LAND SOUTH OF EAST MIDLANDS AIRPORT

UPDATED ES

VOLUME III: LANDSCAPE & VISUAL IMPACT ASSESSMENT

October 2025

1. Landscape and Visual

1.1. Introduction

1.1.1. Chapter Purpose

This chapter of the Environmental Statement (ES) forms part of the ES Update and reports the outcome of the assessment of the likely significant effects of the proposed development on the landscape fabric, landscape character and visual receptors during the construction stage and completed development stage. The chapter and supporting appendices describe the planning policy context; the assessment methodology; the baseline conditions at the application site and surroundings; the likely significant effects; the mitigation measures required to prevent, reduce, or offset any significant adverse effects; the likely residual effects after these measures have been employed; and the inter-project cumulative effects.

The LVIA has been undertaken in accordance with published best practice; namely the Guidelines for Landscape and Visual Impact Assessment (Third Edition), Landscape Institute and IEMA 2013 (GLVIA3) and associated technical guidance notes published by the Landscape Institute (referenced as appropriate in Appendix 1.1 of this Volume).

Although linked, landscape and visual effects are considered separately. Landscape effects derive from changes in the landscape fabric, which may result in changes to the character, whereas visual effects are the effect of these changes as experienced by people (visual receptors). Effects on the setting of any heritage assets are not dealt with as part of this assessment (please instead refer to ES Volume II, Chapter 13: Built Heritage and Archaeology).

1.1.2. Figures

The following figures support the assessment presented in this chapter and can be found in the supporting appendices (Figures 1.1-1.5 are presented in Appendix 1.4; and Figures 1.6-1.31 are presented in Appendix 1.6):

- Figure 1.1 – Site Context
- Figure 1.2 - Topography and Land Cover
- Figure 1.3 – Landscape Character
- Figure 1.4 – Zone of Theoretical Visibility (ZTV) with Detailed Screening
- Figure 1.5 – Designations and Access
- Figure 1.6 – Viewpoint 1: Cycleway on A453
- Figure 1.7 – Viewpoint 2a: North-eastern end of Hyam's Lane
- Figure 1.8 – Viewpoint 2b: North-eastern end of Hyam's Lane
- Figure 1.9 – Viewpoint 3: Northern end of Grimes Gate
- Figure 1.10 – Viewpoint 4: PRoW L37 east of Diseworth
- Figure 1.11 – Viewpoint 5: PRoW L38 east of Diseworth
- Figure 1.12 – Viewpoint 6: PRoW L89A
- Figure 1.13 – Viewpoint 7: The Green, western approach to Diseworth
- Figure 1.14 – Viewpoint 8: PRoW L49
- Figure 1.15 – Viewpoint 9: Cross Britain Long Distance Path as it crosses the Green
- Figure 1.16 – Viewpoint 10: Western edge of Long Whatton
- Figure 1.17 – Viewpoint 11: Bridleway L31
- Figure 1.18 – Viewpoint 12: Whatton Road
- Figure 1.19 – Viewpoint 13: Bridleway L60
- Figure 1.20 – Viewpoint 14: Shepshed Road
- Figure 1.21 – Viewpoint 15: St Mary and St Hardulph Priory Church – Breedon on the Hill
- Figure 1.22 – Viewpoint 16: National Cycle Route 6
- Figure 1.23 – Viewpoint 17: PRoW L55 – Long Whatton
- Figure 1.24 – Viewpoint 18: Eastern end of PRoW L96
- Figure 1.25 – Viewpoint 19: St Michael and All Angels Church – Diseworth
- Figure 1.26 – Viewpoint 20: From northern end of PRoW L46
- Figure 1.27 – Viewpoint 21: View from PRoW L46 on Hyam's Lane at south western corner of Site
- Figure 1.28 – Extract from Campaign for Rural England's Light Pollution and Dark Skies Map
- Figure 1.29 – Viewpoint 4 - Night Time Photography
- Figure 1.30 – Viewpoint 7 – Night Time Photography
- Figure 1.31 – Viewpoint 9 – Night Time Photography

1.1.3. Appendices

Supporting appendices have been prepared that supplement the sections regarding methodology, planning policy and baseline. The appendices are important to the assessment and should be read alongside this LVIA.

- Appendix 1.1 – Methodology
- Appendix 1.2 – Visuals Methodology
- Appendix 1.3 – Relevant Legislation and National Planning Policy
- Appendix 1.4 – Baseline Analysis
- Appendix 1.5 – Landscape Sensitivity Assessment
- Appendix 1.6 – Viewpoint Analysis

1.2. Methodology

1.2.1. Guidance

The following guidance is relevant to and has been used to inform the assessment presented in this chapter:

National guidance and industry standards:

- Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) and GLVIA3 clarifications provided by the Landscape Institute and the Institute of Environmental Management and Assessment
- An Approach to Landscape Character Assessment (2014), Natural England, NE579
- An Approach to Landscape Sensitivity Assessment (June 2019)
- Landscape Institute Technical Guidance Note 02/21: Assessing landscape value outside national designations (May 2021)
- Landscape Institute's Technical Guidance Note 06/19: Visual Representation of Development Proposals
- Planning Practice Guidance for Natural Environment June 2025)
- Planning Practice Guidance: Design – process and tools (October 2019)
- National Design Guide (Jan 2021)

1.2.2. Legislation and Policy

The following legislation and policy are relevant to and has been used to inform the assessment presented in this chapter. Further detail relating to International and National legislation and policies (including the National Planning Policy Framework 'NPPF') can be found in Appendix 1.3: Relevant Legislation, National Policy and Guidance.

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Local Policy

- **The Leicestershire County Council Strategic Plan 2022-26** was adopted in March 2022 and sets out five strategic outcomes that are aspirational in nature. It states that *'Nature and local environment are valued, protected and enhanced.'* It has a stated aim to *'increase the percentage of county land which promotes diversity of habitat and species.'* The Strategic Plan was refreshed in 2024 (ref. Strategic Plan Refresh 2024-2026) however, these stated aims remained.
- Statutory Development Plan: section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise. The statutory development plan comprises the Local Plan adopted in November 2017 and amended by partial review in March 2021, and the Leicestershire Minerals and Waste Local Plan adopted in September 2019.
- **Site Specific Allocation:** the site is currently identified as Countryside on the policies map which accompanies the adopted Local Plan (2021). The emerging draft local plan (2024-2040), which will ultimately replace the adopted local plan, proposes the allocation of the site for Class B8 strategic distribution use as part of a wider 'Land South of East Midlands Airport' designation under policy EMP90 (part). However, as the emerging local plan is at Regulation 18 consultation stage it can only be afforded limited weight in decision-making at this time.

Current local planning policy is described in the following adopted and emerging policy documents noting that the emerging policy carries limited weight in decision making given the plan preparation status**:**

- The North West Leicestershire Local Plan 2011 to 2031 (2017)
- The North West Leicestershire New Local Plan 2020 to 2040 (draft for consultation)
- Long Whatton Diseworth Neighbourhood Plan 2020 –2040 (submission draft Jan 2025)

THE NORTH WEST LEICESTERSHIRE LOCAL PLAN 2011 TO 2031 (2017)

Relevant policies include:

- **Policy S3 Countryside –** This policy aims to limit development within areas identified as countryside, seeking the need to "take account of the different roles and character of different areas" and recognising the "intrinsic character and beauty of the countryside". The policy states that development will be supported where "the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced."
- **Policy D1 Design of new development -** This policy states that proposals that are well designed and offer a good standard of design will be supported. The policy also requires that "non -residential developments must positively address our Place Making principles:
  a) A National Forest or locally inspired identity.
  b) Streets and spaces shaped by buildings.
  c) A greener footprint.
  d) Vibrant and Mixed communities.
  e) Responsive to their context.
  f) Connected places.
  g) Easy to get around.
  h) Well designed and well managed public spaces.
  i) Architectural quality."
- **Policy D2 Amenity –** This policy requires that development proposals "should be designed to minimise their impact on the amenity and quiet enjoyment of both existing and future residents within the development and close to it".
- **Policy Ec5 East Midlands Airport: Safeguarding –** This policy states that any development that would adversely affect the "operation, safety or planned growth of East Midlands Airport will not be permitted".
- Policy He1 Conservation and Enhancement of North West Leicestershire's historic environment – The policy seeks to ensure that proposals:
  a) "Conserve or enhance the significance of heritage assets within the district, their setting, for instance significant views within and in and out of Conservation Areas.
  b) Retain buildings, settlement patterns, features and spaces, which form part of the significance of heritage assets and their setting.
  c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship.
  d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits."

THE NORTH WEST LEICESTERSHIRE NEW LOCAL PLAN 2020 TO 2040 (DRAFT FOR CONSULTATION)

Relevant policies include.

- **Policy S4 Countryside** – This policy would seek to manage development within the countryside in order to safeguard its character and appearance throughout the district.
- **Policy AP1 Design of New Development** – This policy would seek well designed places and ensure that non-residential development adheres to the eight place making principles as outlined within Policy D1 of the adopted Local Plan.
- **Policy AP2 Amenity** – This policy would seek to safeguard the amenity of residents from any harm arising from the Proposed Development that would adversely affect their quality of life, stating that proposals "should be designed to minimise its impact on the amenity and quiet enjoyment of both future residents and existing residents in the vicinity of the development".
- **Policy IF3 Green and Blue Infrastructure –** This policy would ensure that all major developments would "contribute to the delivery of new green infrastructure which connects to and enhances the existing network of multi-functional spaces and natural features throughout the district". Proposals that adversely affect the green infrastructure network will not be supported.
- **Policy IF5 Transport Infrastructure and New Development –** The policy would require all new developments to make provisions for vehicles, pedestrians and cyclists and to safeguard existing walking and cycling routes. Any existing routes should be appropriately accommodated within the proposed development.
- **Policy En1 Nature Conservation / Biodiversity Net Gain –** This policy requires new developments to conserve and enhance the biodiversity of the district through the following measures:
  a) "Ensuring that development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined.
  b) Requiring that development follows the mitigation hierarchy of avoid, minimise, restore and offset.
  c) Requiring that development avoids an adverse impact on the nature conservation value of the following hierarchy of sites, with the weight afforded to their protection reflecting their position in the hierarchy (greatest weight first) along with any legislative and national policy requirements.

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d) Prioritising on-site provision, wherever practicable, where compensation is required for the reduction or loss of existing biodiversity resources. Where off-site provision is necessary this should be well located in relation to the proposed development.
e) Requiring that a management plan be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity."

– **Policy En7 Conservation and Enhancement of the Historic Environment** – This policy would require that the district's heritage assets will be protected, conserved and enhanced through sensitively designed proposals that safeguarding the setting of such features.

DISEWORTH NEIGHBOURHOOD PLAN 2020 –2040 (SUBMISSION DRAFT JAN 2025)

– **Policy LW&D1 Countryside –** This policy would ensure that the countryside is "protected for the sake of its intrinsic character, beauty, the diversity of its landscape, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all".
– **Policy LW&D3 Locally Important Views –** This policy would require that "where a development proposal within the Neighbourhood Area would have a significant visual impact…a Landscape and Visual Impact Assessment or similar study should be provided to demonstrate that the levels of effects are acceptable, and that the scheme has been sited and designed sensitively and appropriately reflecting, respecting, and where possible, enhancing its landscape context.".
– **Policy LW&D5 Countryside Access –** The policy would require that all developments "protect Rights of Way or reinstate or replace with enhanced provision and, wherever possible, create new links to the network including footpaths and cycleways.
– **Policy LW&D5 Ecology and Biodiversity –** The policy states that "development should conserve, restore and enhance the network of local ecological features and habitats which include Local Wildlife Sites and Wildlife Corridors".
– **Policy LW&D6 Trees and Hedgerows –** This policy would require that all new developments should seek to retain and integrate the existing tree and hedgerow network into the proposals, as well as protecting ancient trees, and features deemed to have good arboricultural or amenity value.
– **Policy LW&D9 Design -** The policy would seek to ensure that a high level of design is adopted within new developments ensuring "the creation of high quality, beautiful and sustainable buildings and places".
– **Policy LW&D10 Water Management –** This policy would require that all new developments take account of flood risk from rivers, groundwater and overland flow, ensuring that suitable sustainable drainages solutions (SuDS) are utilised where possible.
– **Policy LW&D30 Employment Development in the Countryside** – The policy requires major commercial developments in the countryside to align to the policies outlined within the adopted Local Plan with regard to safeguarding heritage assets, ecological features and habitats and vulnerable landscapes.

Local Guidance

In addition to the policy documents identified above, there are relevant local guidance and baseline documents as follows:

– Diseworth Village Design Statement (January 2021)
– Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001)

1.2.3. Consultation

Concurrent with the EIA Scoping, the following consultation was undertaken to inform the approach to the assessment:

– 12.01.2024 – Meeting with Diseworth residents – Meeting with representatives from the local community to discuss the proposals and walk along the southern boundary of the site. During this process, an additional viewpoint location was suggested at the eastern end of Hyam's Lane which has now been added into the assessment.
– 01.03.2024 – Meeting with NWLDC – Case Officer who referred to the existing landscape and visual appraisal work undertaken for the site allocation and associated landscape sensitivity studies. These were subsequently reviewed to ensure that the key points were picked up and considered in the preparation of this chapter and the viewpoint locations were reviewed to ensure additional locations were considered.
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Scoping

The EIA Scoping Report (Appendix 2.1, ES Volume IV) was submitted to NWLDC on 12 January 2024. The proposed scope of the Landscape and Visual ES chapter was set out Appendix B10: *Landscape & Visual*.

In response, NWLDC provided their Scoping Opinion (Appendix 2.2, ES Volume IV) on 27 March 2024. No comments in relation to this topic were noted.

Table 1.2.1 summarises the key EIA Scoping Opinion comments received from consultees and third parties with respect to the landscape and visual assessment and how and where these have been addressed in the chapter.

Table 1.2.1
Comments Provided in Scoping Opinion

Scoping Comments	How addressed in the ES chapter
Comments received from North West Leicestershire's Environmental Protection Team on 23.02.24 requesting that *'a lighting scheme is conducted as part of the application. Consultation must be given to the position, height, luminance and type of lights and maximum lux levels.*	In addition to appointing a lighting consultant to establish principles of the lighting design on the site (refer to Additional Mitigation section for more information), key representative viewpoints have been photographed at night to assess the baseline night time environment in landscape and visual terms.
Comments from Charnwood Borough Council requesting that viewpoints along the landscape ridge of Shepshed Road should be considered.	Additional representative viewpoint from Shepshed Road has been added to this assessment.
Scoping Response from Project Diseworth (WINGS) requesting that *'the EIA also include computer generated imaging, modelled at various receptor points around the site showing that the visual impact that the settlement will have on the locality'.*	Wireline views will be produced from each of the views to assess the scale and massing of the proposals in each of the representative views.
Scoping Response from Natural England requesting that '*the environmental assessment should refer to the relevant National Character Areas.* The response also requests that	Consideration will be given to guidance and character profiles as suggested in the response.

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Scoping Comments	How addressed in the ES chapter
'the ES should include a full assessment of the potential impacts of the development on local landscape character.	
Scoping Response from North West Leicestershire's Conservation Officer requesting additional viewpoints at the top of Hyam's Lane and on Footpath L47.	Additional viewpoints at the top of Hyam's Lane and on Footpath L47 have been included within this assessment.

Post Submission

The ES was submitted as part of the planning application in June 2024. Following the submission a number of additional comments were received which this LVIA Update seeks to address.

Table 1.2.2 summarises the key comments received from consultees and third parties with respect to the landscape and visual assessment and how and where these have been addressed in the chapter.

Table 1.2.2
Comments Provided post submission

Post Submission Comments	How addressed in the ES Update chapter
Castle Donington Parish Council said in relation to heritage and landscape 'The Parish Council supports the comments made by Long Whatton and Diseworth Parish Council and agrees that the proposed development would have a significant adverse impact on the landscape and heritage contrary to Local Plan Policy Ec2. However, the full extent of the landscape and heritage impact cannot be established because matters such as the scale of development and landscape mitigation are reserved matters.'	The Parameters Plan, which has been updated, sets the Parameters in which the reserved matters would come forward within. This establishes maximum heights and building extents and the extent of landscape areas and bunding. The revised scheme includes additional information including a strategic landscape plan which sets out the minimum screening bund / fencing heights and also the minimum extent of screen planting around the perimeter of the site. In addition, the design code and design and access statement has been updated to demonstrate a high quality more considered design for the proposed buildings
Breedon on-the-Hill Parish Council state that 'The proposed development would have significant adverse impact on the character and importance of Breedon Hill.' And that 'the full extent of the landscape and heritage impact cannot be established because matters such as the scale of development and landscape mitigation are reserved matters.'	A viewpoint from Breedon Hill is now included in the LVIA Update and further certainty provided on screening within the strategic landscaping plan
Long Whatton & Diseworth Parish Councils comments stated that 'the full extent of the landscape impact cannot be established because matters such as the scale of development and landscape mitigation are reserved matters'.	While the detailed landscape design would be reserved matters, the revised scheme can give greater certainty to the extent of bunding, and screen planting, with the strategic landscape plan providing information on the minimum extent of any of these elements.
Conservation Officer response received on 24th Sept 2024 commented and requested that some additional viewpoints were considered to allow them to fully consider the impact on the setting of the Diseworth Conservation area and other heritage assets.	These views have all been added to the LVIA Update with photo wires of the updated parameters provided.
An independent review of the LVIA chapter for the LPA made the following recommendations for further information: 1. Statement of assumptions in relation to the growth rates of the proposed planting. 2. Detailed assessment of more distant viewpoints where clear views are available. 3. Inclusions of specific viewpoints recommended by the Conservation Officer. 4. Inclusion of views from Belton Lane (National Cycle Route 6), Dry Pot Lane and Footpath L55 Long Whatton. 5. Consideration of the effect on the landscape setting of Diseworth and Long Whatton Conservation Areas. 6. Clarification/reconsideration of the proposed colours in the description of development. 7. More detail in relation to the proposed bunding/embankments within the strategic landscape buffer. Identification of level areas for effective mitigation planting.	These have been dealt with as follows: 1. Predicted growth rates were included within the assumptions and limitations section of the chapter 2. Additional more distant viewpoints have been added 3. The conservation officers specific views have been added 4. These additional views have been added 5. These are considered within this LVIA Update 6. The updated DAS provides greater clarity on the design and colouring of the proposed buildings which have been developed in part through consultation with the local community 7. Strategic landscape plan has been produced to provide greater certainty as to the minimum extent of any screening to be provided.
Protect Diseworth – the initial email response from them requested that matters relating to landscape layout and scale should form part of the application. It also goes on to note that the LVIA does not provide any viewpoints or visuals to substantiate the assessment.	Much of this was included within the original application however, with the certainty of land take now provided within the updated application there is now a greater degree of certainty in relation to layout and proposed mitigation bunding / planting / offsets etc. In relation to the viewpoints / visuals. The original LVIA did include wirelines from each of the 14 viewpoints to allow consideration of mass and scaling of the proposed development within the landscape. This approach has also been taken with this LVIA Update but with 3no. key views worked up into fully rendered photomontages to allow consideration of how the illustrative masterplan would look at year 1 and at year 15 if implemented.
A second response, prepared by Aspbury Planning on behalf of Protect Diseworth was received in July 2024. This questions the assessment on the landscape character within the original LVIA	The original LVIA acknowledged a Moderate Adverse (and significant) effect on landscape character at completion. Further detail has been added to the LVIA Update chapter to address the likely effects on the landscape setting of the Diseworth Conservation Area.

1.2.4. Assessment Scope

Technical Scope

SCOPED IN

The technical scope of the assessment reported in this ES chapter comprises the following:

- A desk-based study of the key landscape and guidance documents.
- Identification of landscape and visual receptors within the study area.
- Description of the proposed development including the design approach and proposed mitigation measures.

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– Analysis of the identified landscape and visual effects including night time analysis and cumulative assessment.

SCOPED OUT

The following elements have been excluded from the scope of this assessment, and have therefore not been considered further within this chapter:

– Landscape and Visual receptors outside of the 5km study area (with~~in~~ the exception of views from Breedon on the Hill).
– Landscape and Visual receptors outside of the Zone of Theoretical Visibility.

Spatial Scope

The extent of the baseline and therefore the impact assessment is broadly defined by the Zone of Theoretical Visibility (ZTV) associated with the application site and outline proposals.

Analysis of this data, followed up with site assessment work has determined that a 5km study area from the edge of the application site would be appropriate for a development of this size and location. In response to feedback received through the EIA scoping process, consideration has also been given to views from Breedon on the Hill which sits just outside of the 5km study area and is a visually prominent 'landmark' location with panoramic views out across the wider landscape.

1.2.5. Assessment Scenarios

The assessment scenarios that have been considered within this assessment are as follows:

– Scenario 1: Existing Baseline
– Scenario 2: Existing Baseline + Proposed Development (Construction Stage)
– Scenario 3: Existing Baseline + Proposed Development (Operational Stage)
– Scenario 4: Existing Baseline + Proposed Development (Operational Stage after 15 years)
– Scenario 5: Existing Baseline + Proposed Development + Cumulative Schemes

Desk Study

Data was obtained from the following sources in order to establish the baseline conditions within the study area:

– Emapsite for OS 1:50000 scale raster mapping.
– Environment Agency National LiDAR Programme for 1m and 2m LiDAR data (2022).
– National Character Area Profile 70: Melbourne Parklands.
– East Midlands Regional Landscape Character Assessment (2010).
– Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire (2017).
– Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001); and
– DEFRA Magic Map (https://magic.defra.gov.uk/magicmap.aspx).

Field Study

Site visits/surveys were undertaken on 20th August 2023, 18th March 2024, 24th March 2024, 7th of May 2024 and 19th March 2025 which comprised sense checking and refining the representative viewpoint locations, determining the extent of visibility from publicly accessible areas within the ZTVs produced for the site, and reviewing the application site in the context of the surrounding landscape.

1.2.6. Assessment Method

The assessment has been based on the scheme information and planning application drawings presented in ES Chapter 5: Proposed Development and the construction methodology presented in ES Chapter 6: Construction Strategy. The full methodology for the LVIA can be found in Appendix 1.1 with a separate visuals methodology provided in Appendix 1.2 which explains how the ZTVs and photomontages were produced.

This assessment has been undertaken based on a set of defined parameters, ref. RPS drawing number 31191-RPS-SI-XX-DR-A-9039 – Parameters Plan which can be found in Appendix 5.1.

Construction Stage

The assessment has considered the potential impacts of the construction period including the site clearance, plateau formation (following land remodelling), construction period and also the phasing of the works in relation to the implementation of proposed mitigation measures.

Completed Development Stage

The assessment has considered the completed development with wireline images produced to show the proposed development parameters. The parameters form the basis of the assessment as they represent a maximum effect scenario. To aid with understanding how the proposed development may look in practice, the Option 1 illustrative masterplan, which represents a reasonable 'maximum effect' scenarios of how development may come forward on the Site has been used to produce fully rendered year 1 and year 15 views from a selection of key viewpoints to demonstrate how an illustrative scheme could sit within the overall parameters.

The assessment of the operational phase of the development has also considered the potential impact as a result of lighting during night time hours (given the potential for 24/7 operation) through the inclusion of night time views.

Cumulative Development Stage

For the cumulative assessment, consideration has been given to the development in relation to the cumulative schemes agreed with NWLDC through the EIA Scoping process, as presented in ES Volume II, Chapter 2: EIA Methodology. An initial review of these has been undertaken to determine which of these cumulative schemes have the potential to interact with the site in landscape and visual terms, with these schemes carried forward into the assessment.

NIGHT-TIME ASSESSMENT

The development proposals include lighting for which an assessment of potential night time landscape and visual impacts is included within the report.

RESIDENTIAL AMENITY

As set out within LI Technical Guidance Note 02/19 'Residential Visual Amenity Assessment (RVAA)':

"Changes in views and visual amenity are considered in the planning process. In respect of private views and visual amenity, it is widely known that no one has 'a right to a view.' …

It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence as a result of introducing a new development into the landscape. In itself this does not necessarily cause particular planning concern. However, there are situations where the effect on the outlook / visual amenity of a residential property is so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before."

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The nearest residential property to the maximum building footprint is 297m. Based on professional judgement, at this distance the proposed development would not give rise to effects meeting the threshold described above. This chapter does not therefore include an assessment of residential visual amenity.

DISTANCES

Where distances are given in the assessment, these are approximate distances between the nearest part of the site and the nearest part of the receptor in question, unless explicitly stated otherwise.

VISUAL AIDS

For each of the assessment photographs used in this LVIA, a series of images have been produced.

1. Annotated baseline photograph;
2. Image with the proposed maximum development parameters (i.e., the entire defined developable area) shown as a wireline; and
3. For a selection of viewpoints with notable views towards the proposed development the 'Option 1' illustrative masterplan has been modelled and fully rendered views both at Year 1 and at Year 15 provided. These are modelled on a 'worst case' scenario of all of the proposed development being completed as part of the first stage rather than in phases.

The wirelines and photomontages have been produced using the same base photographs as per the annotated photographs and accord with guidance for 'Type 3' visualisations as defined in TGN 06/19.

The visualisations are considered adequate to enable Council officers/members and members of the public who wish to comment on the application to understand the horizontal extent of the development in key views and to visualise the proposed development in its landscape context.

1.2.7. Assessment Criteria

This section provides a summary of the methodology adopted for the LVIA. Full details of the assessment methodology, including assessment criteria, are provided in Appendix 1.1

In accordance with GLVIA3, the significance of landscape and visual effects has been determined by considering, in tandem, the sensitivity of landscape and visual receptors (landscape elements, landscape character areas, landscape designations and groups of people who may be affected by changes in visual amenity) and the magnitude of change arising from the proposed development.

Receptor Sensitivity Criteria

Sensitivity (described as High, Medium, or Low) has been judged by combining component judgements about the value and susceptibility of the receptor, as illustrated in Table 1.2.3 and Table 1.2.3. An explanation of how susceptibility and value has been determined is provided in Appendix 1.1. Detailed susceptibility and value criteria for landscape receptors are established in Appendix 1.5 whilst detailed visual susceptibility and value criteria are set out in Appendix 1.6. It should be noted that intermediate assessments of value or susceptibility may be applied (e.g. High/Medium, Medium/Low or National/Regional, Regional/Community). Likewise, when combining susceptibility and value to determine sensitivity, an intermediate assessment has been adopted where overall sensitivity has been judged to lie between levels. In all instances, professional judgement has been employed, and the tables below should not be interpreted rigidly to give a specific answer. A slightly greater weight has been given to susceptibility in judging the sensitivity of visual receptors. This is in recognition of the fact that relatively few views are specifically recognised through designation or cultural reference.

Table 1.2.2
Landscape Sensitivity

LANDSCAPE RECEPTORS		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	Medium	Medium/Low
	Community	Medium	Medium/Low	Low

Table 1.2.3
Visual Sensitivity

VISUAL RECEPTORS		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

Magnitude of Change Criteria

The magnitude of change arising from the proposed development (described as Substantial, Moderate, Slight or Negligible) has been assessed in terms of its scale, geographic extent of the area or receptor that is influenced and its duration.

Scale of change (expressed as Large, Medium, Small, Negligible) is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.

The diagrams presented below in Plate 1 below illustrate in outline how these two modifying factors are considered in a two-stage process and further explanation is provided in Appendix 1.1. Plate 1 is not intended to be interpreted rigidly as a chart to provide definitive answers; professional judgement is employed as appropriate to arrive at an overall judgement on the magnitude of impact. A definition of the terms used in the diagrams in Plate 1 is provided in Appendix 1.1.

Where magnitude of effect (or other judgements) has been judged to lie between levels, an intermediate assessment has been adopted and is expressed as e.g. Moderate/slight.

SIGNIFICANCE OF EFFECT CRITERIA

The significance of a landscape or visual effect (described as Major, Moderate, Minor or Negligible) has been assessed using professional judgement, combining the sensitivity of the receptor with the predicted magnitude of effect, as summarised in

Table 1.2.4.

Table 1.2.4 is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances, a particular parameter may be considered as having a determining effect on the analysis. Where significance is judged to lie between levels, an intermediate assessment has been adopted, for example 'Moderate/Minor.' Such a judgement indicates that the significance of effect is less than Moderate but more than Minor.

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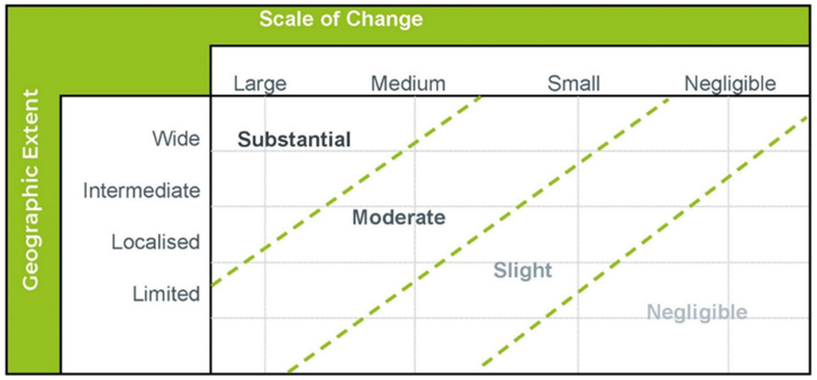
Plate 1 – Illustration of how Magnitude of Change has been established
Stage 1 – Modifying Influence of Geographical Extent on Magnitude of Change



Stage 2 – Modifying Influence of Duration on Magnitude of Change

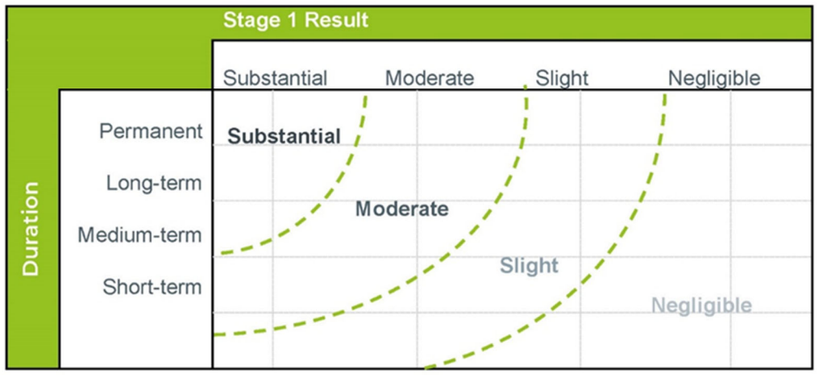


Table 1.2.4
Significance Matrix

		Magnitude of Change			
		Large	Medium	Small	Negligible
Receptor Sensitivity	High	Major	Major/Moderate	Moderate	Minor
	Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor/ Negligible
	Low	Moderate	Moderate/ Minor	Minor	Negligible

Where the effect is Negligible/Minor or Minor/Moderate, professional judgement has been applied to determine the appropriate scale of effect.

Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where 'Moderate' effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/ Minor, Minor, Minor/ Negligible or Negligible significance are considered to be not significant.

BENEFICIAL/ADVERSE

Landscape and visual effects can be beneficial or adverse and, in some instances, may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral, or adverse is identified based on professional judgement.

However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this would generally constitute an adverse effect. Any variation from this stance would be clearly justified.

The nature of the effect has been described as either adverse or beneficial as follows:

- Beneficial – An advantageous effect to a receptor.
- Adverse – A detrimental effect to a receptor; and
- Neutral – An effect that is on balance both beneficial and adverse.

1.2.8. Human Health

Human health is not considered relevant to this assessment and has therefore not been discussed further within this ES chapter.

1.2.9. In-Combination Climate Change Impact (ICCI) Assessment

The UKCP18 climate projections for the UK, as set out in Chapter 3: Application Site and Surrounding Area of this volume of the ES, have been reviewed. The climate change trends are not expected to affect the receptors considered within this assessment. On this basis, an ICCI assessment has not been undertaken in this ES chapter.

1 Landscape and Visual

1.2.10. Assumptions / limitations

In undertaking the landscape and visual assessment of the proposed development, there are a number of limitations and constraints affecting the outputs from this work. These include:

- The assessment is based on the strategic landscaping being implemented in accordance with Stephenson Halliday drawing 0586-05-04-1004 Strategic Landscape Plan. This shows the minimum extent to which elements such as screen planting will be implemented and correlates with the proposed development parameters as defined on RPS drawing number 31191-RPS-SI-XX-DR-A-9039 – Parameters Plan Rev P13. Given that the planning application is in outline with only means of access fixed at this stage, the screening bunds / fencing and associated landscaping details will be formalised via subsequent reserved matters submissions. The Design Principles proposed in the Design and Access Statement (DAS) and the Design Code provide detail on mitigation.
- Structural bunds/earth mounds would be created during the land re-profiling prior to construction of any buildings on site. The parameters plan defines the minimum height of this bund in combination with any screen fencing in relation to the adjacent development parcel level around the south-western corner of the proposed development parameters. Any screening treatment required to mitigate views from sensitive landscape and visual receptors shall be installed prior to first occupation of the building.
- The assessment assumes a worst case in terms of maximum buildings heights and overall height AOD as defined on the parameter plan.
- The colour palette used on proposed buildings reflects that shown in the Design Code which commits to a combination of warm and muted greys and natural browns to ground the development and aid with assimilating it into the locality.
- The landscape mitigation has been formed by iterative design feedback. The operational effects are assessed based on all the plots being developed and operational from day 1. This represents a ‘maximum effect’ scenario with the reality likely to be that the development will be sequenced subject to occupier demand with a gradual build out of the proposed development.
- Seasonal variation in terms of leaf cover is considered in the report. Whilst growth rates for proposed landscape (planted) mitigation are considered within the report, future growth rates outside of the site are not relied upon when assessing likely effects at Year 15 as their future management cannot be controlled. For the purposes of assessment, vegetation outside of the site is considered to remain as assessed within the baseline.
- The assessment is based on assuming that embedded and additional mitigation measures and the enhancement measures are fully implemented with the assumption of 300mm annual growth rates for proposed screen planting planted as whips and 200mm annual growth rates for larger stature trees.
- The maximum developable area defined on the parameter plans reflects a ‘worst-case’ scenario for the purposes of the assessment. The 3D model derived from the parameter plan has generated a maximum building envelope within which future buildings, service yards, parking etc., would be delivered. In reality, the proposed development would look more akin to the illustrative masterplan, noting that the illustrative masterplan is just one interpretation of how a future scheme could be brought forward that is in compliance with the maximum building parameters and maximum developable floor space.
- Visual effects are based on good visibility. Visual effects can be expected to vary, with poor visibility at times of cloud, rainfall, and dusk. At these times, a reduction in visual clarity, colour, and contrast will be experienced. Reduced visibility will limit the extent of views, particularly longer distance views. Therefore, the assessment of effects will present a worst-case scenario, where the development would be most visible.

These assumptions and limitations are typical for an assessment of this type and are not expected to affect the validity of the outcome of the assessment.

1 Landscape and Visual

1.3. Baseline Conditions

1.3.1. Existing Baseline

Appendix 1.4 provides a review of the key local baseline studies and guidance documents and identifies those landscape and visual receptors which merit detailed consideration in the assessment of effects, and those which are not taken forward for further assessment as effects "have been judged unlikely to occur or so insignificant that it is not essential to consider them further" (GLVIA3, para. 3.19). The receptors listed below are those which have been identified as meriting consideration. Consideration of the effect on the site fabric has been reflected in terms of quantifying how the site would change with the assumption made that a development of this type would result in major adverse changes within the site boundary.

Appendix 1.4 also contains a summary of the night time baseline assessment which has informed the selection of receptors for which the night time effects have been considered. Figure 1.28 shows the Campaign for Rural England's Great Britain's Light Pollution and Night Skies map for the study area which shows that light pollution levels at the airport and along the trunk road network contrast with the darker skies in countryside to the south and west with the application site falling within the transitionary zone between the two. Table 1.3.1 below indicates which of the identified landscape and visual receptors have also been considered in terms of night time views, only those receptors within and around Diseworth are considered as beyond this other existing large regional infrastructure such as the motorway network, airport and existing commercial development would be more prominent and/or the distance from the site is great enough allow a night time assessment to be scoped out.

Site Fabric

The application site is currently used for arable farming and is made up of 10no. field parcels. Each of the field parcels is bordered by hedgerows with occasional hedgerow trees. There is a line of telegraph poles following the most westerly internal north/south field boundary. The site is bound to the north by the A453 by a robust roadside hedgerow running along the boundary. To the north, beyond the A453, there are commercial buildings and the wider East Midlands Airport complex. This is bounded by a robust vegetated buffer along much of the route which provides a good level of screening. The south eastern end of the site interfaces with the MOTO Donington Park Services which is surrounded by woodland screen planting. There is a public right of way that runs across this part of the site that links into the eastern end of Hyam's Lane which forms the southern boundary to the site and has relatively robust roadside vegetation on either side with occasional mature hedgerow trees on both sides. The western boundary of the site is bounded by a relatively robust field edge with larger trees within the hedgerow. Midway down the boundary it connects to a small block of woodland that runs westwards to Grimes Gate. In terms of topography, the application site slopes gently downwards from around 90m AOD in the eastern corner down to around 70m in the south-western corner.

The application site sits within a transitional zone between existing urban infrastructure to the north and east and open countryside to the south and west. To the north it is bounded by development at the airport, while to the east, the motorway services and trunk road network form a distinct barrier in the landscape. To the west and south, the boundary to the site is much softer with a farmland buffer between the site and the village of Diseworth and the wider countryside beyond.

Table 1.3.1 sets out the existing landscape and visual baseline conditions.

Table 1.3.1
Baseline Conditions

Sensitive receptors	Description of Baseline Condition	Value	Susceptibility	Sensitivity	Night time effects considered	Further information
Landscape Receptors						
Langley Lowlands Character Area	Summarised within the Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire as *'Gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern, with a contrast of large post-war arable fields and smaller piecemeal enclosure associated with villages. Well treed with ancient woodlands and frequent hedgerow trees. A number of historic parkland estates occur throughout the landscape. Settlement comprises small, nucleated villages and the edges of larger settlements at Castle Donington and Shepshed. Quarries at Breedon Hill and Breedon Cloud and major transport infrastructure have an influence on the landscape, particularly East Midlands Airport and the M1/A42.'*	Community	Medium	Medium / Low	No	Appendix 1.4 and 1.5
Visual Receptors						
Receptor Group – Hyam's Lane	The lane (ProW L45/1) provides a link between the north-eastern edge of Diseworth up towards Donington Services and links into ProW L45/2 that runs across the eastern part of the application site to a crossing point on the A453. It is bordered by strong roadside vegetation on both sides creating a linear feature along the southern edge of the site. Within the vegetation there are several mature field edge trees, some of	Community	High	High / Medium	Yes	Appendix 1.4 and 1.6

1 Landscape and Visual

Sensitive receptors	Description of Baseline Condition	Value	Susceptibility	Sensitivity	Night time effects considered	Further information
	which are of considerable age. The lane provides part of a circular route used by the local community with the potential for extensive views out towards the south west from gaps in vegetation. **(Viewpoint 2, 20 & 21)**					
Receptor Group – ProW to the north east of Diseworth	There are two ProW that run between Clements Gate and Hyam's Lane that run close to the edge of the village. Both of these ProW are within the immediate setting at the edge of the village of Diseworth and run from the village up into the smaller fields and paddocks that border the village to the north east providing a transition to more open farmland beyond. Views to the wider landscape are limited, restricted by the built form and vegetation at the edge of Diseworth and by vegetation along the boundaries of the airport to the north which is of benefit as it restricts the potential for views of the airport and road infrastructure **(Viewpoint 4 & 20)**	Community	High	High / Medium	Yes	Appendix 1.4 and 1.6
Receptor Group – Diseworth	There is potential for views from some publicly accessible points within and on the periphery of the village. While existing built form and mature vegetation within the village would prevent views from much of it, there is potential for views towards the application site from gaps between buildings and more open areas within the village. These areas of visibility tend to fall close to the site on Grimes Gate and Clements Lane and then from more distant areas in the southern and western parts of the village. There is limited opportunity for visibility towards the site from within the core of the village. There is also limited opportunity for views towards the site from within the north eastern edge of the conservation area. This part of the conservation area has had substantial amounts of new development constructed within the last 15 years which provide a denser built form than previously and encloses the older core that runs along Grimes Gate. Properties within the conservation area on the northern side of St Clements Gate would also have the potential for views towards the application site. **(Viewpoints 4, 7, 19 & 20)**	Community	High	High / Medium	Yes	Appendix 1.4 and 1.6
Grimes Gate and ProW to the west (L43/1)	This includes the road and the ProW to the immediate west of it which offer filtered views back towards the application site. Road and field edge vegetation offers some level of screening preventing the majority of direct views into the site. The land slopes down in a north-south direction with views back towards the airport generally well screened by vegetation. There are views into the northern edge of Diseworth. **(Viewpoint 3)**				Yes	
Receptor Group – lanes and ProW to the west of Diseworth	This includes ProW between Isley Walton and the untitled lane that runs from the A453 to the western edge of the village (including the lane). Views in the direction of the site are filtered by field and roadside vegetation along with the vegetation and built form in Diseworth. This combination prevents direct views into the site although from more open areas there are longer views across the landscape in the direction of the site. The western end of the airport around the DHL building is less well screened with the edge of the airport becoming more visible in views here than in areas to the east. **(Viewpoints 6 & 7)**	Community	High	High / Medium	No	Appendix 1.4 and 1.6
Receptor Group – Area to the south of Diseworth	This includes ProW L49/3 and the two roads running southwards from the village up to the A42. This area is sparsely populated, sloping upwards when moving to the south. Views from ProW here tend to be more open than from the roads due to roadside vegetation providing some existing screening to views towards the application site. When visible, the application site sits to the right of Diseworth in the view at a slightly more elevated location. As the distance from the application site increases development at East Midlands Gateway and the Ratcliffe on Soar power station also come into the view located behind the application site **(Viewpoint 8, 9 & 18)**	Community	High	High / Medium	Yes	Appendix 1.4 and 1.6
Receptor Group – Area between Long Mere Farm and M1 to the south of the A42	This includes the areas shown within the ZTV to the south of the A42 and north of the road connecting Belton and Long Whatton. Visibility towards the site is more restricted but with occasional longer views out towards the site from more open elevated points on the ProW network. When visible the site tends to sit in the context of other developments at the airport and the Ratcliffe on Soar power station beyond. (**Viewpoint 11)**	Community	High	High / Medium	No	Appendix 1.4 and 1.6
Receptor Group – Area around Long Whatton	Includes the village and ProW network in the immediate vicinity of the village with visibility suggested on the ZTV. Within the village, potential views tend to be screened by other buildings and/or vegetation. However, from some locations there are views back towards the site which is located behind a fairly well wooded corridor that also contains an elevated part of the M1. There is unlikely to be visible from within the conservation area. **(Viewpoint 10 & 17)**	Community	High	High / Medium	No	Appendix 1.4 and 1.6

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Sensitive receptors	Description of Baseline Condition	Value	Susceptibility	Sensitivity	Night time effects considered	Further information
Receptor Group – Area to the East of the M1	This is the area of suggested visibility between Long Whatton and Kegworth. Visibility from these areas is likely to be limited in nature due to the vegetation along the M1 corridor and around Donington Park Services. Views are largely limited to the local road network at this location and often within the context of glimpsed views towards the motorway (**Viewpoint 12)**	Community	Medium	Medium	No	Appendix 1.4 and 1.6
Key Routes – M1	The application site is accessed from the M1 / A50 junction. The potential for views approaching from the north are limited but there are more opportunities for visibility of the site on the approach from the south with these tending to be glimpsed in nature.	Community	Low	Low	No	Appendix 1.4 and 1.6
Key Routes – A42	The route merges into M1 to the east of the site but the approach from the south offers some limited potential for views towards the application site where the road is elevated above the surrounding landscape and there are gaps in the vegetation.	Community	Low	Low	No	Appendix 1.4 and 1.6
Key Routes – A453	The route borders the northern edge of the application site for approximately 1.2km. There is also the potential for views towards the application site on the approach from the west. The route currently provides the main access route into the airport. (**Viewpoint 1)**	Community	Medium	Medium	No	Appendix 1.4 and 1.6
Recreational Routes – Cross Britain Way	This is a hiking trail of 280 miles across England and Wales, and it passes through Diseworth to the south of the application site. While of national importance for access not every section of a national trail should be considered of national importance for views. The section that passes through the study area offers limited opportunity for views and while it passes through some attractive pockets of countryside, the wider regional infrastructure such as the airport and motorway are often present in views. **(Viewpoints 5, 7, 9, 10 & 18)**	Regional	High	Medium / High	Yes	Appendix 1.4 and 1.6
Recreational Routes – National Cycle Route 15	The route runs from the airport southwards to connect with National Cycle Route 6 at Belton. While the provision of access is of national value the value of views is more limited and as such would be assessed of regional value for users of the route. **(Viewpoint 3)**	Regional	High	Medium / High	Yes	Appendix 1.4 and 1.6
Designations						
Diseworth Conservation Area	This heritage designation covers the historic core of the village with the LVIA considering the effects on the landscape setting	Community	Medium	Medium / Low	Yes	Appendix 1.4

1.4. Potential Impacts

The impacts considered to have the potential to result in significant effects (prior to the inclusion of any embedded mitigation) are reported in Table 1.4.1.

Table 1.4.1
Potential significant effects

Stage	Description of Potential Impacts	Adverse / Beneficial
Construction & Operation	Effects to key characteristics of character area and contributions to key objectives	Adverse
Construction & Operation	Changes to settlement pattern and the perception of the surrounding landscape including night-time character	Adverse
Construction & Operation	Change of land use, loss of vegetation, topographical changes, alterations to site drainage, soil structure, green infrastructure	Adverse to beneficial
Construction & Operation	Views from Diseworth and surrounding road and PRoW network including night-time views. Longer distance views from other settlements and transient receptors within the wider study area	Adverse

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1.5. Embedded Mitigation

Table 1.5.1 identifies those design interventions that have been incorporated into the design of the proposed development, as well as any control methods that have been incorporated into the proposed development to mitigate the potential impacts identified during the course of the design evolution process. These measures are collectively referred to as embedded mitigation.

Table 1.5.1
Embedded Mitigation

Embedded Mitigation	Description	Reason for Intervention	Further information
Screening Bunds / Fencing	At the detailed design stage (reserved matters submissions), provision would be made to screen ground level activity where the development interfaces with the sensitive southern and western boundaries. The parameters plan makes provision for a bund to wrap around the sensitive south-western boundary of the site. This will be 4m in height (internally). Moving northwards the bund height will be supplemented with fencing to maintain a 4m screen, reducing down to 3m on the north-western corner.	Proposals would broadly correlate with the need for acoustic mitigation with the intention being to largely screen movement from key sensitive receptors such as adjacent ProW and views from around Diseworth. This would ensure that views are passive rather than active with vehicles movements, headlights etc., largely screened from view.	Refer to: - ES Volume II, Chapter 5: Proposed Development - Parameter Statement; and - Design and Access Statement (Parameters & Principles)
Landscape buffer zones	Buffer zones of strategic soft landscape would be retained outside of the maximum developable areas as shown on the parameters plan and strategic landscape plan. These are a minimum depth of 15m adjacent to Hyam's Lane, 10m next to the A453 and between 45 and 139m on the western boundary, the wider part of the buffer is located on the south western corner which is the part of the site closest to Diseworth. The strategic landscape plan shows the minimum extent of any proposed screen planting that would be implemented as part of any scheme with the extent of planting expected to reflect that shown on the illustrative landscape masterplan. The bund and associated planting would be delivered as part of the first phase of the development. The woodland planting would be fully co-ordinated with onsite ecological requirements and in accordance with aerodrome safeguarding guidance in relation to species selection and spacings of planting.	To provide the opportunity for extensive woodland planting to soften views towards the development and provide an appropriate offset to nearest sensitive receptors.	Refer to: - ES Volume II, Chapter 5: Proposed Development - Parameter Statement; and - Design and Access Statement (Parameters & Principles)
Building Colour Palette and Design	At the detailed design stage (reserved matters submissions), careful consideration would be given to the use of colour on the proposed buildings. This would be guided by the Design Code and DAS which sets out a commitment to warm and muted grey tones and natural browns and that the building will have barrel vaulted roofs. The buildings will be of a high-quality design that avoids large unbroken facades breaking up the scale of the proposed buildings.	Proposed buildings would break the skyline when viewed from some directions and as such the selection of colour palette and building design would be key in softening views. For the purposes of assessment, it has been assumed that the design of the buildings would follow similar design principles to form a cohesive development when viewed from the surrounding area and that the colour of the buildings would seek to minimise the visual impact of the buildings.	Refer to: - ES Volume II, Chapter 5: Proposed Development - Parameter Statement; and - DAS & Design Code
Maximum Building Heights	The updated parameters plan further defines the development parameters for the Site. Parcel A has been split into three sub parcels to incorporate a terraced plateau with both maximum building heights and plateau heights defined. Parcel A1 has a maximum building height of 104m AOD (previously 107m) with the southern parcel now limited to a maximum 98m AOD building height (previously 100.4m). Parcel B remains at 109.5m AOD with Parcel C at 105.1 (previously 103.11)	The additional height reductions on Parcel A were incorporated into the parameter plans to help minimise visual impacts from the proposed development, whilst still maintaining the minimum institutional heights desired by potential logistics occupiers based on illustrative layout masterplan options.	Refer to: - ES Volume II, Chapter 5: Proposed Development - Parameter Statement; and - DAS and Design Code
Vegetation Retention	The existing boundary vegetation around the periphery of the application site will be mostly retained and protected including the two trees identified as veteran on the boundary with Hyam's Lane. The exception to this will be the removal of an approximately 30m length of hedgerow to the south of the existing roundabout on the	The existing vegetation around the periphery of the site would provide a degree of initial screening while other proposed mitigation planting establishes and matures.	Refer to: - ES Volume II, Chapter 5: Proposed Development (Parameters & Principles)

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Embedded Mitigation	Description	Reason for Intervention	Further information
	A453 and a further 440m of removal to facilitate the new roundabout on the A453. This will be largely reinstated and reinforced as part of the landscape mitigation strategy		- Parameter Statement; and - DAS and Design Code
Lighting Strategy	Given the outline nature of the planning application, a detailed lighting scheme will be developed at the reserved matters stage (in conjunction with the proposed scheme layout being fixed). An outline external lighting strategy report has been produced as part of this application and includes information on the position, height, luminance and types of lights and maximum lux levels. An illustrative lighting strategy has been produced based on an illustrative masterplan to demonstrate how the proposed development could be adequately lit whilst also achieving the required dark corridors and lux levels. From a landscape and visual point of view, key commitments include. - Minimise light spill outside of the site boundary - To screen vehicle headlights from key sensitive views where reasonably practical. - Protect ecologically sensitive areas	To avoid vehicle headlights and site lighting (including street lighting and flood lights on buildings) from causing an unacceptable level of visual impact when viewed from the more rural landscape to the south and west of the application site	Ref to the outline external lighting strategy submitted as part of this planning application

1.6. Assessment of Effects (including Embedded Mitigation)

1.6.1. Construction Stage

Construction of the proposed development is detailed in the supporting planning application documents, however, as a summary, it would involve the following:

1. Temporary construction compounds would be required for each phase of the development which would include storage areas, welfare facilities and office accommodation.
2. Formation of temporary access tracks within the site boundary for material and equipment set down.
3. Erection of security fencing and / or hoarding around the site.
4. Site clearance and removal of internal field edge vegetation and of vegetation to facilitate access off the A453.
5. Excavation and re-profiling of existing site to form development plateaux and screening bunds.
6. Regular movement of large plant vehicles both within the site and also accessing the site from the A453.
7. Temporary works to construct new access points off the A453.
8. Temporary closure of PRoW that runs across the application site from the top of Hyam's Lane to the A453.
9. Installation of the building frame and subsequent cladding.
10. Construction of sealed access road and areas of hardstanding for vehicular movement and parking once the building is in operational use.
11. Installation of mitigation planting including large stature trees and woodland planting.
12. Installation of permanent security fencing and screening / acoustic fencing.
13. Reinstatement works, including removal of temporary compounds and fencing / hoarding.
14. Temporary topsoil and sub soil stock piles whilst any surplus material is removed from site.
15. Temporary diversion of footpaths until a new permanent diversion is agreed as part of the scheme.

The construction works detailed above are likely to give rise to some landscape and visual effects. These effects would however be temporary and would mainly arise through the excavation and re-profiling of the site to form plateaus and the installation of the building frames. For the purposes of assessment, a maximum effect scenario of the whole site coming forward as one scheme is considered; however, in reality, construction operations are likely to be phased and concentrated on individual plots as the site is built out with each phase constructed over a period of approximately 12 months. These effects would be localised in extent and of short duration and therefore subservient to the main longer-term effects which would arise during the operational phase of the proposed development. Effects would therefore range from Negligible to those identified for the completed development (please refer to Section 1.6.2).

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1.6.2. Completed Development Stage

This section sets out the effects that the proposed development would have on the identified landscape and visual receptors both at completion (Scenario 1) and after 15 years (Scenario 2) to allow establishment of the proposed landscape mitigation. This is based on an assessment of the full extent of the maximum build area and is not a representative of actual development or illustrative masterplans.

To aid this assessment, viewpoint analysis has been undertaken from a total of 21 viewpoints. The final list of viewpoints is as agreed through the EIA Scoping process with the District Council and relevant statutory consultation bodies. The viewpoint locations are illustrated in Figure 1.2. Type 3 visualisations are presented for each of the viewpoints in Figures 1.6 to 1.27.

The full viewpoint analysis is contained within Appendix 1.6: Viewpoint Analysis Summary with the findings summarised in Table 1.6.1.

Table 1.6.1
Viewpoint analysis summary

Viewpoint No.	Viewpoint	Distance / Direction	Scale of Landscape Change	Scale of Visual Change
1	View from cycleway on A453	35m north	Medium	Large
2	View from the north eastern end of Hyam's Lane	10m south east	Medium / Large	Large
3	View from northern end of Grimes Gate	290m west	Medium	Medium
4	View from PRoW L37, east of Diseworth	140m south-west	Medium	Medium / Large
5	View from PRoW L38, East of Diseworth	560m south	Small	Medium / Small
6	View from PRoW L89A	1.5km west	Small	Small
7	View from the Green, western approach to Diseworth	1km south-west	Small	Small
8	View from PRoW L49	1km south	Medium / Small	Medium
9	View from Cross Britain Way Long Distance Path as it Crosses the Green	1km south	Medium / Small	Medium
10	View from the western edge of Long Whatton	1.6km south east	Small	Small
11	View from Bridgeway L31	3.5km south west	Negligible	Negligible
12	View from Whatton Road	1.25km east	Negligible	Small
13	View from bridleway L60	4.6km north	Negligible	Negligible
14	View from Shepshed Road	4.4km south east	Negligible	Small / Negligible
15	St Mary and St Hardulph Priory Church - Breedon on the Hill	5.1km west	Negligible	Negligible
16	National Cycle Route 6 - Carr Lane	4.2km south	Negligible	Negligible
17	PRoW L55 - Long Whatton	2.8km south-east	Medium / Small	Medium

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Viewpoint No.	Viewpoint	Distance / Direction	Scale of Landscape Change	Scale of Visual Change
18	Eastern end of PRoW L96	1.3km south-west	Medium / Small	Medium
19	St Michael & All Angels Church - Diseworth	250m south	Negligible	Negligible
20	View from northern end of PRoW L46	95m west	Medium	Large
21	View from PRoW L46 on Hyam's Lane at south-western corner of Site	5m south-west	Medium / Large	Large

Each of the viewpoints is a 'sample' of potential changes, representing a wide range of receptors – including not only those actual at the viewpoint but also those nearby, at a similar distance and / or direction. A full assessment of the effects on landscape and visual receptors is contained in the tables below.

Key viewpoints were also retaken to aid with assessing the night time environment with the night time assessment conducted on the 8th of May 2024. This images along with analysis of the baseline environment and proposed lighting mitigation have informed the assessment of night time effects from the receptors identified for inclusion in the night time assessment in the baseline section of the report.

Site Fabric

Regarding the changes to site fabric, the following is noted.

- Site access would be from the north off the A453.
- There would be two access points, the first would create a new spur off of the existing Hunter Road roundabout that provides access to the Pegasus Business Park to the north and would require the removal of approximately 25m of hedgerow to facilitate. The new spur would provide access to Parcel C within the development (as defined on the submitted parameter plan).
- The second new access would be the provision of a new roundabout further to the west along the A453 to give access to Parcels A and B. This would require the removal of approximately 440m of hedgerow along the A453 to facilitate.
- The remainder of the boundary vegetation, including two trees displaying veteran qualities on the boundary with Hyam's Lane, would be retained and protected through the construction period and incorporated into any landscape scheme. The creation of the three development parcels within the site boundary would involve the removal of any internal hedgerows and vegetation with the exception of the line of vegetation that follows the easement that runs between Parcels B and C and a small 55m section of hedgerow within the landscape buffer zone along the western edge of the Site. This would result in the removal of approximately 2.4km of field edge hedgerows which includes occasional individual mature hedgerow trees.
- The fields within the application boundary would be lost during construction with the gently sloping landscape substantially reprofiled to form development plateaus to facilitate the development.
- The land use would permanently change from farmland to commercial development comprising warehouse buildings and associated infrastructure (estate road, car parks, service yards etc.) during the operational phase. While the exact design of any landscape buffers would be part of a future detailed reserved matter applications, for the purposes of this assessment, it can be assumed that the minimum landscape depths specified in the site parameters plan and strategic landscape plan, outside of the defined maximum developable area, would be retained and these would include substantial blocks of woodland planting to provide additional screening.

Accordingly, although the planting around the periphery of the site and within it can be considered as a beneficial effect on the landscape fabric, this is offset by the permanent change across the wider site and particularly the loss of openness with the change overall across the whole application site considered to be permanent and Major Adverse.

The assessment of the likely landscape and visual effects of the proposed development during the completed development stage (including embedded mitigation) and after 15 years establishment is set out in

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Table 1.6.2.. Significant effects are highlighted in bold.

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Table 1.6.2
Completed Development Stage Assessment

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
Landscape Receptors										
Langley Lowlands Character Area	The Langley Lowlands character area covers the part of the study area running from Castle Donington southwards, extending to the A6 in the east and beyond the 5km study area to the south and west. It covers all the areas likely to have notable interaction with the site and as such is the only character area considered within the LVIA. East Midlands Airport and the Donington Park Race track sit to the north of the application site with the airport containing commercial development of a similar height and massing along with taller structures such as the control tower, flood lighting and wind turbines. These large developments, along with the large plateau created to facilitate the runway and associated ramps / aprons, create a barrier to any interaction with the character area to the north of them and would not be sensitive to the addition of new large commercial buildings to the south. To the east of the M1, the interaction with the application site is again limited. Where visible, the proposed development would sit within the context of views towards the motorway, Donington Park Services and the existing development at the airport. The M1 creates a notable barrier between the proposed development and this relatively rural environment limiting the extent to which it could influence the character. This is also true for the land to the south of the A42, where the development is visible here, it tends to be in the context of other development at the airport, notably East Midlands Gateway, and also Ratcliffe on Soar power station further to the north. To the west of the application site, the view towards the proposed development becomes increasingly filtered by vegetation as the distance increases. For much of this area there is some interaction with existing development at the airport, in particular the DHL building at the western end. Land to the west of the route of the old Green Lane has well filtered views towards the proposed development and also an existing interaction with the airport. While the development would introduce large structures into the landscape in the direction of Diseworth village, in the wider context, the airport is more apparent from this location and as such the impact on character as a result of the introduction of the proposed development would be more limited. The area to the south of Diseworth sits on the opposite side of a valley rising up in a southerly direction. Beyond 1km distance from the nearest site boundary, the view towards the proposed development becomes more filtered and large existing development at the airport and the Ratcliffe on Soar power station come into view. This results in a reduced effect on the landscape character due to the greater presence of large-scale infrastructure in the wider context of the area. Within 1km of the site to the south, between St Clements Gate/Long Holden and the road to Belton, the wider context of the airport and other large-scale development becomes less apparent, with views towards the airport generally screened by the topography and existing screen planting. The proposed development would sit relatively prominently on the opposite side of the valley with the proposals breaking the skyline in many of the views. When viewed from here the proposals sit next to, but separate from, Diseworth. The proposed 15m buffer along the southern boundary would be planted with woodland planting which would begin to soften the buildings as it matures and correlates with the wooded nature of the character area. The commitment to high quality design that avoids large unbroken facades along with the use of a muted, neutral colour palette with warm tones and barrel-vaulted roofs, as outlined in the submitted Design Code and DAS	Medium / Low	Medium	Intermediate	Permanent	Moderate	**Moderate Adverse (significant)**	Moderate / Minor (not significant)	No	n/a

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	(detailed design to be formalised via future reserved matters) would also soften the view of the buildings when viewed against the sky. The area between the old route of Green Lane, the A453 and Long Holden contains the application site and as such would experience the greatest level of change within the wider character area. Within the application site, the change would be transformative and would be expected to be major adverse due to the nature of the development and the direct change to the landscape. This element is discussed above when describing the changes to the existing site fabric. From outside of the application site, the changes would relate to the introduction of the proposed development into an area of farmland that forms a transitionary zone between urban features (airport complex, associated commercial buildings and trunk road network) to a more rural landscape to the south and west. Whilst elements of the airport are notable in the landscape such as the high-mast lighting, control tower and perceptual/aural effects such as the sound of aircraft taking off and landing, there is an effective, mature vegetated screen to much of the development in the airport along the northern edge of the A453. The build out of the proposed development would extend this larger scale regional infrastructure into the landscape with views towards the development from much of the open land to the north and east of Diseworth village, and from the edge of the village with an outlook towards the site. From most locations, this view would be filtered to some degree either by topography or by existing vegetation with the lower-level activity screened by a combination of landscape bunds and screen fencing. As per the Design Code and DAS, the commitment to high quality design that avoids large unbroken facades and uses barrel vaulted roofs and neutral muted colours would soften the view towards buildings when set against the skyline. Mitigation planting around the periphery of the site would provide additional screening which would increase over time as it matures. Whilst the top part of the proposed buildings would be visible, ground level activity including vehicle movements would be largely screened from sensitive views Through the use of a combination of bunding and screen fencing alongside mitigation planting. This would result in the development presenting as a more passive element in the landscape rather than one with active elements. This area of landscape would also maintain its existing connection to the south and west with views across the valley maintained. Overall, Large scale effects on the character area are confined to the site with the areas around the site maintaining connectivity to the surrounding countryside. The introduction of this development therefore results in Moderate scale effects which are confined to the area immediately around the site where the surrounding trunk road and airport infrastructure are less apparent. This area is bounded by the A42 to the east and south, and the A453 to the north. These medium scale effects are confined to areas with visibility of the proposed development and filter out to a small and then negligible level to the west where existing development at the western end of the airport would become more prominent in the view.									
Landscape Setting of Diseworth Conservation Area	The LVIA chapter only considers the effect on the landscape setting of the conservation area with the heritage impacts assessed separately within the Heritage chapter of the ES. The conservation area is considered of community value but of high susceptibility resulting in a medium sensitivity. The proposed development is screened from the core of the conservation area with views towards the Site available on the approach along Grimes Gate to the north, along the north-eastern edge of the conservation area and on the approach to the village from more elevated land to the south.	Medium	Medium	Localised	Permanent	Moderate	**Moderate Adverse (significant)**	Moderate / Minor Adverse (not significant)	No	n/a

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	Approaching along Grimes Gate, which is listed as one of the four key roads within the conservation area, the proposed development would be visible to the left (ref viewpoint 3). However, views towards the conservation area are restricted by a strong band of vegetation that follows Diseworth Brook under the road in an east / west direction with the farmland to the south of the brook forming a stronger relationship to the edge of the conservation area and its setting. This vegetation contains the setting of the conservation area which only comes into view to the south of the brook and limits the extent to which both the conservation area and proposed development can be seen concurrently on the approach along the route. Along the northern-eastern edge of the conservation area there is a greater degree of visibility towards the proposed development, From the rear of properties along Clements Gate the immediate rural context of the farmland to the south of Hyams Lane would be retained with the vegetation along the lane providing a degree of separation to the area of farmland where the proposed development is sited. The watercourse along the western boundary of the site is also heavily vegetated which again creates a clear distinction between the land within the site and land to the west. The area to the immediate east of Grimes Gate has changed considerably since the conservation area appraisal was undertaken. This area consisted of a series of farm buildings that were accessed off Hyams Lane and sat separately to the residential properties around the cross roads at the centre of the village. The demolition / conversion of these far buildings to create new residential properties has diminished the extent to which the conservation area interacts with the farmland to the north-west of the village. While the presence of the proposed development would influence the setting of the conservation area along this boundary, the core fields around the edge of the village would be retained and a clear separation between the proposed development and the edge of the conservation area / village would be maintained. When approaching Diseworth from PRoW and the road network to the south (ref viewpoints 8 & 18), the proposed development would sit above the village, breaking the skyline to the north east. The proposed mitigation mounding and planting to the south and east of the site would ensure that some degree of separation would be retained between the edge of the village and the proposed development in the view, however the proposed development would extend the existing presence of regional infrastructure into closer proximity to the village in views. Overall, the proposed development would have a limited effect on the setting of the conservation area with the immediate rural setting of the village retained. The proposed development would not be visible from within the core of the conservation area with the key areas where the setting would be influenced to the north-east of Clements Lane and within long views across to the village from the south. Where visible, views of the proposed development would be softened through the use of a muted colour palette and design principles such as the use of barrel-vaulted roofs and the avoidance of large unbroken facades. In addition, as the proposed mitigation planting around the boundary begins to mature, it will further reinforce the separation between the village and the proposed development									
Visual Receptors										
Receptor Group - Hyam's Lane (PRoW L45/1	The proposed development is located to the north of the existing hedgerow on Hyam's Lane. It would see the units constructed a minimum of 15m back from the site boundary with the buffer planted with woodland planting and larger stature trees to further enhance the existing screen. In addition, ground level activity would be screened from sensitive receptors to the south and west	High / Medium	Large	Wide	Permanent	Substantial	**Major Adverse (significant)**	**Moderate / Major**	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
(Viewpoint 2, 20 & 21)	with a combination of screen fencing and bunding. As per the Design Code & DAS, the high-quality design and avoidance of large unbroken facades, along with the proposed use of barrel-vaulted roofs and neutral muted colours would soften the view towards buildings when set against the skyline. The proposed development would offer a continuous landscaped boundary with the Lane with the landscape buffer providing a wider band of woodland planting and a 4m high landscaped screening bund stretching around the south-western corner of the development plateau. Provision has been made within the parameters plan for a highways access corridor to allow for provision of access to land to the south. However, this access connection and resulting loss of boundary planting is for others to provide should the land to the south come forward for development. Whilst views into the site would altered, with views towards the proposed development set within the landscape strategy for the site which includes a new community park. The primary direction of views along the Lane looks out to the south and west and as such would be largely maintained post-development. The PRoW also crosses the application site at the eastern end of the site with the route requiring diversion as part of the proposals (closure of PRoW during construction phase and permanent diversion route to be formalised at reserved matters stage once layout detail is fixed). While the intention would be to maintain some sort of setting for the footpath, it is likely to have to follow internal access roads as it passes through the urban landscape of the proposed development. Overall, it is considered that the scale of change would be large, and the effects would occur along the majority of the route from the A453 down to Diseworth. However, views on the approach from the village would offer the greatest level of mitigation through the use of bunding and mitigation planting. Due to the proximity to the site, whilst ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible from points along the route. The commitment to minimise light spill and to protect ecologically sensitive areas along this boundary would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. This would sit in the wider context of existing lighting along trunk road routes and at the airport which are both visible in the baseline view.							**Adverse (significant)**		
Receptor Group - PRoW to the north east of Diseworth (Viewpoint 4 & 20)	These two public rights of way lead from Clements Gate in the village up to Hyam's Lane across farmland used for grazing and keeping horses. The south western corner of the development would be visible from here with the potential for views towards the development along the majority of the route. The proposed strategic landscape buffer is widest at this corner which would provide the opportunity for the provision of screening through a combination of the screening bunds / fencing and a wider band of mitigation planting. The proposals would break the skyline. Whilst both the airport and A453/A42 exert some influence over the visual amenity, this is limited due to mature screen planting and topography, with only glimpsed partial views. The effect of the proposals would therefore be that larger scale development becomes more prominent in the view. Despite this, the proposals sit separate from the edge of the village with the proposed buffer and existing topography providing an appropriate offset. The proposed planting would also provide an increasingly effective screen to lower parts of the development with the selection of a muted, neutral colour palette with warm tones and avoidance of large unbroken facades as defined in the Design Code and DAS, aiding in softening the appearance of the proposed development where it breaks the skyline.	High / Medium	Medium / Large	Wide	Permanent	Substantial	**Major / Moderate Adverse (significant)**	**Moderate Adverse (significant)**	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	Due to the proximity to the site, while ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible from points along both of the routes. The submitted outline external lighting strategy defines the key performance objectives and design parameters for the scheme, ensuring a 0% upward light ratio, and ensuring that sensitive ecological areas will remain unlit or will be illuminated with low-intensity, warm colour fittings to protect nocturnal species, and with minimal light spill beyond the site boundary. The proposed lighting would be in front of existing lighting along trunk road routes and at the airport which are both visible in the baseline view.									
Receptor Group – Diseworth (Viewpoints 4, 7 19 & 20)	The ZTV suggests the potential for visibility of the proposed development at the north-eastern edge of the village. From publicly accessible points this is largely restricted to Hyam's Lane which forms the northern edge of the Conservation Area and the PRoW, as assessed above. Properties to the east of Grimes Gate with an outlook towards the application site are likely to experience similar levels of visibility to the PRoW above; however, as these represent a private view and do not reach the level required to carry out a Residential Visual Amenity Assessment (RVAA), these have not been considered further in the LVIA. Within the majority of the village, including the village core, visibility from publicly accessible areas is restricted by built form and vegetation. Moving out to the east along Clements Gate, there is potential for glimpsed views between buildings which is also the case to the south of the village along the Green and potentially also on the Woodcroft, but these would be glimpsed in nature and only towards the top part of buildings, if visible. Generally, the wooded nature of the village and the densely built village core prevent more extensive views towards the proposed development. Whilst ground level activity, including vehicle movements, would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible from the north-eastern edge of the village and to a lesser extent from longer views to the south. The commitment to minimise light spill and to protect ecologically sensitive areas would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. This would sit in the wider context of existing lighting along trunk road routes and at the airport which are both visible in the baseline view.	High / Medium	Small	Localised	Permanent	Slight	Moderate / Minor Adverse (Not significant)	Moderate / Minor Adverse (Not significant)	No	
Receptor Group - Grimes Gate and PRoW to the west (L43/1) (Viewpoint 3)	This receptor group includes Grimes Gate and the PRoW network to the immediate west of it. Views towards the site are filtered by roadside and field edge vegetation. The extent of visibility would vary dependent on the height of the roadside vegetation and the time of year. The development is located to the left of the view and is not the main visual focus with the eye tending to be drawn towards the airport control tower when moving northwards, or towards the village when moving southwards. The extent of visibility towards the proposed development reduces moving towards the village as the extent of tree cover increases and the field and roadside vegetation becomes thicker and more expansive. Despite this, there are likely to be clear views towards the application site with the tops of buildings visible and breaking the skyline when viewed from many locations. While visible, the development retains a degree of separation from the village with the proposed landscape buffer creating a clear distinction between the two. Ground level activity would be largely screened by a combination of bunding and screen fencing and as per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as muted neutral colour tones, avoidance of large unbroken facades and barrel vaulted roofs would aid with blending the	High / Medium	Medium / Small	Intermediate	Permanent	Moderate	**Moderate Adverse (significant)**	Moderate Adverse (Not significant)	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	development into the skyline and reducing the visual prominence. The level of screening of lower parts of any proposed buildings would increase over time as mitigation planting matures. Whilst ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible from points along these routes. The commitment to minimise light spill and to protect ecologically sensitive along this boundary would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. The proposed lighting would sit in the wider context of existing lighting at the airport which is visible in the baseline view.									
Receptor Group – lanes and PRoW to the west of Diseworth (Viewpoints 6 & 7)	This receptor group is located further to the west with views towards the application site becoming increasingly filtered by field and roadside vegetation and the buildings and vegetation within the village of Diseworth. This would result in the lower part of any development being screened from view and only the top parts of buildings to the west of the application site being visible. These buildings would partially break the skyline from some locations but generally sit at a level similar to or below some of the trees visible in the view. From this more easterly location, there is greater visibility of the buildings and the western end of the airport, primarily the DHL building and the airport control tower. There are two small wind turbines also visible from much of the receptor area. Despite this, the view is generally one that is rural in nature but with the increasing influence of large-scale infrastructure around the airport.	High / Medium	Small	Localised	Permanent	Slight	Moderate / Minor Adverse (Not significant)	Minor Adverse (Not significant)	No	
Receptor Group - Area to the south of Diseworth (Viewpoints 8, 9 & 18)	The village of Diseworth sits at the base of a small valley with the site located on the northern slope above it. To the south of the village, the land slopes up again which results in views back across the valley towards the site with the village sat below. The airport sits behind the site on a plateau but is largely screened from view by the existing screen planting that wraps around the southern edge. The exception to this is the control tower and high mast lighting which are both clearly visible. Moving up the valley slope in a southerly direction, existing development at East Midlands Gateway and the Ratcliffe on Soar power station also begin to come into view (VP18). When viewed across the valley the application site sits on the skyline with the proposed building parameters breaking the skyline. From further south these buildings would sit in front of development at East Midlands Gateway and the power station (VP18), but from closer to the site, the development would appear above and to the right of Diseworth with the buffer between the two less evident than elsewhere (VP8). Proposed mitigation planting would begin to further screen lower parts of the development as it matures. Both the 'with' and illustrative 'without' parameter options provide a similar extent of visibility when viewed from here. Whilst ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible in longer views back towards the application site. The commitment to minimise light spill and to protect ecologically sensitive areas along this boundary would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. The proposed development would sit in the wider context of existing lighting along trunk road routes and at the airport, which are both often visible in the baseline view.	High / Medium	Medium	Localised	Permanent	Moderate	**Moderate Adverse (significant)**	**Moderate Adverse (significant)**	No	
Receptor Group - Area between Long Mere Farm and M1	This receptor group covers the area to the south of the A42 where the ZTV suggests visibility. The area is sparsely populated with only a few individual farmsteads. There are several PRoW that	High / Medium	Small	Localised	Permanent	Slight / Negligible	Minor Adverse (Not significant)	Minor Adverse (Not significant)	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
to the south of the A42 (Viewpoint 11)	have potential for visibility of the site including one running from Long Mere Lane to Belton, Footpath L33 and L49. From this area, the actual extent of visibility is more limited than the ZTV suggests due to topography and vegetation that prevent more consistent views back toward the application site. Where the proposed development is visible, it is usually in the context of both the Ratcliffe on Soar power station and East Midlands Gateway which are also widely visible. As with closer views to the south of the development, the location of the site would result in the buildings sitting on and above the skyline when visible. As per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, the avoidance of large unbroken facades and barrel vaulted roofs would aid with blending the development into the skyline reducing the visual prominence.									
Receptor Group - Area around Long Whatton (Viewpoint 10 & 17)	As with Diseworth, views from the core of the village of Long Whatton are limited in nature due to the density of the housing. Around the periphery of the village the ZTV suggests further areas of visibility, but these areas are mostly not publicly accessible so are not considered within the assessment. The exception to this is from the PRoW to the south of the village (L52 and L55). From L52 the extent of visibility is less than implied in the ZTV, with vegetation and the adjacent motorway restricting visibility back towards the site. From L55 the view opens up as you climb the hill moving away from the village with views back towards the site across the A42 / M1 junction. Also, from the western end of the village, there is the potential for views from the road as one approaches the M1 bridge, as there is no development to the north of the road and the views in the direction of the site open up. From this location, there is fairly extensive vegetation running along the M1 / A42 trunk road corridor which prevents more open views back towards the application site. This would screen much of the development, although some parts would still be visible sitting on the skyline between existing vegetation. Whilst visible, the proposed development would be placed behind the M1, which is also visible and elevated at this point, creating a firm separation between the two. It is unlikely that any of the proposed mitigation planting would reduce the extent of visibility once established when viewed from here. As per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, avoidance of large unbroken facades and barrel-vaulted roofs would aid with blending the development into the skyline reducing the visual prominence.	High / Medium	Small	Limited	Permanent	Slight / Negligible	Minor Adverse (Not significant)	Minor Adverse (Not significant)	No	
Receptor Group - Area to the East of the M1 (Viewpoint 12)	This area comprises land to the east of the M1 between Long Whatton and the A6. The area is sparsely populated with limited access with the receptor group comprising Kegworth Lane / Whatton Road and the PRoW to the east of it. When viewed from this direction, the application site sits behind the M1 and Donington Park Services, both of which have mature planting belts to aid with screening them from the surrounding landscape. As a result, there is limited opportunity for views towards the proposed development, with the views of the development parameters broken up by the built form of the motorway services and surrounding vegetation. This results in only glimpsed partial views of the proposed development parameters. In addition, the motorway is elevated above the adjacent landscape and visible from much of this area resulting in a clear sense of separation from the proposed development. It is unlikely that any of the mitigation planting would have a notable effect on the visibility of the proposed development as it matures. As per the Design Code and DAS, the proposed material/appearance	Medium	Small	Limited	Permanent	Slight / Negligible	Minor Adverse (Not significant)	Minor Adverse (Not significant)	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	treatment of the proposed buildings such as the use of muted neutral colour tones, avoidance of large unbroken facades and barrel-vaulted roofs would aid with blending the development into the skyline reducing the visual prominence.									
Key Routes - M1	Approaching the site from the north, visibility would be obscured by the airport and associated infrastructure. Moving past the location of the application site, visibility is limited by the existing mature screen planting along the motorway and the embankments formed to merge the A42 with the motorway. As a result, views towards the proposed development are limited in nature and only likely as occasional glimpsed views on the approach from the south and would be seen as part of the wider development at the airport, including the more prominent East Midlands Gateway.	Low	Small / Negligible	Limited	Permanent	Negligible	Negligible Adverse (Not significant)	Negligible Adverse (Not significant)	No	
Key Routes - A42	The A42 runs to the south and east of the application site, merging with the M1 to the immediate south of the airport. The dual carriageway has a robust mature vegetated screen that prevents views towards the site along most of the route, with the potential for views through gaps in vegetation limited to a short stretch running between Diseworth Brook and the merger with the M1. When visible the proposed development would sit on the skyline and would introduce larger scale development into an area further south than is currently visible when travelling along the trunk road network. The extent of visibility would be limited by vegetation along the roadside which would allow for only occasional glimpsed views of the proposed development. As per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, the avoidance of large unbroken facades and barrel-vaulted roofs would aid with blending the development into the skyline reducing the visual prominence. The proposed mitigation planting would begin to offer some limited benefit to views towards lower parts of the proposed development as it matures.	Low	Small	Localised	Permanent	Slight	Minor Adverse (Not significant)	Minor Adverse (Not significant)	No	
Key Routes - A453 (Viewpoint 1)	The A453 runs down the eastern and southern edges of East Midlands Airport. Views towards the site are restricted along the eastern edge by the woodland buffer that wraps around the edge of the airport. The application site comes into view at the roundabout to the north-east of Donington Park Services, with the northern boundary of the site running adjacent to the road from here until the main entrance to the airport by the Leonardo Hotel. Visibility of the application site extends a further 200m westwards before vegetation begins to obscure the view. There is then potential for occasional glimpsed views of the proposed development to the east of the junction with Grimes Gate before becoming obscured through a combination of vegetation and topography. The visibility of the proposed development would be extensive for the 1.5km stretch adjacent to the northern boundary with occasional glimpsed views to the west of this for a further 1km. For the main stretch of visibility to the north of the application site, the road is street lit with views through vegetation to the existing development on the southern edge of the airport. The A453 also provides the main access to the airport with three junctions providing access to the airport. The section adjacent to the application site is street lit with a mature hedgerow forming the boundary of the site. The proposed parameters would provide a minimum 10m width planted buffer to supplement the existing hedgerow and would seek to replicate the landscape treatment on the northern side of the road that provides a buffer to development at the airport. The proposed development on the application site would be visible along the whole northern boundary, with existing vegetation providing a screen to lower level that would be reinforced with new planting to further enhance the screen as it matures. Upper parts of the proposed building	Medium	Medium / Large	Wide	Permanent	Substantial	**Major / Moderate Adverse (significant)**	**Moderate Adverse (significant)**	No	

1 Landscape and Visual

Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
	would still be visible, however, as per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, the avoidance of large unbroken facades and barrel vaulted roofs would aid with blending the development into the skyline reducing the visual prominence. This section of the A453 would change from one that runs around the edge of the airport to one that runs through development associated with it.									
Recreational Routes - Cross Britain Way (Viewpoints 4,5,7,9,10 & 18)	The Cross Britain Way runs across the study area in an east / west direction. In terms of the potential visibility of the proposed development on the route, the ZTV suggests pockets of visibility from Hathern, through Long Whatton and Diseworth and then eastwards towards Tonge and Breedon on the Hill. Site assessment work helped to establish a reduced extent of visibility, with the site first becoming visible on the route approaching from the west around Woodhouse Farm to the west of Diseworth (VP18). From here, visibility would remain until the route drops down into Diseworth (VP7) with limited visibility within the core of the village. The proposed development would then become visible again as the route passes along Clements Gate (VP4), staying visible until the route passes over the A42 (VP5 & 9). To the east of the A42 there is unlikely to be more than occasional glimpsed views of parts of the development (VP10). To the west of Diseworth the proposed development would appear above the village on the opposite valley slope. For much of the route here the development parameters sit within the context of other development at the airport which is also visible on the horizon. It would however be more prominent in the view. The building would break the skyline along most of the route where visible. To the east of Diseworth the topography between the recreational route and the application site restricts visibility to lower parts of the development, however the top part of the building parameters would be visible and would break the skyline along much of this part of the route. Whilst proposed mitigation planting would begin to further soften views as is establishes, views towards the top part of buildings would remain. As per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, the avoidance of large unbroken facades and barrel-vaulted roofs would aid with blending the development into the skyline reducing the visual prominence. The development would result in large-scale development becoming more prominent along this section of the Cross Britain Way. It should however be noted that this section of the route also crosses two trunk roads at this location and from many locations also provides views towards other large scale regional developments such as the Ratcliffe on Soar power station, the airport and East Midlands Gateway, therefore reducing the potential visual impact on users of the route. For the portions of the recreational route to the south of the site, whilst ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible. The commitment to minimise light spill and to protect ecologically sensitive areas along this boundary would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. This would sit in the wider context of existing lighting along trunk road routes that the Cross Britain Way crosses and other large infrastructure such as the airport and East Midlands Gateway, which are visible at points along the route in the baseline view.	Medium / High	Medium	Intermediate	Permanent	Moderate	**Moderate Adverse (significant)**	Moderate Adverse (Not significant)	No	

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Receptor(s) affected	Description of Impact	Receptor Sensitivity	Scale of Change	Geographical Extent	Duration	Magnitude	Scale of Effect & Significance	After 15 years	Additional Mitigation proposed?	Further information
Recreational Routes - National Cycle Route 15 (Viewpoint 3)	The route follows the road from Belton to Diseworth, cutting through the village along Hall Gate before heading up Grimes Gate to the airport entrance. From the A42 underpass onwards, with the exception of the part within the village, the proposed development would be visible with the proposed development parameters breaking the horizon. Close to the A42 crossing the proposed development would be visible alongside the Ratcliffe on Soar power station whereas for closer views either side of Diseworth the development would be visible primarily in isolation. As per the Design Code and DAS, the proposed material/appearance treatment of the proposed buildings such as the use of muted neutral colour tones, the avoidance of large unbroken facades and barrel-vaulted roofs would aid with blending the development into the skyline reducing the visual prominence. Due to the proximity to the site, whilst ground level activity including vehicle movements would be largely screened, there is still the potential for street lighting and building mounted lighting to be visible from points along the route as it runs along Grimes Gate. The commitment to minimise light spill and to protect ecologically sensitive areas along the western boundary would aid in mitigating the night time view and ensure that the visual effect would not exceed that assessed during day time. This would sit in the wider context of existing lighting along trunk road routes and at the airport which are both visible in the baseline view.	Medium / High	Medium	Intermediate	Permanent	Moderate	**Moderate Adverse (significant)**	Moderate Adverse (Not significant)		

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1.7. Additional Mitigation & Enhancement Measures

1.7.1. Proposed Mitigation & Enhancement Measures

Table 1.7.1 identifies the additional mitigation measures that have been proposed in order to address the effects identified in Section 1.6, as well as the effectiveness of those measures, and how they would be secured. Possible enhancement measures have also been identified where relevant.

Table 1.7.1
Proposed Mitigation & Enhancement Measures

Stage	Receptor(s) affected	Possible effect being mitigated	Mitigation / Enhancement measure	How secured / trigger	Further information
Construction	Landscape Fabric	Potential damage to the health and vitality of trees and woodland that are to be retained.	Implementation of a tree protection plan in accordance with British Standard 5837: 2012 Trees in relation to design, demolition and construction	Planning condition	N/A
Construction	Landscape Fabric	Poor quality soil being used in soft landscape areas	A soil resource study should be conducted prior to any topsoil strip on site to determine which topsoil is the best for retention in soft landscaped areas. The study should also set out how topsoil is to be stripped and stored to prevent contamination with subsoil / rubble etc. The soil resource study should also be used to inform the bund design to ensure that anaerobic conditions are not created and that soil placement is conducted in a way that avoids compaction issues.	Planning condition	N/A
Construction	Landscape Fabric	Poor quality soft landscape	Provide full detailed soft landscape scheme with full NBS specifications including for subsoil / topsoil requirements and any standard details such as tree pits etc.	Planning condition	N/A
Operation	Landscape Fabric	Poorly maintained soft landscaping and failure to provide net gain provision on site	Provide a 30-year Landscape and Ecological Maintenance and Management Plan (LEMP) for each phase of the development to ensure successful establishment and ongoing maintenance / management to achieve assumed growth rates.	Planning condition / S106 agreement	N/A

1.8. Residual Effects

Additional mitigation presented in Table 1.7.1 would not alter the effects identified within Section 1.6. Accordingly, the residual effects would be the same as those presented within Section 1.6 and are not repeated here to avoid repetition.

1.9. Landscape and Visual: Inter-Development Cumulative Effects

The assessment of inter-project cumulative effects has been undertaken in two parts, as follows:

– An assessment of the effects of the proposed development and other cumulative schemes as identified in ES Chapter 2: EIA Methodology which were agreed with NWLDC through the EIA Scoping process and subsequently updated to reflect any update to cumulative schemes.

1.9.1. Cumulative Schemes

The assessment of the inter-development cumulative effects for those schemes agreed with NWLDC through the EIA Scoping process broadly takes place over two stages, the first of which is screening to identify those schemes with the potential to lead to cumulative effects when considered in combination with the proposed development. The second stage then presents the assessment for the cumulative schemes ‘screened in’ for assessment. Constructed and operational elements of East Midlands Gateway, development within the airport and the smart motorway were included within the baseline and as such have not been considered here.

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Screening of Cumulative Schemes

The screening exercise undertaken for the cumulative schemes identified in Chapter 2: EIA Methodology of this volume of the ES, is included in Table 1.9.1.

Table 1.9.1
Landscape & Visual: Inter-development Cumulative Effects Assessment: Cumulative Scheme Screening for Scenario 5

Reference:	Cumulative scheme	Scheme Description	Potential for cumulative effects?	Considered within assessment?
22/01116/FULM	Land Between A453 and M1 J23 Ashby Road Kegworth	4no. B2/B8 units located on parcel of land between A453 and M1 to the immediate east of the airport. Potential for cumulative landscape and visual effects	Potential for cumulative effects to views from the east of M1 and transient views on PRoW and road network	Yes
23/01712/FULM	Donington Park Service Area ground mounted solar scheme	Proposals for a 7.15MW solar scheme within the area of land to the immediate south of the services. Potential for cumulative landscape and visual effects	The retention of boundary vegetation on the submitted Landscape Parameter Plan would ensure that this development does not visually interact with the application site. The site of the solar scheme currently forms part of an informal circular route used by the local community that also includes Hyam's Lane. However, as this contains undesignated routes through private land it does not require consideration as part of a cumulative assessment.	Yes
18/02227/FULM, as amended by 22/00680	EM Point Finger Farm J23A M1 Castle Donington	Erection of 3no. office buildings, access, car parking, landscaping and associated works. Potential for cumulative landscape and visual effects	Potential for cumulative effects to views from the east of M1 and transient views on PRoW network.	Yes
23/00680/FUL	Internation Passenger Terminal, Beverley Road, East Midlands Airport	Proposed extension to passenger terminal security hall and associated alterations. No potential for cumulative landscape and visual effects	Proposals sit within the core of the airport development with the existing screen around the airport preventing any notable interactions with the proposed development in landscape and visual terms.	No
14/00541/OUTM; 19/00878/REMM; 19/01757/REMM	Site Adjacent Computer Centre and Junction 24 Derby Road Kegworth DE74 2DF	Development of up to 150 dwellings with open space and landscaping, access, and other infrastructure work (outline – all matters reserved) Potential for cumulative landscape effects	When considered on an individual basis the proposed dwellings sit outside of the ZTV and do not offer the potential for collective views of the proposed development and the dwellings. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	Yes
12/00323/OUTM; 16/00394/REMM	Land adjoining 90 Ashby Road Kegworth	Residential development of up to 100 dwellings including means of access, associated earthworks, open space provision, community facilities, other associated infrastructure (Outline – all matters other than part access reserved). Potential for cumulative landscape effects	When considered on an individual basis the proposed dwellings sit outside of the ZTV and do not offer the potential for collective views of the proposed development and the dwellings. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	Yes
21/00869/FULM	Plot 3, East Midlands Distribution Centre, Castle Donington DE74 2HL	Construction of 2 no. units to be used for storage or distribution (Use Class B8), with ancillary office accommodation and associated service yards & infrastructure. Potential for cumulative landscape effects	These two units have now been built out on an existing plot within the East Midlands Distribution Centre development. When considered on an individual basis the proposals are unlikely to interact with the proposed development in landscape and visual terms. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	Yes
22/00054/FULM	Plot 4, East Midlands Distribution Centre, Castle Donington DE74 2HL	Construction of a storage and distribution facility to be used for B8 use class, with ancillary office accommodation and associated service yard and	This unit has now been built out on an existing plot within the East Midlands Distribution Centre development. When considered on an individual basis the proposals are unlikely to interact with the proposed development in	Yes

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Reference:	Cumulative scheme	Scheme Description	Potential for cumulative effects?	Considered within assessment?
		infrastructure n.b. Plot 1 has recently been completed providing 48,500 sqm distribution unit. Potential for cumulative landscape effects	landscape and visual terms. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	
P/07 /2740/2	Land at Holywell Park Ashby Road Loughborough Leicestershire	Site for the erection of a science and enterprise park	The site sits outside of the study area and does not notably interact with the proposed development in landscape and visual terms.	No
P/14/1833/2	Land at West of Loughborough, Leicestershire	Outline planning permission for residential development up to 3,200 dwellings; up to 16 ha of employment land of B1/B2 and B8 uses; a mixed-use Community Hub of up to 4 ha comprising a local convenience retail unit (2,000 sqm); up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses, sites for Gypsy, Travellers and Travelling Show people provision totalling 1 ha; 2 primary schools up to 2 ha each; strategic open space including allotments; access roads and new Strategic Link Road; open space/landscaping and associated works; principal means of access; restoration of Garendon Park and assets; all other matters to be reserved.	Whilst of considerable size the Garendon Park proposals sit outside of the study area and do not notably interact with the proposed development in landscape and visual terms.	No
24/01200/FULM 24/00582/EIA	Sawley Interchange Tamworth Road Sawley Nottingham	Development of the site to provide unit for employment purposes within use classes B2 / B8 with ancillary offices, car parking, landscaping, service yard areas, ancillary structures and associated works including changes to ground levels and formation of new attenuation basin.	The site is located within the study area but to the north of the airport. Whilst the ZTV suggests the possibility of visibility from within the site, in reality if the proposed development were visible from here it would be in the context of the East Midlands Gateway development that sits in between. As such there are no notable interactions with the proposed development in landscape and visual terms. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	
18/01115/FUL; as amended by 19/01823/NMA	Site of Former Sawley Crossroads Service Station	Erection of 5 no. industrial units (use class B1c) and associated parking.	The site is located within the study area but to the north of the airport. As such there are no notable interactions with the proposed development in landscape and visual terms. The site is of a small scale and as such is also unlikely to provide any notable in combination cumulative effects relating to landscape character.	No
09/01226/OUTM; 16/00465/VCUM	Land North and South of Park Lane, Castle Donington	Residential development of up to 895 dwellings with associated highway works, including a new western relief road linking Back Lane with Hill Top, 6.07ha of employment uses (B1: 7,613sqm; B2/B8: 24,546sqm), new primary school (1.1ha); a public house (Use Class A4: 0.2ha), public open space, play areas and strategic landscaping (Outline - all matters reserved other than access in respect of the proposed relief road and proposed junctions serving the remainder of the development)	The site sits at the edge of Castle Donington to the north of the airport. As such there are no notable interactions with the proposed development in landscape and visual terms. The site forms a natural extension of the town towards the bypass, and its residential nature is unlikely to provide any in combination cumulative effects relating to the landscape character.	No
20/00316/OUTM 22/00954/REMM 24/00575/VCIM	Land at Netherfields Lane, Sawley	Demolition of existing structures and the erection of new building to accommodate up to 78, 967sqm of storage and distribution (Use Class 88) and ancillary office (Use Class 81) floorspace, with associated infrastructure including access, parking, servicing and landscaping (outline- all matters other than part access reserved). Potential for cumulative landscape effects	The site is located within the study area but to the north of the airport. Whilst the ZTV suggests the possibility of visibility from within the site, in reality if the proposed development were visible from here it would be in the context of the East Midlands Gateway development that sits in between. As such there are no notable interactions with the proposed development in	Yes

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Reference:	Cumulative scheme	Scheme Description	Potential for cumulative effects?	Considered within assessment?
			landscape and visual terms. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	
19/01496/OUTM 24/00074/REMM	Land South of Junction 1 Of The A50 Castle Donington Leicestershire	Development of up to 92,500 sqm GIA of storage and distribution units (88), industrial units (82) and light industrial units (81c); service yards and parking areas; new vehicular access off Trent Lane/ Station Road and Ryecroft Road with associated earthworks, drainage and attenuation features and other works (outline, all matters reserved except for the principal means of vehicular access to the site). Potential for cumulative landscape effects	The site sits within the study area but to the north of the airport. As such there are no notable interactions with the proposed development in landscape and visual terms. When considered in combination with other cumulative developments there is the potential for cumulative effects relating to the landscape character.	
23/01697/EAS 25/00865/OUTM	Land south of Donington Park and East Midlands Airport, Isley Woodhouse	Outline application with all matters except part access reserved for a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with changing and parking facilities, and access (including the realignment of the A453).	The site is located on land to the west of Diseworth and has the potential to interact with the application site in landscape and visual terms.	Yes
19/01404/FULM	East Midlands Gateway Development Ashby Road Castle Donington	Erection of natural gas refueling station together with ancillary buildings within associated access, service and yard areas and landscaping within Zone B of the East Midlands Gateway Development	Sits within Esat Midlands Gateway intermodal area which is already operational and as such is not anticipated to give rise to any additional cumulative effects	No
22/01339/LDO	Ratcliffe-on-Soar EMF Tax Site	A 273-hectare industrial and manufacturing redevelopment opportunity. This could include sustainable onsite energy generation and a centre for innovation, bringing together industry and academia to help identify and develop the technologies, solutions and skills needed to help meet the UK's Net Zero commitment.	There is potential for development on this site to interact with the proposed development in landscape and visual terms. However, the existing power station already impacts the landscape in and around the site with any redevelopment unlikely to increase landscape and visual effects when compared with the baseline.	No
8/20/01826/CTY	Ratcliffe-on-Soar Power Station, Nottingham, Ratcliffe-on-Soar, NG11 0EE	Proposed Development of the East Midlands Energy Re-Generation (EMERGE) Centre (a multifuel Energy Recovery Facility, recovering energy from waste material) and associated infrastructure. Nottingham County Council Reference ES/4154	Located within the wider power station site and is of a smaller scale than the existing chimney and cooling towers. As such it is unlikely to result in any notable additional cumulative effects when compared with the baseline	No
No applications submitted	East Midlands Intermodal Park (EMIP) Tax Site	Located adjacent to the nationally significant Toyota manufacturing plant, the site has the potential to become one of the next generation of rail connected business parks. The proposed investment would also enable a significant modal shift, from road to rail freight, reducing carbon emissions for businesses within the region.	No proposals available to assess. The location of the site is at a distance where notable cumulative effects are unlikely	No

Inter-Development Cumulative Effects Assessment

The assessment of those schemes identified in Table 1.9.1 as having the potential for cumulative effects when considered alongside the proposed development has been presented in Table 1.9.2.

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Table 1.9.2
Landscape & Visual: Inter-development Cumulative Effects Assessment – Cumulative Schemes

Stage	Receptor	Potential Cumulative effect	Additional Mitigation (if required)	Cumulative Residual Effect					
				Scale of Effect and Significance	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Key: ADV/BEN= Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible									
Landscape Receptors									
Operation	Langley Lowlands Character Area	Effects on the landscape character need to be considered at a wider scale than potential visual effects when considering the in combination cumulative effects. The proposed development is one of several large, proposed developments within the Langley Lowlands Character Area and also within the Floodplain Valleys to the north. Much of this proposed development is located to the north of the airport within the Flood Plain Valleys Character Area and includes several large commercial developments to the north of Castle Donington. Within the Langley Lowlands Character Area there is proposed residential development to the west of Kegworth, development between the A453 and M1 to the east of the airport, solar development to the south of the Donington Park Services and potential mixed-use development at Isley Woodhouse. Taken collectively with the proposed development these schemes would have a notably urbanising effect on the north eastern portion of the Langley Lowlands. The increase in commercial development would continue a trend of large developments in the wider area due to the proximity to the airport and its strategic location on the trunk road network. The in-combination effect of this would be an increased fragmentation of the historical landscape and loss of rural landscape. The proposed development contribution to this is relatively localised but forms part of a wider trend of development around, but not necessarily connected to, East Midlands Airport.	None Required	**Moderate (significant)**	ADV	LT	D	P	IRR
Operation	Landscape Setting of Diseworth Conservation Area	The proposed schemes would have some additional effect on the landscape setting of Diseworth Conservation Area when viewed from a distance, however the proposed schemes likely to contribute to this, (primarily the Isley Woodhouse scheme) would have a notable offset from the approach to the village and also work with existing field structure and vegetation ensuring that within the immediate context the effect would be minimised.	None Required	**Moderate (Significant)**	ADV	LT	D	P	IRR
Visual Receptors									
Operation	Receptor Group – Diseworth (Viewpoints 4 & 7)	The Isley Woodhouse new settlement is the primary cumulative site with the likelihood to result in cumulative effects with the proposed. The illustrative masterplan for the Isley Woodhouse site works with the existing field structure with green corridors following the two tributaries to Woodhouse Brook and screen planting proposed along the eastern edge which most closely interacts with Diseworth. The location of the Isley Woodhouse site is offset to the west of Diseworth with a rural buffer maintained between the two sites. Viewpoint 6 would be located within the settlement boundary with Viewpoint 7 just outside of the eastern boundary. Within Diseworth there are limited opportunities for both areas of development to be visible at the same time. However, when considering the approaches to the villages, while the immediate rural backdrop would be maintained, the wider view in the landscape would be likely to become more urban in nature.	None	Moderate (Not significant)	ADV	LT	IND	P	IRR

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Stage	Receptor	Potential Cumulative effect	Additional Mitigation (if required)	Cumulative Residual Effect					
				Scale of Effect and Significance	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Key: ADV/BEN= Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible									
Operation	Receptor Group - Grimes Gate and PRoW to the west (L43/1) (Viewpoint 3)	Grime Gate and the PRoW to the immediate west would potentially provide views both towards the proposed development as well as limited glimpsed potential views over towards the proposed new Isley Woodhouse settlement. Whilst the immediate rural context and setting would remain, there would be an urbanising influence over the view.	None	Moderate (Not significant)	ADV	LT	IND	P	IRR
Operation	Receptor Group – lanes and PRoW to the west of Diseworth (Viewpoints 6 & 7)	This area to the west of Diseworth would be more heavily influenced by the new settlement at Isley Woodhouse. Some of the PRoW would run through the settlement and the road running down from the A453 to the west of the village would also be close to the eastern boundary of the village. The Isley Woodhouse masterplan would introduce more built form into an area with a rural feel despite the greater visibility of existing development at the airport.	None	**Moderate / Major (significant)**	ADV	LT	IND	P	IRR
Operation	Key Routes - M1	The proposed residential development to the west of Kegworth along with the proposed development between the M1 and A453 have the potential for an urbanising effect on views from transient users of the motorway, adding to that already provided by the airport and East Midlands Gateway development. Due to the presence of this existing development the cumulative effect would be minimal.	None	Minor / Negligible (Not significant)	ADV	LT	IND	P	IRR
Operation	Recreational Routes - Cross Britain Way (Viewpoints 5,7,9,10)	The Cross Britain Way would pass along the southern edge of the Isley Woodhouse settlement resulting in a further urbanising of this section of the route for transient users. The proposals do offer some additional screen planting along the southern edge but there is likely to be views back towards the development along this part of the route which would bring urban development closer to the route further diminishing what is presently a largely rural context locally.	None	**Moderate (significant)**	ADV	LT	IND	P	IRR

1.10. In-Combination Climate Change Effects

1.10.1. Future Receptor Sensitivity

Climate change is not anticipated to affect the assessment of effects reported in this chapter. As such, an assessment of in-combination climate change effects has not been undertaken.

1.11. Works Cited

European Landscape Convention

National Planning Policy Framework (2024)

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The Leicestershire County Council Strategic Plan 2022-26

The North West Leicestershire Local Plan 2011 to 2031 (2017)

The North West Leicestershire New Local Plan 2020 to 2040 (draft for consultation)

Long Whatton Diseworth Neighbourhood Plan 2021 – 2039 (Submission Draft)

Diseworth Village Design Statement (January 2021)

Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001)

Emapsite for OS 1:50000 scale raster mapping

Environment Agency National LiDAR Programme for 1m and 2m LiDAR data (2022)

National Character Area Profile 70: Melbourne Parklands.

East Midlands Regional Landscape Character Assessment (2010)

Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire (2017)

Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001)

North West Leicestershire's: Further Landscape Sensitivity Study (2021)

Diseworth Landscape and Visual Appraisal December 2022

DEFRA Magic Map (https://magic.defra.gov.uk/magicmap.aspx).

CPRE – Great Britain's Ligh Pollution and Dark Skies Mapping

Diseworth Conservation Area Appraisal and Study (April 2001)

Long Whatton Conservation Area Appraisal and Study (February 2002)

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1.12. Summary of Text Changes from Original ES Chapter

Table 16.1.1

Text Changes to Original ES Chapter

Section Number / Table Number / Figure Number in Original Chapter	Changes to Original ES Chapter	Reason
General	References to the without and with third party land.	The 'without third party' alternative has been deleted and there is now a single Parameter Plan capturing the extent of the entire site.
1.1.2	Figure references have been updated.	The 'without third party' alternative has been deleted and there is now a single Parameter Plan capturing the extent of the entire site and additional 7no. viewpoints have been added to the assessment.
1.2.2	The LCC Strategic Plan 2022-26 info updated to reference 2024 refresh	Updated guidance issued in June 2025
1.2.2	References to Diseworth Neighbourhood Plan	2021-2039 consultation draft replaced with 2020-2040 submission draft which removed Policy LW&D4 and had minor updates to wording of other listed policies.
Table 1.2.2	New table added to review comments received post submission	To provide information on how these comments have been picked up in the revised ES update chapter
General	Cumulative assessment – Reference to the SEGRO scheme	This ES update does not include an assessment scenario of the proposed development and land to the south of Hyam's Lane
1.2.5	Changes to field survey dates	Additional site visit undertaken on 19th March 2025 to capture additional viewpoints
1.2.5	Changes to text detailing how the completed development stage will be assessed	Reference to fully rendered views for the Option 1 Illustrative scheme added
1.2.6	Developable area to 328m	Corrected to 297m
General	Diseworth Conservation Area added as a landscape receptor	Consideration of the effect on the landscape setting of this heritage receptor was requested by the LPA
General	Reference to Strategic Landscape Plan added	To accompany the updated application a Strategic Landscape Plan has been produced to demonstrate the parts of the landscape design that are fixed within any scheme that comes forward, providing a minimum extent of vegetation within any scheme that comes forward
General	References to the Design and access statement	Changed to refer to Design Code and DAS
1.2.10	('Principles' and 'Precedents') with the use of neutral and natural tones	Text updated in line with Design Code and DAS
1.2.10	'Over several years' text removed	Construction info provides more detail on timescales
1.2.10	Equally any existing screening provided outside of the site could potentially be removed at a future date and unless specifically noted as part of the cumulative assessment of other sites has not been considered within the report.	Statement simplified
General	Information added on proposed bund heights	The revised scheme commits to minimum bund heights / screen fencing along the western and south-western boundaries of the site
Table 1.5.1	47m changed to 45m and 120m to 139m	Updated to landscape buffer depths to reflect updated scheme
General	References to parapet roofs have been removed	The new scheme uses barrel vaulted roofs
General	The description of the proposed colour scheme for buildings has been amended	To reflect the descriptions in the Design Code and DAS
Table 1.5.1	Description of the development plot parameters	Text updated in line with revised parameters plan
Table 1.5.1	180m and 225m	References to extent of hedgerow removal on the northern boundary have been updated to reflect the removal required to facilitate the updated road layout
Table 1.5.1	Keep below 1 lux	Changed to commitment to keep below 1 additional lux when compared with the baseline
1.6.1	Additional items relating to bulk earthworks added to description of likely activity during construction phase	To ensure that temporary storage of soil is considered
Table 1.6.1	Additional 7no. viewpoints added to table	Additional views added following post submission comments
1.6.2	255m hedgerow removal figure adjusted	Updated to 440m removal to reflect requirement of updated road layout

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Section Number / Table Number / Figure Number in Original Chapter	Changes to Original ES Chapter	Reason
Table 1.6.2	'Be largely lost' text revised	Changed to altered as there would still be a view into the site
Table 1.7.1	Additional requirements of soil resource study added	To ensure successful establishment of vegetation on proposed bunding a requirement for a soil resource study to consider bund design has been added
Table 1.9.2	9MW solar scheme amended	Updated to 7.15MW to reflect current proposed scheme
Table 1.9.2	Will be built out change to have been built out for units at East Midlands Distribution Centre	Remaining units at East Midlands Distribution Centre have now been built out
Table 1.9.2	Land at Sawley Crossroads, Sawley SE72 2HP	Scheme and text relating to it removed from cumulative assessment
Table 1.9.2	Sawley interchange, Tamworth Road	Scheme added to cumulative assessment
Table 1.9.2	Text updated for Isley Woodhouse scheme	Updated text as outline application for Isley Woodhouse now submitted so greater level of detail available to assess against
Table 1.9.3	19/01404/FULM, 22/01339/LDO, 8/20/01826/CTY and East Midlands Intermodal Park schemes added to cumulative assessment	Schemes added in to ensure consistency between different chapters in the ES
1.11	Diseworth and Long Whatton Conservation Area Appraisal and Studies added to references	Effect on landscape setting of both Conservation Areas now considered within the LVIA