up to Moderate Adverse        |
| F5 | Users of PROW south of Diseworth<br>(Ref L49/ L50)<br>(PV J)          | High | Medium | Medium/High | 800m – 1km | Full | Permanent | <p>Construction: Up to High<br/>Completion: Up to High<br/>Year 15: Up to Medium/ High</p>   | <p>Users of two footpaths to the south of Diseworth have existing varying views over a relatively broad landscape to the north and east.</p> <p>From the elevated part of the footpath extending over the highest ground (see Photo Viewpoint J), the proposed development will be visible beyond the intervening fields. The proposed buildings in the west and south of the Site will be the most visible from this position. The mitigation mounding and associated woodland and other planting will over time provide some filtering and screening of the lower level parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).</p> <p><u>The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources. Lower level</u></p>  | Up to Major Adverse | Up to Major Adverse           | Up to Moderate/ Major Adverse |

|           |  |      |        |             |       |                 |           |   |  |                               |                         |                               |
|-----------|--|------|--------|-------------|-------|-----------------|-----------|---|--|-------------------------------|-------------------------|-------------------------------|
|           |  |      |        |             |       |                 |           |   | <a href="#">lighting associated with the vehicles and use of the service yards/ car parks will also be visible yet screened in part by the proposed mitigation mounding. Application of appropriate lighting controls/ restrictions (to west facing facades) will also assist in mitigating the effects. Existing lighting is currently evident in these views, principally in the direction of EMA, to the north and north west of the Site.</a>  |                               |                         |                               |
| <b>F6</b> | Users of PROW south of A42<br>(Ref L40)<br>(VP K)                                | High | Medium | Medium/High | 400m+ | Full/Partial    | Permanent | Construction: Up to Medium/ High<br>Completion: Up to Medium<br>Year 15: Up to Medium | A small number of PROW south of the A42, on the rising ground up to Dry Pot Lane have views northwards towards the Site from elevated stretches of the routes. From these positions the Site is distantly visible as part of relatively broad views that also encompass the M1/ A42 and buildings at the airport.<br><br>The proposed development will be distantly visible from these relatively more elevated routes as part of broad views northwards.<br><br><a href="#">The proposed development will also be distantly visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources. Existing lighting is currently evident in these distant views, principally in the direction of EMA, to the north of the Site.</a>   | Up to Moderate/ Major Adverse | Up to Moderate Adverse  | Up to Minor/ Moderate Adverse |
| <b>F7</b> | Users of PROW north and west of Diseworth<br>(L41/ L42/ L43/ L89/ L98)<br>(VP U) | High | Medium | Medium/High | 300m+ | Full/Partial    | Permanent | Construction: Up to Medium/ High<br>Completion: Up to Medium<br>Year 15: Up to Medium | To the north and west of Diseworth are a number of PROW that generally provide links from the settlement edge northwards to the A453 and the airport. Views from these routes do vary and are generally more limited in the direction of the Site due to the nature of the underlying landform and intervening hedgerows and trees.<br><br>The proposed development will be visible from stretches of these PROW to the <del>wee</del> ast to varying degrees and from parts of the paths the development will not be discernible due to the intervening landform and existing planting. Where visible it will be the higher parts of the buildings on the western side of the Site that will generally be most visible. The mitigation mounding and associated woodland planting on the western side of the Site will increasingly over time filter and screen views towards the proposed development.<br><br><a href="#">The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be visible yet screened in part by the proposed mitigation mounding. Application of appropriate lighting controls/ restrictions (to west facing facades) will also mitigate the effects in any available views.</a> | Up to Moderate/ Major Adverse | Up to Moderate Adverse  | Up to Moderate Adverse        |
| <b>F8</b> | Users of PROW south of Kegworth and Kegworth Bypass<br>(Ref L54)<br>(VP T)       | High | Medium | Medium/High | 2km   | Partial/Glimpse | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low                          | <a href="#">Distant and partial views to the highest parts of the proposed units in the north of the Site will be possible from limited stretches of this PROW. Where visible, the proposed development will be seen in the same field of view as existing buildings at EMG1 and development/ infrastructure at EMA and along the M1.</a>  | Moderate Adverse              | Minor/ Moderate Adverse | Minor/ Moderate Adverse       |

|           |   |        |                 |                       |           |                        |           |  |  |                         |                               |                               |
|-----------|---|--------|-----------------|-----------------------|-----------|------------------------|-----------|--|--|-------------------------|-------------------------------|-------------------------------|
|           |   |        |                 |                       |           |                        |           |  | <a href="#">The proposed development will also be visible at night and seen in the context of the other existing developments and infrastructure.</a>  |                         |                               |                               |
| <b>F9</b> | Users of other more distant PROW/ routes (generally 3km+), principally to the south, south west and south east of the Site. Including within Charnwood Forest.<br><br>(VP's W, X & Y) | High   | Medium and High | Medium/ High and High | 3.0km+    | Full/ Partial/ Glimpse | Permanent | Construction: Up to Low/ Medium<br>Completion: Low<br>Year 15: Low | <p>The proposed development will be seen more distantly from some generally limited and more elevated stretches of PROW generally to the south west, south and south east of the Site.</p> <p>These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will include relatively limited views towards the highest parts of the proposed development from elevated positions within Charnwood Forest to the south.</p> <p>In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views.</p> <p>From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions. Within these views, it will be seen alongside the existing airport, EMG development and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.</p> <p><a href="#">The proposed development will also be distantly visible to varying extents at night. Where visible at night it will also be seen in the context of other nearby existing light sources at EMA and associated with the major road corridors and other developments in the same general location and direction of view.</a></p> | Up to Moderate Adverse  | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |
| <b>V1</b> | Users of A453 alongside the Site<br><br>(VP's Q & R)  | Medium | Medium          | Medium                | Adjoining | Full                   | Permanent | Construction: Medium/ High<br>Completion: Medium<br>Year 15: Low   | <p>Existing views for users of the A453 alongside the Site are generally focussed along the road given the existing roadside hedgerows and tree planting on the northern side of the road. Views out across the landscape to the south and across the Site are largely restricted by the existing roadside hedgerow.</p> <p>The proposed development will be visible on the southern side of the road where it adjoins the Site. In these views conserved stretches of the roadside hedgerow will combine with new hedgerows and landscape proposals to provide a setting to the new buildings and development. A positively designed and landscaped development frontage and gateway(s)/ entrance(s) to the scheme will form part of the proposals.</p> <p>Views towards the proposed development will be possible from the entrance to the airport and a short stretch of the approaching A453 to the west of this junction.</p> <p><a href="#">The proposed development will also be visible at night, with views encompassing the same main elements. These night time road user views will include some views towards development on the opposite northern side of the A453, particularly at the existing roundabout junction and entrance to the business park and EMA. The night time visual effects will be contained and localised for this receptor.</a></p>   | Moderate/ Major Adverse | Moderate Adverse              | Minor/ Moderate Adverse       |

|    |   |             |             |             |       |         |           |  |  |                         |                         |                         |
|----|---|-------------|-------------|-------------|-------|---------|-----------|--|--|-------------------------|-------------------------|-------------------------|
| V2 | Users of A453 (west of the site to Walton Hill) | Medium      | Medium      | Medium      | 750m+ | Partial | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low             | From further to the west on the A453, east bound users of the road have limited views towards the Site due to the nature of the underlying landform and intervening trees and hedgerows.<br><br>Restricted views towards the south western part of the proposed development are likely to be possible for a limited part of the road to the west of the site.<br><br><u>Similar restricted views will also be possible at night, with available views generally seen as more distant and peripheral than views of the existing development north of the road, along this stretch of the A453.</u>  | Minor/ Moderate Adverse | Minor Adverse           | Minor Adverse           |
| V3 | Users of A42                                    | Low/ Medium | Medium      | Medium      | 30m+  | Full    | Permanent | Construction: Medium/ High<br>Completion: Medium<br>Year 15: Low/ Medium | For much of the A42 where it is closest to the Site (to the east and south), there are no views towards the Site, due to the road lying within cutting and being lined by mature trees/ planting.<br><br>Views towards the Site and the surrounding landscape are however possible for a relatively brief stretch of the road close to the south east corner of the Site.<br><br>From this brief stretch of road the proposed development will be visible on the rising ground to the north and north east. The proposed building(s) in the south west and south of the Site will be most clearly visible for road users.<br><br><u>Similar brief views towards the proposed development, principally in the south east of the Site will also be possible at night, where the proposed development will be seen, following or before views of other major development and motorway infrastructure.</u>   | Moderate Adverse        | Moderate Adverse        | Minor/ Moderate Adverse |
| V4 | Users of M1 motorway (VP M)                     | Low/ Medium | Low/ Medium | Low/ Medium | 175m+ | Partial | Permanent | Construction: Medium/ High<br>Completion: Medium<br>Year 15: Medium      | Existing views for motorway users along this stretch of the road vary yet are largely dominated by the slip roads and infrastructure associated with Junction 23A/ A42. For south bound users there are brief glimpsed views in the direction of the Site. For north bound users the Site is visible from the motorway, approaching from the south. The higher ground within the Site is visible from 1.5 – 2.0 km to the south (approaching the Smith Lane overbridge)<br><br>The proposed development will principally be seen in the north bound views, approaching from the south. Within these views the proposed development will be visible along the motorway, occupying the rising ground leading up towards the airport. These will be channelled views towards the proposals and it will be principally the buildings within the eastern half of the site that will be relatively more visible. It will also be seen within the context of the associated junction and slip roads.<br><br><u>The proposed development will also be visible at night, principally in north bound views. The main visible night-time elements will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources, principally in the centre and east of the Site. There are other notable existing light sources along this stretch of the motorway including EMA, EMG1 and around existing motorway junctions/ infrastructure.</u> | Moderate Adverse        | Minor/ Moderate Adverse | Minor/ Moderate Adverse |
| V5 | Users of Grimes Gate                            | Medium      | Medium      | Medium      | 230m+ | Partial | Permanent | Construction: Medium/ High   | Existing views from this short stretch of road leading into Diseworth from the north are focussed along the lane with wider views partially restricted by the existing roadside hedgerows. As the road leads into the settlement area,   | Moderate/ Major Adverse | Moderate/ Major Adverse | Moderate Adverse        |

|    |   |        |        |        |       |               |           |  |   |                               |                        |                         |
|----|---|--------|--------|--------|-------|---------------|-----------|--|---|-------------------------------|------------------------|-------------------------|
|    |   |        |        |        |       |               |           | Completion: Medium/ High<br>Year 15: Medium  | views towards the Site are screened by houses/ buildings on the eastern side of the road.<br><br>The western edge of the proposed development will be seen from this road with the clearest views limited to field entrances and breaks in the existing hedgerows. Proposed mitigation mounding and associated woodland planting on the western side of the site will provide some lower level visual screening and increasingly over time will filter/ screen views towards the higher parts of the closest buildings.<br><br><u>The proposed development will also be partially visible at night from this short stretch of road. The main visible night-time elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources.</u><br><br><u>However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding.</u> |                               |                        |                         |
| V6 | Users of The Green (south east of Diseworth (to the A42 crossing) | Medium | Medium | Medium | 440m+ | Full/ Partial | Permanent | Construction: Medium/ High<br>Completion: Medium<br>Year 15: Medium                | Existing views in the general direction of the Site are possible to the south east of Diseworth. From this stretch of road existing views northwards towards the Site are heavily filtered/ restricted by existing trees and planting lining Diseworth Brook close to the road.<br><br>The proposed development will be visible beyond the existing brook side planting and intervening fields. Within these views the proposed development will be visible beyond Long Holden, with the proposed buildings in the south of the site being most visible. Mitigation planting along the southern perimeter of the site will provide some longer term filtering and screening towards the lower parts of the proposed development.<br><br><u>The proposed development will also be visible at night yet views will be similarly limited by the existing roadside and brook side planting and also in part by the mitigation mounding on the southern side of the Site (to lower level lighting).</u>  | Moderate/ Major Adverse       | Moderate Adverse       | Minor/ Moderate Adverse |
| V7 | Users of short stretches of minor roads west of Diseworth (VP I)  | Medium | Medium | Medium | 1km+  | Partial       | Permanent | Construction: Up to High<br>Completion: Up to Medium/High<br>Year 15: Up to Medium | From limited and more elevated stretches of the minor roads close to the west of the Site, there are some limited views eastwards in the general direction of the Site.<br><br>Within these views, it will principally be the highest parts of the proposed buildings that will be visible. The mitigation mounding and associated woodland planting in the west and south west of the Site will provide some visual screening of the lower level parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).<br><br><u>The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed luminaires/ light sources. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be visible yet also screened in part by the proposed mitigation mounding. Application of appropriate lighting controls/ restrictions (to west facing facades) will also assist in mitigating the effects to some</u>                             | Up to Moderate/ Major Adverse | Up to Moderate Adverse | Up to Moderate Adverse  |

|     |  |        |        |        |        |                        |           |   |   |                               |                               |                               |
|-----|--|--------|--------|--------|--------|------------------------|-----------|---|---|-------------------------------|-------------------------------|-------------------------------|
|     |  |        |        |        |        |                        |           |   | <a href="#">extent. Existing lighting is currently evident in these views, principally in the direction of EMA, to the north and north west of the Site.</a>  |                               |                               |                               |
| V8  | Users of short elevated stretches of Smithy Lane and Dry Pot Lane (VP's L & M)                                 | Medium | Medium | Medium | 1.6km+ | Full/Partial           | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low/ Medium | Elevated parts of these minor roads to the south of the Site allow some wide ranging and varied views, that also encompass the major roads and airport to varying extents.<br><br>The proposed development will be distantly visible from some relatively limited and elevated parts of these roads. The proposed development will generally be seen within a wider context and including other existing buildings and major roads.<br><br><a href="#">The proposed development will also be distantly visible at night. The main visible night-time elements at this time will be the higher parts of the southern proposed building elevations yet also some other lighting. Where visible at night it will also be seen in the context of the lighting associated particularly with EMA in the same direction of view.</a>   | Moderate Adverse              | Minor/ Moderate Adverse       | Minor/ Moderate Adverse       |
| V9  | Users of West End (road) on north west edge of Long Whatton (east of M1 motorway) (VP N)                       | Medium | Medium | Medium | 850m   | Partial                | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low/ Medium | Existing views in the general direction of the Site are possible from a very short stretch of this road on the edge of Long Whatton.<br><br>The proposed development will be briefly and partially visible . It will be the highest parts of the proposed buildings, principally in the east of the Site that will be visible beyond existing intervening fields, woodland and trees and the M1 and A42 road corridors.<br><br>The lower level and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads) will be screened in these views by the existing intervening planting and the nature of the landform and major road corridors.<br><br><a href="#">The proposed development will also be visible at night. The main visible elements at this time will also be the higher parts of the proposed buildings, principally in the east of the Site. Existing lighting is currently visible from this very short stretch of road, principally associated with the M1 motorway infrastructure and vehicles.</a> | Moderate Adverse              | Minor/ Moderate Adverse       | Minor/ Moderate Adverse       |
| V10 | Users of short stretches of Whatton Rd/ Kegworth Lane (close to Windmill Farm and edge of Long Whatton) (VP P) | Medium | Medium | Medium | 1.4km+ | Partial/ Glimpse       | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low            | Existing distant views from these roads to the east/ north east towards the Site are limited given the intervening landform. The Site itself is not visible.<br><br>The proposed development is likely to be partially visible/ glimpsed from limited stretches of the road(s). It will be the highest parts of the buildings in the east of the site that will be visible. These will be seen in the context of other existing developments and infrastructure associated with the major roads/ junctions.<br><br><a href="#">Limited and brief night-time views towards the highest parts of the proposed buildings in the east of the Site will be likely from points along the road and also in the context of the other developments etc.</a>  | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |
| V11 | Users of other more distant roads (generally 3km+), principally to the south,                                  | Medium | Medium | Medium | 3.0km+ | Full/ Partial/ Glimpse | Permanent | Construction: Up to Low/ Medium<br>Completion: Low<br>Year 15: Low      | The proposed development will be seen more distantly from some generally limited and more elevated stretches of minor roads generally to the south west, south and south east of the Site.  | Up to Moderate Adverse        | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |

|    |  |             |        |        |                    |                     |           |   |   |                         |                               |                               |
|----|--|-------------|--------|--------|--------------------|---------------------|-----------|---|---|-------------------------|-------------------------------|-------------------------------|
|    | south west and south east of the Site. Including within Charnwood Forest.<br>(VP's W, X & Y)   |             |        |        |                    |                     |           |   | <p>These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will include relatively limited views towards the highest parts of the proposed development from elevated positions within Charnwood Forest to the south.</p> <p>In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views.</p> <p>From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions. Within these views, it will be seen alongside the existing airport, EMG development and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.</p> <p><u>The proposed development will also be distantly visible to varying extents at night. Where visible at this time, it will also be seen in the context of other nearby existing light sources at EMA and associated with the major road corridors and other developments in the same general location and direction of view.</u></p> |                         |                               |                               |
| O1 | Users of Donington Park Service Station  | Low/ Medium | Medium | Medium | Adjoining the Site | Partial/<br>Glimpse | Permanent | <p>Construction: Low<br/>Completion: Low/ Neg<br/>Year 15: Low/ Neg</p>               | <p>Users of the Service Station are visually screened from the Site by existing mature woodland and planting surrounding the facility. This existing planting screens views of the Site or beyond.</p> <p>Glimpsed views towards the proposed development will potentially be visible at the entrance to the service area and through the planting in winter, although these are likely to be limited.</p> <p><u>The night time visual effects will be substantially limited by the existing mature woodland planting and the nature/ extent of the existing lighting within the existing service station.</u></p>  | Minor Adverse           | Minor Adverse                 | Minor Adverse                 |
| O2 | Users of Pegasus Business Park/ Hotel  | Low/ Medium | Medium | Medium | 50m+               | Full/<br>Partial    | Permanent | <p>Construction: Medium<br/>Completion: Low/<br/>Medium<br/>Year 15: Low</p>          | <p>Views for users of the existing development/ buildings towards the Site and the wider landscape to the south are very limited given principally the existing mature tree belts lining the northern side of the A453. The clearest views are from close to the entrance roundabout off the A453.</p> <p>The proposed development will be visible from the upper floors of a limited number of the buildings yet will not be visible from the majority of the Business Park. Where there are any views it is likely to be confined to the higher parts of the buildings immediately south of the A453.</p> <p><u>The proposed development will also be visible at night. The main visible elements at this time will be the higher parts of the proposed buildings in the north of the Site and the development around the entrance from the A453.</u></p>   | Up to Moderate Adverse  | Up to Minor/ Moderate Adverse | Up to Minor/ Moderate Adverse |
| O3 | Users of vehicular entrance to East Midlands Airport (from A453) – See also Receptor V1 (VP Q) | Medium      | Medium | Medium | 50m+               | Full                | Permanent | <p>Construction: Medium/<br/>High<br/>Completion: Medium<br/>Year 15: Low/ Medium</p> | <p>There are no views towards the Site or the proposed development from the main airport buildings and terminal, due to intervening buildings/ infrastructure and planting. Views towards the north west part of the Site are however possible from the main entrance/ exit to the airport from the A453.</p> <p>Within these views, the north west corner of the proposed development will be visible to the south of the A453. The</p>  | Moderate/ Major Adverse | Moderate Adverse              | Minor/ Moderate Adverse       |

|                                   |  |              |        |              |                                    |                  |           |   |   |                  |                         |                         |
|-----------------------------------|--|--------------|--------|--------------|------------------------------------|------------------|-----------|---|---|------------------|-------------------------|-------------------------|
|                                   |  |              |        |              |                                    |                  |           |   | proposed building(s) in the north west corner of the Site will be visible beyond intervening mitigation mounding and planting. Views southwards across the proposed landscape area in the west of the Site will also be possible.<br><br><u>The proposed development will also be visible at night, with views encompassing the same main elements as the daytime views. Application of appropriate lighting controls/ restrictions (to west facing facades) will assist in part in limiting this effect.</u>   |                  |                         |                         |
| O4                                | Visitors to Breedon on the Hill highpoint (VP V)   | High         | High   | High         | 5km+                               | Full             | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low    | Elevated views from this position are possible in all directions. Views in the general direction of the Site towards the Site are a little more restricted as views out towards the east are relatively more restricted by planting/ fencing/ walls at this highpoint. Where views out towards the east are possible, they are expansive and varied and include rolling farmland, settlements, the airport, EMG development and power station.<br><br>The proposed development will be visible in those views that are possible out towards the east as part of these existing varied and expansive views. It would be seen to the side of the airport and associated developments, with the power station also visible beyond.<br><br><u>The proposed development will also be distantly visible at night, where views are possible to the east. The main visible elements at this time will be the higher parts of the proposed buildings.</u><br><br><u>Other existing developments/ light sources, including at EMA and EMG1 are likely to remain more apparent in these distant night-time views from this location.</u> | Moderate Adverse | Minor/ Moderate Adverse | Minor/ Moderate Adverse |
| <b>DCO Scheme (Highway Works)</b> |  |              |        |              |                                    |                  |           |   |   |                  |                         |                         |
| R15                               | Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road) (VP EMG1 b) (15 – 25 No.) | Medium/ High | Medium | Medium/ High | 900m (to A50 link A453 overbridge) | Full/ Partial    | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low | From the western/ north western edge of Kegworth views are possible from properties towards EMG1 and Junction 24 and environs. Existing views of the operational Rail Terminal and container storage and closest stretch of the M1 motorway are screened to varying extents by the low lying situation of these existing elements. (Note: Consented housing development also lies between these properties and the M1 motorway).<br><br>The proposed highway works will be partially visible in some views from these properties. The A50 link road overbridge of the A453 will be visible in the context of the existing motorway and junction 24 and associated infrastructure and overhead gantries.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u>   | Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse           |
| R16                               | Properties/ receptors at Long Lane (north of Kegworth),  | Medium/ High | Medium | Medium/ High | 1.75km+                            | Partial/ Glimpse | Permanent | Construction: Low/ Medium<br>Completion: Low                    | Westerly and relatively distant views from a small number of scattered properties and other locations are possible towards EMG1 and the location of the Highway Works, from the east and north east; including from Long Lane and   | Minor Adverse    | Minor Adverse           | Minor Adverse           |

|     |  |             |        |             |                         |                  |           |   |  |                         |                  |                           |
|-----|--|-------------|--------|-------------|-------------------------|------------------|-----------|---|--|-------------------------|------------------|---------------------------|
|     | Ratcliffe on Soar and Kingston on Soar<br>(VP EMG1 e)<br>(3 – 5 No.)                                     |             |        |             |                         |                  |           | Year 15: Low  | on higher ground at Kingston on Soar. These existing views are generally varied and include other large scale infrastructure and buildings.<br><br>Distant views towards the highway works are likely to be possible from some of this relatively small number of properties. Views towards the A50 link road overbridge of the A453 are likely to vary and in places be restricted and screened in part by existing intervening planting and features including existing trees at or close to Junction 24.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources</u>                 |                         |                  |                           |
| F10 | Users of PROW alongside southern boundary of EMG1 Plot 16 and across mounding to the west.<br>(Ref L112) | High        | Medium | Medium/High | Alongside/ adjoining    | Full             | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low | The alignment of this PROW was established as part of the EMG1 development. From the top of the mound on the western side of Plot 16, there are existing open views across the landscape to the east and north east; including across the existing EMG1 Rail Terminal and Kegworth.<br><br>The proposed A50 link road overbridge of the A453 will be visible from this PROW, on top of and east of the existing EMG1 mounding. It will be visible beyond the EMG1 development in the context of Junction 24 and other infrastructure and elements around the junction.<br><br><u>Night time visual effects will be largely limited/ moderated by the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u> | Moderate Adverse        | Moderate Adverse | Minor/ Moderate Adverse   |
| F11 | Users of PROW (Midshires Way)/ Long Lane and parallel PROW west of Long Lane<br>(Ref L60)<br>(VP EMG1 e) | High        | Medium | Medium/High | 1.5 – 1.75km+           | Partial/ Glimpse | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low    | Existing views from this PROW are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth.<br><br>Views towards the proposed highway works are likely to be possible from some stretches of these PROW. The A50 link road overbridge of the A453 is likely to be visible in part from limited stretches of these PROW yet will be seen in the context of Junction 24 and EMG1.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u>  | Minor/ Moderate Adverse | Minor Adverse    | Minor Adverse             |
| V12 | Users of A453 (close to EMG1 entrance and south of Junction 24)<br>(VP EMG1 c)                           | Low/ Medium | Medium | Medium      | 650 - 850m (to Plot 16) | Full             | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low    | Existing elevated and open views are possible for a short stretch of the A453 close to the entrance to the EMG1 development.<br><br>From this position and heading north the highway works will be visible as part of an existing immediate context dominated by major roads and infrastructure. Users of this stretch of the A453 will pass beneath the proposed A50 link road overbridge.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u>  | Minor/ Moderate Adverse | Minor Adverse    | Minor Adverse             |
| V13 | Users of A453 (north east of Junction 24) and  | Low/ Medium | Medium | Medium      | 700m+ (to Plot 16)      | Partial/ Glimpse | Permanent | Construction: Low<br>Completion: Low                            | Views towards the proposed highway works from these roads, approaching junction 24 will vary yet views towards the proposed A453 overbridge will be largely restricted by  | Minor Adverse           | Minor Adverse    | Minor Adverse/ Negligible |

|     |   |             |             |             |                     |                  |           |  |   |                         |                           |                           |
|-----|---|-------------|-------------|-------------|---------------------|------------------|-----------|--|---|-------------------------|---------------------------|---------------------------|
|     | A6 (south east of Junction 24)<br>(VP EMG1 a)   |             |             |             |                     |                  |           | Year 15: Low / Neg   | intervening roadside trees and planting including within and around junction 24.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u>  |                         |                           |                           |
| V14 | Users of M1 Motorway and slip roads   | Low/ Medium | Low/ Medium | Low/ Medium | 500m+ (to Plot 16)  | Partial/ Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low / Neg         | Existing views from the stretch of motorway and slip roads are dominated by the major road itself and other major infrastructure. The proposed highway works will not markedly alter the nature of the existing views, albeit the proposed A50 link road overbridge of the A50 will be evident for a relatively short stretch of the motorway.<br><br><u>Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</u>  | Minor Adverse           | Minor Adverse/ Negligible | Minor Adverse/ Negligible |
| V15 | Users of M1 Junction 24   | Low/ Medium | Low/ Medium | Low/ Medium | 500m+ (to Plot 16)  | Partial/ Glimpse | Permanent | Construction: Medium<br>Completion: Low<br>Year 15: Low            | Existing views from the roundabout junction do vary yet are dominated by the motorway and junction.<br><br>The proposed A50 link road overbridge of the A453 will be visible for users of Junction 24 and will sit close to the connecting roads on the eastern side of the junction. It will increase the presence of highway infrastructure within these immediate junction views and restrict views in part towards the existing EMG1 development to the west and south west.<br><br><u>The night time views will be similarly close and will include lighting associated with the vehicles using the overbridge and lighting of the road. The nature of the night time visual effects will however be limited by the presence of other major development and infrastructure in these existing views.</u>  | Minor/ Moderate Adverse | Minor Adverse             | Minor Adverse             |
| V16 | Users of Hilton Hotel Lane  | Low/ Medium | Medium      | Medium      | 350m+ (to Plot 16)  | Partial          | Permanent | Construction: Medium<br>Completion: Medium<br>Year 15: Low/ Medium | This road provides access to/ from the hotel and onwards to the village of Lockington. It is not a major road. Generally, channelled views towards the south and EMG1 are possible for users travelling towards Junction 24.<br><br>The proposed A50 link road overbridge of the A453 will be closely visible for users of this road approaching junction 24. The overbridge and associated embankments will limit some views beyond yet these are largely dominated by the existing EMG1 and its associated landscape areas.<br><br><u>The night time views will be similarly close and will include lighting associated with the vehicles using the overbridge and lighting of the road. The nature of the night time visual effects will however be limited by the presence of other major development and infrastructure in these existing views.</u> | Minor/ Moderate Adverse | Minor/ Moderate Adverse   | Minor Adverse             |
| V17 | Users of limited stretches of roads within the wider context (principally to the east and north east); including Long Lane<br>(VP EMG1 e) | Low/ Medium | Medium      | Medium      | 1.5km+ (to Plot 16) | Partial/ Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low / Neg         | Existing views from this road are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth.<br><br>Views towards the proposed highway works are likely to be possible from a stretch of this road. The proposed A50 link road overbridge of the A453 is likely to be visible in part yet will be seen in the context of Junction 24 and EMG1.   | Minor Adverse           | Minor Adverse/ Negligible | Minor Adverse/ Negligible |

|                                |  |              |         |              |                   |               |           |   |  |                           |                           |                           |
|--------------------------------|--|--------------|---------|--------------|-------------------|---------------|-----------|---|--|---------------------------|---------------------------|---------------------------|
|                                |  |              |         |              |                   |               |           |   | <a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</a>  |                           |                           |                           |
| O5                             | Users/ visitors to Hilton Hotel  | Medium       | Medium  | Medium       | 425m              | Partial       | Permanent | Construction: Medium<br>Completion: Medium<br>Year 15: Low          | There are existing views from the hotel and grounds towards some of the proposed highway works and in particular the A50 link road overbridge of the A453.<br><br>This element of the proposed highway works will be visible from those hotel windows and positions with views generally towards the south west. It will be seen beyond Hilton Hotel Lane and in front of the existing EMG1 development, including the Rail Terminal and rail line.<br><br><a href="#">The night time views will include lighting associated with the vehicles using the overbridge and lighting of this new link road. The nature of the night time visual effects will however be limited by the presence of other major development and infrastructure in these existing views.</a>   | Moderate Adverse          | Moderate Adverse          | Minor/ Moderate Adverse   |
| O6                             | Other distant receptors within the Trent Valley to the north and north east, including limited stretches of PROW, roads and settlement.                              | Varying      | Varying | Varying      | Typically 2km+    | Glimpse       | Permanent | Construction: Low/ Neg<br>Completion: Low/ Neg<br>Year 15: Low/ Neg | The proposed highway works will be visible from some other more distant receptors and positions generally within the Trent Valley yet where visible the construction works or the resultant proposals will generally form minor elements in varied views encompassing other existing and more notable major development and infrastructure.<br><br><a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources.</a>   | Minor Adverse/ Negligible | Minor Adverse/ Negligible | Minor Adverse/ Negligible |
| <b>MCO Scheme (EMG1 Works)</b> |  |              |         |              |                   |               |           |   |  |                           |                           |                           |
| R15                            | Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road)<br><br>(VP EMG1 b)<br>(15 – 25 No.) | Medium/ High | Medium  | Medium/ High | 900m (to Plot 16) | Full/ Partial | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low     | From the western/ north western edge of Kegworth views are possible from a limited number of properties towards EMG. Existing views of the operational Rail Terminal and container storage are substantially screened from view by the low lying situation of this facility and existing trees and scrub planting to the east of the M1 motorway. (Note: Consented housing development also lies between these properties and the M1 motorway).<br><br>Proposed development on Plot 16 will be visible in any north westerly views from these properties. The higher parts of the gantry cranes will also be visible for some properties, albeit these will be sited at a lower level than development on Plot 16.<br><br>Any views towards the proposals will be seen in the context of the existing EMG1 buildings sitting relatively more elevated, to the south of Plot 16 and the major roads and motorway junction. The Plot 16 building will sit relatively lower than the existing EMG1 buildings with its maximum roof height broadly comparable to the existing height of the mounding to the west. This mounding and planting will form a backdrop to any views from the edge of Kegworth.<br><br><a href="#">Any night-time views will similarly be seen in the context of the existing EMG1 buildings and other major</a> | Moderate Adverse          | Minor/ Moderate Adverse   | Minor Adverse             |

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|            |  |              |        |              |                         |                  |           |   |  |                         |                         |                           |
|------------|--|--------------|--------|--------------|-------------------------|------------------|-----------|---|--|-------------------------|-------------------------|---------------------------|
|            |  |              |        |              |                         |                  |           |   | <a href="#">infrastructure and beyond the existing Rail Terminal and its associated lighting. The resultant night time visual effects will be largely limited/ moderated by this existing context of Plot 16.</a>  |                         |                         |                           |
| <b>R16</b> | Properties/ receptors at Long Lane (north of Kegworth), Ratcliffe on Soar and Kingston on Soar<br>(VP EMG1 e)<br>(3 – 5 No.) | Medium/ High | Medium | Medium/ High | 1.75km+                 | Partial/ Glimpse | Permanent | Construction: Low/ Medium<br>Completion: Low<br>Year 15: Low    | Westerly and relatively distant views from a small number of scattered properties and other locations are possible towards EMG and the site from east and north east of the site; including from Long Lane and on higher ground at Kingston on Soar. These existing views are generally varied and include other large scale infrastructure and buildings.<br><br>Distant views towards a proposed Plot 16 building and the highest parts of the gantry cranes will be possible from some properties/ receptors. Where visible the proposed building will be seen in the context of the other existing larger and more elevated EMG1 buildings. Any views to the highest parts of the gantry cranes will perceive these also sitting below the existing building and within the terminal setting, including existing 25m high light columns.<br><br><a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals from these properties and the presence of the other surrounding and existing infrastructure/ developments and existing light sources close to Plot 16.</a> | Minor/ Moderate Adverse | Minor Adverse           | Minor Adverse             |
| <b>F10</b> | Users of PROW alongside southern boundary of EMG1 Plot 16 and across mounding to the west.<br>(Ref L112)                     | High         | Medium | Medium/ High | Alongside/ adjoining    | Full             | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low | The alignment of this PROW was established as part of the EMG1 development. From the top of the mound on the western side of Plot 16, there are existing open views across the landscape to the east and north east; including across the existing EMG1 Rail Terminal and Kegworth.<br><br>The proposed Plot 16 development will be clearly and closely visible from this PROW, on top of and east of the mounding. It will obstruct views eastwards from the mounding. It will nevertheless be seen within the context of the existing EMG1 development and in particular the Rail Terminal and container storage areas.<br><br><a href="#">Night time visual effects will be similarly largely limited/ moderated by the presence of the other surrounding and existing infrastructure/ developments and existing light sources close to Plot 16.</a>  | Moderate/ Major Adverse | Moderate Adverse        | Minor/ Moderate Adverse   |
| <b>F11</b> | Users of PROW (Midshires Way)/ Long Lane and parallel PROW west of Long Lane<br>(Ref L60)<br>(VP EMG1 e)                     | High         | Medium | Medium/ High | 1.5 – 1.75km+           | Partial/ Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low            | Existing views from this PROW are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth.<br><br>Views towards the proposed Plot 16 development and gantry cranes will be possible yet will be restricted by intervening features, including mature trees around junction 24. Clearer view will thus be limited to relatively short stretches of the routes to the north of Kegworth.<br><br><a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to the proposals</a>   | Minor/ Moderate Adverse | Minor Adverse           | Minor Adverse/ Negligible |
| <b>V12</b> | Users of A453 (close to EMG1 entrance and  | Low/ Medium  | Medium | Medium       | 650 - 850m (to Plot 16) | Full             | Permanent | Construction: Low/ Medium                                       | Existing elevated and open views are possible for a short stretch of the A453 close to the entrance to the EMG1 development.   | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse             |

|     |   |             |                |                |                    |                     |           |  |  |                            |                            |                              |
|-----|---|-------------|----------------|----------------|--------------------|---------------------|-----------|--|--|----------------------------|----------------------------|------------------------------|
|     | south of Junction 24)<br>(VP EMG1 c)  |             |                |                |                    |                     |           | Completion: Low/<br>Medium<br>Year 15: Low                         | From this position the Plot 16 building and the gantry cranes will be clearly visible and seen within the context of the existing EMG1 development and the Rail terminal which is also visible from this stretch of road.<br><br><u>Night time visual effects will be largely limited/ moderated by the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to Plot 16 and this stretch of the A453.</u>  |                            |                            |                              |
| V13 | Users of A453 (north east of Junction 24) and A6 (south east of Junction 24)<br>(VP EMG1 a) | Low/ Medium | Medium         | Medium         | 700m+ (to Plot 16) | Partial/<br>Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low / Neg         | Views towards the proposed EMG1 proposals from these roads, approaching junction 24 will vary yet will be largely restricted intervening and roadside trees and planting including within and around junction 24.<br><br>Where visible, the higher parts of the gantry cranes and the Plot 16 building will be visible set within and alongside the existing EMG1 buildings, infrastructure and lighting and beyond the motorway and junction 24.<br><br><u>-Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to the proposals.</u>  | Minor Adverse              | Minor Adverse              | Minor Adverse/<br>Negligible |
| V14 | Users of M1 Motorway and slip roads   | Low/ Medium | Low/<br>Medium | Low/<br>Medium | 500m+ (to Plot 16) | Partial/<br>Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low / Neg         | Existing views from the stretch of motorway and slip roads are partially restricted by existing planting and mounding on the eastern edge of the EMG1 site and eastern side of the Rail Terminal.<br><br>Where visible, the higher parts of the gantry cranes and the Plot 16 building will be visible set within and alongside the existing EMG1 buildings, infrastructure and lighting and beyond the motorway and junction 24.<br><br><u>-Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other surrounding and existing infrastructure/ developments and existing light sources close to Plot 16</u>   | Minor Adverse              | Minor Adverse              | Minor Adverse/<br>Negligible |
| V15 | Users of M1 Junction 24   | Low/ Medium | Low/<br>Medium | Low/<br>Medium | 500m+ (to Plot 16) | Partial/<br>Glimpse | Permanent | Construction: Medium<br>Completion: Low/<br>Medium<br>Year 15: Low | Existing views from the roundabout junction do vary yet are dominated by the motorway and junction. There is a relatively channelled view towards Plot 16 from the southern section of the roundabout.<br><br>The Plot 16 building will be clearly evident set against the backdrop of the existing EMG1 mounding and planting, particularly from this southern side of the roundabout. The highest parts of the gantry cranes will also be possible beyond the existing mounding and planting on the eastern side of the Rail Terminal.<br><br><u>Night time visual effects will be largely limited/ moderated by the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to Plot 16 and this stretch of the A453.</u> | Minor/ Moderate<br>Adverse | Minor Adverse              | Minor Adverse/<br>Negligible |
| V16 | Users of Hilton Hotel Lane  | Low/ Medium | Medium         | Medium         | 350m+ (to Plot 16) | Partial             | Permanent | Construction: Medium<br>Completion: Medium<br>Year 15: Low/ Medium | This road provides access to/ from the hotel and onwards to the village of Lockington. It is not a major road. Generally, channelled views towards EMG1 are possible for users travelling towards Junction 24.<br><br>The Plot 16 building and highest parts of the gantry cranes will be visible for users travelling towards the junction.   | Minor/ Moderate<br>Adverse | Minor/ Moderate<br>Adverse | Minor Adverse                |

|     |   |             |         |         |                     |                  |           |   |  |                         |                         |                           |
|-----|---|-------------|---------|---------|---------------------|------------------|-----------|---|--|-------------------------|-------------------------|---------------------------|
|     |   |             |         |         |                     |                  |           |   | <a href="#">Night time visual effects will be largely limited/ moderated by the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to Plot 16 and the hotel.</a>   |                         |                         |                           |
| V17 | Users of limited stretches of roads within the wider context (principally to the east and north east); including Long Lane (VP EMG1 e)  | Low/ Medium | Medium  | Medium  | 1.5km+ (to Plot 16) | Partial/ Glimpse | Permanent | Construction: Low<br>Completion: Low<br>Year 15: Low / Neg          | Existing views from the <a href="#">eise roads</a> are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth.<br><br>Views towards the proposed Plot 16 development and gantry cranes will be possible <a href="#">in places</a> yet will be restricted by intervening features, including mature trees around junction 24.<br><br><a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to the proposals.</a>   | Minor Adverse           | Minor Adverse           | Minor Adverse/ Negligible |
| O5  | Users/ visitors to Hilton Hotel   | Medium      | Medium  | Medium  | 425m                | Partial          | Permanent | Construction: Medium<br>Completion: Low/ Medium<br>Year 15: Low     | There are existing restricted views from the hotel and grounds towards the EMG1 proposals, principally the Plot 16 development.<br><br>The proposed building will be visible from those windows and positions with views generally towards the south west. It will be seen against a backdrop of the existing mounding with other existing EMG1 buildings sitting more elevated beyond. The highest parts of the gantry cranes will also be visible, particularly where these are towards the northern part of the Rail Terminal.<br><br><a href="#">Night time visual effects will be largely limited/ moderated by the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to Plot 16 and this stretch of the A453.</a> | Minor/ Moderate Adverse | Minor/ Moderate Adverse | Minor Adverse             |
| O6  | Other distant receptors within the Trent Valley to the north and north east, including limited stretches of PROW, roads and settlement. | Varying     | Varying | Varying | Typically 2km+      | Glimpse          | Permanent | Construction: Low/ Neg<br>Completion: Low/ Neg<br>Year 15: Low/ Neg | Existing views within and across the Trent Valley are varied. The proposed EMG1 works will be visible from some of these more distant receptors and positions. Where visible the construction works or the resultant proposals will generally be seen in the context of other existing and more notable major development and infrastructure.<br><br><a href="#">Night time visual effects will be limited due to the relatively limited visible extent of the proposals and the presence of the other notable surrounding and existing infrastructure/ developments and existing light sources close to the proposals.</a>  | Minor Adverse           | Minor Adverse           | Minor Adverse/ Negligible |

### EMG2 Project (Combined DCO Scheme and MCO Scheme)

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. This is principally demonstrated on the Zone of Theoretical Visibility (ZTV) plan at **Figure 7** (in **Appendix 10B**). 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 above for the respective components of the EMG2 Project.

In terms of the visual receptors that will experience views towards more than one of the EMG2 components; these can be summarised as;

- The majority of visual receptors with views towards the EMG1 Works will also have views towards the Highway Works, given the proximity of some of the Highway Works to the EMG1 Works;
- The in combination visual effect of the EMG1 Works and Highway Works on these visual receptors will reflect the greater of the two individual assessments and will not, in combination, increase the greater (of the two) visual effects stated for these components in the Table above; and
- The only exception to this is for Visual Receptor R15, where there will be an increased level of in combination visual effect arising from the EMG1 Works and Highway Works as summarised in the Table below; and
- Users of some roads (eg M1 motorway and A453) will have views towards the EMG2 Works, Highway Works and EMG1 Works, as part of a sequence of travelling views. The in combination visual effect for users of these roads will not increase from the stated levels in the Table above yet will extend the distance over which the visual effects occur. For example, the EMG2 Works will be visible for A453 users south of EMA and the EMG1 Works will be visible for the same A453 users north of EMA. The in combination visual effect will therefore be extended yet at the respective levels stated in the Table.

|  |  |              |        |              |                   |               |           |  |   |                  |                  |                         |
|--|--|--------------|--------|--------------|-------------------|---------------|-----------|--|---|------------------|------------------|-------------------------|
| No increased in combination visual effects have been identified for those residential visual receptors with views towards the EMG2 Works and no residential visual receptors have been identified that will have views towards both the EMG2 Works and EMG1 Works. |  |              |        |              |                   |               |           |  |   |                  |                  |                         |
| R15  | Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road) | Medium/ High | Medium | Medium/ High | 900m (to Plot 16) | Full/ Partial | Permanent | Construction: Medium<br>Completion: Medium<br>Year 15: Low/ Medium | See Description/ Notes for Receptor R15 under Highway Works and EMG1 Works above. | Moderate Adverse | Moderate Adverse | Minor/ Moderate Adverse |