East Midlands Gateway
Phase 2 (EMG2)

Document DCO 6.4C/MCO 6.4C

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 4C

Delivery Scenario

June 2026

04

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

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

APPENDIX 4C – DELIVERY SCENARIO

(DOCUMENT DCO 6.4C/MCO 6.4C)

Version	Date	Status of Version
0	June 2026	Deadline 5

APPENDIX 4C – Delivery Scenario

This appendix provides an assessment of the impacts of the delivery of the DCO scheme on a future baseline that the Examining Panel (ExP) consider might otherwise emerge as a result of the development proposed by the Joint Application, should it be consented (i.e. comparing the delivery of the DCO scheme to a scenario where the Joint Application was instead approved and delivered).

Based on the track record of the Applicant, and the investment already made, it is considered that the probability of the DCO scheme being delivered is considered to be very high regardless of whether the Joint Application is approved and delivered (which is not considered to be probable).

The table below reports the findings of the Joint Application ES and specifically the likely significant effects identified at Section 16.3.1 of Chapter 16 for both the construction and completed development stages. **It does not provide a comparative exercise looking at the wider benefits and disbenefits of the Joint Application vs the DCO Scheme.** A comparison of benefits has been provided by the Applicant to the ExP in other submissions, specifically in the Applicant's response to Prologis' Relevant Representations (Reference REP1-051D).

This appendix refers to a number of chapters and associated appendices submitted as part of the Joint Application ES. As requested, these documents have been provided by the Applicant to the ExP as a separate enclosure comprising:

- ES, Volume II, Chapter 7: Socio-Economics (October 2025)
- ES, Volume II, Chapter 8: Transport and Access (Addendum) (May 2026)
- ES, Volume II, Chapter 13: Built Heritage and Archaeology (October 2025)
- ES, Volume II, Chapter 16: Summary of Mitigation & Residual Effects (Addendum) (May 2026)
- ES, Volume III: Landscape & Visual impact Assessment (October 2025)
- ES, Volume III: Landscape & Visual impact Assessment – Appendices (October 2025)

With regard to the landscape and visual effects outlined below, it should be noted that in accordance with ES Volume III of the Joint Application, where moderate environmental effects have been identified, these can be either 'significant' or 'not significant' based on professional judgement and this is clearly stated below as per Chapter 13 of the Joint Application ES. The likely environmental effects are considered during construction, at completion, and after 15 years (residual effect). All effects listed at Section 16.3.1 are reported in the table below.

It should be noted that, in contrast to the Joint Application, Chapter 10: Landscape and Visual of the DCO ES considers effects that are judged to be either Major or Moderate/Major as significant. The final conclusions on landscape and visual effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria set out at Chapter 10: Landscape and Visual of the DCO ES (Reference AS-041).

Table 4C.1: Assessment of Delivery Scenario

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
Construction							
Socio Economic							
Socio Economic 1	**Effects on Local and Regional Economic Activity – Construction GVA** As detailed at Table 7.6.1 of ES Chapter 7 of the Joint Application, the assessment is based on the applicant's estimated construction costs for the minimum land use quantum scenario, which totals £174 million. The assessment estimates that the construction phase will support 94No. gross FTE construction employment opportunities annually or circa 186No. full-time construction opportunities over the course of the 33-month (2.75 years) construction programme. In the absence of GVA per filled job data for the construction sector in North West Leicestershire, the North West Leicestershire GVA per filled job of £64,728 (2023 value of £61,816 based on 2023 data, adjusted to 2025 values using GDP deflators) has been used to derive the estimated GVA arising from the gross construction costs based on the estimated number of FTE positions supported during the construction period. Based on the estimated gross direct construction employment, the estimated temporary gross construction GVA is circa £120 million during the course of the construction programme.	**Moderate Beneficial (significant)** Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 7.2.2 and Table 7.2.3 of ES Chapter 7 of the Joint Application: • Receptor: NWL which is considered to be of medium sensitivity • Magnitude of impact: medium as change in GVA p.a. of between £25 – 50m	**Construction GVA** As set out at Paragraph 5.5.68 of Chapter 5 of the DCO ES (Reference REP4-020), to estimate the number of jobs required for the construction of the DCO Scheme, the average output per construction worker for the East Midlands over a period of three years (2022-2024) (£181,460) has been used in combination with the estimated construction cost of the DCO Scheme (£302 million). The assessment estimates (see Table 5.19) that the DCO Scheme will generate an average of 390 on-site construction jobs p.a. As set out at Paragraph 5.5.123, the assessment of construction GVA is based on the estimation of 290 on-site construction jobs per annum (net of displacement) generated by the construction of the DCO Scheme and an average GVA of £72,700 per construction worker. It is estimated that an additional £21.3m p.a. will be generated through construction GVA over the 4.25 year	**Major beneficial (significant)** Paragraph 5.5.123 of Chapter 5 of the DCO ES (Reference REP4-020) concludes that the DCO Scheme would have a high magnitude of impact on the high sensitivity regional and national economic activity, resulting in a major beneficial effect over the short and medium term, which is significant in EIA terms.	**Beneficial** Notwithstanding some difference in the assessment methodology between the two applications, it is clear that the DCO Scheme will generate a greater level of construction GVA than the Joint Application on its own resulting in a greater beneficial impact (major instead of moderate beneficial).	**Very high**	**Permanent**

<table>
<tr><th>Topic</th><th>Residual Likely Significant Effects arising from “future baseline” assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)</th><th>Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)</th><th>Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1</th><th>Residual Effects identified in DCO ES</th><th>Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES –

Adverse/Beneficial Impact?</th><th>Probability of Impact*</th><th>Permanent/ Temporary</th></tr>
<tr><td></td><td>Note – the DCO Applicant assumes that the £120m figures has been included in error. Based on the assumptions set out at Chapter 7 of the Joint Application ES, the figure would be £12m per annum or around £33.1m for the 33 month construction period.</td><td></td><td>construction phase of the DCO Scheme, or a total of £90.7m.</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Socio Economic 2</td><td>Regional Labour Force – construction employment

Table 7.6.1.1 of ES Chapter 7 of the Joint Application provides an Additionality Assessment for annual construction employment over the construction duration. The table is replicated below.

<table><tr><th>Additionality Steps</th><th>Additionality Application</th></tr><tr><td>Gross direct construction employment</td><td>186</td></tr><tr><td>Subtract deadweight (existing 5No. FTE supported by the existing agricultural business)</td><td>181</td></tr><tr><td>Estimated leakage (25%)</td><td>-45</td></tr><tr><td>Gross direct construction employment to target area</td><td>136</td></tr><tr><td>Less displacement (25%)</td><td>-34</td></tr><tr><td>Net direct construction employment to target area</td><td>102</td></tr><tr><td>Plus multiplier effects (1.5)</td><td>51</td></tr><tr><td>Net construction employment to target area</td><td>153</td></tr></table>
The assessment concludes that the proposed development would support the equivalent of 153No. FTE net temporary construction jobs at</td><td>Moderate Beneficial (significant)

Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 7.2.2 and Table 7.2.3 of ES Chapter 7 of the Joint Application:

• Receptor: regional construction labour market which is considered to be of medium sensitivity
• Magnitude of impact: medium as between 100 and 1,000 net FTE</td><td>Construction employment (indirect and induced)

Table 5.21 of Chapter 5 of the DCO ES (Reference REP4-020) sets out the DCO Applicant’s Additionality Assessment of Construction Employment. The table is replicated below.

<table><tr><th></th><th>Steps Involved</th><th>Average Jobs Per Annum</th></tr><tr><td>A</td><td>Construction Workers on-site (gross, direct, per annum)</td><td>390</td></tr><tr><td>B</td><td>Leakage (0%)</td><td>0</td></tr><tr><td>C</td><td>On-site jobs (direct) (A+B)</td><td>390</td></tr><tr><td>D</td><td>Displacement (25%) (C*25%)</td><td>-100</td></tr><tr><td>E</td><td>Multiplier (2.0 for construction) ((C+D)* (2.0-1)</td><td>295</td></tr><tr><td>F</td><td>Off-site employment induced by construction employment (net, indirect) (D+E)</td><td>195</td></tr><tr><td>G</td><td>Net additional employment from the construction of the DCO Application (C+F)</td><td>585</td></tr></table></td><td>Minor beneficial (not significant)

The indirect and induced construction employment effects of the DCO Scheme are not considered in isolation at Chapter 5 of the DCO ES (Reference REP4-020).

Overall, Chapter 5 of the DCO ES concludes that on- and off-site construction employment generated by the proposed development would result in a minor beneficial effect, which is not significant in EIA terms.</td><td>Beneficial

Comparing the assessment for the Joint Application and the DCO Scheme highlights a different approach to the assessment of impact significance.

Notwithstanding the conclusion on significance, it is clear that the DCO Scheme will result in a greater number of additional construction jobs than the Joint Application (195 jobs p.a. compared with 77 jobs p.a.) and the DCO Scheme will therefore result in</td><td>Very high</td><td>Permanent</td></tr>
</table>

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	the regional level throughout the duration of the construction period, or broadly equivalent to 77No. per year.	employment opportunities are generated	Paragraph 5.5.81 of Chapter 5 of the DCO ES concludes that accounting for the positive multiplier effects and discounting for potential displacement effects results in an additional 195 jobs created off-site per annum on average over the 4.25 year construction period for residents of the Study Area.		greater beneficial effect.		
Transport							
Transport 1	**Pedestrian Delay** Section 8.3.1 of ES Chapter 8 of the Joint Application notes that PRoW Footpath L45 passes through the northeastern part of the application site, providing pedestrian connectivity between the village of Diseworth and the A453 near Finger Farm roundabout. From Diseworth, Footpath L45 follows the route of Hyam's Lane. Footpath L45 will be temporarily closed during the construction phase with no diversion route to be provided as there are no viable alternative routes. The temporary closure of Footpath L45 will cause an increase in journey lengths as people divert to an alternate route.	**Major Adverse (significant)** Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 8.2.4 and Table 8.2.9 of ES Chapter 8 of the Joint Application: • Receptor: users of footpath L45 which are considered to be of low sensitivity • Magnitude of impact: high as there will be a large increase	At Section 21, the submitted CEMP (Reference REP4-018D) makes clear that a combination of appropriate temporary diversions and closures will be implemented before the commencement of any component of works. The details will be agreed through the submission and approval of P-CEMPs in accordance with Requirement 11 of the DCO and this will include details of any temporary routes and the timing of the provision of access to permanent routes. Any permanent and temporary stopping up of rights of way must be undertaken in accordance with Article 12 of the DCO and any necessary approvals obtained accordingly.	n/a	**Neutral** It has not been determined yet whether Footpath L45 will have to be temporary closed or will be diverted during the construction of the DCO Scheme. It is likely that an alternative route can be provided and the details of any temporary closures or diversion routes will be agreed in accordance with the requirements of the DCO.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
		(>500m) in journey length					
Archaeology							
Archaeology 1	**Effects on local non-designated archaeological deposits** At Section 13.3.1 of ED Chapter 13 of the Joint Application, it is noted that a geophysical survey was undertaken which identified possible enclosures and other linear and curvilinear features of possible Iron Age or Roman original. Agricultural features, including ploughing trends and former field boundaries, were also recorded. The geophysical survey was followed by a programme of trial trenching which indicated that the anomalies recorded on the geophysical survey related to Iron Age and Roman activity. Table 13.4.1 of ES Chapter 13 of the Joint Application concludes that the construction of the proposed development will result in the complete removal of these archaeological remains. An archaeological investigation will be undertaken prior to the construction of the proposed development, which will preserve archaeological deposits by record. Whilst the resulting research will contribute to the increased knowledge and understanding of the Iron Age and Roman landscape within the application site, this offsets, rather than alters, the overall effects on archaeological deposits as they will still be removed.	**Minor (not significant) to Moderate Adverse (significant)** Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 13.2.3 and Table 13.2.4 of ES Chapter 13 of the Joint Application: • Receptor: previously unrecorded archaeological deposits of low-medium sensitivity • Magnitude of impact: removal of archaeological deposits resulting in a medium to high	**Archaeological resources** As set out a Para 12.2.5 to 12.2.6 of Chapter 12 of the DCO ES (Reference REP4-024), a detailed programme of archaeological evaluation was undertaken comprising a geophysical survey and subsequent programme of geoarchaeological assessment, fieldwalking, and trial trenching. A number of archaeological receptors were identified which will be affected by the DCO Scheme. These include: • AR1: Middle to Late Iron Age Peripheral Settlement Activity • AR2: Iron Age and Roman Agricultural Activity • AR3: Post-Medieval Field Boundaries • AR4: Post-Medieval Ridge and Furrow AR5: Existing Post-Medieval Field Boundaries of Historic Interest • AR6: Undated Ditches The proposed development will result in the complete, or near complete, removal of these archaeological remains.	**Moderate-minor Adverse (not significant)** (AR1, AR2 and AR5) **Negligible (not significant)** (AR3, AR4, and AR6) Chapter 12 of the DCO ES (Reference REP4-024) concludes that the proposed development will result in the complete, or near complete, removal of these archaeological remains resulting in a high magnitude impact. AR1, AR2, and AR5 are considered to be of Low sensitivity. As a result, a **Moderate-Minor Adverse** significance of effect would arise on these archaeological features.	**Adverse** The DCO Scheme will result in the complete, or near complete, removal of archaeological remains across a larger area than the Joint Application. A programme of archaeological investigation will be undertaken in advance of the construction works commencing to offset (mitigate) the effects by allowing the potential to be released through recording and publication.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
		magnitude of impact		AR3, AR4, and AR6 are considered to be of No Importance in terms of sensitivity. As a result, there would be a **Negligible** significance of effect on these archaeological features.			
Landscape & Visual							
Landscape & Visual	**Landscape and Visual Impacts** Section 1.6.1 of ES Volume III of the Joint Application states that the construction works 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. 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 set out below.	Effects are considered further under 'Completed development'	**Landscape and Visual** Chapter 10 of the DCO ES (Reference AS-041) concludes that the construction phase of the development will result in some significant adverse impacts on landscape and visual receptors. This includes the landscape of the EMG2 Works and its immediate context and visual receptors including: • Residents of some properties at the edge of Diseworth and more distant properties to the south and south-east of the site • Users of stretches of the footpath at Hyams Lane, Long Holden, The Cross Britain Way and some stretches of other PROWs close to the south, north and west of Diseworth • Road users of stretches of the A453 (alongside the site), Grimes Gate (leading into Diseworth from the north), The Green (south-east of	**n/a**	n/a	**n/a**	**n/a**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
			Diseworth) and the minor roads close to the west of Diseworth, and • Users of a relatively short stretch of PROW (L112) alongside and close to the southern edge of Plot 16. Although Chapter 10 of the DCO ES (Reference AS-041) identifies that these effects would occur as a result of the construction phase, they are **considered further below** to enable a comparison between Joint Application and the DCO Scheme.				
Completed Development							
Socio Economic							
Socio-Economic 3	**Effect on local labour force from operational employment** Table 7.6.2.1 of ES Chapter 7 of the Joint Application sets out the Joint Applicants' assessment of the number of direct jobs that will be created by the proposed development. It has been assumed that between 115,556 sq.m. to 135,000 sq.m. of employment floorspace including 20% B2 will be delivered at the site. The following employment densities have been applied: • B2 (industrial): 36 sq.m. per FTE job • B8 (warehousing): 97 sq.m. per FTE job Based on these assumptions, the proposed development would generate between 1,643 and 1,919 FTE jobs.	**Moderate Beneficial (significant)** Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 7.2.2 and Table 7.2.3 of ES Chapter 7 of the Joint Application: • Receptor: local labour force which is considered to	**Effects of operational employment on the Study Area** Chapter 5 of the DCO ES (Reference REP4-020) has assessed the impacts of employment generated during he operational phase of the DCO Scheme on the Study Area. As set out at Paragraph 5.2.9, the Study Area comprises the County areas of Leicestershire, Derbyshire and Nottinghamshire. The Study Areas is therefore larger than the area considered in the Joint Application assessment for the local area (North West Leicestershire). Table 5.22 of Chapter 5 of the DCO ES provides an assessment of the number of direct jobs that will be created by the proposed development.	**Major-moderate beneficial (significant)** Paragraph 5.5.107 of Chapter 5 of the DCO ES (Reference REP4-020) concludes that the magnitude of the operational phase's potential impact on the moderate sensitivity I&L workers in the Study Area is expected be high, resulting in a moderate to major beneficial effect over the long term, which	**Beneficial** Notwithstanding some difference in the approach to the assessment of operational employment, it is clear that the DCO Scheme will result in a significantly greater number of employment opportunities both on- and off-site.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	Table 7.6.2.2 provides an assessment of the potential additional (indirect and induced) employment generated by the proposed development at the local level. Accounting for the positive multiplier effects (1.1) and discounting for potential leakage (50%) and displacement (25%) effects results in an additional 676 to 790 job at the local level.	be of medium sensitivity • Magnitude of impact: medium	The table sets out a number of assessment scenarios including the worst-case assessment which assumes that 100% of the proposed floorspace (300,000sq.m.) will be delivered for B8 (warehousing) at an employment density of 95 sq.m. per FTE job. The table includes a scenario where 20% of the floorspace is assumed to come forward for B2 (industrial) uses at a density of 36 sq.m. per FTE job. Based on these assumption the development is estimated to generate a minimum of 3,160 FTE jobs (100% B8). This increases to 4,110 jobs if 20% B2 is provided. Table 5.23 provides an assessment of the potential additional (indirect and induced) operational employment generated by the proposed development. Accounting for the positive multiplier effects (2.06) and discounting for potential displacement (25%) effects results in an additional 2,020 jobs within the Study Area.	is significant in EIA terms.			
Socio Economic 4	**Effects on local and regional economic activity – GVA** As detailed at Table 7.6.1 of ES Chapter 7 of the Joint Application, the assessment is based on the estimated gross direct employment	**Major – Moderate Beneficial (significant)** Assessment of significance is	**Operational GVA** As set out at Paragraph 5.5.125 of Chapter 5 of the DCO ES (Reference REP4-020), the assessment is based on the estimation of 2,775 net on-site	**Major beneficial (significant)** Chapter 5 of the DCO ES (Reference REP4-020) considers	**Beneficial** Notwithstanding the difference in approach to the calculation of GVA	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	associated with the minimum land use quantum scenario, which totals 1,643No. FTE. In the absence of GVA per filled job data for the manufacturing / transport and storage sectors in North West Leicestershire, the North West Leicestershire GVA per filled job of £64,728 (2023 value of £61,816 based on 2023 data, adjusted to 2025 values using GDP deflators) has been used to derive the estimated annual GVA contribution arising from the gross direct employment opportunities. The annual gross contribution to GVA from operational employment is estimated at approximately £106m per annum.	based on criteria for sensitivity of receptor and impact magnitude defined at Table 7.2.2 and Table 7.2.3 of ES Chapter 7 of the Joint Application: • Receptor: East Midlands which is considered to be of medium sensitivity • Magnitude of impact: large as change in GVA p.a. is over £50m	operational jobs (on-site jobs net of displacement) generated by the operation of the DCO Scheme and an average GVA of £49,250 per worker in the 'Transport and Storage' sector. The assessment estimates that an additional £137m per annum in GVA will be generated once the DCO Scheme is operational. Paragraph 5.5.126 of Chapter 5 of the DCO ES notes that this is a conservative estimate, as a proportion of the off-site multiplier effects would also impact the study area.	the GVA generated by the proposed development together with the estimated business rates and benefits resulting from the EMG2 Main Site's Freeport status, to come to a conclusion on the contribution the DCO Scheme will make to regional and national economic activity. It concludes at Para 5.5.133 of Chapter 5 of the DCO ES (Reference REP4-020) that the magnitude of the operational phase's potential impact on the high sensitivity regional and national economic activity will be high, resulting in a **major beneficial impact** over the medium and long term, which is significant in EIA terms.	generated by the operation of the development, it is clear that the DCO Scheme will result in a higher level of GVA.		

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
Socio Economic 5	**Effects on regional labour force from operational employment** Table 7.6.2.1 of ES Chapter 7 of the Joint Application sets out the Joint Applicants' assessment of the number of direct jobs that will be created by the proposed development. It has been assumed that between 115,556 sq.m. to 135,000 sq.m. of employment floorspace including 20% B2 will be delivered at the site. The following employment densities have been applied: • B2 (industrial): 36 sq.m. per FTE job • B8 (warehousing): 97 sq.m. per FTE job Based on these assumptions, the proposed development would generate between 1,643 and 1,919 FTE jobs. Table 7.6.2.3 of ES Chapter 7 of the Joint Application provides an assessment of the potential additional (indirect and induced) employment generated by the proposed development at the regional level. Accounting for the positive multiplier effects (1.5) and discounting for potential leakage (10%) and displacement (25%) effects results in an additional 1,658-1,938 job at the regional level.	**Major – Moderate Beneficial (significant)** Assessment of significance is based on criteria for sensitivity of receptor and impact magnitude defined at Table 7.2.2 and Table 7.2.3 of ES Chapter 7 of the Joint Application : • Receptor: regional labour force which is considered to be of medium sensitivity • Magnitude of impact: large as over 1,000 net FTE employment opportunities will be generated	**Effects of operational employment on the Study Area** Chapter 5 of the DCO ES (Reference REP4-020) has assessed the impacts of employment generated during he operational phase of the DCO Scheme on the Study Area. As set out at Paragraph 5.2.9 of Chapter 5 of the DCO ES (Reference REP4-020), the Study Area comprises the County areas of Leicestershire, Derbyshire and Nottinghamshire. The Study Areas is therefore smaller than the regional area (East Midlands) considered by the assessment for the Joint Application. The assessment remains as per the 'effect on local labour force from operational employment' set out above.	**Major-moderate beneficial (significant)** The development would result in a **Major-moderate beneficial** as per the 'effect on local labour force from operational employment' set out above.	**Beneficial** The assessment remains as per the 'effect on local labour force from operational employment' set out above.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
Landscape							
Landscape 1	**Landscape Effects on the fabric of the site** Section 1.6.2 of ES Volume III of the Joint Application considers that 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.	**Major Adverse (significant)** Due to the nature of the proposed development and the direct change to the landscape of the application, the change would be transformative and would be expected to be major adverse.	**Landscape Effects on site and immediate context** As noted at Paragraph 10.5.117 of Chapter 10 of the DCO ES (Reference AS-041), the construction landscape effect of the EMG2 Works will arise from the progressive removal of existing landscape features and planting and from the consequential changes to the character of the landscape. This will include changes arising from the earthworks strategy and the formation of the development plateaus and perimeter mounding and from the progressive and increased presence of the proposed large scale buildings and associated infrastructure on the EMG2 Main Site as this is developed. Paragraph 10.5.119 of Chapter 10 of the DCO ES (Reference AS-041) concludes the removal of some existing trees, hedgerows and planting; the subsequent earthworks operations; and the building construction activities and progressive appearance of these buildings will inevitably result in a marked impact on the local landscape. As highlighted at Paragraph 10.5.228-10.5.230 of Chapter 10 of the DCO ES (Reference AS-041), the landscape effects of the EMG2 Works development will gradually reduce over time following	**Moderate-Major Adverse (significant)** As set out a Paragraph 10.5.120 of Chapter 10 of the DCO ES (Reference AS-041), the magnitude of landscape change arising from construction of the proposed development upon the landscape of the site and its immediate context will be high, resulting in a Major Adverse construction landscape effect. The landscape effects will gradually reduce over time and after 15 years the residual landscape effect of the proposed development on the site itself and its immediate context will be Moderate/ Major Adverse.	**Neutral** Both the Joint Application and the DCO Scheme will have a marked impact on the local landscape resulting in significant residual impacts.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
			the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial landscape effects over time. The main residual change and benefits in landscape terms will arise from the maturing and management of the outer and perimeter landscape and planting proposals, which will assist in mitigating the influence of the proposed development on the site's immediate landscape context and in assimilating the built development proposals. The proposed woodland, tree, scrub and other planting and grassland proposals will establish and mature to form a robust and connected perimeter landscape and will include valuable new public access routes and informal recreation benefits, as part of the proposed Community Park. The influence of the proposed development upon the surrounding landscape will reduce gradually over time with the maturing of the woodland, trees and other planting proposals, yet it will inevitably remain a strong influence over its immediate landscape context.				
Landscape 2	**Landscape effects on the Langley Lowlands Character Area**	**Moderate Adverse (significant) on completion**	**Langley Lowlands Character Area** Paragraph 10.5.118 of Chapter 10 of the DCO ES (Reference AS-041) notes that	**Minor adverse (not significant)**	**Neutral** Both the Joint Application and	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	Table 1.6.2 of ES Volume III of the Joint Application concludes that 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 the development results in Moderate scale effects 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.	**reducing to Moderate/Minor (not significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, the Langley Lowlands Character Area is considered to be of medium/low sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion reducing to moderate/minor after 15 years.	at the geographic scale of the national, regional and county scale, landscape character areas and types, the construction landscape effect of the EMG2 Works proposals will be Minor Adverse. This largely reflects the broad geographic scale of these landscapes.	As set out at Appendix 10E of the DCO ES (Reference APP-125), the Langley Lowlands Character Area is considered to be overall of medium landscape sensitivity and the magnitude of effects during construction, upon completion and after 15 on this landscape area will be low adverse resulting in a minor adverse significance of effect.	the DCO Scheme will impact the Langley Lowlands Character Area, albeit the impact is slightly higher for the DCO Scheme but still not significant in EIA terms.		
Landscape 3	**Landscape effects on landscape setting of Diseworth Conservation Area** As noted at Table 1.6.2 of ES Volume III of the Joint Application, 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.	**Moderate Adverse (significant) on completion reducing to Moderate/Minor Adverse (not significant) after 15 years**	The assessment of landscape and visual impacts at Chapter 10 of the DCO ES (Reference AS-041) does not specifically consider the landscape effects on the landscape setting of the Diseworth Conservation Area. Cultural heritage including the Diseworth Conservation Area, listed building sand features within the settlement of Diseworth and the pasture	**Minor Adverse (not significant)** Paragraph 12.5.69 of Chapter 12 of the DCO ES (Reference REP4-024), which provides an assessment of the cultural heritage impacts of the	**Adverse** Both schemes will affect the landscape setting of the Diseworth Conservation Area, although neither ES considers the residual effects	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	It concludes that 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.	As set out at Table 1.6.2 of ES Volume III of the Joint Application, the landscape setting of the Diseworth Conservation Area is considered to be of medium sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion reducing to moderate/minor after 15 years.	fields immediate surrounding the settlement have been taken into account in appraising Landscape Value of the EMG2 Works and Immediate Context. The Conservation Area's relationship with the surrounding landscape is assessed further in Chapter 12: Cultural Heritage of the DCO ES (Reference REP4-024). Paragraph 12.5.67-12.5.68 of Chapter 12 of the DCO ES (Reference REP4-024) conclude that the character and appearance of Diseworth Conservation Area is primarily derived from the historic morphology of the village and historic buildings therein. The EMG2 Works is a small part of the Conservation Area's setting, which itself, as a whole, provides a secondary level of contribution to the asset's significance. Consequently, the EMG2 Works provides a low level of contribution to the assets importance. The effect of the proposed scheme will include changes to the rural approach to the Conservation Area from the northeast and changes in views from and to the Conservation Area and in parts of the wider landscape, resulting in the alteration of an element of its rural setting.	proposed development, concludes that the operation phase will affect a portion of the wider rural setting of the Diseworth Conservation Area but will not affect the Area's character and appearance in itself. Therefore, the proposed development will result in a long term, low magnitude of impact on the Diseworth Conservation Area, and thus a Minor adverse significance of effect.	as likely to be significant.		

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
Visual							
Visual 1	**Visual effects on receptors at Hyams Lane (Viewpoint 2, 20 & 21) (PROW L45/1)** Table 1.6.2 of ES Volume III of the Joint Application considers that 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	**Major Adverse (significant) on completion reducing to Moderate/Major Adverse (not significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, the Hyams Lane receptor groups is considered to be of high/medium sensitivity. The magnitude of change will be substantial resulting in a major adverse effects at completion reducing to moderate/major adverse after 15 years.	**Receptor F1 – Users of Hyams Lane (PRoW L45/L46) (VPs B, C and D)** As set out at Appendix 10F of the DCO ES (Reference REP3-049), existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south. The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor. Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly visible to both sides, beyond the conserved and new planting. Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and	**Major Adverse (significant) on completion reducing to Moderate/Major (significant) Adverse after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of Hyams Lane are considered to be of medium/high sensitivity. The magnitude of change will be high at completion reducing to medium/high after 15 years resulting in a major adverse effects at completion reducing to moderate/major adverse after 15 years.	**Adverse** Although both schemes will have significant visual effects on users of Hyams Lane, the DCO Scheme will affect the land to the north and south of Hyams Lane and will therefore have a greater impact which will remain significant in the long-term.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
			channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route.				
Visual 2	**Visual effects on receptors from viewpoint 1 (A453)** Table 1.6.2 of ES Volume III of the Joint Application considers that 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 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 would still be visible. 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.	**Major/Moderate Adverse (significant) on completion reducing to Moderate Adverse (significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, the A453 key route is considered to be of medium sensitivity. The magnitude of change will be substantial resulting in a major/moderate adverse effects at completion reducing to moderate adverse after 15 years.	**Receptor V1 – Users of A453 alongside the Site (VPs Q & R)** As set out at Appendix 10F of the DCO ES (Reference REP3-049), existing views for users of the A453 alongside the Site are generally focussed along the road given the existing roadside hedgerows and tree planting on the northern side of the road. Views out across the landscape to the south and across the Site are largely restricted by the existing roadside hedgerow. The proposed development will be visible on the southern side of the road where it adjoins the Site. In these views conserved stretches of the roadside hedgerow will combine with new hedgerows and landscape proposals to provide a setting to the new buildings and development. A positively designed and landscaped development frontage and gateway(s)/ entrance(s) to the scheme will form part of the proposals. Views towards the proposed development will be possible from the entrance to the airport and a short	**Moderate adverse (not significant) on completion reducing to minor/ moderate (not significant) adverse after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of the A453 alongside the site are considered to be of medium sensitivity. The magnitude of change will be medium at completion reducing to low after 15 years resulting in a moderate adverse effects at completion reducing to minor/moderate adverse after 15 years.	**Neutral** Based on professional judgement, the effects of the Joint Application are considered to be significant both at completion and after 15 years, whilst the DCO Scheme would result in effects that are judged not to be significant. Notwithstanding this difference in judgement, both schemes will affect views from the A453 as both schemes have development along this frontage and the conclusion has therefore been	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
			stretch of the approaching A453 to the west of this junction.		drawn that the overall effect of the DCO development		
Visual 3	**Visual effects on PRoW to the north-east of Diseworth (Viewpoints 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. Table 1.6.2 of ES Volume III of the Joint Application considers that 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	**Major/Moderate Adverse (significant) on completion reducing to Moderate Adverse (significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, the PRoW to the north-east of Diseworth is considered to be of high/medium sensitivity. The magnitude of change will be substantial resulting in a major/moderate adverse effects at completion reducing to	**Receptor F1a – Users of PROW on north east edge of Diseworth (across field(s) south of Hyam's Lane) (Ref L46/ L47) (VP A)** As set out at Appendix 10F of the DCO ES (Reference REP3-049), existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south. The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor. Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly	**Major Adverse (significant) on completion reducing to Moderate/ Major Adverse (significant) after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of the PRoW on the north-east edge of Diseworth are considered to be of high sensitivity. The magnitude of change will be high at completion and remain high after 15 years resulting in a major adverse effects at completion reducing to moderate/major adverse after 15 years.	**Adverse** Although both schemes will result in significant visual effects on users of Hyams Lane, the DCO Scheme will affect the land to the north and south of Hyams Lane and will therefore have a greater impact on users of the PRoW.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	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 aiding in softening the appearance of the proposed development where it breaks the skyline. 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.	moderate adverse after 15 years.	visible to both sides, beyond the conserved and new planting. Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route. The proposed development will also be visible at night. The main visible night-time elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources. However, the proposed perimeter mitigation mounding and application of appropriate lighting controls/ restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding. Some existing lighting is currently evident in the direction of EMA and the A453, to the north of the Site.				

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
Visual 4	**Visual effects on receptors from Viewpoint 3 (Grimes Gate and PROW to the west (L43/1)** Table 1.6.2 of ES Volume III of the Joint Application considers that 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. 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	**Moderate Adverse on completion (significant) remaining at Moderate Adverse after 15 years but not considered significant for Viewpoint 3** As set out at Table 1.6.2 of ES Volume III of the Joint Application, Grimes Gate and the PRoW to the west are considered to be of high/medium sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion (significant) and remaining moderate adverse after 15 years (not significant).	**Receptor V5 – Users of Grimes Gate** As set out at Appendix 10F of the DCO ES (Reference REP3-049), existing views from this short stretch of road leading into Diseworth from the north are focussed along the lane with wider views partially restricted by the existing roadside hedgerows. As the road leads into the settlement area, views towards the Site are screened by houses/ buildings on the eastern side of the road. The western edge of the proposed development will be seen from this road with the clearest views limited to field entrances and breaks in the existing hedgerows. Proposed mitigation mounding and associated woodland planting on the western side of the site will provide some lower level visual screening and increasingly over time will filter/ screen views towards the higher parts of the closest buildings. The proposed development will also be partially visible at night from this short stretch of road. The main visible night-time elements at this time will be the nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources. However, the proposed perimeter mitigation mounding and application of	**Moderate/ Major Adverse (significant) at completion reducing to Moderate Adverse (not significant) after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of Grimes Gate are considered to be of medium sensitivity. The magnitude of change will be medium/high at completion and reduce to medium after 15 years resulting in a moderate/ major adverse effects at completion reducing to moderate adverse after 15 years.	**Neutral** Both schemes will have significant visual effects on users of Grimes Gate. Although the effect at completions of the DCO Scheme is considered to be more significant (moderate/major adverse in contrast to moderate adverse for the Joint Application), this is based on professional judgement with both schemes having significant effects on users of Grimes Gate at completion. These reduce to moderate adverse effects after 15 years, which is considered not to be significant for both schemes.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	mounted lighting to be visible from points along these routes. The proposed lighting would sit in the wider context of existing lighting at the airport which is visible in the baseline view.		appropriate lighting controls/restrictions (to west facing facades) will limit these effects. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be substantially screened by the proposed perimeter mounding.				
Visual 5	**Visual effects on area to the south of Diseworth (Viewpoints 8 & 9 & 18)** Table 1.6.2 of ES Volume III of the Joint Application highlights that 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	**Moderate Adverse (significant) on completion remaining at Moderate Adverse (significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, the area to the south of Diseworth is considered to be of high/medium sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion (significant) and remaining	**Receptor F5 – Users of PRoW south of Diseworth (Ref L49/ L50) (PV J)** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of two footpaths to the south of Diseworth have existing varying views over a relatively broad landscape to the north and east. From the elevated part of the footpath extending over the highest ground (see Photo Viewpoint J), the proposed development will be visible beyond the intervening fields. The proposed buildings in the west and south of the Site will be the most visible from this position. The mitigation mounding and associated woodland and other planting will over time provide some filtering and screening of the lower level parts of the development and active surrounds to the proposed buildings (e.g. service yards/ car parks/ access roads). The proposed development will also be visible at night. The main visible night-time elements at this time will be the higher parts of the proposed buildings and some of the higher proposed	**Major Adverse (significant) at completion reducing to Moderate/ Major Adverse (significant) after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of the PRoWs to the south of Diseworth are considered to be of high sensitivity. The magnitude of change will be up to high at completion and reduce to up to medium/high after 15 years resulting in a major adverse effects at completion reducing to moderate/major adverse after 15 years.	**Adverse** Both schemes will have significant visual effects on users of the PRoWs to the south of Diseworth with the DCO Scheme having a greater effect as the development extents further to the south.	**Very high**	**Permanent**

Topic	Residual Likely Significant Effects arising from "future baseline" assuming the Joint Application is approved and delivered (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Residual Effects of development pursuant to the Joint Application (as identified in Joint Application ES Chapter 16, Section 16.3.1)	Relevant assessments identified in the DCO ES broadly equivalent to the likely significant effects identified in Joint Application ES Chapter 16, Section 16.3.1	Residual Effects identified in DCO ES	Impact of DCO development on residual likely significant environmental effects identified in Joint Application ES – Adverse/Beneficial Impact?	Probability of Impact*	Permanent/ Temporary
	between the two less evident than elsewhere (VP8). Proposed mitigation planting would begin to further screen lower parts of the development as it 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 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.	moderate adverse after 15 years.	luminaires/ light sources. Lower level lighting associated with the vehicles and use of the service yards/ car parks will also be visible yet screened in part by the proposed mitigation mounding. Application of appropriate lighting controls/ restrictions (to west facing facades) will also assist in mitigating the effects. Existing lighting is currently evident in these views, principally in the direction of EMA, to the north and north west of the Site.				
Visual 6	**Visual effects on Viewpoints 5, 7, 9, 10 and 18 (Cross Britain Way)** The Cross Britain Way runs across the study area in an east / west direction. Table 1.6.2 of ES Volume III of the Joint Application considers that 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	**Moderate Adverse (significant) on completion remaining at Moderate Adverse (not significant) after 15 years** As set out at Table 1.6.2 of ES Volume III of the Joint Application, users of the Cross Britain Way are considered to be	**Receptors F3 and F4 – Users of Cross Britain Way (Long Holden to A42) (Ref L48) (VPs G & H) and Users of Cross Britain Way (west of Diseworth) (Ref L96) (VP I)** As set out at Appendix 10F of the DCO ES (Reference REP3-049), from the relatively lower lying stretch of the route between the edge of Diseworth and the A42, the views are relatively more contained and comprise principally the immediate fields/ farmland yet also views towards Diseworth and partial/ glimpsed views of the M1/ A42 traffic/ infrastructure.	**Up to Moderate/ Major Adverse (significant) at completion reducing to Moderate Adverse (not significant) after 15 years** As set out at Appendix 10F of the DCO ES (Reference REP3-049), users of the Cross Britain Way are considered to be of high sensitivity. The	**Adverse** Both schemes will have significant visual effects on users of the Cross Britain Way with effects reducing once the proposed landscaping is established and matures. The DCO Scheme is considered to have a greater effect than the	**Very high**	**Permanent**

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	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. 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	of high/medium sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion (significant) and remaining moderate adverse after 15 years (not significant).	The proposed development will be visible to the north of this stretch of the route occupying the rising ground. The proposed buildings on the lower southern part of the Site will be visible beyond the immediate field and Long Holden. Woodland proposals along the southern edge of the Site will over time restrict and filter views towards the buildings and the lower active surrounds. Existing easterly views from the Cross Britain Way to the west of Diseworth include the Site beyond Diseworth and also buildings and the control tower at the airport and more distantly the power station. The proposed development will be visible beyond Diseworth from south west of the settlement. Within these views, it will principally be the highest parts of the proposed buildings that will be visible. The mitigation mounding and associated woodland planting in the west and south west of the Site will provide some visual screening of the lower level parts of the development and active surrounds to the proposed buildings (e.g. service yards/ car parks/ access roads). The proposed development will also be visible at night. The main visible night-time elements at this time will be the	magnitude of change will be up to medium/ high at completion and reduce to up to medium after 15 years resulting in a moderate/ major adverse effects at completion reducing to moderate adverse after 15 years.	Joint Application as the development extents further to the south.		

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	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.		nearest proposed buildings and potentially some of the higher proposed luminaires/ light sources. The proposed perimeter mitigation mounding on the southern edge of the Site will however limit night time views towards lower level vehicular activity associated with the service yards and car parks. Existing lighting is currently evident in the direction of EMA, to the north of the Site and associated with the A42/ M1 road corridors.				
Visual 7	**Visual effects on Viewpoint 3 (National Cycle Route 15**) As set out at Table 1.6.2 of ES Volume III of the Joint Application, 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	**Moderate Adverse (significant) on completion remaining at Moderate Adverse (not significant) after 15 years** As set out at Table 1.6.2 of ES Volume III, users of the National	Visual effects on users of the cycle route have not been specifically considered at Chapter 10 of the DCO ES (Reference AS-041) and there is therefore no comparable analysis for the DCO Scheme. However, Chapter 10 of the DCO ES (Reference AS-041) considers the impacts on residents occupying homes along the route to the north (R1), within Diseworth (R2 and R6) and to the south-west (R9 and R10) and users of Grimes Gate (V5).	**n/a**	**Adverse** Although not specifically assessed within ES Chapter 10 of the DCO ES (Reference AS-041), it is likely that, similarly to the Joint Application, the DCO Scheme would result in	**Very high**	**Permanent**

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	alongside the Ratcliffe on Soar power station whereas for closer views either side of Diseworth the development would be visible primarily in isolation. 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.	Cycle Route 15 are considered to be of medium/high sensitivity. The magnitude of change will be moderate resulting in a moderate adverse effects at completion (significant) and remaining moderate adverse after 15 years (not significant).			significant visual effects on users of the National Cycle Route 15 and is likely to results in greater visual effects as the development extends further to the south		