

**East Midlands Gateway  
Phase 2 (EMG2)**

**Document [6.11]**

ENVIRONMENTAL STATEMENT

**Volume 1 Main Statement**

Chapter 10

# Landscape and Visual

[January] 2025

# 10

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

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# 10. Landscape and Visual

## 10.1. Introduction

10.1.1. This chapter of the ES assesses the likely significant environmental effects of the **Scheme** in respect of landscape and visual matters. In particular, this chapter describes the methods used for assessment and details of the criteria used to determine significance; the relevant legislation and landscape and visual policy context; the baseline landscape and visual conditions at and surrounding the site; the potential impacts and effects as a result of the **Scheme**; any mitigation or control measures required to reduce or eliminate adverse effects; and the subsequent residual effects and likely significant effects associated with the **Scheme**.

10.1.2. This chapter is accompanied by a series of figures and appendices as follows:

### Figures

- Figure 10.1: Aerial Photograph
- Figure 10.2: Aerial Photograph (Wider Context)
- Figure.10.3: Landscape Character (National and County)
- Figure 10.4: Landscape Character (Local) [to be completed]
- Figure 10.5: Environmental Designations and Features
- Figure 10.6: Topography
- Figure 10.7: Photo Viewpoints and Visualisations Locations
- Figure 10.8: Photo Viewpoints and Visualisations Locations (Wider Context)
- Figure 10.9: Photo Viewpoints
- Figure 10.10: Visual Receptors [to be completed]
- Figure 10.11: Illustrative Landscape Masterplan
- Figure 10.12: Illustrative Landscape Cross Sections
- Figure 10.13: Visualisations [to be completed]

### Appendices

- Appendix 10a: Landscape and Visual Impact Assessment (LVIA) Criteria; including Visualisations (Photomontages) and Visibility/ ZTV Methodology
- Appendix 10b: Zone of Theoretical Visibility (ZTV)
- Appendix 10c: Landscape Effects Table (LET) [to be completed]
- Appendix 10d: Visual Effects Table (VET) [to be completed]

## 10.2. Scope and Methodology of the Assessment

### Introduction

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

10.2.2. In summary, the GLVIA3 states:

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

10.2.3. There are two components of LVIA:

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

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

10.2.4. The components of this report include baseline studies; description and details of the landscape proposals and mitigation measures to be adopted as part of the **Scheme**; identification and description of likely effects arising; and an assessment of the significance of these effects.

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

### Assessment of Landscape Effects

10.2.6. GLVIA3 states that *“An assessment of landscape effects deals with the effects of change and development on landscape as a resource”* (GLVIA3 paragraph 5.1).

10.2.7. The baseline landscape is described by reference to existing published Landscape Character Assessments and by a description of the site and its context.

10.2.8. A range of landscape effects can arise through development. These can include:

- Change or loss of elements, features, aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
- Addition of new elements that influence character and distinctiveness of the landscape;
- Combined effects of these changes.

10.2.9. The characteristics of the existing landscape resource are considered in respect of the susceptibility of the landscape resource to the change arising from this development. The value of the existing landscape is also considered.

10.2.10. Each effect on landscape receptors is assessed in terms of size or scale, the geographical extent of the area influenced and its duration and reversibility. In terms of size or scale of change, the judgement takes account of the extent of the existing landscape elements that will be lost or changed, and the degree to which the aesthetic or perceptual aspects or key characteristics of the landscape will be altered by removal or addition of new elements. Geographical extent is considered by reference to the extent of the area over which there will be a change. Duration is considered for the landscape effects, with short term effects being defined as those lasting less than 5 years, medium term effects lasting between 5 and 10 years and long-term effects being defined as anything over 10 years in duration.

10.2.11. The level of effect is determined by considering the sensitivity of the landscape receptors and the magnitude of effect on the landscape. Final conclusions on the overall landscape effects are drawn from the assessment components described. This assessment describes the nature of the landscape effects, and whether these are adverse or beneficial, at the following stages of development; construction, completion (year 1) and longer term (year 15).

10.2.12. The criteria used in the assessment are set out in **Appendix 10a**.

### **Assessment of Visual Effects**

10.2.13. An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity. This assessment describes the nature of the visual effects and, whether these are adverse or beneficial, at the following stages of development; construction; upon completion; and 15 years post completion.

10.2.14. The first stage in the assessment is to identify approximate visibility/ visibility mapping. This is done by either a computerised Zone of Theoretical Visibility (ZTV), or by manual methods using map study and field evaluation. A series of viewpoints are included within the assessment that are representative of views towards the **Scheme** from surrounding visual receptors. Other views of the **Scheme** are included where it supports the description and understanding of the landscape and visual characteristics.

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

10.2.16. It is important to remember that visual receptors are all people. For each affected viewpoint, the assessment considers both the susceptibility to change in views and the value attached to views.

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

- *Residents at home;*
- *People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape or particular views;*

- *Visitors to heritage assets or to other attractions, where views of the surroundings are an important contributor to the experience;*
- *Communities where views contribute to the landscape setting enjoyed by residents in the area;*

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

*Visual receptors likely to be less sensitive to change include:*

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

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

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

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

10.2.19. The geographical extent of the visual effect in each viewpoint is likely to reflect:

- The angle of view in relation to the main activity of the receptor;
- The distance of the viewpoint from the proposed development;
- The extent of the area over which the changes would be visible.

10.2.20. As with landscape effects, the duration of the effect could be short to long term or permanent and the same definitions apply. The criteria used in this assessment are set out in **Appendix 10a**.

## Overall Landscape and Visual Effects

10.2.21. The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.

10.2.22. GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following descriptive thresholds have been used for this appraisal:

- Major;
- Moderate;
- Minor;
- Negligible.

10.2.23. Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.

### Judging Overall Significance

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

10.2.25. GLVIA3 Statement of Clarification 1/13 (2013; Landscape Institute and the Institute of Environmental Management) notes that:

*"Concerning 'significance', it is for the assessor to define what the assessor considers significant (...) Depending on the means of judgment and terminology (which should be explicitly set out), effects of varying degrees of change (or levels of change), may be derived. The assessor should then establish (and it is for the assessor to decide and explain) the degree or level of change that is considered to be significant."*

### Significance of Landscape Effects

10.2.26. GLVIA3 states, at paragraph 5.56, that:

*"There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and context and with the type of proposal. At opposite ends of the spectrum it is reasonable to say that:*

*Major loss or irreversible negative effects, over an extensive area, on elements and/ or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes are likely to be of the greatest significance;*

*Reversible negative effects of short duration, over a restricted area, on elements and/ or aesthetic and perceptual aspects that contribute to but are not key characteristics of the character of landscapes of community value are likely to be of the least significance and may, depending on the circumstances, be judged as not significant;*

*Where assessments of significance place landscape effects between these extremes, judgements must be made about whether or not they are significant, with full explanations of why these conclusions have been reached.” (GLVIA3 paragraph 5.56.)*

### **Significance of Visual Effects**

10.2.27. GLVIA3 states, at paragraph 6.44, that:

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

*Effects on people who are particularly sensitive to changes in views and visual amenity are more likely to be significant;*

*Effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant;*

*Large-scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present within the view.” (GLVIA3 paragraph 6.44.)*

### **Assumptions and Limitations**

10.2.28. The following assumptions are relevant to this chapter:

- The Residual Landscape and Visual Effects of the **Scheme** take into account the growth of the proposed planting and in particular the proposed woodland and tree planting. Typical growth rates for this planting is drawn from published sources and assumes that the proposed woodland and trees will generally be circa 7-9 metres high after 15 years.

10.2.29. The following limitations are relevant to this chapter:

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

## 10.3. Policy, Guidance and Legislative Context

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

- 10.3.1. The NPS was updated in March 2024 and sets out the need for, and government's policies to deliver, development of NSIPs on the national road and rail networks in England. This includes national road, rail and strategic rail freight interchanges.
- 10.3.2. The NPS requires applicants to carry out a landscape and visual impact assessment in line with guidance published by the Landscape Institute on undertaking such assessments and taking into account any relevant local policies. At Paragraph 5.162 it notes that *"The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project, potential impacts on views (including protected views) and visual amenity. This should include any noise and/or light pollution effects, including on local amenity, dark skies, tranquillity, and nature conservation. The assessment should also demonstrate how noise and/or light pollution from construction and operational activities on residential amenity, sensitive locations, and other receptors will be minimised."*
- 10.3.3. It goes on to state at Paragraph 5.164 that *"The project should be designed, and the scale minimised, to avoid or where unavoidable, mitigate the visual and landscape effects, during construction and operation, so far as is possible while maintaining the operational requirements of the scheme."*

### National Planning Policy Framework (NPPF) (December 2024)

- 10.3.4. Regarding landscape and green infrastructure, the Natural Environment (Section 15) of the NPPF provides a policy context for the countryside and green infrastructure. The key objectives include protecting and enhancing valued landscapes and recognising the character and beauty of the countryside.
- 10.3.5. Paragraph 187 states;
- "Planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
  - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; (...)"*
- 10.3.6. The **Scheme** lies within an undesignated landscape with no statutory or protected status for reasons of landscape quality or value, such as a National Park or National Landscape. It is also does not lie within a landscape identified as being of any particular or heightened landscape quality or interest within the development plan.



10.3.7. The character of the landscape within which the **Scheme** is situated is assessed within this chapter to help inform decisions regarding “*the intrinsic character and beauty of the countryside*”. The potential to enhance green infrastructure networks as advocated in the NPPF is also considered.

### **Planning Practice Guidance**

10.3.8. [To be completed]

### **Local Planning Policy**

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

10.3.9. The relevant development plan policy is currently provided by North West Leicestershire District Council’s Local Plan which was originally adopted in November 2017 and was re-adopted in March 2021 following an amendment to the timescale for the Local Plan review.

10.3.10. [To be completed]

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

10.3.11. The Plan Objectives are set out at Paragraph 4.4 of the consultation document. These include; achieving high quality development which responds positively to local character and which creates safe places to live, work and travel; and conserving and enhancing the district’s natural environment, including its landscape character.

10.3.12. Policy Ec3 (New Employment Allocations (Strategic Policy)) sets out the proposed employment allocations for the District in the accompanying ‘Proposed Housing and Employment Allocations’ consultation document as per below.

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

10.3.13. Section 6 of the consultation document details the identified ‘Potential Locations for Strategic Distribution’. This references the Leicester and Leicestershire Strategic Growth Plan that identified East Midlands Airport (EMA) and its immediate area as a ‘*major employment opportunity*’ and this area forms part of the ‘*Leicestershire International Gateway*’ area. It also references the designated East Midlands Freeport which includes circa 100ha of land to the south of EMA.

10.3.14. The document identifies two ‘*Potential Locations for Strategic Distribution*’, including one location that substantially matches the extents of the **EMG2 Main Site**. This location was identified by NWLDC following landscape sensitivity assessment studies undertaken in 2019 and 2021, including detailed and site specific assessments. These studies are referenced in the following Baseline Conditions section of this chapter.

10.3.15. The **EMG2 Main Site** aligns with the area identified as ‘*EMP90 (part)*’ for 81ha (including ‘areas shown for landscaping’).

10.3.16. In relation to the EMP90 (part) site, the consultation document states (on page 81):

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

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

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

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

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

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

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

10.3.17. In relation to the **EMG1 Works**, these fall within an area proposed to be identified as an Existing Employment Area (Policy E5) as shown on the Policies Map.

## Consultation

10.3.18. A summary of the key issues raised during consultation activities undertaken to date specific to landscape and visual matters is presented in Table 10.1 below, together with how these issues have been considered and addressed.

**Table 10.1: Summary of Consultations**

Date	Consultee and Type of Response	Matter Raised	Response to Matter Raised
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 2.2.9	Definition of study area for each topic to be clarified.	Study Area for LVIA reflects the area within which there are likely to be potential effects arising. This generally reflects the mapping extents included within the LVIA figures and the extent of the Zone of Theoretical Visibility (ZTV) for the <b>Scheme</b> .
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.3	Study Area should be informed by the Zone of Theoretical visibility (ZTV) and include appropriate	A series of ZTVs have been prepared to date to assist in determining the study area and identification of suitable

		visualisations and the justification for their selection.	representative viewpoints and locations for visualisations. Agreement has been sought with the LPA on the location of these viewpoints and visualisations. [Process ongoing]
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.4	Viewpoints – need to provide for the whole scheme with the number and location agreed with the relevant consultation bodies	Suggested locations for these viewpoints and visualisations have been submitted to the LPA. [Process ongoing]  Figures showing these locations are included at <b>Figure 10.[ ]</b> and <b>10.[ ]</b>
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.5	Explain and justify mitigation measures.	This matter has been given careful consideration to date and is ongoing. An explanation and justification of the mitigation measures will be included. [Process ongoing]
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.6	Scale of landscape and mitigation measures to be assessed as part of the landscape and visual effects	The landscape proposals including the mitigation mounding for part of the whole <b>Scheme</b> and will thus be assessed as part of the <b>Scheme</b> . [Process ongoing]
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.7	Assess cumulative effects and consider use of visualisations to illustrate potential cumulative effects.	Cumulative effects will be assessed and if relevant and appropriate viewpoints and/ or visualisations will be adopted to support the description and assessment of cumulative effects. [Process ongoing]
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.8	Present assumptions for heights of mitigation planting as depicted in visualisations/ photomontages and for the stated assessment years.	These assumptions will be provided.
Sept 2024	The Planning Inspectorate - Scoping Opinion ID 3.1.9	Relationship with cultural heritage assessment	Close liaison with the heritage consultants is ongoing and this has included agreement on the suggested viewpoints and photomontage/ visualisation locations. This process will

			continue and cross referencing undertaken where appropriate. [Process ongoing]
	Scoping Opinion – NWLDC	<p>LVIA to have regard for Conservation Officer response on viewpoint locations.</p> <p>NWLDC Conservation Officer comments that substantial landscape bunds would be harmful; not reflect local landscape character and not an appropriate form of mitigation</p>	Ongoing consideration of nature and extent of landscape and related mitigation proposals. Attention to the scale, form and extent of the mitigation mounding proposals; particularly in relation to landscape and visual effects. [Process ongoing]
	Scoping Opinion – Kegworth Parish Council	Request assessment of the visual effect from viewpoints on the western edge of Kegworth	<p>Suggested locations for these viewpoints and visualisations have been submitted to the LPA. This includes viewpoint on and close to the edge of Kegworth. [Process ongoing]</p> <p>Figures showing these locations are included at <b>Figure 10.[ ]</b> and <b>10.[ ]</b></p>
	Scoping Opinion – Leicestershire County Council	<p>Assessment to cover both construction and operational stages; and winter and summer conditions. Include night time assessment and ZTV.</p> <p>Mitigation measures to include cross sections and slope profiles and clarification on trees/hedgerow and planting to be retained.</p>	All matters to be considered and addressed in the LVIA. [Process ongoing]
	Scoping Opinion – Long Whatton and Diseworth Parish Council	Landscape impacts having regard to the important views and features as identified by the Long Whatton and Diseworth Landscape Sensitivity Study; and Vulnerable Landscape designation included in the	The relevant landscape character and sensitivity assessment studies have been appraised as part of the baseline work and will continue to be appraised in respect of the

		emerging Neighbourhood Plan.	assessment of effects. [Process ongoing]
	Scoping Opinion – Natural England	Natural England recommend use of Guidelines for Landscape and Visual Impact Assessment (GLVIA3) 2013 (3rd edition) for the LVIA. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code.	The LVIA is being undertaken in accordance with GLVIA3.  Local and other Design Guides are informing the landscape and related mitigation proposals as appropriate. [Process ongoing]

## 10.4. Baseline Conditions

10.4.1. This section summarises the characteristics of the existing landscape and visual conditions of the **Scheme**. Aerial photographs are included at **Figures 10.1** and **10.2** and the location and extent of the different defined Landscape Character Areas are detailed on **Figures 10.3** and **10.4**.

### Landscape Character and Sensitivity Studies

10.4.2. Landscape Character Assessments and related studies have been prepared at National, Regional, County and District-wide scales covering the site and its context.

#### National

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

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

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

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

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

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

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

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

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

#### **Regional – East Midlands Regional Landscape Character Assessment (2010)**

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

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

*“(...) The Wooded Village Farmlands Landscape Character Type is characterised by productive and well wooded rolling farmlands and valleys (...) Only limited remnants of semi natural vegetation remain in the agricultural landscape. However, broadleaved woodlands, copses and occasional meadows and unimproved grasslands in parkland*

*are important, as are areas of connective habitats such as species rich grasslands, hedgerows and river corridors.”*

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

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

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

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

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

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

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

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

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

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

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

#### ***Landscape Character Areas***

##### *Langley Lowlands LCA*

10.4.17. The **Scheme** lies within the ‘*Langley Lowlands*’ LCA. This broad LCA stretches between Shepshed and Ashby to the south and Castle Donington and Kegworth to the north. Its landscape character is described as;

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

10.4.18. Under the ‘*Description by evaluation criteria*’, the study includes the following references for the ‘Langley Lowlands’ LCA;

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

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

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

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

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

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

10.4.19. Under the landscape sensitivity judgement, the study states that this LCA is considered to have overall ‘*moderate – high*’ sensitivity to commercial development. It is relevant to note however, that this is a judgement applied to the LCA as a whole, unlike the more focussed and specific assessment undertaken in the same study for ‘*large scale industrial development (warehousing)*’ in the area focussed on the **Scheme**, namely the ‘*Northern Gateway (No. 2)*’ SOAZ. This is considered in the following sub-section under the ‘*Northern Gateway (No. 2)*’



SOAZ heading and this more relevant and focussed assessment concluded ‘*moderate sensitivity*’ to new large scale industrial development (warehousing).

10.4.20. Key landscape sensitivities for the *Langley Lowlands* LCA are identified and include;

- “*Small streams and brooks which cross the landscape, creating localised areas of steep landform.*”
- *Well-wooded character (...).*
- *Sparse settlement pattern with scattered farms and small nucleated villages, including a number designated as Conservation Areas.*
- *Long views across adjacent landscapes from higher ground.”*

10.4.21. Landscape and Green Infrastructure guidance and opportunities for the *Langley Lowlands* LCA are also stated within the study. These include the following;

- “*Avoid siting development on areas of steep landform or where it will be widely prominent within the landscape. Utilise the undulating topography and existing woodland and mature hedgerows to effectively screen development.*”
- *Protect the character, setting and integrity of the landscape’s ornamental parkland, including Staunton Harold Hall and Whatton House (Grade II\* and Grade II Registered Park and Garden) and non-registered estates including Donington Park and Langley Priory (...).*
- *Respect the pattern and vernacular of existing development and the setting of the numerous Conservation Areas within the landscape.*
- *Retain distinctive small-scale historic field patterns where they remain on the edge of settlements.”*

#### **‘Strategic Opportunity Assessment Zones’ (SOAZs)**

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

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

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

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

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

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

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

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

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

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

- *“Avoid locations on steep slopes and areas which are visually prominent.*
- *Retain the remnant small-scale field patterns within the landscape, particularly those associated with settlements.*
- *Protect the setting of valued heritage features, including archaeological remains and Conservation Areas with many Listed Buildings.*
- *Respect the form and vernacular of existing settlement within the landscape.*
- *Retain valued natural features within the landscape, including hedgerows, trees, woodland and streams.*
- *Protect the distinctive estate landscape associated with Langley Priory and the sense of time depth.*

- *Remain in keeping with the settlement form and vernacular of the existing development.*
- *Plan for its successful integration through sensitive design and siting, including use of sensitive materials and landscape mitigation to enhance sense of place. Include planting to screen large scale buildings and roads to reduce noise and visual impact.*
- *Retain the sense of separation and setting the landscape provides to existing settlements.”*

### **Summary**

10.4.26. The *Langley Lowlands* LCA covers a broad landscape tract and it is evident from this study that this landscape varies quite considerably across the LCA, with parts containing and being influenced by large scale activities, transport corridors, developments and associated infrastructure and other parts containing and being influenced by historic parkland estates and more tranquil and rural features and areas. The study recognises this juxtaposition of uses and influences. The site lies within a part of the LCA that is more influenced and more closely related to some of the larger scale and more urbanising and active uses and features.

10.4.27. Further, in respect of the **Scheme** and its immediate context, the consideration of SOAZ No. 2 ‘*Northern Gateway*’ offers a relatively more detailed and relevant assessment of this landscape, including with reference to new ‘*large scale industrial development (warehousing)*’. It concludes that this landscape is of ‘*moderate sensitivity*’ to this type of development.

### **District – North West Leicestershire Landscape Sensitivity Studies**

#### ***North West Leicestershire Landscape Sensitivity Study (July 2019)***

10.4.28. This study was prepared to inform the Local Plan Review and to provide a basis for decision making in the determination of planning applications. The study covers landscape and visual sensitivity.

10.4.29. The study appraises a series of ‘*Sensitivity Parcels*’ associated with the towns, services centres and villages across the District. The majority of the **Scheme** lies beyond the two sensitivity parcels appraised at Diseworth. However, a small part of the south western extent of the **EMG2 Main Site** does lie within parcel *13DIS-A* (referred to as ‘*Parcel A*’ in the Diseworth part of the study). The assessment of this parcel includes the following references;

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

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

*“This is a rural landscape comprising pastoral fields of varied scale, with a more distinctive landscape close to the edge of Diseworth. The overall landscape sensitivity is*

*considered to be medium to change arising from new housing development and medium-high to change arising from new employment development.”*

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

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

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

#### ***North West Leicestershire Further Landscape Sensitivity Study (August 2021)***

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

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

##### *Landscape Appraisal*

###### *Location and Character*

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

###### *Landscape Value*

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

*setting of Diseworth conservation area and its listed buildings, which lies to the south west of the parcel (...).*

#### *Landscape Susceptibility*

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

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

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

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

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

#### *Visual Value*

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

#### *Visual Susceptibility*

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

*Lower susceptibility receptors travelling on the A42 and M1 have brief and filtered views to the parcel.”*

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

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

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

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

### **Published Landscape Character Assessment and Sensitivity Studies – Summary**

10.4.39. There are a series of published landscape studies that vary from the very broad to more localised and site specific scales. At a more localised scale they describe a rolling landscape with a mix of rural and urbanising influences, with farmland and scattered woodlands. The more localised studies also highlight the relationship of the **EMG2 Main Site** to Diseworth as an important consideration in appraising and devising future employment proposals on the site.

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

### **Other Relevant Studies**

#### **Landscape Sensitivity Report: Diseworth and Long Whatton (Diseworth and Long Whatton Neighbourhood Plan Steering Group)**

10.4.41. [Under consideration]

#### **Diseworth Village Design Statement**

10.4.42. [Under consideration]

### **Landscape Designations**

10.4.43. No national or local landscape designations have been identified within or in close proximity to the **Scheme**.

10.4.44. The **Scheme** also does not lie within a landscape identified in the adopted or draft Local Plan as a 'valued landscape' in the terms of NPPF para 187 (a) and there are no specific landscape quality or value policies or designations covering the **Scheme** or its immediate context.

10.4.45. Environmental Designations and features within the landscape context of the **Scheme** are shown on **Figure 10.5**.

## Topography

10.4.46. The following should be read in conjunction with **Figure 10.6**.

### Context – Landform

10.4.47. The topography of the **Scheme's** context is quite varied yet not dramatic. The broad River Trent valley lies to the north of EMA and the River Soar valley lies beyond the M1 corridor to the east. Land to the west and south is generally more undulating with a series of smaller valleys and ridges. EMA stretches across the higher ground to the north of the **EMG 2 Main Site**. This lies at around 90-95m Above Ordnance Datum (AOD).

10.4.48. In the broader context of the **EMG2 Main Site** to the west and south west, the land rolls and rises to around 125m AOD at Breedon Hill and 120m AOD at Barrow Hill, south east of Worthington.

10.4.49. Diseworth lies at around 55-65m AOD, with Diseworth Brook falling to just below 50m AOD to the south of the site. Donington Park Services lie at around 85-90m AOD on the north east corner of the **EMG2 Main Site**. Castle Donington and Kegworth both lie on the slopes of the Trent and Soar valleys at generally between 30-80m AOD, with aspects to the north and north east, away from the **EMG1 Works**.

### EMG2 Main Site – Existing Topography

10.4.50. The **EMG2 Main Site** lies on the northern slopes of the Diseworth Brook and a valley that generally falls towards the east into the larger Soar valley. It has a general southerly aspect, with the land generally falling from north to south, and with a slight south westerly fall in the western part of the site. The land typically falls from just over 90m AOD in the north east, closest to the Donington Park Services to around 55m AOD in the south east.

10.4.51. Hyam's Lane (PROW) follows a gentle falling area of relatively higher land that extends towards Diseworth from the north east corner. This creates some variation to the south facing slopes, with a minor subsidiary valley/ dip in the landform in the south east.

10.4.52. In the west and closest to Diseworth the **EMG2 Main Site** falls to around 65-70m AOD. The north west corner lies at around 75m AOD, with a small watercourse/ ditch and minor valley landform falling south at this point from the A453 towards Diseworth.

### EMG1 Works – Existing Topography

10.4.53. The **EMG1 Works** comprise a localised area on the southern Trent valley slopes that includes landform variations that have been shaped by the existing EMG1 development and in particular

the **EMG1** Rail Terminal. The underlying aspect of this area is generally towards the north and north east and towards the River Trent to the north.

- 10.4.54. The landform variations formed from the existing EMG1 development include the Rail Terminal area which occupies a reduced level (or sunken) area, particularly as it stretches to the south. This Rail Terminal area was formed as part of the original EMG1 development proposals, from cutting down into the slopes as they rise towards the south.
- 10.4.55. The north western side of the **EMG1 Works** stretches up to the lower slopes of a substantial landform feature/ mound. This extends around the northern extent of the existing EMG1 development. Much of the rest of the landform within the **EMG1 Works** site comprises varied slopes and areas also as previously shaped by the original EMG1 development.

## **Site and Immediate Context – Landscape Character and Features**

### **EMG2 Main Site – Site and Immediate Context**

- 10.4.56. The **EMG2 Main Site** predominantly comprises a number of medium sized arable fields occupying sloping land that generally falls towards the south from its northern boundary alongside the A453. The site is strongly defined and bound by the A453 to the north and the M1/ A42 road corridors and services to the east. A track (Long Holden) defines the boundary to the south and a series of field boundaries to the west. The general aspect of the site is towards the south and south west, reflecting the underlying landform.
- 10.4.57. Hyam's Lane (a PROW) stretches though the site from the relatively higher ground in the north east to Diseworth on the western side of the site. This PROW and track is bound by hedgerows to both sides, with relatively broad grassed verge in places. The track also provides access to many of the adjoining fields within the site. The fields are generally bound by mixed native hedgerows, containing a relatively limited number of existing hedgerow trees. A small copse of trees, including a small pond exists in the north east portion of the site, alongside the boundary with Donington Park Services. Further mature trees and wooded areas surround the Services, immediately beyond the site boundary and an area of mixed scrubby habitat (and wildlife area) lies beyond the site boundary immediately to the south of the Services. Overall, the **EMG2 Main Site** is relatively contained in the wider landscape, particularly to the north.
- 10.4.58. The immediate context of the **EMG2 Main Site** beyond its boundary also includes the edge of Diseworth to the south west, and further farmland fields to the south and west. The lower lying land beyond the southern site boundary also includes Diseworth Brook, which is lined by mature trees and planting. The Green (minor road) lies immediately to the south of this watercourse and connects Diseworth with Long Whatton, to the east of the A42 and M1 road corridors. Grimes Gate (minor road) links Diseworth to the A453 and lies to the west of the site. The main vehicular entrance to EMA lies close to the north west corner on the A453.
- 10.4.59. Existing mature tree planting on the northern side of the A453 limits views towards existing development and EMA from the site, although views are possible towards the control tower and some other buildings and structures, principally from the northern part of the site. Traffic and infrastructure (signs/ gantries) on the M1 and A42 are also visible in places, although existing trees and the relative position of the motorway in cutting as it passes the Services do restrict some of these views. Traffic on the A42 is more open and visible for a stretch of this road as it passes the south east side of the site.



10.4.60. In addition to Hyam's Lane, public access is also possible along Long Holden immediately south of the site, although this route stops at the boundary with the A42 to the east. A PROW (footpath) (the Cross Britain Way) stretches across the lower lying fields to the south of the site from the edge of Diseworth to the road bridge crossing on the A42, on the Green. This route continues to the east of the A42/ M1 and to the south west of Diseworth. Other short stretches of PROW (footpaths) lie to the west of the site, with access to/ from Diseworth.

10.4.61. The general landscape character of the **EMG2 Main Site** and its immediate context is shaped by the rolling and sloping farmland with hedged fields and varying influences from Diseworth and the larger scale urbanising uses and features in close proximity to the site to the north and east.

#### **EMG1 Works – Site and Immediate Context**

10.4.62. The **EMG1 Works** site and immediate context is dominated by the existing EMG1 rail terminal and adjoining major road infrastructure and the EMG1 buildings yet also includes open grassland and drainage attenuation features and significant mounding formed as part of the EMG1 development, in addition to existing and emerging woodland.

10.4.63. [To be completed]

#### **Landscape Value**

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

#### **EMG2 Main Site – Site and Immediate Context**

10.4.65. Landscape Designations: The **EMG2 Main Site** and its wider landscape context is not subject to any national, local or other landscape designations.

10.4.66. Natural Heritage: The **EMG2 Main Site** does not include any designated ecological / wildlife sites and it is currently predominantly under arable use. The habitats of relatively greater local value comprise the mature hedgerows and hedgerow trees, small copse and pond (in the north east) and the wet ditch/ stream on the western boundary of the site. A candidate 'local wildlife site' lies beyond the site to the east and to the south of the Donington Park Services.

10.4.67. Cultural Heritage: The cultural heritage assessment identifies a number of heritage assets surrounding the **EMG2 Main Site**, including the Diseworth Conservation Area and a number of Listed Buildings and features within the settlement. The smaller scale pasture fields immediately surrounding the settlement are also of relevance to the immediate setting of this settlement. These features and areas have been taken into account in appraising Landscape Value.

10.4.68. Landscape Condition: Generally, the landscape is in good or reasonable condition and the majority of the hedgerows are continuous and appear to be under active management. The basic field pattern also appears to be largely intact yet there are some active and detracting influences from the nearby existing larger scale transport infrastructure and major

developments. The arboricultural assessment classifies the majority of the trees and hedgerows within the **EMG2 Main Site** itself as Category C, which is defined as trees which are of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.

10.4.69. Associations: There are no known associations (e.g. with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the **EMG2 Main Site** and its immediate context.

10.4.70. Distinctiveness: The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area. It does contain sloping and rolling farmland and mixed hedgerows, which are characteristic of the broader landscape yet these are not unusual or considered to be particularly fine examples or distinct across the wider character area. The smaller scale pasture fields on the immediate edge of Diseworth, though outside the site are of relatively more value in these terms. [To be confirmed]

10.4.71. Recreational Value: Hyam's Lane (PROW) stretches across the **EMG2 Main Site** and other stretches of PROW (footpaths) exist around the edge of Diseworth to the west and south of the site. There are no formal recreational uses or open access land within the **EMG2 Main Site** and public access is focussed along Hyam's Lane, linking the A453/ Donington Park Services with the north east edge of Diseworth.

10.4.72. Perceptual (Scenic): The scenic value of the landscape is variable, as the landscape context of the site encompasses a mix of uses and influences. The major road corridors (M1/ A42), including the A453 to the north influence this landscape to differing degrees as does EMA and the existing employment development to the north of the A453. The nature of the underlying landform and the presence of surrounding mature trees and planting do limit the influence of these active and large scale urbanising features in places yet they are still apparent across this landscape.

10.4.73. At this localised scale and in these terms, the most positive features and characteristics comprise the smaller scale paddocks and pasture fields to the immediate edge of Diseworth (beyond the site boundary) and the mature hedgerows and hedgerow trees within and surrounding the site.

10.4.74. Perceptual (Wildness and tranquillity): The **EMG2 Main Site** and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as an agricultural landscape, locally influenced by nearby major infrastructure yet with some relatively more contained pasture fields to the immediate edge of Diseworth. It is not a tranquil or 'wild' landscape.

10.4.75. Functional aspects: The **EMG2 Main Site** and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape.

10.4.76. **Landscape Value Conclusions (EMG2 Main Site and Immediate Context):** In conclusion and having appraised the above factors it is judged that the **EMG2 Main Site** and immediate context is of Medium Landscape Value.

#### **EMG1 Works – Site and Immediate Context**

10.4.77. **Landscape Designations:** The **EMG1 Works** site and its wider landscape context is not subject to any national, local or other landscape designations.

10.4.78. **Natural Heritage:** This site and its immediate context does not include any designated ecological/ wildlife sites and it is currently predominantly dominated by the EMG1 development. King Street Plantation lies on the edge of the site. Some areas of young native woodland and other planting and habitats lie around the development areas and zones including two sizeable drainage attenuation ponds that offer some ecological interest.

10.4.79. **Cultural Heritage:** This site does not include any designation or known heritage assets or constraints. Listed buildings within Lockington lies physically and visually separated from this site by the intervening mounding and planting.

10.4.80. **Landscape Condition:** Generally, the landscape is in good or reasonable condition and appears to be well managed and maintained.

10.4.81. **Associations:** There are no known associations (e.g. with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the EMG1 site and its immediate context.

10.4.82. **Distinctiveness:** The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area.

10.4.83. **Recreational Value:** A Public Right of Way (PROW) passes through this site yet there are no other recreational uses or features present.

10.4.84. **Perceptual (Scenic):** The **EMG1 Works** site and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as part of an active and major developed area comprising the existing EMG1 development (including the Rail Terminal), the M1 motorway, A453 and Junction 24. King Street Plantation and the existing landscape and planting areas established as part of the EMG1 development contribute positively as does other existing trees and planting within the immediate context; including on the south eastern side of Lockington.

10.4.85. **Perceptual (Wildness and tranquillity):** The **EMG1 Works** and its immediate context does not possess any particular or notable perceptual qualities. It is perceived as an area dominated by major transport and industrial infrastructure yet still with some notable woodland and landscape areas. It is not a tranquil or 'wild' landscape.

10.4.86. **Functional aspects:** The **EMG1 Works** and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green

Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape

10.4.87. **Landscape Value Conclusions (EMG1 Works and Immediate Context):** In conclusion and having appraised the above factors it is judged that the **EMG1 Works** and immediate context is of Low/ Medium Landscape Value.

### **Baseline Visual Appraisal**

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

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

### **Zone of Theoretical Visibility (ZTV) and Photo Viewpoints**

10.4.90. A Zone of Theoretical Visibility (ZTV) for the **Scheme** has been prepared and this provides a 'theoretical' area within which views towards the **Scheme** may be possible. This is included at **Appendix 10b**. A series of representative photo viewpoints have also been determined based upon the results of the ZTV and site based analysis work. The representative photo viewpoints are included at **Figures 10.9**.

10.4.91. The photo viewpoints comprise a suitably representative range of views. These include views from specific vantage points or visual receptors or are representative views for those receptors that are moving through the landscape e.g. from Public Rights of Way or road users. The photo viewpoints may demonstrate varying degrees of visibility and include both short and longer ranging views. The photographs included have been taken at different times during the 2022-2024 period and seasonal differences have been taken into account when considering visual matters and the potential change and effects that will arise from the **Scheme** upon visual receptors.

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

### **Visual Receptors**

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

#### ***EMG2 Main Site***

- Residents – including at Diseworth; on the north western edge of Long Whatton; scattered properties and farms principally to the west, south and south east of the **EMG2 Main Site**; and other more distant properties to the west, south and south east.

- Users of Public Rights of Way (PROW) – including Hyam’s Lane; Long Holden; the Cross Britain Way; and other PROWs principally to the west, south and south east; including more distant PROW to the west, south and south east.
- Users of Roads – including the A453 (adjoining the **EMG2 Main Site** to the north); A42; M1 motorway; and local roads including Grimes Gate, The Green and other limited stretches of roads principally to the west, south and south east.
- Users of Pegasus Business Park.

### ***EMG1 Works***

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

### ***Highway Works***

- [section to be completed]

10.4.94. The identified visual receptors are included at **Appendix 10d** and are referenced below as part of the baseline photo viewpoints descriptions.

### **Future Baseline**

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

## **10.5. Potential Impacts**

10.5.1. The potential impacts of the **Scheme** will be assessed in accordance with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition; April 2013) (GLVIA3). The **Scheme** has the potential to result in impacts upon the receptors detailed in the preceding sections of this chapter and potentially further receptors that may still be identified during the ongoing design and assessment work stages.

### **Construction Impacts**

10.5.2. The construction stage of the **Scheme** could generate some potential significant landscape and visual impacts, with temporary and permanent effects. The potential impacts will include:

## **Landscape:**

- Effects upon the landscape character and features of the wider Landscape Character Types and Areas within which the **EMG2 Main Site** and **EMG1 Works** are located. The potential impact of the **Scheme** at this wider landscape scale will arise from the progressive and increased presence and influence of new large scale industrial and related infrastructure development within these broader Landscape Character Types and Areas. Given the existing presence and influence of other large scale industrial, transport and infrastructure developments within these landscapes and the geographic scale and extent of these wider Landscape Character Types and Areas, the resultant potential adverse effects are not likely to be significant at this scale.
- Effects upon the landscape character and features of the **EMG2 Main Site** and **EMG1 Works** and respective contexts.
  - At a localised and site specific scale, the landscape character of the **EMG2 Main Site** will change progressively and markedly from one of predominantly farmland and a mix of rural and some urbanising elements and influences to site wide landscape dominated by new large scale employment uses and associated infrastructure and landscape areas. These potential adverse effects upon landscape features and character are likely to be significant.
  - At a localised and site specific scale, the landscape character of the **EMG1 Works** will change progressively and more moderately largely as a result of the existing character and features of this area, which is strongly influenced by existing large scale transport and industrial development, including the existing EMG1 development. These potential adverse effects upon landscape features and character are not likely to be significant.
- Effects arising from the direct loss of features, including:
  - existing fields and field pattern;
  - existing hedgerows and hedgerow trees;
  - existing other habitats, where present.

## **Visual:**

10.5.3. In visual terms, the potential impacts will include the effects of construction activity upon the following visual receptors:

### ***EMG2 Main Site***

- Residents at Diseworth; principally on the north eastern side of the settlement and including properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate, and potentially others in the south east of the settlement. The visual effects arising for these visual receptors will include the impact of the construction of the earthworks, infrastructure, buildings and landscape proposals, particularly in the west of the site. These effects will vary throughout the course of construction and for different properties at different times depending on the phasing and working arrangement of the construction. The extent of the visual effects will vary for these properties with

some experiencing greater visual impact over a longer period of the construction process and others more limited impacts.

- Residents of other generally more scattered properties principally to the west, south and south east of the site, including from the north western edge of Long Whatton. These effects will vary and will include some properties with relatively limited views over a shorter period of time and others with greater views over a longer period of time.
- Users of Hyam's Lane Public Right of Way (PROW). The construction works are likely to have a significant visual effect upon users of this PROW as it extends through the site. The visual effects may vary during the course of construction yet are likely to be significant throughout this period given the proximity of the works along both sides of the route for much of its length to the north east of Diseworth.
- Users of Long Holden and the Cross Britain Way (PROWs) alongside and close to the south of the site. The construction works are likely to have a significant visual effect for users of these stretches of PROW due to the proximity of the works.
- Users of other PROW, generally more distant and to the south and west of the site, including some routes to the north, south and west of Diseworth. The visual effects will vary for users of these PROW, largely depending on the proximity and visible extent of the construction works. The construction works may result in significant visual effects for users of some stretches of these PROW.
- Users of the A453 passing along the northern edge of the site and approaching from the site from the west. The visual effect arising for users of this stretch of the road will vary during the course of construction, with the most notable visual effects arising from construction activity across the northern part of the site and from the related highways and entrance works at the A453. The construction works may result in a significant visual effect for users of this stretch of the A453.
- Users of the A42 and M1 motorway approaching and passing the site to the south east. The nature of these views will vary, with close views to construction activity in the south east of the site evident for both road users and other approaching views possible for north bound users of the M1 motorway. The construction works may result in a significant visual effect for users of these roads.
- Users of other roads; including Grimes Gate, The Green and minor roads to the west of Diseworth. These effects are likely to vary in nature and extent and will include some more distant and restricted and others relatively more open. The construction works may result in a significant visual effect for users of some stretches of these roads.
- Users, workers and visitors to Pegasus Business Park and Hotel, Donington Park Services and East Midlands Airport (entrance off A453 only). These visual effects are likely to vary in nature and extent and many will be limited and restricted.

### ***EMG1 Works***

- Residents on the western edge of Kegworth (primarily on Windmill Way and Ashby Road). The visual effects arising for these residents will arise from the construction of the building on Plot 16. The extent of views from these properties on the edge of

Kegworth towards the **EMG1 Works** does vary with the clearest views confined to a relatively limited number of the more elevated properties on the western edge of the settlement.

- Residents of a limited number of other more scattered properties to the east of the **EMG1 Works** site (eg. at Long Lane, Kegworth). The visual effect arising for these properties during the course of construction are likely to be relatively restricted and distant with the construction activity seen in the context of wider activity and development around Junction 24 of the M1.
- Users of the PROW close to the southern edge of Plot 16 (linking across the existing mound to the west of Plot 16). Users of the stretch of PROW between the highest part of the mound and east to its junction with the rail terminal road access (north east corner of King Street plantation) will have close clear views of the construction activity associated with the Plot 16 works. The visual effects arising for users of this short stretch of PROW will be moderated by the existing active and developed immediate context of these views.
- Users of other limited PROW, generally more distant and to the east and north east of the **EMG1 Works** site. The visual effects are likely to be relatively restricted and distant with the construction activity seen in the context of wider activity and development around Junction 24 of the M1.
- Users of the A453; A6; M1 motorway and Junction 24. The nature of the views from stretches of these roads will vary, with the clearest views towards the construction activity likely to be from the A453 and the Junction 24 roundabout. Construction activity will be seen in the context of other major and active development and infrastructure.
- Users and visitor to the Hilton Hotel. These visual effects are likely to be restricted to the higher parts of the construction works associated with the Plot 16 building. Views will vary from within the hotel and grounds.

### **Highway Works**

- The proposed **Highway Works** will principally be seen from users of the respective roads. The visual effects of the construction activity associated with these works will vary yet will generally be seen within an active and road dominated setting.

### **Operational Impacts**

10.5.4. The operational stage of the **Scheme** could generate some potential significant landscape and visual impacts. The potential impacts will include:

#### **Landscape**

- Effects upon the landscape character and features of the wider Landscape Character Types and Areas within which the **EMG2 Main Site** and **EMG1 Works** are located. The potential impact of the **Scheme** at this wider landscape scale will arise from the introduction of new large scale industrial and related infrastructure development within these broader Landscape Character Types and Areas. Given the existing presence and influence of other large scale industrial, transport and infrastructure developments



within these landscapes and the geographic scale and extent of these wider Landscape Character Types and Areas, the resultant potential adverse effects are not likely to be significant at this scale.

- Effects upon the landscape character and features of the **EMG2 Main Site** and **EMG1 Works** site and respective contexts.
  - At a localised and site specific scale, the landscape character of the **EMG2 Main Site** will change markedly from the introduction of the proposed development. These potential adverse effects upon landscape features and character are likely to be significant.
  - At a localised and site specific scale, the landscape character of the **EMG1 Works** will change more moderately largely as a result of the existing character and features of this area, which is strongly influenced by existing large scale transport and industrial development, including the existing EMG1 development. These potential adverse effects upon landscape features and character are not likely to be significant.
- Effects arising from the direct loss of features, including:
  - existing fields and field pattern;
  - existing hedgerows and hedgerow trees;
  - other existing habitats, where present.

## Visual

10.5.5. In visual terms, the potential operational impacts will include the effects upon the following visual receptors:

### **EMG2 Main Site**

- Residents at Diseworth; principally on the north eastern side of the settlement and including properties on Grimes Gate, Hyam's Lane, Cheslyn Court, Clements Gate, and potentially others in the south east of the settlement. The visual effects for these receptors will arise from views principally towards the western and south western aspects of the **EMG2 Main Site** proposals. These views will encompass the outer strategic landscape and Community Park proposals and the higher parts of the proposed buildings beyond the outer landscape proposals. Views towards the active parts (roads and building surrounds) of the proposed development and the parking and services yards around the proposed buildings are likely to be substantially or entirely screened from these properties.
- The extent of the visual effects arising from the proposed development are likely to vary for these properties, generally reflecting the extent of available views towards the site and the north east of Diseworth. The proposed development may result in significant visual effects for some residents.
- Residents of other generally more scattered properties principally to the west, south and south east of the site, including from the north western edge of Long Whatton. These effects will vary and will include some properties with relatively limited and distant views and others where the proposed development will be closer and more

readily visible. It is likely to be the higher parts of the proposed buildings that will be most visible in these views, with the lower and more active surrounds to the buildings and development substantially screened by existing intervening features and planting and/ or the proposed landscape and mitigation mounding.

- Users of Hyam's Lane Public Right of Way (PROW). The proposed development will be closely and clearly visible to both sides of this PROW. The existing hedgerows and hedgerow trees along the route will be substantially conserved, with extensive new planting undertaken beyond. This will assist in mitigating and moderating the visual effects arising to some degree yet significant visual effects are likely to remain for users of this route.
- Users of Long Holden and the Cross Britain Way (PROWs) alongside and close to the south of the site. The proposed landscape and mitigation mounding along the southern edge of the site will be effective in visually screening the proposed development for users of Long Holden bordering the site. The nature of the views from the Cross Britain Way will however vary, with the buildings principally on the southern side of the site visible beyond the proposed landscape and mounding. The active service yards and lower surrounds to these buildings will however be substantially screened from view. The proposed development may result in significant visual effects for users of these routes.
- Users of other PROW, generally more distant and to the south and west of the site, including some routes to the north, south and west of Diseworth. The visual effects will vary for users of these PROW, largely depending on the proximity and visible extent of the proposed development. The proposed development may result in a significant visual effect for users of some stretches of these PROW.
- Users of the A453 passing along the northern edge of the site and approaching from the site from the west. The visual effect arising for users of this stretch of the road will generally arise from the entrance and development across the northern part of the site. The proposed development is not likely to result in a significant visual effect for users of this stretch of the A453.
- Users of the A42 and M1 motorway approaching and passing the site to the south east. The nature of these views will vary, with close views to the development in the south east of the site evident for both road users and other approaching views possible for north bound users of the M1 motorway. The proposed development is not likely to result in a significant visual effect for users of these roads..
- Users of other roads; including Grimes Gate, The Green and minor roads to the west of Diseworth. The effects are likely to vary in nature and extent and will include some more distant and restricted and others relatively more open. The proposed development may result in a significant visual effect for users of some stretches of these roads.
- Users, workers and visitors to Pegasus Business Park and Hotel, Donington Park Services and East Midlands Airport (entrance off A453 only). These visual effects are likely to vary in nature and extent and many will be limited and restricted.

### **EMG1 Works**

- Residents on the western edge of Kegworth (primarily on Windmill Way and Ashby Road). The visual effects arising for these residents will arise principally from the presence of the Plot 16 building and from the increased height of the cranes within the Rail Terminal. The Plot 16 building will be visible beyond the motorway corridor and rail terminal. It will be seen set against the backdrop of the existing mounding and to the side of King Street Plantation. The proposed building will sit well below the level of the existing EMG1 buildings also visible to the south of the plantation. The highest parts of the cranes within the terminal will also be visible from those more elevated properties with existing views towards containers stored within the Rail Terminal.
- Residents of a limited number of other more scattered properties to the east of the **EMG1 Works** site (eg. at Long Lane, Kegworth). The visual effect arising for these properties are likely to be relatively restricted and distant with any views towards the Plot 16 building be limited and seen within the context of the other more elevated buildings within the EMG1 development. Any views towards the highest parts of the cranes are likely to be limited or not visible at all from these lower lying and more distant positions.
- Users of the PROW close to the southern edge of Plot 16 (linking across the existing mound to the west of Plot 16). Users of the stretch of PROW between the highest part of the mound and east to its junction with the rail terminal road access (north east corner of King Street plantation) will have close clear views of the Plot 16 development and increased heights of the cranes within the Rail Terminal. The visual effects arising for users of this short stretch of PROW will however be moderated by the active and developed immediate context of these existing views.
- Users of other limited PROW, generally more distant and to the east and north east of the **EMG1 Works** site. The visual effects are likely to be relatively restricted and distant with the Plot 16 building seen in the context of wider activity and development around Junction 24 of the M1.
- Users of the A453; A6; M1 motorway and Junction 24. The nature of the views from stretches of these roads will vary, with the clearest views towards the **EMG1 Works** likely to be from the A453 and the Junction 24 roundabout. The Plot 16 building will be seen set at a lower level than the existing EMG1 buildings and with a backdrop of the planted and landscape mounding immediately to the west and King Street Plantation to the south.
- Users and visitor to the Hilton Hotel. These visual effects are likely to be restricted to the higher parts of the Plot 16 building and cranes. Views will vary from within the hotel and grounds.

### **Highway Works**

- The proposed **Highway Works** will principally be seen from users of the respective roads. The visual effects of the completed and operation works will vary yet will generally be seen within an active and road dominated setting.

## 10.6. Mitigation Measures

### Introduction

10.6.1. Existing landscape character and features and the visual amenity of the areas of land covered by the **Scheme** and its context have been carefully considered throughout the planning and design process and have been important factors in informing and shaping the resultant **Scheme**. This approach has entailed close collaboration between landscape, engineering, architectural, ecological consultants and other professionals. The resultant landscape components of the **Scheme** are important and integral parts of the proposals and will include both 'embedded' mitigation and other enhancement measures.

### Landscape Mitigation and Design Objectives

10.6.2. The key objectives of the Landscape and Green Infrastructure (GI) mitigation and proposals for the **Scheme** are to:

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

### Landscape and Green Infrastructure (GI) Mitigation and Proposals

10.6.3. The Landscape and GI proposals for the **Scheme** are illustrated on the accompanying Illustrative Landscape Masterplan (Ref: [ ]) and Landscape Cross Sections (Ref: [ ]). The Parameters Plan also fixes and defines the location and disposition of the landscaping buffers and other features and their relationship with the proposed built development on the site. In summary, these Landscape and GI embedded mitigation measures as part of the design proposals will include:

#### **EMG2 Main Site:**

- The provision of approximately [ ] hectares (ha) of land dedicated to landscape, GI, and biodiversity related proposals – representing approximately [ ]% of the total site area.

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

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

## **Landscape Management**

10.6.5. All of the landscape, GI and habitat areas will be managed and maintained in the long term. It is currently anticipated that this will be achieved through the implementation of a comprehensive Landscape and Ecological Management Plan (LEMP) to be determined alongside other relevant site management objectives and requirements which is considered as additional mitigation. The subsequent detailed design and management works for the landscape and GI areas will be advanced in close collaboration with the relevant authorities and other technical and environmental professionals.

## **10.7. Residual Effects**

10.7.1. The residual effects consider the effects after the incorporation of the mitigation measures. In the context of this landscape and visual impact assessment, primary mitigation measures and considerations have been incorporated as an integral (or 'embedded') part of the design and layout of the **Scheme**. This has included attention to the siting, layout and heights of the

proposed buildings and consideration of the earthworks and ground modelling/ mitigation mounding proposals.

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

10.7.3. Consideration of the likely residual effects appraises the proposed development 15 years after completion and takes into account the growth and management of the proposed and conserved planting over this time.

## **Residual Landscape Effects**

### **EMG2 Main Site**

10.7.4. In general, the landscape effects of the **EMG2 Main Site** development will reduce over time following the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial landscape effects over time.

10.7.5. 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 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.

10.7.6. 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 remain a strong influence over its immediate landscape context. The residual landscape effect of the proposed **EMG2 Main Site** development after 15 years on the Site and its immediate context is likely to be significant.

### **EMG1 Works**

10.7.7. The landscape effects of the **EMG1 Works** will reduce over time following the establishment and maturing of the proposed planting and the existing maturing planting surrounding Plot 16, including that on the existing mounding immediately to the west of Plot 16. As this surrounding landscape and planting further matures it will provide a stronger and more effective planted surround and backdrop to the Plot 16 building.

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

10.7.9. The residual landscape effect of the proposed **EMG1 Works** after 15 years on the site and its immediate context is unlikely to be significant.

## Highway Works

- 10.7.10. Any landscape proposals established as part of the **Highway Works** will assist at a localised scale and to a relatively limited degree in reducing the landscape effects over time. New native hedgerows and trees established as part of the **Highway Works** where proposed will potentially reduce the initial landscape effects to a limited extent by assisting in assimilating the **Highway Works** at a localised landscape scale.
- 10.7.11. The residual landscape effect of the proposed **Highway Works** after 15 years on the site and its immediate context is unlikely to be significant.

## Residual Visual Effects

### EMG2 Main Site

- 10.7.12. The majority of the visual effects of the **EMG2 Main Site** development will reduce over time following the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial visual effects over time.
- 10.7.13. The maturing and management of the existing and new perimeter planting will offer noticeable visual improvements and mitigation to the majority of the properties and receptors on the north eastern edge of Diseworth. It will also benefit views from other relatively more distant properties and locations to the west and south of the Site.
- 10.7.14. For some other more distant and elevated receptors to the south and north, the maturing of the existing and proposed woodland, trees and hedgerow planting may result in relatively less of a visual improvement. However, even from these locations, the new planting will assist to varying degrees in filtering and assimilating the proposed buildings in the landscape.
- 10.7.15. Overall, the residual visual effects will reduce over time due primarily to the maturing and management of the perimeter woodland, trees and planting, which for much of the immediate surrounds to the development area will be sited on the proposed mitigation mounding in the west and south. Whilst this is likely to have the most notable effect in relation to potential views from properties and receptors on the north eastern edge of Diseworth and close to the western and southern site boundaries, the visual effects will also gradually reduce more generally for most visual receptors.
- 10.7.16. The residual visual effect of the proposed **EMG2 Main Site** development after 15 years is likely to include some significant effects.

### EMG1 Works

- 10.7.17. As with the residual effects of the **EMG2 Main Site** development, some of the visual effects of the **EMG1 Works** will reduce following the maturing of planting. In this instance however, the residual visual effect is most likely to arise principally from the maturing of some of the existing EMG1 planting, undertaken as part of the original EMG1 development. This will include existing planting within and surrounding the EMG1 Rail Terminal and on the mounding to the west of Plot 16.

10.7.18. Overall, the residual visual effects will reduce for some visual receptors yet the extent of this reduction is not expected to be notable. However, the residual visual effect of the proposed **EMG1 Works** development after 15 years is unlikely to include any significant effects.

### **Highway Works**

10.7.19. Landscape proposals established as part of the **Highway Works** will assist at a localised scale and to a relatively limited degree in reducing the visual effects over time. New native hedgerows and trees established as part of the **Highway Works** where proposed will potentially reduce the initial landscape effects to a limited extent by assisting in assimilating the **Highway Works** at a localised landscape scale.

10.7.20. The residual visual effects of the proposed **Highway Works** after 15 years are unlikely to be significant.

## **10.8. Cumulative Impacts**

10.8.1. [to be completed]

## **10.9. Summary of Effects and Conclusions**

10.9.1. [to be completed]