Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement
Volume 1: Main Statement

Chapter 11: Landscape and Visual Effects

Document reference: 6.1.11

Revision: 05

January 2023

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

[redacted]

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/

Chapter Eleven ◆ Landscape and Visual Effects

INTRODUCTION

11.1 This chapter sets out an assessment of the potential landscape and visual effects, potential mitigation measures and residual effects of the Proposed Development as described in Chapter 3: *Project description* (document reference 6.1.3) of this Environmental Statement (ES).

11.2 Landscape and visual effects are independent but related issues. Landscape effects relate to changes to the landscape fabric and the features contributing to the landscape character and quality. Visual effects relate to the appearance of such changes within views and the resulting effect on visual amenity.

11.3 This chapter describes the assessment methodology, the baseline conditions at the DCO Site and surroundings, the likely significant landscape and visual effects, the mitigation measures required and the likely residual effects after these measures have been employed.

11.4 This chapter should be read in conjunction with the following ES Appendices and other pertinent documents submitted:

- Appendix 11.1 – Landscape and Visual Baseline, which includes full details of survey methods, methodology and associated drawings (document reference 6.2.11.1);
- Appendix 11.2 – Public Rights of Way Appraisal and Strategy (document reference 6.2.11.2);
- Appendix 11.3 – Soils and Agricultural Land Quality (document reference 6.2.11.3);
- Appendix 11.4 - Arboricultural Impact Assessment (document reference 6.2.11.4);
- Appendix 11.5 – Schedule of Landscape and Visual Construction Effects (document reference 6.2.11.5);
- Appendix 11.6 – Schedule of Landscape and Visual Operational Effects (document reference 6.2.11.6);
- Figure 11.1 - Order Limits and Landscape and Visual Study Areas (document reference 6.3.11.1);
- Figure 11.2 - Environmental Planning Considerations (document reference 6.3.11.2);
- Figure 11.3 - Public Rights of Way and Informal Open Space (document reference 6.3.11.3);

- Figure 11.4 - Site Character and Context (document reference 6.3.11.4);
- Figure 11.5 - Published Landscape Character Areas (document reference 6.3.11.5);
- Figure 11.6 – Topography (document reference 6.3.11.6);
- Figure 11.7 - Zone of Theoretical Visibility of the Main Order Limits in its Existing Form (document reference 6.3.11.7);
- Figure 11.8 - Zone of Theoretical Visibility of Proposed Development Parameters with Main Order Limits (document reference 6.3.11.8);
- Figure 11.9 - Photoviewpoint Locations (document reference 6.3.11.9);
- Figure 11.10 – Existing Day-time Views (document reference 6.3.11.10);
- Figure 11.11 - Potential Residential Receptors (document reference 6.3.11.11);
- Figure 11.12 – Night-time Views and Photomontages (document reference 6.3.11.12);
- Figure 11.13 - Public Rights of Way Assessment (document reference 6.3.11.13);
- Figure 11.14 - Public Rights of Way Strategy (document reference 6.3.11.14);
- Figure 11.15 - Public Rights of Way Strategy: Rail Crossings (document reference 6.3.11.15);
- Figure 11.16 – Proposed Photomontages (document reference 6.3.11.16);
- Figure 11.17 – Illustrative Landscape Sections AA to GG (document reference 6.3.11.17);
- Figure 11.18 – Illustrative Railport Sections HH and II (document reference 6.3.11.18);
- Figure 11:19 – Agricultural Land Classification (document reference 6.3.11.19);
- Figure 11:20 – Illustrative Landscape Strategy (document reference 6.3.11.20); and
- Figure 11:21 – Significant Visual Effects (document reference 6.3.11.21).

METHODOLOGY AND DATA SOURCES

Environmental Impact Assessment Scoping opinion

11.5 An Environmental Impact Assessment (EIA) Scoping Opinion was received from the Secretary of State in December 2020 (document reference 6.2.6.2) which included comments in relation to the Landscape Section of the Scoping Report. The scoping advice and how it has been addressed are summarised in Table 11.1.

Table 11.1: Secretary of State's comments from EIA Scoping Opinion in relation to the assessment of landscape and visual effects (December 2020).

PINS ID	Ref.	Inspectorate's comments	Response
4.5.1	n/a	No matters have been proposed to be scoped out of the assessment.	No response required.
4.5.2	10.10 – 10.19	The Scoping Report identifies the relevant policy relating to this aspect. It is noted that the consultation response from Hinckley and Bosworth Borough Council (HBBC) identifies further policy of relevance for informing the landscape assessment and proposed mitigation, such as Green Infrastructure provision.	These further policies have been considered in Table 11.5 below
4.5.3	10.22 & 10.54	The Scoping Report states that consultation with local authorities to inform the scope of the assessment has already commenced. Stakeholders should be consulted on the latest proposals and the viewpoints agreed based on the new Order Limits and height parameters. The outcomes of any discussions with statutory consultees should be documented in the ES and provide justification for the approach taken	Further consultation has taken place with all relevant parties as documented at para 11.30.
4.5.4	10.52	Note the input from Elmesthorpe Parish Council regarding open views from Station Road (not just St Mary's Church).	An additional view Photoviewpoint 48 has been added to the Representative Viewpoints illustrated on Figures 11.9 and 11.10 (document reference 6.3.11.9 and 6.3.11.10) and has been assessed from this location.

PINS ID	Ref.	Inspectorate's comments	Response
4.5.5	n/a	The landscape and visual impact assessment in the ES includes impacts during both day and night. The predicted light levels at the site and its vicinity should be clearly identified and the ES should explain any assumptions that the prediction of light levels has been based on.	This Landscape and Visual Impact Assessment considers both daytime and night-time impacts. A night time assessment has been undertaken and is based on the Lighting Strategy (document reference 6.2.3.3.).

11.6 Consultee responses to the Applicant's 2020 EIA Scoping Report (document reference 6.2.6.2) concerning the assessment of landscape and visual effects are summarised in Table 11.2 below.

Table 11.2: Consultee responses to the Applicant's 2020 EIA Scoping Report in relation to the assessment of landscape and visual effects (December 2020).

Consultee	Comments	Response
Blaby District Council	For both the construction and operational phases the effects of lighting and seasonal variations must be detailed.	This Landscape and Visual Impact Assessment has considered effects across the seasons and at night as well as during the day. The photoviewpoints contain a mix of summer and winter photography and day and night photography from a select number of photoviewpoint locations.
	The consideration of mitigation where significant adverse effects cannot be avoided through design should also be implemented. Consideration on its own is not sufficient.	This has been considered in the ES.

Consultee	Comments	Response
	The long-term management of any landscaping and planting areas along with any other retained planting must be considered.	A Landscape Ecological Management Plan (LEMP) (document reference 17.2) which focusses on the establishment and ongoing management and maintenance of the ecological and landscape areas throughout the Proposed Development forms part of the application.
	Taking in to account the size and height of the development it is considered that the landscape and visual impact assessment should include photomontages of the proposed developments. The viewpoints for photomontages should be agreed with stakeholders, including local planning authorities.	Photoviewpoint locations have been considered and agreed with consultees as set out in the Consultation Section later in this Chapter.
	Careful consideration should be given to the form, siting and use of materials and colours given the size of the structures. This should be in terms of minimising the adverse visual impact of them.	The Design and Access Statement (DAS) (document reference 8.1) also provides further detail whilst landscape buffers and tree planting would provide softening mitigation in views towards the Proposed Development. An Illustrative Landscape Strategy (document reference 6.3.11.20) and illustrative Landscape Sections (document references 6.3.11.17 and 6.3.11.18) are provided.
	As there will clearly be a visual impact at night as well as day, the relationship between the effects assessed in this chapter and any chapter dealing with lighting should be clearly stated to make it clear that the full range of visual effects have been assessed.	An assessment is provided within this ES with regard to potential lighting impacts, based on an outline Lighting Strategy for the Proposed Development (document reference 6.2.3.3.).

Consultee	Comments	Response
	Given the nature, scale and operation times (24 hours, 7 days a week) of the proposed project, the inclusion of a standalone chapter on lighting within the Environmental Statement would be welcomed. Where lighting could have an impact on surrounding villages and towns these impacts should be fully explored through the EIA process and suitable mitigation included.	An assessment is provided within this ES with regard to potential lighting impacts, based on an outline Lighting Strategy for the Proposed Development (document reference 6.2.3.3.).
Burbage Parish Council	The landform across the area is very gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux. The land use is predominantly agricultural and primarily arable with relatively long-distance views. Buildings are low rise and blend into the landscape.	This has been considered in the ES.
	The Applicant has listed Landscape Designations in the area which does not include Burbage Common. The Applicant states *"no Registered Parks and Gardens lie within the 5km search area"*. This clearly shows no consideration of Burbage Common has been made. This is an important asset to the local community and should have specific safeguarding references built into the ES. Note: Burbage Common is HBBC's largest countryside site and is located on the edge of Hinckley. Great for walkers, and dog lovers alike, a mix of semi-natural woodland and	Burbage Common is not on Historic England's Register of Parks and Gardens of Special Historic Interest which identifies designed parks and gardens of particular significance. However, the recreational value of Burbage Common and Woods is recognised in its Country Park status and it is considered as such in this ES.

Consultee	Comments	Response
	unspoilt grassland is 200 acres in size. In addition, the Common is well used for horses, along the trails and open landscape. There are also several paddocks and corrals along Burbage Common Road, and other livestock. The Common is immediately adjacent to the proposed site.	
	The ES should consider the impacts of light, noise and vista change upon the Common and surrounding areas and state the mitigation proposed on these impacts.	Potential lighting impacts, based on an outline Lighting Strategy (document reference 6.2.3.2) for the Proposed Development are considered in the ES. The Noise and Vibration Chapter (Chapter 10, document reference 6.1.10) sets out the potential effects of noise and vibration impacts associated with the construction and operation of the Proposed Development as well as mitigation measures. These have been considered within this ES. This ES Chapter considers the change in vistas from a number of locations within Burbage Common and Woods Country Park (see Photoviewpoints 15, 36, 42, 43 and 44) which are assessed within Appendix 11.5 (document reference 6.2.11.5) and Appendix 11.6 (document 6.2.11.6).
	The ES should consider the impacts on horse riding in the immediate area around the proposed development.	A Public Rights of Way Appraisal and Strategy (Appendix 11.2, document reference 6.2.11.2) considers the condition, usage and impact upon the bridleway network as well as a strategy for improvements to the network.
	The ES should ensure Burbage Parish Council is involved in the	Consultation has been undertaken with Leicestershire County Council's (LCC)

Consultee	Comments	Response
	visual assessment process and determining appropriate viewpoints in addition to those listed in the Scoping Report.	and HBBC upon the location of agreed Photoviewpoints as detailed in the Consultation Section later in the Chapter.
	It is noted in the Scoping Document that the Applicant may propose diversion of footpaths and rights of way running across the development site. Some of these diversions may be via underpasses.	Comment noted.
	The ES should include an assessment of the impact on amenity value of footpath diversions and will include provision for the assessment of risks to pedestrians using such routes.	An assessment of the effects on PRoWs within and surrounding the Main HNRFI Site is described Appendix 11.2 (document reference 6.2.11.2) and also in the Visual Assessment Schedules in Appendix 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6).
Hinckley and Bosworth Borough Council (HBBC)	Although lighting is mentioned in the landscape and visual effects section of the report no detail is provided of how this will be assessed for the operational use. A methodology for the assessment of lighting should be submitted and agreed. Lighting during the construction may be controlled under a Construction Environmental Management Plan (CEMP).	Narrative is provided within this ES with regard to potential lighting impacts, based on a Lighting Strategy for the Proposed Development (document reference 6.2.3.2). Lighting for construction will be controlled via a Construction Environmental Management Plan (CEMP) (document reference 17.1).
	The Scoping Report identifies the relevant policy and legislation relating to landscape and visual effects. Policy 20 of the HBBC Core Strategy provides the overarching strategy for the provision and enhancement of green infrastructure in the borough. The	The Hinckley and Bosworth Green Infrastructure Strategy (May 2020) has been considered in the preparation of the Illustrative Landscape Strategy (document reference 6.3.11.20) particularly in the creation of 22ha of new publicly accessible green space adjacent to Burbage Common and

Consultee	Comments	Response
	application site partially lies within the Southern Green Infrastructure Zone. The Borough Council has published an updated Green Infrastructure Strategy (May 2020) which will inform the preparation of the new Local Plan. The Strategy includes a range of interventions and opportunities for GI provision within the Southern GI Zone which could contribute towards enhancement and mitigation opportunities including enhancing the Southern Green Wedge, delivering a more resilient Burbage Common and Woods Sites of Special Scientific Interest (SSSI) and increased woodland planting.	Woods Country Park which accords with Spatial Priorities 6 and 10 – to enhance the Southern Green Wedge and provide a more resilient Burbage Common and Woods. (It should be noted that the enhancements actually fall within Blaby District although this doesn't diminish the role that these areas would play in the enhancement of the Country Park and the Green Wedge).
	The Scoping Report has regard to the relevant policies of the HBBC Local Plan and Landscape Character Assessment, however, regard should also be given to relevant spatial objectives of the Core Strategy including SO7 Healthier Active Communities, SO10 Natural Environment and Cultural Assets and SO12 Climate Change and Resource Efficiency. Regard should also be given to the following studies: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge Review April 2020. Landscape Sensitivity Assessment 2017	These policies and documents have been considered in as set out in Appendix 11.1 (document reference 6.2.11.1)

Historic England	We have the following specific comments to make regarding the Scoping Report 'Landscape and Visual Effects' chapter: Historic England considers it essential that heritage considerations are included in the proposed scope of the 'Landscape and Visual Effects' chapter to ensure that the results can be integrated with those of the 'Cultural Heritage' chapter. We recommend that indicative wireframes/photomontages are produced for key viewpoints where significant heritage assets are affected which should include: any views towards heritage assets in which development would be visible; views from designated heritage assets; and views between contemporaneous or otherwise associated heritage assets in which both assets and any proposed development would be visible. Viewpoints should not, in our opinion, be limited to areas and routes with public access. We recommend that any proposed list of viewpoints is reviewed with these considerations in mind. Recommendation: Historic England urges your authority to address the issues set out above with the Applicant to ensure that the EIA will provide a sound basis on which to assess the significance of any heritage assets affected and the effect on significance of the impacts of the proposed scheme. A sound EIA	There has been and will continue to be a close working relationship between landscape and heritage disciplines In the HNRFI project team. Cross-referencing between chapters is provided in the ES. Photoviewpoint and photomontage locations have been reviewed and agreed between both disciplines and consulted with each respective relevant consultees. This is described in the Consultation Section later in this Chapter. The County Archaeologist and County Landscape Architect both considered the location of representative viewpoints from their individual perspectives using the ZTV information which informed both the assessment of landscape and visual and cultural heritage receptors. The inclusion of an additional view from the Churchyard of St Mary Elmesthorpe (Photoviewpoint 53 on Figure 11.9, document reference 6.3.11.9) formed a part of this process.

Consultee	Comments	Response
	report is the basis on which to identify (and where possible avoid, minimise or mitigate) what may be substantial direct and indirect impacts on assets of local, regional and national importance.	
Leicestershire County Council	We can confirm that having studied the documents in detail, the Landscape and Visual Effects section adequately and thoroughly covers the Main site as referred to on page 15 of the document. Furthermore, we are pleased to see that this updated document includes assessment of additional viewpoints recommended by LCC in 2018.	Noted.
	We do however note that the DCO Order limits now appear to include an eastern and western arm to the development which was not previously identified in the 2018 documents; we understand that these areas are to be considered as part of this exercise and as such we would expect a full, further investigation of this wider site including the eastern and western arm and including an assessment of a number of additional viewpoints.	Additional viewpoints have been agreed as the Order Limits have changed as set out in the Consultation Section later in this Chapter.
Natural England	Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of	A plan of published landscape character areas covering the Order Limits is contained within Figure 11.5 (document reference 6.3.11.15). The ES includes an assessment of potential significant effects on landscape and visual amenity in Appendix 11.5 (document reference 6.2.11.5) for construction, and

Consultee	Comments	Response
	visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography. The European Landscape Convention places a duty on Local Planning Authorities (LPA) to consider the impacts of landscape when exercising their functions.	Appendix 11.6 (document 6.2.11.6) for operation.
	The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment, based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. The Landscape Character Assessment provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.	This ES Chapter is undertaken in accordance with industry best practice including the *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition* (GLVIA3) as produced by the Landscape Institute (LI) and Institute for Environmental Management and Assessment (IEMA).
	Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost	Comment Noted.

Consultee	Comments	Response
	universally used for landscape and visual impact assessment.	
	In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials. The EIA process should detail the measures to be taken to ensure the building design will be of a high standard, as well as detail of layout alternatives together with justification of the selected option in terms of landscape impact and benefit.	The DAS provides a design narrative in relation to the design development process of the Parameters and Illustrative Masterplan. The Illustrative Landscape Strategy and illustrative Landscape Sections Figures 11.15 (document reference 6.3.11.15) and 11.17 (document reference 6.3.11.17) have evolved over time with consideration given to all constraints as well as the need to provide appropriate green infrastructure enhancements to the area, in particular in relation to Burbage Common and Woods Country Park. A Design Code (document reference 13.1) setting out principles for the building design is also included with this application.
	The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning	ES Chapter 20 (document reference 6.1.20) sets out how cumulative sites and effects have been dealt with in this ES Chapter taking into account PINS Advice Note 17.

Consultee	Comments	Response
	application.	
	The assessment should refer to the relevant National Character Areas which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.	National Character Areas have been considered within the Landscape and Visual Baseline (Appendix 11.1, document reference 6.2.11.1), and this ES.
	Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.	A Public Rights of Way Appraisal and Strategy (Appendix 11.2, document reference 6.2.11.2) considers the condition, usage and impact upon the PRoW network as well as a strategy for improvements to the network including consideration of Green Infrastructure Policies in HBBC and Blaby District Council (BDC).
	The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or	A Public Rights of Way Appraisal and Strategy (Appendix 11.2, document reference 6.2.11.2) considers the condition, usage and impact upon the PRoW network as well as a strategy for improvements to the network. This document considers the relevant ROWIPs pertinent to the Order Limits. Coastal access routes are not relevant to the site. In terms of visual amenity, a number of photoviewpoints are taken from

Consultee	Comments	Response
	enhanced.	relevant PRoW, areas of Open Access Land and areas of public open space. These are considered within this ES.
Sharnford Parish Council	The HNRFI site will be surrounded by a landscape buffer. How will this hide a 36-metre-high building?	The building height parameters have been lowered since the Consultation Stage with the maximum building height parameter now 28m. An Illustrative Landscape Strategy and illustrative Landscape Sections are provided in Figures 11.15 (document reference 6.3.11.15) and 11.17 (document reference 6.3.11.17). Appropriate mitigation planting in the Western Amenity Area and strategic landscape area to the north of the railway would provide softening and screening of views from Burbage Common and Woods Country Park in particular as demonstrated in Photomontages at Year 15 from Photoviewpoints 16, 36, 42, 43 and 44 (document reference 6.3.11.16). Tree planting would also provide softening mitigation in other views towards the Proposed Development although it would be many years until trees may completely screen the units, if at all and it is accepted that the rooflines and upper sections of the warehouses and gantry cranes would remain visible in the longer term.
Stoney Stanton Parish Council	Section 10.4 states *"It does not consider potential effects as a consequence of development within the Order Limit boundary encompassing junction 21 of the M1 motorway".* The development within the Order Limit boundary will be the main issue with regards to Landscape and Visual effect.	No works are proposed at junction 21 of the M1 motorway.

Consultee	Comments	Response
	Earlier in the document it stated that B8 buildings will be some 33m in height, and the rail terminal will cover a significant area. If this is not taken into account then the section is pointless as this will be a major Landscape and visual effect.	
	Section 10.12 refers to local planning policy, it only refers to Blaby District, and as the development is on the border of Hinckley and Bosworth Council and indeed some of the proposed development runs through it, this should also be considered.	Hinckley and Bosworth Planning Policy is considered in the Landscape and Visual Baseline (Appendix 11.1, document reference 6.2.11.1) of this ES.
	Section 10.23 states *"… the main site does not fall within any national or local landscape designation"* is a true statement, however it fails to mention that there would be a hard border with a designated ancient woodland, Burbage Common Country park and other areas that are designated as such. The appearance of this proposed development should take this into consideration given the extensive use of Burbage Common and Woodland as an 'escape' for many people in the area and indeed the only green space for recreational purposes in the vicinity.	The adjacent Ancient Woodland is considered within the Landscape and Visual baseline (Appendix 11.1, document reference 6.2.11.1) of this ES.
	Section 10.32 states *"…in very good to excellent weather conditions*" to use this to form a representative view of the area, visits need to be undertaken in all	Winter condition views represent the worst-case scenario, when vegetation is not in leaf and intervisibility as a result is at its greatest.

Consultee	Comments	Response
	weather conditions and in all seasons to form a representative view.	
	Section 1.52 states *"In the wider landscape there will be opportunities for partial views of the proposed development from roads".* Given the proposal to build 36m high B8 buildings on a landscape that is predominantly flat, the B8 buildings will become the significant view from many areas and dwarf any natural or manmade features. The section needs to include that the proposed site will detract from the natural beauty of the Burbage Common and associated ancient woodland.	Comment noted.
	Section 10.52 needs to specify that Burbage Common Road is a single track road, unsuitable for HGV's with passing places, the description in this section leads to a vision of a main road that is used extensively.	Comment noted.
	Section 10.54 needs to reassess the other affected areas as a further increase of 6m to the height of these B8 buildings will mean there are other sensitive visual receptors. To complete the assessment using a different criteria should not be considered as appropriate.	An updated Zone of Theoretic Visibility plan (ZTV – see Figure 11.8, document reference 6.3.11.8) has been produced based on updated built development parameters.
	Section 10.59 states *"Where likely significant adverse effects cannot be avoided through design,*	Comment noted.

Consultee	Comments	Response
	additional mitigation measures will be considered." This statement needs to read *"…additional mitigation measures will be implemented".*	
	Section 10.61 only considers the impact to the immediate area, and not that to the wider areas (within 2.5km) that will also have significant detrimental detraction from the proposed development and should be considered.	Effects are considered within this ES chapter and relevant appendices 11.5 (document reference 6.2.11.5) and 11.6 (document reference 6.2.11.6).
	Section 10.104 *"opportunities exist to improve and enhance the structure of the landscape across the area"* this statement is an opinion and is contradictory to that in 10.102 where it is noted that *"development of the site in the manner proposed would alter the character of the landscape"*. However, the proposed development is summed up in a positive manner the true impact to the local area (5km) needs to be fully understood and agreed with all affected parties.	Likely significant impacts are being assessed through the EIA process, using an approved methodology.

Table 11.3: Section 42 Consultation Responses relating to Landscape Matters

Consultee	Comments	Response
Burbage Parish Council	Insufficient green space is being offered in the design to mitigate for	The proposed development brings forward an additional area of open land that extends to 22 hectares to

Consultee	Comments	Response
	the loss of openness and clean air, presently available to all users.	the south of the proposed link road, which will be provided with permissive public access.
Burbage Parish Council	Visual Landscape impact, particularly from the common area, sense of being in the countryside The proposed mass and height of this development would create an over-bearing effect	A full visual impact assessment is provided within Chapter 11 of the submitted ES. The maximum height of the units has been reduced by 2-5m in response to comments on visual effects.
Burbage Parish Council	Loss of Community Connections and excessive diversions Mitigation to ensure horses are not spooked by sudden noises in this congested area.	The PRoW strategy identifies diversion routes which would be provided to secure connectivity. In recognition that Burbage Common Road is used by walkers, cyclists and equestrians, a dedicated 'off-road' route has been formed on the eastern boundary, which would be landscaped and furnished with a Pegasus Crossing for riders crossing the A47 Link Road. A permissive route would also be available through the site.
CPRE	There are no comprehensive photomontages from the locations identified in the landscape report to enable the proposal to be visualised. Tree cover does not fully mitigate the buildings. Lighting impact is difficult to assess using the photographs provided. There is no separate lighting assessment or strategy.	Photomontages across a range of distances are included at Figure 11.16 (document reference 6.3.11.16). The assessment of the change and overall effect on views is included within Chapter 11 of the ES (document reference 6.1.11). A lighting strategy is provided as part of the DCO application (document reference 6.2.3.2) and a night-time assessment is included in this Landscape and Visual ES Chapter

Consultee	Comments	Response
	Concerns regarding receptors that would experience a high impact are downgraded as being a low significance. Burbage Common is an important asset for local residents.	with night-time views and photomontages contained at Figure 11.12 (document reference 6.3.11.12). Receptors are assessed in accordance with methodology that conforms to Industry Guidance (Guidelines for Landscape and Visual Impact Assessment, 3rd Edition).
CPRE	Amenity impacts on an urbanised and industrialised countryside. Impacts on surrounding parks, green spaces, recreational space and open spaces of importance. The PIER does not reference the Open Spaces and Recreational Study (2016).	Burbage Common and Country Park have been considered throughout the process with photoviewpoint locations within it and a landscape strategy designed to reflect the character. An extension to the publicly accessible open space of the Common is provided as part of the proposals in accordance with Policy aspirations in the 2016 Study.
Elmesthorpe PC	Concerns re overnight lighting on the village and specifically the buildings would not be lit at eaves level to minimise the impact of lighting. Seek confirmation that the lighting in vehicle parking areas and on the link road will be at height of normal street lighting. No reference to the height at which the railport is to be lit and its relationship to the illustrative earth bund and landscaping. Request details of steps taken to minimize the impact of lighting on	A lighting strategy is provided as part of the DCO application (document reference 6.2.3.2) and a night-time assessment is included in this Landscape and Visual ES Chapter with night-time views and photomontages contained at Figure 11.12 (document reference 6.3.11.12). The lighting strategy gives an indication of lighting unit heights and positions. Lighting on the units would be lower than eaves, the A47 Link Road would not be lit north of the railway line, except at the

Consultee	Comments	Response
	residents, particularly those on Billington Roads East & West, and Bridle Path Road.	junction with the B4668 where standard 8m lighting columns would be installed. Details of Railport Lighting is contained within the Lighting Strategy and included in the night photomontages in Figure 11.12 (document reference 6.3.11.12). Sections HH and II at Figure 11.18 (document reference 6.3.11.18) have been expanded to include land north of the railway line.
Elmesthorpe PC	Concerns about the visual impact of the proposed development and poor quality of visual images provided at the public consultation events. Residents felt that none of the images were "close up and personal" Discussions regarding whether the proposed warehousing can be constructed of materials in varying tones of colour so as to better blend into the landscape, and thereby reduce the visual impact.	A set of photomontages for 43 of the 54 photoviewpoint locations are included within Figure 11.16 (document reference 6.3.11.16) This includes close views as well as from more distant locations. The units have been designed to 'blend' within their surroundings, particularly in winter when they would be more visible. In other locations such as at Symmetry Park Aston Clinton, different colours have been used. However, the standard Tritax colour palette is considered the most appropriate in this location.
Elmesthorpe PC	2018 footpath survey considered out of date in light of increased usage since coronavirus pandemic and concerns re accuracy of some of the footpath analysis. The residents consider the proposed erasure, alteration or diversion of rights of way to be to the detriment	PRoW closures and diversions are detailed in Appendix 11.2 (document reference 6.2.11.2) and include the best practicable option in each instance.

Consultee	Comments	Response
	of the whole community. The alternatives put forward to replace what is being lost are considered to be neither practical nor of the same quality.	Survey updates have been carried out in 2021 and 2022 and any inaccuracies rectified. All PRoW diversions would take place during the enabling works phase as detailed in Appendix 11.2 to provide safe routes during construction and improved amenity in the medium term as planting matures.
Enderby PC	Visual impacts due to height of buildings.	The maximum height parameter has been reduced by 2-5m in response to consultation.
Huncote PC	Landscaping proposals could be improved.	The landscape strategy has evolved since the consultation to include additional land north of the railway line.
Kilby PC	Impacts on Burbage Common and Woods have been underestimated, in terms of visual impact. The loss of local footpaths and the displacement of local rural businesses is concerning.	The landscape and visual impacts on Burbage Common and Woods are fully assessed as part of this Chapter.
Natural England	Chapter 11: Landscape and Visual Effects Advise that the development should complement and where possible enhance local distinctiveness and protect landscape character. Green buffers and woodland designed to benefit biodiversity, and complement local habitats such as	Advice noted and incorporated into Landscape Strategy where appropriate. Have sought to replicate character in design of new natural green spaces. Habitats designed to reflect habitats and species found locally as well as Priority Habitats in LLRBAP.

Consultee	Comments	Response
	nearby SSSI/LNR, or priority habitats types in Leicester, Leicestershire and Rutland Biodiversity Action Plan (LLRBAP). Suggest use of green walls/roofs within the development, Satisfied that the ALC survey methodology used is appropriate and the application falls outside the scope of the Development Management Procedure Order (as amended) as the proposed development would not appear to lead to the loss of over 20 ha 'best and most versatile' (BMV) agricultural land.	Roofs are designed for Solar PV and light wells and cannot therefore be effective green roofs. Green walls were considered and discounted in favour of additional land for woodland planting. ALC comments are noted.
North West Leicestershire Borough Council	Potential for distance glimpsed views to be established from those settlements in the south part of the District (e.g. Ellistown and Ibstock).	Ibstock and Ellistown are both around 19km away and outside the scope of the assessment. Potential glimpsed views are very unlikely given the distance and the topography in relation to the site. Whilst there are glimpsed views of Magna Park, Lutterworth from within a 20km radius, its elevated nature (c30m higher than HNRFI) makes it more visible from afar.
Open Spaces Society	Concerned about indirect impact on the Common, for example through increased recreational use by employees during and either side of the working day and wish to understand what funding will be provided to address this.	The applicant is liaising with officers at HBBC including the Green Spaces Officer to agree any Section 106 contributions attributable to Burbage Common and Woods.

Consultee	Comments	Response
Open Spaces Society	PRoW Strategy Plan shows no connection between the proposed new bridleway, running through the western side of the site, and footpath U50 at the eastern edge of Burbage Common and Woods;	This was an error on the previous plan that has been corrected.
Sapcote PC	Unacceptable impact on the Public Right of Way Network. Diverted walkways may be provided but they have none of the attractions of the current routes through open countryside. The reason for using those PROWS would be almost entirely removed.	The amenity of routes has been considered as part of the strategy. Mitigation for loss of 'open countryside' routes provided through provision of 22ha of new publicly accessible green space adjacent to Burbage Common.
Sapcote PC	Tree cover will not fully mitigate the presence of the development as the buildings will be above the tree line. A separate assessment of lighting and a lighting strategy is not currently provided. Concerns re loss of amenity value of Burbage Common and Woods and impact on those wishing to enjoy the countryside. Importance of the Green Wedge Policy and aspirations to improve access set out in Open Spaces and Recreational Study of October 2016.	The height of the buildings has been reduced by 2-5m to improve the potential for screening. A lighting strategy is produced at document reference 6.2.3.2 and a nigh-time assessment included as part of this ES Chapter with Night Photomontages produced at Figure 11.12 (document reference 6.3.11.12). Burbage Common and Country Park have been considered throughout the process with photoviewpoint locations within it and a landscape strategy designed to reflect its character.
Woodland Trust	Whilst we note that a buffer zone of 25 metres has been afforded to Freeholt Wood, given the scale of the proposals we are of the opinion that	The proposals ensure that a buffer of at least 50m is provided for most of the areas of ancient woodland and woodland within the SSSI. There is

Consultee	Comments	Response
	a larger buffer zone of at least 50 metres should be provided to prevent adverse impacts such as pollution and disturbance and ensure avoidance of root damage. The buffer should be part-planted before construction commences on site. HERAS fencing fitted with acoustic and dust screening measures should also be put in place. It is important that an arboricultural impact assessment is undertaken and no ancient or veteran trees are lost as part of the proposals. Any ancient or veteran trees should be afforded a root protection area (RPA) in line with Natural England and Forestry Commission's standing advice. The proposal should include creating or establishing habitat with local and appropriate native species in the buffer zone	one pinch point area to the north of Freeholt Wood, where there would be engineering works up to the 25m offset, but the distance to the hard surface of the road has been kept at the 35m offset. All works are well outside the root protection zone for the ancient woodland. During construction protective fencing would be provided with dust and acoustic screening to limit impact. Buffer to include a native planted ecotone with trees, shrubs and meadow grassland. The Environmental Statement (ES) includes a full arboricultural impact assessment. One Veteran tree would be lost to the development. The dead wood from its felling would be placed in the natural areas to benefit wildlife. Replacement woodland and tree planting across the development including large trees with the potential to become veterans in the future would compensate for its loss.
Hinckley and Bosworth District Council and Blaby District Council	The clarifications and recommendations set out by LUC on behalf of HBCC and BDC and as submitted with S42 Consultation.	Response set out in Table 11.5 below.

Assessment methodology and significance criteria

11.7 Provided within this section is an abridged methodology for the LVIA. An unabridged version can be found within Appendix 11.1 (document reference 6.2.11.1), along with a glossary of terms used within the assessment.

11.8 The assessment methodology for assessing landscape and visual effects is based on the following best practice guidance:

- Guidelines for Landscape and Visual Impact Assessment – Third Edition (LI/IEMA, 2013);
- An Approach to Landscape Character Assessment (NE, 2014);
- Landscape Institute Technical Guidance Note 06/19 Visual Representation of Development Proposals (17 September 2019); and
- PINS Advice Note 6: Preparation and submission of application documents (November 2019).

11.9 Other reference documents used to understand the baseline position in landscape terms comprise published landscape character assessments appropriate to the location and the nature of the Proposed Development.

11.10 The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the assessment is based on the best practice guidance listed above, information and data analysis techniques, including mapping the predicted zone of visual effects using Geographic Information Systems (GIS), whilst photoviewpoint locations are consulted and agreed with Local Planning Authorities (LPA)s. It uses quantifiable factors wherever possible and subjective professional judgement where necessary and is based on clearly defined terms (see Glossary, Appendix 11.1: Annex 4.0, document reference 6.2.11.1).

Assessment methodology

11.11 The tables within Technical Appendix 11.1, Annex 1.0 (document reference 6.2.11.1) offer a template for assessing the overall sensitivity of any landscape or visual receptor, as determined by combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape or view as set out at paragraph 5.38 of GLVIA 3rd Edition (2013).

11.12 However, the assessment of overall sensitivity can change on a case-by-case basis. For example, a high susceptibility to change and a low value would result in a medium overall sensitivity, unless it can be demonstrated that the receptor is unusually susceptible or is in some particular way more valuable. A degree of professional judgment applies in arriving at the overall sensitivity for both landscape and visual receptors.

Significance of effect

11.13 The purpose of the EIA process is to identify the likely significant environmental effects (both beneficial and adverse) of development proposals. Schedule 4 to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('2017 EIA Regulations) specifies the information to be included in all environmental statements, which should include a description of: 'The likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development.'

11.14 To consider the likely significance of any effect, the sensitivity of each receptor is combined with the predicted magnitude of change to determine the significance of effect, with reference also made to the geographical extent, duration and reversibility of the effect within the assessment. Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the significance of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in Table 11.3.

11.15 The parameters identified for the evaluation of effects follows recommendations for the assessment of visual effects in guidance published by *NatureScot*[1] (previously Scottish Natural Heritage) and is commonly used by landscape practitioners throughout the UK. It states that:

'The matrix of three classes on each axis producing 9 cells, only 3 of which are typically judged as significant, is in our view simplistic and unrefined and quite unsuitable as a tool for widespread use. In particular it implies a degree of certainty about a very restricted definition of significance that we do not believe is justified. Expanding a 3 x 3 (9 cells) matrix to 4 x 4 (16 cells) or even 5 x 5 (25 cells) is much more representative of the diversity of size and sensitivity found in visual impact assessment.'

Table 11.4: Level of effects matrix.

Overall Sensitivity	**Overall Magnitude of Change**				
	Very High	**High**	**Medium**	**Low**	**Very Low**
Very High	**Substantial**	**Major**	**Major/-Moderate**	**Moderate**	Moderate/-Minor

[1] Scottish Natural Heritage (2002) *Visual Assessment of Windfarms Best Practice,* Scottish Natural Heritage Commissioned Report F01AA303A

Overall Sensitivity	Overall Magnitude of Change				
	Very High	**High**	**Medium**	**Low**	**Very Low**
High	**Major**	**Major/-Moderate**	**Moderate**	Moderate/-Minor	Minor
Medium	**Major/-Moderate**	**Moderate**	Moderate/-Minor	Minor	Minor/-Negligible
Low	**Moderate**	Moderate/-Minor	Minor	Minor/-Negligible	Negligible
Very Low	Moderate/-Minor	Minor	Minor/-Negligible	Negligible	Negligible/-None

11.16 Each effect is described and evaluated individually through the combination of all of the relevant factors and assessed as either significant or not significant. For landscape and visual effects, those effects identified at a substantial, major, major/moderate or moderate level (bold type within matrix above) are generally considered to be significant and those effects assessed at a moderate/minor, minor, minor/negligible or negligible level are considered to be not significant.

11.17 In certain cases, where additional factors may arise, a further degree of professional judgement has been applied when determining whether the overall change in the view would be significant or not and, where this occurs, this is explained in the assessment.

Cumulative effects

11.18 Cumulative effects generally occur where there might be simultaneous or sequential visibility of two or more developments or where the consideration of other schemes would increase an effect identified. Where other similar schemes are in the planning system and made known to the Applicant, or are under construction, these are considered in conjunction with the Proposed Development. PINS Advice Note 17: Cumulative effects assessment relevant to nationally significant infrastructure projects (PINS, 2015c) has been taken into account in identifying cumulative schemes.

11.19 Those cumulative development sites within the vicinity of the Proposed Development (see Figure 20.1, document reference 6.3.20.1), which have the potential to result in cumulative landscape and visual effects, have been assessed against the likely LVIA effects

of the Proposed Development to determine whether cumulative effects are likely and if so their significance. This is reported in the cumulative effects section of this chapter and also within chapter 20 *Cumulative and in-combination effects* (document reference 6.1.20).

Field surveys

11.20 Field assessments of local site circumstances, including a photographic survey of the character and visual context of the DCO Site and its surroundings, have been undertaken between December 2017 and August 2022 to gather robust baseline information. Field assessments were undertaken in accordance with best practice guidance that states that such assessments should be undertaken across the seasons to allow for the variation in effects arising from the change in leaf cover between summer and winter. Although field visits were undertaken across the seasons, the vast majority of Photoviewpoints were taken in winter conditions when the leaves are absent from the majority of trees/vegetation and visibility is at its greatest.

11.21 These field-based assessments were undertaken by qualified landscape architects, during good weather conditions.

Study areas

11.22 As a result of baseline analysis, together with an understanding of the nature and scale of the Proposed Development, and the likely extent and distribution of effects, the assessment defines the following study areas, as represented on Figure 11.1 (document reference 6.3.11.1):

- Broad Study Area – set at 5km distance from the Main Order Limits (excluding the separate redlines of the M69 signage works to the south) (providing the broad geographical context); and

- Detailed study area – set at 2km from the Main Order Limits (excluding the separate redlines of the M69 signage works to the south) (the area within which any significant effects are likely to fall).

11.23 A broad study area of 5km was adopted, as shown in Figure 11.1 (document reference 6.3.11.1), enabling the geographical scope of the assessment to be defined and to provide the wider geographical context of the study. The search focussed on the local planning policy context, national and local landscape and other associated designations (e.g. Areas of Outstanding Natural Beauty (AONB), historic parks and gardens) and a general geographical understanding of the site and its broader context (for example, in relation to landform, transport routes and the distribution and nature of settlement). The rationale for the above study areas has been consulted upon and accepted by LCC and HBBC and BDC as set out in the Consultation Section below.

11.24 Following initial analysis and subsequent field work, and having an appreciation of the development proposed, a refinement of the study area has been undertaken that focuses on those areas and features that are likely to be affected by the proposals. A Zone of

Theoretical Visibility (ZTV) for the built development parameters of the Main HNRFI Site was produced across the 5km study area to aid understanding of the potential geographical extent of visual effects and help define a more detailed study area. The extent of this detailed study area is 2km from the Main Order Limits (excluding the separate redlines of the M69 signage works to the south), although occasional reference may be made to features beyond this area where appropriate. This detailed study area is illustrated on Figure 11.1 (document reference 6.3.11.1).

11.25 With regard to the off-site highways works contained within the Order Limits, given the limited nature of many components of the intended works and the pre-existing transport character purpose they occupy (i.e., existing roads, signs, railway infrastructure etc.), these are considered on a case-by-case basis in terms of their potential for significant adverse effects on landscape character and visual amenity through the LVIA.

Limitations and assumptions

11.26 Baseline conditions have been established using existing assessments, available documentation and field assessment; it is important to note that these baseline conditions might change between submission of the DCO application for the Proposed Development and before or during the construction of the Proposed Development. This could be, for example, because of other developments going ahead that are currently unknown.

11.27 Within reasonable limits, the assessment is undertaken in consideration of the 'worst case' scenario for the Proposed Development, i.e. those potential outcomes, situations or location that would result in the most elevated effect on landscape and visual receptors. It therefore identifies the greatest degree of change likely to accrue and may be subject to mitigating factors or alternative conditions that might reduce those effects. For example, visual effects are considered in both a summer and winter context; although the magnitude of change and effect is expressed for winter landscape conditions when trees are bare of leaf cover and the visibility of development would be at its greatest. Where this is the case, the assessment identifies alternative conditions or further mitigation which might result in impacts being less pronounced.

11.28 The assessment has applied a pre-determined methodology to arrive at conclusions. This procedure brings a degree of objective, procedural rigor into what otherwise might be judged to be 'personal opinion'. Professional judgement still plays its part, but the purpose of adopting a methodology is to make the process as clear and logical as possible.

11.29 This assessment has been undertaken with regard to the phases of the Proposed Development described in ES Chapter 3: *Project description*, and the assumed build rate therein. The Proposed Development assessed is described across the Parameters Plan (document reference 2.12), the Illustrative Masterplan (document reference 2.8), the Illustrative Landscape Strategy (document reference 6.3.11.20), Illustrative Landscape Sections AA to GG and Illustrative Railport Sections HH and II (document references 6.3.11.17 and 6.3.11.18) and the Design and Access Statement (document reference 8.1). The latter illustrates the proposed approach to green infrastructure within the Proposed Development and describes proposed planting, access and rights of way, habitat creation

and outdoor amenity provisions within open areas. The Illustrative Landscape Strategy is supported by the LEMP (document reference 17.2) which describes the approach to habitat establishment, maintenance and management to ensure the long-term success and biodiversity of the landscape. The DCO application is also accompanied by Illustrative Sections contained at Figures 11.16 (document reference 6.3.11.16) and 11.17 (document reference 6.3.11.17). Compliance with the principles contained within the Illustrative Landscape Strategy, the Design and Access Statement and the LEMP will be a requirement of the DCO.

CONSULTATIONS

Preliminary Environmental Information Report (PEIR)

11.30 As part of its pre-application duties, the Applicant held a statutory consultation between January and April 2022. A Preliminary Environmental Information Report (PEIR) was prepared in support of this process to assist consultees in understanding the potential environmental effects of the Proposed Development and to enable consultees to develop an informed view of the project, ahead of a DCO application being made.

11.31 Comments received on the PEIR, in relation to landscape and visual effects, from relevant consultees, and how these have been addressed, are provided below.

Consultation meetings and correspondence

11.32 Comments received from the Pre-Application Community Consultation in 2018 and Highways Consultation in 2019 have also been considered in the production of this ES. A limited number of concerns were raised during these consultation exercises in respect of the impact of the Proposed Development on Landscape and Visual Amenity and PRoW within and around the DCO Site. Accordingly, it is considered that these potential impacts are fully addressed in ES. In addition to the consultee comments received on the 2020 Scoping Response (Table 11.2) various consultees were engaged regarding the following documents below in Table 11.5.

Table 11.5: Summary of engagement with consultees on landscape and visual considerations.

Consultee	Document consulted upon
Blaby District Council	• Agricultural Land Classification (ALC). • Landscape Baseline. • Public Rights of Way Appraisal and Strategy.

Consultee	Document consulted upon
	• Arboricultural Impact Assessment.
Hinckley and Bosworth Borough Council	• Agricultural Land Classification (ALC). • Landscape Baseline. • Public Rights of Way Appraisal and Strategy. • Arboricultural Impact Assessment.
Leicestershire County Council	• Landscape Baseline. • Public Rights of Way Appraisal and Strategy. • Arboricultural Impact Assessment.
British Horse Society	• Public Rights of Way Appraisal and Strategy. • Meeting held on 07.02.22. • PRoW Strategy Issued on 09.02.22.
Elmesthorpe Parish Council	• Landscape Strategy. • Public Rights of Way Appraisal and Strategy.
Sapcote Parish Council	• Public Rights of Way Appraisal and Strategy.
Leicestershire Footpath Association	• Public Rights of Way Appraisal and Strategy.
Leicestershire and Rutland Bridleways Association	• Public Rights of Way Appraisal and Strategy.
Leicestershire Local Access Forum	• Public Rights of Way Appraisal and Strategy.

11.33 The EIA process has also been informed by further consultation with HBBC Case Officer and LCC Landscape Architect (advisor to BDC) in January – February 2019, in January 2021 to agree the photoviewpoint selection and methodology and in 2022 following submission of the PEIR for consultation. A summary of correspondence during 2021 and consultation meetings and correspondence in 2022 is summarised below:

Hinckley and Bosworth Borough Council

- 18.01.21 – Email correspondence to HBBC to discuss additional photoviewpoint locations for western A47 link and potential of Eastern Village Link and Junction 21 (the latter two no longer required);
- 18.01.21 – Email response from HBBC. New landscape contact now dealing with this site;
- 29.01.21 – Email correspondence from EDP to HBBC, on photoviewpoint consultation;
- 29.01.21 – Email response from HBBC, requesting one further photoviewpoint location (Photoviewpoint 56);
- 03.02.21 – Email correspondence from EDP to HBBC, querying viewpoint location; and
- 05.02.21 – Email response from HBBC with accurate viewpoint location given.

Land Use Consultants (on behalf of HBBC and BDC)

- 16.03.22 – HNRFI Working Group Meeting – Landscape Chapter of PEIR discussed with LUC;
- 21.03.22 - Emailed request from LUC to EDP to provide clarifications on PEIR LVIA;
- 30.03.22 – EDP Response to LUC request for clarifications provided by email;
- March 2022 – Pre-app Consultation Response on behalf of HBBC and BDC received. A summary of the clarifications requested are set out in Table 11.6 below and a Summary of the recommendations made by LUC in relation to the Proposed Development are set out in Table 11.7 below; and
- 04.04.22 – Emailed list of outstanding clarifications from LUC to EDP which was submitted as the Section 47 Consultation Response on behalf of HBC and BDC.

Table 11.6: Summary of Clarifications requested by LUC in Pre-application Consultation Response.

LUC Comment	EDP Response
Provide a justification for the 2km study area – given the potential wide visibility of the scheme	The overall study area is 5km not 2km. Baseline assessments and consideration of potential effects have been undertaken within the 5km study area as demonstrated by the consideration of sensitive receptors, landscape character assessment and topography within 5km (see Figures 11.2, 11.5 and 11.6, document references 6.3.11.2, 6.3.11.5 and 6.5.11.6), inclusion of the 5km study area within the ZTV (see Figures 11.7 and 11.8, document references 6.3.11.7 and 6.3.11.8) and the inclusion of representative viewpoints beyond the 2km radius. In response LUC agree that 2km is sufficient providing indirect effects on landscape/ townscape character within 2km are assessed as stated below. LUC noted that there are viewpoints up to around 4.5km away.
Provide reasoning and justification why an assessment of effects on townscape receptors/settlements within 2km of the site (UCAs in HBBC and 'Settlement Character Areas' in BDC), has not been undertaken, as agreed.	An assessment of effects on townscape/settlement receptors within 2km of the site (UCAs in HBBC and Settlement Character Areas in BDC) is now included in the ES.
Provide reasoning and justification why indirect effect on LCAs within 2km of the site has not been undertaken (indirect effects on the perceptual aspects of landscape character (including views).	An assessment of indirect effects on LCAs is included within Appendices 11.5 and 11.6 (document references 6.3.11.5 and 6.3.11.6)
Clarify that the sensitivity of LCAs has been identified with reference to judgements on susceptibility and value as set out in the LVIA methodology in Appendix 11.1. Show how judgements on susceptibility and value have been	This is included in the Schedules in Appendices 11.5 and 11.6 (document references 6.3.11.5 and 6.3.11.6).

LUC Comment	EDP Response
derived for the landscape and visual receptors and applied in practice. For landscape refer to sensitivity and values set out in the relevant LCA and provide clear links back to evidence to underpin professional judgements. Provide information to show how the judgements have been reached.	
Provide a map showing which groups of dwellings have been assessed in relation to visual amenity and explain why any have been scoped out.	A Plan of Potential Residential Receptors Is included as Figure 11.11 (document reference 6.3.11.11) and the rationale behind the selection of those receptors in contained in Appendix 11.1 (document reference 6.2.11.1).
Provide a methodology for the assessment of night-time lighting effects. Include a description of existing (baseline) views at night-time from the nine representative night-time photoviewpoints, with reference to the night-time baseline photography provided in the PEIR. Include an assessment of effects of lighting in accordance with the agreed methodology, with reference to night-time visualisations from agreed viewpoints.	A methodology for the assessment of night-time effects is contained within Annex 1 of Appendix 1 (document reference 6.2.11.1).
Clarify that judgements for magnitude of change will be provided in the ES, with reference to the "*size and scale of the change, its duration and reversibility*" as set out in the methodology in Appendix 11.1, paragraph A1.11. This is not included in the current draft.	A narrative is included in Appendices 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6).
Clarify the methodology used for the production of visualisations which accompany the ES and the separate package of 'wirelines' which illustrate	A methodology for the Photomontages produced is contained within the Landscape and Visual Baseline (document reference 6.3.11.1). This includes a clarification of the

LUC Comment	EDP Response
the development proposals and are included in the consultation material. Include clarification of the heights of vegetation modelled in the Year 15 wirelines. Include a map showing direction of view on the photos to help the users orientate.	vegetation heights used in the Year 15 Views. The orientation of each view is contained within Table 1.1 in Appendix 11.1
Provide justification why an additional viewpoint representing the users of rights of way that cross the site is not included in the LVIA. (It is recognised that this was not agreed with consultees at scoping).	Users of Rights of Way that cross the Main HNRFI Site are represented in Photoviewpoints 4,5,6,8 and 37 as shown on Figure 11.9 (document reference 6.3.11.9).
Provide a clear reference for when effects are considered to be short term and clarify what short term means in terms of number of years.	This is set out in Annex 1.0 of Appendix 11.1 (document reference 6.2.11.1).
Clarify how cumulative effects are/will be dealt with in the LVIA.	Cumulative effects are assessed in the Cumulative effects Chapter 20 (document reference 6.1.20) and summarised in the cumulative effects summary later in this Chapter.
Clarify that the maximum/optimum measures have been put in place to mitigate significant adverse landscape and visual effects of the scheme.	To reduce the significance of effects, the maximum building height parameters have been lowered (as far as meeting markets needs allows) since the PEIR Stage. The revised heights are illustrated on the Parameters Plan (document reference 2.7) with reduction in height varying between 2 and 5m. This has had the effect of reducing the high-level impacts of the Proposed Development with less built development being visible in views and no development visible in some of the more distant views where rooflines may have otherwise been visible. Landscape Mitigation has focussed on

LUC Comment	EDP Response
	the most sensitive receptors with the creation of the 22ha Western Amenity Area adjacent to Burbage Common and Woods Country Park which has allowed views of the Proposed Development at Year 15 to be screened from view.

Table 11.7: Summary of Recommendations Made by LUC in Pre-application Consultation Response.

LUC Recommendations	EDP Response
The siting and form of buildings and use of materials and colours should be given careful consideration.	The building design has been reviewed with consideration given to green walls and roofs as part of the design development process. With regard to the roofs, solar panelling was considered to take precedence and given the height and scale of the buildings and the need for access for maintenance green walls were found to be impractical. The current Tritax Symmetry built façade design has been developed over many years with a view to presenting a muted colour that blends with the sky in the majority of weather conditions and breaks up the massing of the units.
Mitigation of the potential effects associated with lighting, in line with current lighting standards.	The Lighting Strategy (document reference 6.2.3.2) details the various measures that are proposed to limit light spill and effects associated with lighting at night.
Refer to measures in HBBC updated Green Infrastructure Strategy (May 2020) - range of interventions and opportunities for Green Infrastructure provision within the Southern Green Infrastructure Zone which could contribute towards enhancement and mitigation opportunities including	All of the Policy aspirations set out in HBBC's GI Strategy have been considered. A 22ha publicly accessible amenity area adjacent to Burbage Common and Woods Country Park is designed to meet all of the objectives with opportunities for woodland planting, ponds and grassland habitat creation. Importantly this additional public access land would allow

LUC Recommendations	EDP Response
enhancing the Southern Green Wedge, delivering a more resilient Burbage Common and Woods Sites of Special Scientific Interest (SSSI) and increased woodland planting.	users of the Country Park to spread over a greater area, reducing recreational pressure on the existing areas and allowing a broader mix of habitats to develop for wildlife. It is noted that the Western Amenity Area lies outside HBB but enhancements to land immediately adjacent in Blaby District would also be greatly beneficial.
Refer to HBBC Hinckley/Barwell/Earl Shilton/Burbage Green Wedge Review April 2020.	The above mentioned 22ha Western Amenity Area is also of benefit in relation to the aspirations of the Green Wedge Review although not included within the Study Area. Opportunities to improve the safety and connectivity of the PRoW network form part of the Proposed Development (see Appendix 11.4) which would facilitate access to and from the Green Wedge Area.
Plans for much larger areas of community woodland planting, particularly to north-west.	The strategic landscape planting strip along the north of the railway line has been increased to 50m from the network rail boundary to allow the establishment of a larger woodland within which PRoW U50/3 and V23/1 which previously crossed the railway would be diverted. This is illustrated on the Illustrative Landscape Strategy (document reference 6.3.11.20).
Wider corridors for PRoWs to improve experience.	As mentioned above the PRoW corridor north of the railway line would be within an area 50m wide. Similarly, the shared use route around the eastern and western boundaries would lie within a Green Infrastructure corridor which is on average 40m in width, narrowing to 20m in some places and extending to as much as 70m in others as illustrated on the Illustrative Landscape Strategy (document reference 6.3.11.20) and the Parameters Plan (document reference 2.12).

LUC Recommendations	EDP Response
Realignment of link road so it doesn't dissect the proposed public open space.	The A47 Link Road has been realigned to avoid the small encroachment into Burbage Common and Woods Country Park.

11.34 Consultation was also held with HBBC Senior Green Space Officer in order to discuss the proximity of the Proposed Development and Burbage Common and Woods Country Park.

Leicestershire County Council

- 21.01.19 – Landscape and Visual Baseline Submitted to LCC for Consultation; and
- 31.01.19 and 06.02.19 – Comments received from LCC regarding additional day and night viewpoint locations.

Table 11.8: LCC Viewpoint Consultation Responses
Note – refer to Figure 11.9 Photoviewpoint Locations (document reference 6.3.11.9)

Suggested Additional Viewpoint	Response
Bridleway V29/7 north of Freeholt Lodge looking north - Represents views from retained communities.	Additional Viewpoint 37 included in the assessment
View from Clickers Way/ Junction of Mill Lane looking South	Additional Viewpoint 38 included in the assessment.
C - View looking north from Footpath V37/1 north of Church Farm, Aston Flamville. Represents views from the Conservation Area, Zone of Primary Visibility and a cluster of listed buildings	Additional Viewpoint 39 included in the assessment
Edge of the recreation ground in Earl Shilton, east of Station Road. View looking south from the Earl Shilton Ridge across Breach Lane	Additional Viewpoint 40 included in the assessment

Suggested Additional Viewpoint	Response
Additional Night View – Photoviewpoint No 32	Included in Night Photoviewpoint Locations
Additional Night View – Photoviewpoint 30	Agreed wouldn't include as night access via a steep hill on uneven ground in darkness and unlikely to be accessed by the public during the hours of darkness
Additional Daytime View at Night Location 36	Included in Photoviewpoint Locations

- 13.02.19 -Email suggesting a number of additional locations to be included in the assessment;
- 11.03.19 Submission of updated representative photoviewpoint locations to LCC for review;
- 19.03.19 Email confirming both County Archaeologist and County Landscape Architect are in agreement with updated suite of representative viewpoints;
- 18.01.21 – Email correspondence to LCC to discuss additional photoviewpoint locations for western A47 link and potential of Eastern Village Link and Junction 21 (the latter two no longer required);
- 18.01.21 – Email response from LCC confirming receipt and intention to review; and
- 28.01.21 – Email response from LCC Landscape and Heritage officers confirming agreement on photoviewpoint locations and additional suggested locations.

RELEVANT LAW, POLICY AND GUIDANCE

Legislative and policy context

11.35 A full review of relevant legislation and policy is provided in Annex 1.0. A list of the key policy considerations described in more detail in Annex 1.0 is set out below:

National Policy

- National Policy Statement for National Networks (2014); and

- National Planning Policy Framework 2021 (NPPF).

Table 11.9: Summary of relevant national planning policy concerning landscape and visual amenity

Policy	Summary of policy requirement	Response to policy
National Policy Statement for National Networks (2014)		
Criteria for 'good design'	*Para 4.29 – Visual appearance should be a key factor* *Para 4.33 – Should take into account as far as possible both functionality and aesthetics (including scheme's contribution to the quality of the area in which it would be located*	High quality landscape design and potential mitigation measures have been identified to contribute to policy objectives, which have been reflected through a combination of the: • Illustrative Landscape Masterplan (Figure 11.20, document reference 6.3.11.20); and • Landscape Sections (Figures 11.17 and 11.18 document reference 6.3.11.17 and 6.3.11.18).
Landscape and Visual Impacts	*Para 5.149 - Projects need to be designed carefully, taking account of the potential impact on the landscape.* *The aim should be to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.* *Para 5.156 - Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape designations should*	Landscape considerations have been a part of the design evolution since the land was first considered for development by TSH in 2016. The impact on the landscape has been considered at various stages including the initial extent of the development and the scale of detail of the design. Over 22ha of publicly accessible green space would be delivered adjacent to Burbage Common and Woods Country Park. In addition, Green Infrastructure corridors up to 50m wide and

Policy	Summary of policy requirement	Response to policy
	not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development. *Para 5.159 - Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project.* *Para 5.160 Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of materials), and landscaping schemes, depending on the size and type of proposed project.* *5.161 Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site, although if such landscaping was proposed to be consented by the development consent order, it would have to be included within the order limits for that application.*	more are provided around the boundaries of the development to maintain green connectivity across the site and provide buffering to adjacent woodland. The Green Infrastructure proposals are illustrated on the Illustrative Landscape Masterplan (document reference 6.3.11.20). Overall Green and Blue Open Space accounts for approximately 28% of the Main HNRFI Site and A47 Link Road Corridor. The scale of the project has been reduced following consultation, the heights of the units being reduced by 2-5m (7-18%) when compared with the PEIR Stage. This is described in the DAS (document reference 8.1). Reducing the height of the units to the revised heights does not pose an operational constraint but it reduces flexibility in terms of potential end users. Additional planting and creation of natural green space has been included to the south of the A47 Link Road to extend the area of public open space and provide additional mitigation for users of Burbage Common and Woods Country Park.
National Planning Policy Framework 2021		
Achieving Well Designed Places	*Para 130 seeks to achieve high quality design in development:*	It must be acknowledged that the nature of the development

Policy	Summary of policy requirement	Response to policy
	Adding to the overall quality of the area *Is visually attractive as a result of good architecture, layout and appropriate and effective landscaping* *Is sympathetic to local character and landscape setting* *Establishes or maintains a string sense of place* *Creates places that are safe, inclusive, accessible and promote health and well-being.*	is such that it would be very difficult to describe it as 'adding' to the overall quality of the area in landscape terms. However, in the context of a Rail Freight Interchange and Logistics Park, the quality of the design is considered to be very good, with consideration given to all matters of design from architectural form and colour through to outdoor spaces and lighting.
Conserving and Enhancing the Natural Environment	*Para 174 - Recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services* *Para 185 - New development should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*	The intrinsic character of the countryside cannot be maintained in this instance. However, the character of the adjacent Country Park is acknowledged and this has driven the creation of new natural 'parkland' green space on the western parts of the development. Lighting impacts have been reduced as far as possible as part of the lighting strategy.

Local Policy

11.36 The Order Limits fall primarily across two LPA areas: Blaby District and Hinckley and Bosworth Borough. The relevant adopted local statutory planning documents include:

- Blaby District Local Plan (Core Strategy) (adopted 2013);
- Blaby District Local Plan (Delivery) Development Plan Document (adopted 2019);

- Hinckley and Bosworth Borough Core Strategy (adopted 2009); and
- Hinckley and Bosworth Borough Site Allocations and Development Management Policies (adopted 2016).

11.37 The 'Cross In Hand' roundabout (ref: Junction HR1) of the DCO Order Limits falls on the boundary of Rugby Borough Council (RBC) and Harborough District Council (HDC). The relevant adopted local statutory planning documents include:

- Rugby Local Plan 2011 – 2031 (adopted 2019); and
- Harborough Local Plan 2011 – 2031 (adopted 2019).

11.38 The limited nature of the works required to Junction HR1 are unlikely to result in the potential for significant landscape or visual effects and as such, no further review of local planning policy has been undertaken.

Supplementary planning documents

11.39 The following additional supplementary guidance is relevant in terms of understanding landscape character across both the Blaby and Hinckley and Bosworth LPA areas:

- Blaby District Landscape and Settlement Character Assessment (2020);
- Hinckley/Barwell/Earl Shilton/Burbage Green Wedge Review April (2020);
- Hinckley and Bosworth Landscape Sensitivity Assessment (2017);
- Landscape Character Assessment for Hinckley and Bosworth (2017);
- Hinckley and Bosworth Green Infrastructure Strategy (2020);
- Harborough District Landscape Character Assessment (2007); and
- Landscape Assessment of the Borough of Rugby (2006).

Table 11.8: Summary of relevant local planning policy concerning landscape and visual amenity

Policy	Summary of policy requirement	Response to policy
Blaby District Local Plan (Core Strategy) 2013		
Policy CS2 – Design of New Development	*'In order to secure a high quality environment, all new development should respect*	High quality landscape design and potential mitigation measures have been identified

Policy	Summary of policy requirement	Response to policy
	distinctive local character and should contribute to creating places of a high architectural and urban design quality, contributing to a better quality of life for the local community.'	to contribute to policy objectives, which have been reflected through a combination of the: • Design and Access Statement (document reference 8.1); • Parameter Plan (document reference 2.13); • Illustrative Masterplan (document reference 2.9); • Illustrative Landscape Masterplan (Figure 11.20, document reference 6.3.11.20); and • Landscape Sections (Figures 11.17, document reference 6.3.11.17).
Policy CS14 – Green Infrastructure (GI);	*'Blaby District Council and its partners will seek to protect existing, and provide new, networks of multi-functional green spaces'. This network will comprise public and privately owned land. Green Infrastructure can include formal open spaces for sport and recreation, green areas that can be used for informal recreation, areas that are valuable for their biodiversity (flora and fauna and network links), areas that are of cultural importance (heritage assets and their settings), areas that maintain natural and ecological processes (such as floodplains) and other areas that contribute to the health and quality of life of*	Over 22ha of publicly accessible green space would be delivered adjacent to Burbage Common and Woods Country Park. In addition, Green Infrastructure corridors up to 50m wide and more are provided around the boundaries of the development to maintain green connectivity across the site and provide buffering to adjacent woodland. The Green Infrastructure proposals are illustrated on the Illustrative Landscape Masterplan (document reference 6.3.11.20)

Policy	Summary of policy requirement	Response to policy
	communities.'	
Policy CS18 – Countryside;	*'Land will be designated as Countryside where it is outside the limits to built development and outside designated Green Wedges and Areas of Separation.* *Within areas designated as Countryside, planning permission will not be granted for built development, or other development which would have a significantly adverse effect on the appearance or character of the landscape.'*	The Proposed Development would have significant adverse effects on the local landscape character. Potential mitigation measures have been identified through initial design and secondary measures such as planting and green infrastructure to reduce effects as illustrated within the Illustrative Landscape Strategy (Figure 11.20, document reference 6.3.11.20).
Blaby District Local Plan (Delivery) Development Plan Document (2019)		
Policy DM2 – Countryside	This policy largely echoes Policy CS18 of the Blaby District Local Plan (Core Strategy). In consideration of landscape, the policy further adds: a) *'The development is in keeping with the appearance and character of the existing landscape, development form and buildings. Decisions in respect of impact on landscape character and appearance will be informed by the Blaby Landscape and Settlement.* *Character Assessment, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any*	Potential mitigation measures have been identified, with regard to a review of published documentation (Appendix 11.1, document reference 6.2.11.1), through initial design and secondary measures (such as planting and Green Infrastructure to reduce effects, Figure 11.15 (document reference 6.3.11.15) and Figure 11.17 (document reference 6.3.11.17)). Green Infrastructure within the Proposed Development would be designed to integrate with the wider landscape context (Figure 11.15, document reference 6.3.11.15).

Policy	Summary of policy requirement	Response to policy
	subsequent pieces of evidence; and *b) The development provides a satisfactory relationship with nearby uses that would not be significantly detrimental to the amenities enjoyed by the existing or new occupiers,* *including but not limited to, consideration of:* *i. overdevelopment of the site due to factors including footprint, scale and mass;* *ii. privacy, light, noise, disturbance and overbearing effect; and* *iii. vibration, emissions, hours of working, vehicular activity.'*	
Hinckley and Bosworth Core Strategy (adopted 2009)		
Policy 6 – Hinckley/Barwell/Earl Shilton/Burbage Green Wedge	The Green Wedge overlaps with a small portion of the Order Limits at the northern end of the A47 Link Road. The Policy safeguards the area from development. Any development that does take place within, should retain the function of the Green Wedge, retain and create green networks between the countryside and open spaces within urban areas, retain and enhance public access to the Green Wedge, especially for recreation and it should retain the visual appearance of the	Potential mitigation measures have been identified through the establishment of a 22ha area of publicly accessible green space adjacent to the boundary of Green Wedge within Blaby District.

Policy	Summary of policy requirement	Response to policy
	area.	
Policy 20 – Green Infrastructure	The Proposed Development partially lies within the Southern GI Zone. The 2020 Green Infrastructure Strategy includes a range of interventions and opportunities for Green Infrastructure provision within the Southern Green Infrastructure Zone which could contribute towards enhancement and mitigation opportunities including enhancing the Southern Green Wedge, delivering a more resilient Burbage Common and Woods SSSI and increased woodland planting.	A variety of Green Infrastructure proposals are included in the design and mitigation of the Proposed Development as illustrated on the Illustrative Landscape Strategy (Figure 11.20, document reference 6.3.11.20)
Hinckley and Bosworth Borough Site Allocations and Development Management Policies (adopted 2016)		
Policy DM4 – Safeguarding the Countryside and Settlement Separation	Policy seeks to protect intrinsic value, beauty, open character and landscape character, the countryside by safeguarding it from unsustainable development.	The nature of the Proposed Development is such that loss of open countryside is unavoidable. However, the creation of new more biodiverse areas of publicly accessible open space both within the Order Limits and beyond the boundaries as part of the commitment Biodiversity Net Gain in part mitigates for this loss.
Policy DM9 – Safeguarding Natural and Semi-Natural Open Spaces	Policy states that: *'All developments within or affecting Natural and Semi-Natural Open Spaces should seek to retain and enhance the accessibility of the space and its recreational value whilst ensuring the biodiversity*	The Proposed Development responds to adjacent assets such as Burbage Common and Woods Country Park and PRoW with regard to accessibility, biodiversity and conservation value. As illustrated within

Policy	Summary of policy requirement	Response to policy
	and conservation value is also enhanced.'	Figure 11.20 (document reference 6.3.11.20) the areas adjacent to Burbage Common and Woods Country Park would be safeguarded from development through the conversion to naturalistic, biodiverse areas of public open space.

BASELINE CONDITIONS

11.40 A general description of the land and the surrounding area of the Proposed Development is provided in Chapter 2 *Site description* (document reference 6.1.2). A full description of the baseline Landscape and Visual Context is contained in the Landscape and Visual (LVA) Baseline Assessment at Appendix 11.1 (document reference 6.2.11.1).

Landscape designations

11.41 As illustrated in Figure 11.2 (document reference 6.3.11.2) and of relevance here with regard to landscape value, no part of the Order Limits lies within a nationally or regionally designated landscape. The closest designated AONB to the Main HNRFI Site is the Cannock Chase AONB, 43 km to the north-west. The closest designated National Park is the Peak District, 60 km to the north-north-west.

Landscape character

11.42 Published landscape character assessments provide a helpful understanding of the area and the landscape context for the Order Limits, with character assessments having been undertaken from the national level down to more localised regional assessments.

11.43 At the national level, Order Limits lie within National Character Area (NCA) 94 'Leicestershire Vales'. The key characteristics are broadly described as follows:

- *'An open landscape of gentle clay ridges and valleys underlain by Mercia Mudstone and Lias groups bedrock but with an extensive cover of superficial deposits occasionally giving rise to moderately steep scarp slopes. There is an overall visual uniformity to the landscape and settlement pattern;*
- *Land use characterised by a mixture of pasture and arable agriculture that has developed on the neutral clay soils;*
- *Distinctive river valley of the Soar and Swift, with flat flood plains and gravel terraces*

together with tributaries including the Sence. Riverside meadows and waterside trees and shrubs are common, along with waterbodies resulting from gravel extraction;

- *Woodland character derived largely from spinneys and copses on the ridges and the more undulating land and from waterside and hedgerow trees and hedgerows. The density, height and pattern of hedgerows varies throughout;*
- *Diverse levels of tranquillity associated with contrasts between busy urban areas and some deeply rural parts. Large settlements dominate the open character of the landscape. Leicester, Lutterworth, Hinckley and Market Harborough and related infrastructure, including major roads are often visually dominant;*
- *Frequent small towns and large villages often characterised by red brick buildings and attractive stone buildings in older village centres and eastern towns and villages;*
- *Frequent, imposing spired churches are also characteristic, together with fine examples of individual historic buildings; and*
- *Rich and varied historic landscape, with the nationally important Bosworth Battlefield near Sutton Cheney, prominent historic parklands and country houses, ridge-and furrow earthworks and important medieval settlement remains, for example at Wistow Hall, Gumley, Knaptoft and Peatling Magna.'*

11.44 While the key characteristics of the NCA are broadly representative of the wider landscape, for the scale of the development proposed, it is considered that the description of landscape character undertaken at the sub-regional level is more relevant in establishing the landscape resource baseline. Accordingly, while NCA 94 has been used to inform this LVA, it has not been carried forward to the detailed assessment of effects, with the focus being on local landscape character areas.

11.45 The following subsections identify the county and borough published landscape character areas within the near vicinity of the DCO Site, whilst a more detailed narrative is included in the LVA Baseline (Appendix 11.1, document reference 6.2.11.1). Figure 11.5 (document reference 6.3.11.5) illustrates the location of Landscape Character Areas (LCAs) in relation to the Order Limits.

Blaby Landscape and Settlement Character Assessment (2020)

11.46 A review of the Blaby District Council Landscape and Settlement Character Assessment (BDCLCA) finds that the Order Limits fall across three Landscape Character Areas (LCA) within the Blaby District. As illustrated in Figure 11.5 (document reference 6.3.11.5), the northern parts of the Main HNRFI Site and most of the A47 Link lie in LCA 6: 'Elmesthorpe Floodplain'.

11.47 The southern portions of the Main HNRFI Site, M69 Junction 2 fall within LCA 1: 'Aston Flamville Wooded Farmland'.

11.48 The majority of off-site highway modifications east of the Main HNRFI Site and M69 are

located within LCA 15: 'Stoney Stanton Rolling Farmland'.

11.49 Other LCAs which fall within the detailed 2km study area include LCA 14: Soar Meadows.

11.50 With regard to Settlement Character Areas (SCAs), five SCAs are located within the 2km detailed study area. Those of which components of the Proposed Development fall within include Elmesthorpe SCA, Sapcote SCA and Stoney Stanton SCA, whilst Aston Flamville SCA and Sharnford SCA are not.

11.51 A summary of which elements are located within each BDCLCA LCA and SCA is provided below in Table 11.9.

Table 11.9: HNRFI project components locations within BDCLCA LCAs.

LCA and SCAs	**HNRFI component**
LCA1: Aston Flamville Wooded Farmland	Main HNRFI, A47 Link Road, M69 Junction 2
LCA 3: Cosby Agricultural Parkland	Highways modification B6.
LCA6: Elmesthorpe Floodplain	Main HNRFI Site and A47 Link Road, Elmesthorpe pedestrian level crossing diversion.
LCA 14: Soar Meadows	None.
LCA 15: Stoney Stanton Rolling Farmland	Highways modifications B2, B3, B4, B5 and M69 Junction 2. Thorney Fields Farm pedestrian level crossing diversion.
SCA: Aston Flamville	None.
SCA: Elmesthorpe	Elmesthorpe level crossing diversion.
SCA: Sapcote	Highways modifications B4.
SCA: Sharnford	None.

LCA and SCAs	HNRFI component
SCA: Stoney Stanton	Highways modifications B1 and B3.

11.52 The BDCLCA provides an assessment of landscape sensitivity for its LCAs, concerning different development scenarios within Blaby District. The types of development include:

- 2-3 storey residential housing/transport infrastructure;
- small-scale commercial (B1/B2 use categories); and
- large scale commercial (warehousing – B8 use category).

11.53 The sensitivity judgements within the BDCLCA vary compared to the methodology used for this project. BDCLCA has a five-point scale ranging from low, low-medium, medium, medium-high to high. The methodology used for this assessment also uses a five-point scale and can easily be translated into the terminology used for this assessment as Table 11.10 illustrates.

Table 11.10: BDCLCA conversion to EDP sensitivity.

BDCLCA Sensitivity	EDP Sensitivity
Low	Very Low
Low-Medium	Low
Medium	Medium
Medium-High	High
High	Very High

11.54 The sensitivity of development scenarios are as such:

Table 11.11: LCA sensitivity to development scenarios.

LCA	Sensitivity to Scenarios		
	2-3 storey residential housing/transport infrastructure	**Small-scale commercial (B1/B2 use categories)**	**Large scale commercial (warehousing – B8 use category)**
LCA 1: Aston Flamville Wooded Farmland	Medium	High	Very High
LCA 6: Elmesthorpe Floodplain	Medium	High	Very High
LCA 14: Soar Meadows	High	High	Very High
LCA 15: Stoney Stanton Rolling Farmland	Low	Medium	High

11.55 As the Order Limits comprise a number of elements, ranging from 'large scale commercial' to 'transport infrastructure', the sensitivity of each LCA to those elements varies as indicated above, and results in varying levels of effects dependent on the treatment.

11.56 For example, there would be likely significant effects upon LCA 1: Aston Flamville with regard to large scale commercial development associated with the Main HNRFI Site. However, highways works associated with the M69 Junction 2 works are unlikely to result in significant effects on this LCA.

Hinckley and Bosworth Landscape Character Assessment (2017)

11.57 Within the Hinckley and Bosworth District Council Landscape Character Assessment (HBBCLCA) one LCA, 'Burbage Common Rolling Farmland' covers the north-western end of the A47 Link Road and highways modification HB2 and HB3. Part of the Outwoods pedestrian level crossing works is also located within this LCA.

11.58 The A47/Ashby Road highways modification (ref: HB1) and the Outwoods pedestrian level crossing diversion is located within the Urban Character Area (UCA) 4: Hinckley.

11.59 A summary of which elements are located within each HBCDLCA LCA is provided below in Table 11.12.

Table 11.12: HNRFI project components within HBBCLCA LCAs.

LCA	HNRFI component
LCA E: Stoke Golding Rolling Farmland	None.
LCA F: Burbage Common Rolling Farmland	A47 Link Road, M69 Junction 2, Outwoods pedestrian level crossing diversion.
UCA 1: Burbage	Outwoods pedestrian level crossing diversion crossing.
UCA 4: Hinckley	Highways modification HB1, Outwoods pedestrian level crossing diversion.
UCA 9: Barwell	None.
UCA 10: Earl Shilton	None.

11.60 The above character areas are reviewed further in Section 3 of Technical Appendix 11.1 (document reference 6.2.11.1).

Rugby Landscape Character Assessment (2006)

11.61 Within the Rugby Borough Council Landscape Character Assessment (RBCLCA), highways modification HR1 falls within the 'High Cross Plateau, Open Plateau'.

Harborough Landscape Character Assessment (2007)

11.62 Within the Harborough District Council Landscape Character Assessment (HDCLCA), LCA 'Upper Soar' falls within the 2km detailed study area.

Landscape character of the Main HNRFI Site

11.63 A full description of the landscape character of the Main HNRFI Site is provided in Appendix 11.1 (document reference 6.2.11.1).

Landscape Value

11.64 A review of the factors to be considered in the assessment of Landscape Value is contained within Appendix 11.1 (document reference 6.2.11.1). A summary of the findings is In Table 11.13 below:

Table 11.13: Factors Considered in Assessment of Landscape Value – Main HNRFI Site

Landscape Quality	Medium
Scenic Quality	Medium
Rarity and Representativeness	Low
Conservation Interests	Medium
Recreation Value	Medium
Perceptual Aspects	Medium
Cultural Associations	Low

11.65 Overall, the landscape of the Main HNRFI Site is assessed as having medium value

Susceptibility to Change

11.66 A summary of the factors to be considered in the assessment of Susceptibility to Change is contained in Table 11.14 below:

Table 11.14: Factors Considered in Susceptibility to Change – Main HNRFI Site

Pattern, Complexity and Physical Susceptibility	A landscape with some intact pattern and/or degree of complexity and with features mostly in reasonable condition	Medium

Visual Susceptibility	A partially enclosed landscape with some visual containment and filtering, possible limited intervisibility with visual landmarks and designated landscapes	Medium
Experiential Susceptibility	A partially tranquil landscape with limited visual and/or aural intrusion. Some relationship with built development/ infrastructure may be present. A landscape that contains some light sources.	Medium

11.67 On the basis of the above assessment, the Main HNRFI Site is assessed as having a medium susceptibility to change from Commercial and Transport Infrastructure Development.

Landscape Sensitivity of Main HNRFI Site

11.68 The sensitivity of the Main HNRFI Site is therefore assessed as medium.

A47 Link Road

11.69 A full description of the landscape character of the A47 Link Road is provided in Appendix 11.1 (document reference 6.2.11.1).

Landscape Value

11.70 A review of the factors to be considered in the assessment of Landscape Value is contained within Appendix 11.1 (document reference 6.2.11.1). A summary of the findings is In Table 11.15 below:

Table 11.15: Factors Considered in Assessment of Landscape Value – A47 Link Road

Landscape Quality	Medium
Scenic Quality	Medium
Rarity and Representativeness	Medium
Conservation Interests	Low

Recreation Value	Medium
Perceptual Aspects	Medium
Cultural Associations	Low

11.71 Overall, the landscape of the A47 Link Road is assessed as having Medium Value

Susceptibility to Change

11.72 A summary of the factors to be considered in the assessment of Susceptibility to Change is contained in Table 11.16 below:

Table 11.16: Factors Considered in Susceptibility to Change – A47 Link Road Corridor

Pattern, Complexity and Physical Susceptibility	A landscape with some intact pattern and/or degree of complexity and with features mostly in reasonable condition	Medium
Visual Susceptibility	A partially enclosed landscape with some visual containment and filtering, possible limited intervisibility with visual landmarks and designated landscapes	Medium
Experiential Susceptibility	A partially tranquil landscape with limited visual and/or aural intrusion. Some relationship with built development/infrastructure may be present. A landscape that contains some light sources.	Medium

11.73 On the basis of the above assessment, the A47 Link Road is assessed as having a Medium susceptibility to change from Transport Infrastructure Development.

Landscape Sensitivity of A47 Link Road

11.74 The sensitivity of the A47 Link Road is therefore assessed as Medium

M69 Junction 2 and Other Highways Works within Order Limits

11.75 The areas around Junction 2 of the M69 other highways works locations are either highways land or field edges heavily influenced by the adjacent transport infrastructure. All of the areas relate to existing highways infrastructure, which by their nature are unremarkable including features such as hardstanding, road markings, signage, pavements and verges, with occasional mature vegetation at their edges such as trees, hedgerows and scrub. The areas are broadly of a highways or highways edge character. As described in more detail in Appendix 1, the landscape value of the M69 Junction 2 areas and other highways works locations is low and the susceptibility of these to change from highways works is low. The sensitivity of the M69 Junction 2 and other highways works locations is therefore low.

Off-site Rail Crossings

11.76 The three locations where pedestrian level crossings over the railway line are to be stopped up and alternative crossings made available have not been assessed in the same detail as above due to the very limited extent of the locations. In general terms, given the specific railway and railway side character of the locations, together with the associated recreational value of the PRoW, it is considered the overall landscape value of these areas is low and their susceptibility to change from the PRoW diversions is very low.

Visual amenity baseline

11.77 To inform the Study Area for the consideration of Landscape and Visual effects, two Zone of Theoretical Visibility (ZTV) plans have been prepared. The ZTVs have been generated in a Geographical Information System (GIS), using surface and landform data only and do not take account of other landscape features that might limit the extent of theoretical visibility, such as vegetation and buildings. The ZTVs are based on:

- the DCO Site in its current form. See Figure 11.7 (document reference 6.3.11.7); and
- the Proposed Built Parameters of the Main HNRFI Site. See Figure 11.8 (document reference 6.3.11.8).

11.78 The ZTVs illustrate the theoretical visibility based on a 5m digital terrain model (DTM) data, assuming excellent visibility with no atmospheric attenuation.

11.78 Figure 11.9 (document reference 6.3.11.9) identifies the location of 54 representative viewpoints that have been identified within the ZTV. These viewpoints are at locations where there is a range in sensitivity of visual receptors, including receptors on PRoW, on roads and within residential properties. These viewpoints form the basis of the visual assessment, the significance of any effect being assessed in terms of the magnitude of change in the view and the sensitivity of the visual receptor.

11.79 In keeping with good practice, the viewpoint locations for assessment have been consulted with LCC, BDC and HBBC and additional locations added as described in the consultation section of this Chapter.

11.80 Photographic views have been taken across the year to demonstrate seasonal variation in the assessment. It is generally recognised that the winter views represent the 'worst-case' scenario in terms of potential visual effects. Therefore, winter views from all photoviewpoint locations (with the exception of Photoviewpoint 53 which is a summer view only) are presented as existing day time views in Figure 11.10 (document reference 6.3.11.10). In addition, nine existing night-time views are illustrated on Figure 11.11 (document reference 6.3.11.11). Some of the views that were selected for the production of photomontages are also presented as summer views in Figure 11.16 (document reference 6.3.11.16). This is primarily because accurate surveyed photography for the additional photomontages (beyond the 10 that were produced for the PEIR) was undertaken during the summer months. However, it also presents an opportunity for seasonal comparisons to be made across the majority of the photoviewpoint locations.

11.81 A full description of the visual context, a description of each of the representative photoviewpoints and the reason for selection, together with a description of the visual receptor groups is provided in Appendix 11.1 (document reference 6.2.11.1). This includes an assessment of residential amenity from a range of residential receptors identified as part of the visual assessment process. The sensitivity of each of the visual receptors has been assessed with reference to Table A1.4 in Annex 1.0 of Appendix 11.1 (document reference 6.2.11.1). The sensitivity is described in the Schedules in Appendices 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6)

Future baseline

11.82 It is anticipated that, in the absence of development, the land contained within the Order Limits would continue to be managed as mainly agricultural land, farmsteads and transport routes. Depending on the management regime, the quality of the landscape structure might erode, leading to further losses of valued trees and hedgerows. Alternatively, enhanced hedgerow and field boundary management might promote the biodiversity of these features and farms may continue to diversify away from intensive arable farming to other land uses.

POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSALS

11.83 Potential effects are defined as unmitigated effects that arise from either construction activities or from the Proposed Development itself after completion. A Schedule of Construction Effects and a Schedule of Operational Effects at Year 1 and Year 15 are contained in Appendices 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6 respectively).

During construction

11.84 As a consequence of the wholescale change in land use, construction activities would result in adverse landscape and visual effects on the fabric and character of the landscape, and on visual amenity, within the local area. Whilst construction activities introduce direct and indirect disturbance to both the fabric of the landscape and the surrounding area which can be perceived by people living, working or travelling through it, these effects are

temporary in nature, and can be partially mitigated.

11.85 Generic construction methods and timescales are estimated in Chapter 3: *Project description* (document reference 6.1.3) of this ES, with further detail provided in the CEMP submitted as part of the DCO (document reference 17.1), which will also secure phase specific CEMPs for particular elements of the construction process. The Construction Phase is expected to last ten years and comprise five Development Phases. The main elements of the construction operations, considered to be of importance to the landscape and visual assessment, are described below:

- *Construction-related traffic.* This includes vehicle movements associated with the import of building materials, machinery and labour using local roads;
- *Groundworks.* Cut and fill earthworks including the construction of two development platforms across the Main HNRFI Site, levelling for access roads and ground modelling for landscaped areas;
- *Noise and vibration effects* (see Chapter 10: *Noise and vibration,* document reference: 6.2.10) have the potential to affect landscape character, visual effects from existing (potentially diverted) rights of way and other routes, and residential amenity;
- *Construction activities.* Subject to the preferences of individual contractors, it is expected that generic methods would be employed in the implementation of the scheme. The use of large cranes and construction platforms (rising above the height of the proposed buildings) would be necessary; and
- *Lighting required for construction activities* (see Lighting Strategy, document reference 6.2.3.1) and CEMP (document reference: 17.1). The Lighting Strategy (document reference 6.2.3.2) forms the basis, of which the final designs and implementation of the artificial lighting are to be addressed. The lighting strategy sets out the recommendations, applicable regulations and best practice, to be adopted for the Proposed Development.

11.86 Landscape and visual amenity effects resulting from the construction stages are considered to be consistently adverse, as there are few, if any, aspects of the process that could be considered positive in terms of promoted landscape strategies or in terms of visual amenity.

11.87 The main potential landscape and visual effects of the Proposed Development associated with construction activities:

- Security set-up activities;
- Removal of trees/scrub vegetation associated with site clearance and construction works throughout the Order Limits;
- Land re-profiling and re-grading;

- Laydown, storage compounds and welfare area construction;
- Identification, relocation and re-provision of utility infrastructure, including potential diversion of some existing drainage features and new drainage works;
- Haulage and movements of construction vehicles both on and off site;
- Construction of transport infrastructure elements, buildings, parking structures, other buildings and hard landscaped areas: and
- Targeted works lighting and security lighting

11.88 These effects would, however, be temporary and at any one time restricted by the phased nature of development (see Chapter 3, document reference 6.1.3). The effects of the construction phase of the Proposed Development are detailed in the Schedule of Landscape and Visual Construction Effects in Appendix 11.5 (document reference 6.2.11.5) and summarised below. Detailed effects are described and assessed against each landscape character area and representative Photoviewpoint as well as Residential Receptors identified in the 1km detailed study area.

Potential effects on landscape character during construction

Landscape character areas

11.89 With regard to landscape character, the construction effects predicted upon those areas which cover or lie in close proximity to the Order Limits are identified in Table 11.17 below.

11.90 With regard to the Blaby SCAs, Hinckley and Bosworth LCAs and UCAs, and Harborough LCAs a degree of professional judgement has been taken on determining their sensitivity.

11.91 Effects on the LCAs have been assessed within the context of the Main HNRFI Site, A47 Link Road, Off-site highways and Off-site Rail Crossings, confirming that there would be an unavoidable localised change in character. Effects on landscape character within the wider LCAs context would result from lighting, noise, vibration and traffic which extend beyond the Order Limits. The works would require temporary lighting where previously there was little artificial lighting, particularly within the Main HNRFI Site away from the existing residential urban edges or major roads. The effects would be medium-term and temporary in nature and minimised by the practices contained within the CEMP (document reference 17.1) designed to reduce the effects on the existing landscape receptors and the amenity of local residents.

11.92 Taking these matters into account, the overall magnitude of change upon the LCAs, SCAs and UCAs varies in level. This is primarily due to the proportion of each LCA, SCA and UCA the geographical extent the Proposed Development covers - i.e., components of the off-site highways take up extremely small geographic proportions of some character areas. The Main HNRFI Site also has the potential to have perceived indirect effects on LCAs, SCAs and UCAs within the 2km study area.

11.93 The magnitude of change expected upon the Aston Flamville Wooded Farmland LCA as a result of the Main HNRFI Site and M69 Junction 2 Works is considered to be high, leading to an overall effect of major that would be medium-term, temporary adverse and significant.

11.94 With regards to the Elmesthorpe Floodplain LCA a very high magnitude of change is expected at construction, primarily as a result of the construction of the Main HNRFI Site, leading to an overall effect of substantial. This would be medium-term, temporary, adverse and significant.

11.95 In terms of the effects on the Stoney Stanton Rolling Farmland LCA, only elements of the M69 and off-site highways (B1, B2, B3 and B4) works would directly affect the area, whilst construction of the Main HNRFI Site is likely to have perceptual indirect effects. There would be perceived indirect effects as a result of the Main HNRFI Site. Overall, it is expected to be a medium magnitude of change, leading to an indirect moderate effect, that would be medium-term, temporary, adverse and significant as a result of the Main HNRFI, whilst the transport related infrastructure would result in a direct, minor effect that would be medium-term, temporary, adverse and not significant.

11.96 The Soar Meadows LCA would experience no change and no effect.

11.97 In terms of SCAs within the 2km detailed study area, there would be no significant effects, with the magnitude of change upon these ranging between medium and very low, resulting in effects of moderate/minor to minor/negligible. All would be medium-term, adverse, temporary and not significant.

11.98 In consideration of 'Burbage Common Rolling Farmland' LCA within the Hinckley and Bosworth LPA, of which the A47 Link of the Main HNRFI Site passes through to join the B4668, there would be a low magnitude of change, meriting a moderate/minor effect that would be medium-term, temporary, adverse and not significant. The Stoke Golding Rolling Farmland would experience no change and no effect would thus be not significant.

11.99 In terms of UCAs within the 2km detailed study area, there would be no significant effects, with the magnitude of change upon these ranging between medium and very low, resulting in effects of minor to minor/negligible. All would be medium-term, adverse, temporary and not significant.

11.100 Within Harborough LPA, the Upper Soar LCA would experience no change and no effect which is not significant.

Construction Effects on Landscape character of the Main HNRFI Site

11.101 The Proposed Development would result in the unavoidable loss of grassland margins, arable and pastureland, and the necessary removal of some characteristic landscape features, in particular hedgerows and trees to allow for development of the HNRFI. The trees and hedgerows to be removed are detailed in Appendix 11.4 Arboricultural Impact Assessment (document reference 6.2.11.4). The level of removal and site clearance required would materially alter the character of the receiving environment.

11.102 This change would result in a very high magnitude of change on a high sensitivity landscape, which would generate a major, medium-term, temporary and significant adverse effect. This is not the effect upon the wider landscape character areas, but solely reflective of the site-based change.

11.103 There would also be a similar effect on character at night. Although construction lighting would be limited during the hours of darkness, some lighting in winter would likely be required at the start and the end of the day to ensure site safety and a level of security and safety lighting would likely be required throughout the night. The lighting, albeit low level, would likely be sufficient to alter the site from a dark fieldscape to a construction site at rest, giving rise to major temporary medium-term major/moderate adverse effects at night.

Construction Effects on Landscape character of the A47 Link Road Corridor

11.104 The fieldscape character of A47 Link would be gradually transformed from agricultural farmland to a Link Road embanked on either side, whilst fields to the south would develop a naturalistic character with open access, adjacent to the Burbage Common and Woods Country Park. This would result in major temporary, medium-term, adverse significant effects during construction as the character is completely altered, whilst the field margins, field boundary hedgerows and trees would for the most part be retained, and the perception of field structure would remain.

11.105 There would also be a similar effect on the character at night. Although construction lighting would be limited during the hours of darkness, some lighting in winter is likely at the start and the end of the day to ensure site safety and a level of security lighting would likely be required throughout the night. The lighting, albeit low level, would likely be sufficient to alter the site from a dark fieldscape to a construction site at rest, giving rise to major/moderate, temporary, medium-term adverse significant effects.

Construction Effects on Landscape character of M69 Junction 2 and Other Highways Works Locations within Order Limits

11.106 Effects upon the landscape character of locations of highways works would be relatively limited during construction given the nature of the works which will involve erecting signage, occasional road calming measures and minor adjustments to the existing highway network. These works would be carried out to existing highways infrastructure and in the case of the Junction 2 works, adjacent to a motorway. Some of the works, particularly the Junction 2 works would result in the clearance of vegetation and earthworks, the character of which would be heavily influenced by the adjacent road infrastructure. As such there would be a low magnitude of change to these areas, resulting in an adverse effect of minor/negligible which would not be significant.

11.107 There would also be a similar effect on character at night. It is likely that some of the minor works required such as signage alterations would be able to take place during daylight hours with no need for construction lighting. In the event that night-work is scheduled to reduce the impact of road closures and contra-flow measures on routes, targeted floodlighting would be required to ensure site safety. However, this would be required

for a very short period only to complete the works, in most instances would be in the context of existing lighting at junctions and effects would not be significant

Construction Effects on Landscape character of Off-site Railway Crossings

11.108 Effects upon the landscape character of off-site railway crossings at Thorneyfields and Elmesthorpe would be extremely limited given the nature of the change which would involve PRoW diversions and removal of level crossing infrastructure. As such there would be a very low magnitude of change to these areas, resulting in a neutral effect of negligible/none which would not be significant. A slightly higher magnitude of change is expected at the Outwoods Level Crossing where a bridge would be installed resulting in a minor/negligible effect which would not be significant.

Significant Construction Effects on Landscape Character

11.109 To summarise the above, this assessment has found there to be significant effects during construction on the following landscape receptors:

- The landscape character and fabric of the Main HNRFI Site;
- The landscape character and fabric of the A47 Link Road;
- LCA1: Aston Flamville Wooded Farmland;
- LCA6: Elmesthorpe Floodplain; and
- LCA15: Stoney Stanton Rolling Farmland.

Visual amenity

11.110 Locations of representative receptor photoviewpoints are illustrated on Figures 11.9 (document reference 6.3.11.9). The photographic views are provided as Figure 11.10 (document reference 6.3.11.10).

11.111 Receptor sensitivity and the assessment of effects is described in Appendices 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6 respectively) with the sensitivity of visual receptors varying according to the value of the user, the context of the view and susceptibility to change.

Significant Construction Effects on Visual Receptors

- 54 representative viewpoints have been assessed during the construction stage of the Proposed Development which has identified significant effects on a number of visual receptors as detailed in Table 11.17 below. These are illustrated geographically on Figure 11:21 – Significant Visual Effects (document reference 6.3.11.21):

Table 11.17: Visual Receptors with Significant Effects During Construction

Relevant Photoviewpoint	Visual receptors with significant effects during construction
PVP1	Users of PRoW V35/1
PVP2	Users of PRoW U50/1
PVP3	Users of PRoW U52/6
PVP4	Users of PRoW U52/8
PVP5	Users of PRoW U50/3
PVP6	Users of PRoW U50/3
PVP7	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (North)
PVP8	Users of PRoW V29/6
PVP9	Users of PRoW U53/2
PVP11	Users of PRoW V29/3
PVP16	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (West)
PVP17	Users of PRoW U52/9
PVP19, PVP53	Visitors to St Mary's Church, Elmesthorpe
PVP20	Pedestrians, Cyclists and Drivers on the B581 bridge over the M69

Relevant Photoviewpoint	**Visual receptors with significant effects during construction**
PVP21	Users of PRoW V29/10
PVP22	Users of PRoW V49/2
PVP24	Users of PRoW V34/2
PVP25	Users of PRoW U47/1
PVP26	Pedestrians and People enjoying the view from the bench on Shilton Road, Barwell
PVP30	Visitors to the Viewpoint at Croft Hill
PVP34	Users of PRoW U18/4
PVP35	Users of PRoW V48/2
PVP36	Recreational Users of Smenell Field
PVP37	Users of PRoW V49/7
PVP42	Visitors to the Burbage Common and Woods Country Park and Users of PRoW U52/4
PVP43 & PVP44	Visitors to the Burbage Common and Woods Country Park
PVP47	Users of PRoW V23/2
PVP49	Users of B581
PVP50	Users of Elmesthorpe Public Open Space and Play Area

11.112 The residential receptors that have the greatest potential to be affected by the Proposed Development are also assessed in Technical Appendix 11.5 (document reference 6.2.11.5). This assessment identified significant effects during the construction phase on all potential residential receptors identified.

Table 11.18: Potential Residential Receptors with Significant Effects during Construction

Reference No. on Figure 11.11	Potential Residential Receptors with significant effects during Construction
1	Aston Firs Campsite
2	Averley House Farm
3	Bridge Farm
4	Billington Rough
5	Wood House Farm
6	Properties on Station Road, east of M69 including Oaklands and Glebe Farm
7	Properties on Station Road, Elmesthorpe
8	Properties on Burbage Common Road North
9	Properties on Burbage Common Road west of the railway line
10	Properties on Shilton Road and Dawson's Lane, Barwell
11	Properties on Church Lane, Dovecote way, St Mary's Close and Barwell Lane, Barwell
12	Highgate Lodge Farm and Red Hill Farm

Reference No. on Figure 11.11	Potential Residential Receptors with significant effects during Construction
13	Properties on Stanton Lane including Boundary Farm and Nuttingore Farm
14	Fields Farm
15	Properties on the western edge of Stoney Stanton – Smithy Farm Drive, Fisher Close, Farndon Drive, St Peter's Close, Tansey Crescent, and George Marriot Close, Hinckley Road and Howe Close
16	Properties on B4668 between Burbage Common Road and A47 including Gypsy and Traveller Site
17	Gypsy and traveller site on Smithy Lane
18	Properties on Breach Lane including Huit Farm
19	Thorney Fields Farm
20	Properties on Cadle Close, Stoney Stanton

During operation

Post-completion stage effects on the landscape resource

11.110 This section offers an assessment of the post-completion (i.e. at Year 1, before the full effects of mitigation measures are realised) on the landscape resource; visual effects are considered separately, below. This section describes the anticipated effects of the Proposed Development during its operational lifetime and assesses the significance of those effects in landscape and visual amenity terms.

11.111 Given that the Proposed Development includes landscape proposals, which would take time to mature, and that all new development can seem 'raw' until it has 'settled' into its landscape context, the assessment of operational effects for specific areas and views considers the effects at two distinct points in time:

- when the Proposed Development is fully operational (Year 1) and all construction phases have ceased; and

- 15 years after completion of the Proposed Development (such that mitigation planting may have matured and/or materials weathered).

11.112 It is often the case that initial (Year 1) effects are more considerable than those at Year 15 of operation due to the limited initial effect of the landscape proposals. It is also the case, there would be a number of phases of construction (five in total), whereby parts of the Proposed Development and landscape mitigation would be completed before others. This would happen in the first two years during the enabling works delivered through Development Phase 1 such that by 'Year 1' of operation, parts of the Landscape Strategy planted in the early stages of the 10-year construction phase timespan would already have begun to have matured and provided benefit.

11.113 Effects at Year 1 are considered to be temporary as the growth of planting within the landscape would produce some considerable change. By Year 15 it is considered that the planting would have reached a stage of early maturity and the development would have 'bedded in' to the landscape such that it could be described as permanent. Further growth in the planting would still be expected but at a slower rate and likely no greater than general growth or change that occurs within a mature landscape.

Landscape character

Year 1 Operational Effects on Landscape character areas

11.114 The effects upon Year 1 of completion on landscape character areas which cover or lie in close proximity to the Order Limits are detailed in Appendix 11.6 (document reference 6.2.11.6)

11.115 With regard to the LCAs within the Blaby Landscape Character Assessment, the magnitude of change expected upon the Aston Flamville Wooded Farmland LCA as a result of the completed HNRFI would be high, leading to an overall effect of major, that would be medium-term, adverse, temporary and significant.

11.116 In terms of the effect on Elmesthorpe Floodplain LCA, a very high magnitude of change is expected upon Year 1 of completion, leading to an overall effect of substantial, that would be medium-term, temporary, adverse and significant as a result of development at the Main HNRFI Site.

11.117 The Stoney Stanton Rolling Farmland LCA would also experience significant effects, with a medium magnitude of change leading to a moderate, medium-term, temporary adverse significant effect.

11.118 There would be no change and no effect upon the Soar Meadows LCA.

11.119 In terms of the SCAs within 2km of the Proposed Development, there would be no significant effects, with the magnitude of change ranging from medium to very low and

overall effects between moderate/minor and minor/negligible. All would be medium-term, adverse and temporary.

11.120 Considering the Hinckley and Bosworth LCAs and UCAs and the Harborough LCA, none would experience significant effects as a result of the Proposed Development at Year 1 of completion.

Year 1 Operational Effects on the Landscape Character and Fabric of the Main HNRFI Site

11.121 The landscape of the Main HNRFI Site would be transformed from a traditional agricultural landscape to an operational railport and logistics park. Whilst the development would be the clear focus and purpose of the landscape, new habitat creation and planting would take place across the Main HNRFI Site amounting to 35ha of green open space which equates to 20% of the whole Main HNRFI Site. This includes over 11ha of land planted as a natural parkland area. Whilst, the remainder of the Main HNRFI Site would have a distinctly urban character given its nature, and the land would also have been 'engineered' removing natural undulations to create level plateaus suitable for development, broad roadside verges with hedgerows, shrubs and trees would be established to soften the built development and create meaningful green corridors throughout the site.

11.122 The landscape strategy provides for a number of green routes in and around the Main HNRFI Site which would support notable numbers of trees, shrubs and meadow plantings. On the boundaries, corridors up to 70m in places would provide broad natural green ways within which a shared use bridleway would be routed providing off-road access to Burbage Common and Country Park from Burbage Common Road North. Within the centre of the site permissive shared footpath/cycleways would be routed alongside the main internal road system within broad tree-lined avenues with verges up to 20m in places where attenuation basins, wildflower grassland, wildlife friendly scrub and seasonal bulbs within amenity areas would provide habitat centrally.

11.123 North of the railway line a 50m buffer of woodland, copse and meadow would provide a treed screen for lower- level activities along the railport. This would include a 2m high earthbank designed to provide additional height to tree planting. The planting in this area and its potential effectiveness as a screen is illustrated in Figure 11.17 (document reference 6.3.11.17).

11.124 In the southern section of the Main HNRFI Site an area of natural open space is designed to provide a buffer and an extension to the public open space of the adjacent Burbage Common and Woods Country Park.

11.125 The landscape of the Main HNRFI Site would be in part well established by Year 1 of Operation, much of the structural landscape planting around the boundaries of the Main HNRFI Site having been established during the first 2 years of construction to facilitate safe PRoW diversions around the Site and benefitting from around 8 years of growth at the end of the construction period. At Year 1 it is expected there would be a major, significant, adverse, temporary effect across the Main HNRFI Site.

Year 1 Operational Effects on the Landscape character and Fabric of the A47 Link Road

11.126 The fieldscape character of A47 Link Road corridor would be gradually transformed from agricultural farmland to a Link Road embanked on either side. To the south field boundaries would be retained as far as practically possible as would the scattered mature hedgerow trees. The area to the south (comprising approximately 11ha) would be transformed from an agricultural fieldscape to one comprising newly planted trees, areas of scrub and meadow grassland, providing Green Infrastructure links to the woodland to the north-west and to the existing Country Park to the south (as described in Figure 11.20, document reference 6.3.11.20). There would be a high magnitude of change that would result in Major/moderate medium-term temporary effects that are significant.

Year 1 Operational Effects on the Landscape character and Fabric of M69 Junction 2 and Other Highways Works within Order Limits

11.127 Operational effects upon the landscape character of the highways works locations within the Order Limits including the M69 Junction 2 works would be relatively limited given these works would be integrated into the existing highways infrastructure. Any loss of vegetation associated with the works, in particular around M69 Junction 2 would be replaced with roadside planting. At Year 1 this would not yet have matured sufficiently to integrate the new infrastructure fully into the local landscape. As such there would be a low magnitude of change to these areas, resulting in an adverse effect of minor/negligible which would not be significant.

Year 1 Operational Effects on the Landscape character and fabric of off-site railway works

11.128 At described in Appendix 11.6, the operational effects of the diverted PRoW on the off-site railway works locations give rise to medium-term, temporary, negligible and minor/negligible effects which are not significant.

Significant Year 1 Effects on Landscape character

11.129 To summarise the above, this assessment has found there to be significant effects at Year 1 on the following landscape receptors:

- The landscape character and fabric of the Main HNRFI Site;
- The landscape character and fabric of the A47 Link Road Corridor;
- LCA1: Aston Flamville Wooded Farmland;
- LCA6: Elmesthorpe Floodplain; and
- LCA15: Stoney Stanton Rolling Farmland.

Visual amenity

11.130 Locations of representative receptor photoviewpoints are illustrated on Figures 11.9 (document reference 6.3.11.9). The photoviewpoints themselves are provided as Figure

11.10 (document reference 6.3.11.10). Receptor sensitivity is described in Table 11.18 with the sensitivity of visual receptors varying according to category, context of the view and susceptibility to change.

11.131 42 Photomontages have been prepared to aid the visual assessment process at Figure 11.16 (document reference 6.3.11.16), 30 viewpoints were selected to demonstrate the effect of the Built Parameters of the Proposed Development and 12 were selected to demonstrate the effect of the Proposed Illustrative Masterplan and Illustrative Landscape Strategy. With regard to the detailed photomontages, as many aspects of the scheme have been included as possible including proposed lighting columns in accordance with the lighting strategy. The decision was taken to show the 'worst-case' scenario in terms of proposals which could vary as a result of the phasing of the development. Therefore, although rail mounted gantry cranes are not planned to be installed at Year 1, they have been included in the photomontages at Year 1 as they will be installed before Year 15 and would have a potential visual effect that might otherwise be overlooked by the assessment. Similarly, although the majority of the planting is planned to be implemented during the enabling works, the planting shown at Year 1 assumes only one year of growth reflecting a 'worst-case' scenario for any of the planting locations.

Significant Year 1 Effects on Visual Receptors

11.132 54 representative viewpoints have been assessed during Year 1 of Operation which has identified significant effects on a number of visual receptors as detailed in the Table below. These are illustrated geographically on Figure 11:21, Significant Visual Effects (document reference 6.3.11.21).

Table 11.19: Visual Receptors with Significant Effects at Year 1

Relevant Photoviewpoint	**Visual receptors with significant effects at Year 1**
PVP1	Users of PRoW V35/1
PVP2	Users of PRoW U50/1
PVP3	Users of PRoW U52/6
PVP4	Users of PRoW U52/8
PVP5	Users of PRoW U50/3

Relevant Photoviewpoint	Visual receptors with significant effects at Year 1
PVP6	Users of PRoW U50/3
PVP7	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (North)
PVP8	Users of PRoW V29/6
PVP9	Users of PRoW U53/2
PVP11	Users of PRoW V29/3
PVP16	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (West)
PVP17	Users of PRoW U52/9
PVP19, PVP53	Visitors to St Mary's Church, Elmesthorpe
PVP20	Pedestrians, Cyclists and Drivers on the B581 bridge over the M69
PVP21	Users of PRoW V29/10
PVP22	Users of PRoW V49/2
PVP24	Users of PRoW V34/2
PVP25	Users of PRoW U47/1
PVP26	Pedestrians and People enjoying the view from the bench on Shilton Road, Barwell
PVP30	Visitors to the Viewpoint at Croft Hill

Relevant Photoviewpoint	**Visual receptors with significant effects at Year 1**
PVP34	Users of PRoW U18/4
PVP35	Users of PRoW V48/2
PVP36	Recreational Users of Smenell Field
PVP37	Users of PRoW V49/7
PVP42	Visitors to the Burbage Common and Woods Country Park and Users of PRoW U52/4
PVP43 & PVP44	Visitors to the Burbage Common and Woods Country Park
PVP47	Users of PRoW V23/2
PVP49	Users of B581
PVP50	Users of Elmesthorpe Public Open Space and Play Area

11.133 The residential receptors that have the greatest potential to be affected by the Proposed Development are also assessed in Appendix 11.6 (document reference 6.2.11.6). This assessment identified significant effects during Year 1 of Operation on all residential receptors identified as set out in Table 11.20 below

Table 11.20: Potential Residential Receptors with Significant Effects at Year 1

Reference Number on Figure 11.11	Potential Residential Receptors with significant effects at Year 1
1	Aston Firs Campsite
2	Averley House Farm
3	Bridge Farm
4	Billington Rough
5	Wood House Farm
6	Properties on Station Road, east of M69 including Oaklands and Glebe Farm
7	Properties on Station Road, Elmesthorpe
8	Properties on Burbage Common Road North
9	Properties on Burbage Common Road west of the railway line
10	Properties on Shilton Road and Dawson's Lane, Barwell
11	Properties on Church Lane, Dovecote way, St Mary's Close and Barwell Lane, Barwell
12	Highgate Lodge Farm and Red Hill Farm
13	Properties on Stanton Lane including Boundary Farm and Nuttingore Farm
14	Fields Farm

Reference Number on Figure 11.11	Potential Residential Receptors with significant effects at Year 1
15	Properties on the western edge of Stoney Stanton – Smithy Farm Drive, Fisher Close, Farndon Drive, St Peter's Close, Tansey Crescent, and George Marriot Close, Hinckley Road and Howe Close
16	Properties on B4668 between Burbage Common Road and A47 including Gypsy and Traveller Site
17	Gypsy and traveller site on Smithy Lane
18	Properties on Breach Lane including Huit Farm
19	Thorney Fields Farm
20	Properties on Cadle Close, Stoney Stanton

PROPOSED MITIGATION

Mitigation and enhancement

11.134 LVIA is useful not only as a process to define the likely landscape and visual changes resulting from a proposed development, but as a design tool to influence the emerging proposal. As noted earlier, EDP has undertaken updated field-based assessments and advised the Applicant over a number of years. The accumulated understanding of the DCO Site, with supporting commentary provided by Council Officers, has helped shape the parameter plans and an illustrative landscape strategy, designed to reduce landscape/visual effects, to integrate the proposals into their landscape context and enhance the Site's landscape fabric.

11.135 The hierarchical approach toward mitigation of landscape and visual effects (prevent, reduce, offset) has been (1) first to avoid where possible, any effects through the overall design and layout of the Proposed Development and disposition of its elements; this constitutes primary mitigation by preventing effects occurring through sensitive design and layout; (2) subsequently reducing effects arising through the careful siting of strategic landscape mitigation measures and careful consideration of the siting of each of the different elements of the Proposed Development; (3) Tertiary mitigation is achieved

through the compensation of potential losses.

11.136 In this case, avoiding effects within the Main HNRFI Site was not possible given the nature of the Proposed Development and the need for an engineered plateau. However, reducing effects offsite has been achieved by implementing the following design principles and adjustments:

- The design of the Landscape Strategy as illustrated on the Parameters Plan (document reference 2.12) as Green Open Land and within the Illustrative Landscape Strategy (document reference 6.3.11.20), which ensures a generous natural separation between the Main HNRFI Site and the adjacent Burbage Common and Woods Country Park and the planting of a new Western Amenity Area as an extension to the public open space. This Western Amenity Area extends to approximately 22ha both north and south of the railway line which represents 25% of the area of Burbage Common and Woods Country Park. It is of note that overall, green and blue open space accounts for approximately 28% of the Main HNRFI Site and A47 Link Road Corridor combined and approximately 20% of the Main HNRFI Site. In addition, broad roadside green verges within the development will further soften the built development. Compliance with the principles of the Illustrative Landscape Strategy and LEMP will be a requirement of the DCO;

- The reduction in maximum built height parameter of the logistics units by 2-5m from the proposed maximum height parameter at the PEIR stage. This represents a 7-18% reduction in maximum building height parameter which has had the effect of reducing the magnitude and extent of visual impact from receptors in the surrounding area; and

- Through the careful consideration of stack heights within the container storage area, whereby different stack heights are permitted at different temporal stages of the project. This is controlled through Requirement 11, which in simple terms allows lower stack heights during the first five years of the project when mitigation planting is less mature, and higher stack heights after this point when maturing landscape mitigation provides additional visual screening.

11.137 The Proposed Development benefits from existing dense mature woodland to the south of the Main HNRFI Site which provides a natural screen to views from the south, whilst the north-western edge of the Main HNRFI Site would incorporate a bund, planted with woodland species to assist in softening views from the west and north. The northern edge of the Main HNRFI Site would include further areas of woodland planting whilst the areas adjacent to the M69 would feature a new shared surface route that would be planting with a mixture of woodland, shrub and scrubby species. As noted above, further, areas between the A47 Link Road and Burbage Common and Woods Country Park would be laid out as additional naturalistic public access land. The screening effects of these measures are illustrated in the Photomontages (Figure 11.16, document reference 6.3.11.16) and Illustrative Sections in Figures 11.17 and 11.18 (document references 6.3.11.17 and 6.3.11.18).

11.138 The Illustrative Landscape Strategy (Figure 11.20, document reference 6.3.11.20) has been conceived and designed with reference to published Landscape Character Assessments as well as site-specific advice regarding landscape and visual matters, thus ensuring mitigation proposed accords with Local Authority policy guidance.

11.139 The Illustrative Landscape Strategy (Figure 11.20, document reference 6.3.11.20) has also been designed in co-ordination with the ecological mitigation strategy contained in Chapter 12 of the ES (document reference 6.1.12) as well as the Biodiversity Impact Assessment (document reference 6.2.12.2), biodiversity being a key part of the landscape design decision making process.

11.140 Those mitigation measures pertinent to landscape and visual (and arboricultural) matters are explained with reference to the different stages of the Proposed Development below.

Demolition and construction

11.141 The following measures would be implemented during the construction phase of the Proposed Development:

- A CEMP (document reference 17.1) including mitigation designed to avoid significant landscape and ecological effects is submitted with this application. This includes dust control measures, use of hoardings to protect the most sensitive receptors such as PRoW users and local residents and directional construction lighting where necessary to protect residential receptors and habitats. The CEMP will contain the requirement for phase specific CEMPs setting out the indicative construction methodologies, works, machinery and procedures required to build the Proposed Development. The phased CEMPs will describe how the Proposed Development would be constructed and set out the overall programme and phasing of works. These would be approved by the relevant local planning authority in accordance with a DCO requirement and would be substantially in accordance with the measures set out in the CEMP (document reference 17.1), submitted with the DCO application;

- An Arboricultural Method Statement (AMS) incorporating best practice guidance set out in British Standard 5837: 2012 *'Trees in Relation to Design, Demolition and Construction'* is required to be approved by the relevant local planning authority in accordance with a DCO requirement. This will ensure retained trees and other vegetation is not adversely affected during the construction process;

- A Site Waste and Materials Management Plan (SWMMP) (document reference 17.3) incorporating the management of topsoil and earthworks, including dust control measures is submitted with this application. The SWMMP includes measures to protect and enhance soil for biodiversity purposes and for the establishment of landscaping;

- the Lighting Strategy (document reference 6.2.3.2) provides further detail in respect of temporary construction lighting. Mitigation measures for construction lighting include directional fittings. Where work is required outside of daylight hours, temporary lighting would be directed away from retained watercourses, woodlands, mature trees

and hedgerows; and

- As shown on Figure 11.3 (document reference 6.3.11.3), there are a number of PRoW crossing the Main HNRFI Site. Safe access for pedestrians would be established in the first stages of the construction process, new diverted routes being set within wide green corridors to allow planting to mature early and improve the short- and medium-term amenity of the routes. Construction works that create dust would be kept to a minimum close to the PRoWs, and dust prevention measures, such as damping, would be undertaken to reduce the impact on users of the PRoW network.

11.142 Generally, the landscape and visual effects during the construction phases of the Proposed Development would be difficult to mitigate entirely due to the nature of these operations. However, as described above, the adoption of approved best practice construction methods will aid in reducing the perception of construction activities for those receptors most likely to be affected.

11.143 Notwithstanding the adoption of these measures, and whilst the significance of the effect at some receptors would reduce to a limited degree, no receptor experiencing a significant unmitigated effect would experience a reduction to a non-significant level of effect as a result of construction mitigation.

11.144 The critical consideration in the assessment of construction effects is their temporary nature, and thus the medium-term time period for which landscape and visual amenities would be affected to a significant degree.

11.145 It should also be noted that the construction phase would not be a singular phase of construction where the whole Order Limits are under construction for a 10-year span. In reality, there would be a number of phases of construction (five in total). Parts of the Proposed Development and landscape mitigation would be completed before others during the enabling works within Development Phase 1 such that by 'Year 1' of full operation of the entire Proposed Development, parts of the Illustrative Landscape Strategy (document reference 6.3.11.20) planted in the first two years of the 10-year construction phase timespan would already have begun to mature and provide benefit.

Operation

11.146 Mitigation during the operational (post-completion) stage comprises embedded (avoidance) mitigation and additional mitigation proposed to reduce the significance of likely effects (reduction mitigation). These different mitigation measures are explained below with reference to the proposed development.

Embedded mitigation

11.147 The current condition and key characteristics of the surrounding landscape have been considered throughout the design of the Proposed Development and integrated into the Illustrative Landscape Strategy (document reference 6.3.11.20) where possible, such as the nearby character of the Burbage Common and Woods Country Park which has been applied to the design of the Western Amenity Area. Consultation with the project

ecologist has ensured that species selection and habitat creation areas are appropriate for the location, given the findings of the ecological assessment. As part of this process consideration of biodiversity has been central to the landscape strategy approach, ensuring the landscape maximises all opportunities for improved biodiversity with a rich mosaic of habitats across site, use of mixed native species and limited species poor amenity areas.

Additional mitigation

11.148 The landscape and visual mitigation strategy is a key component of the Proposed Development. As shown on the illustrative Masterplan, Parameter Plan and DAS (document references 2.8, 2.12 and 8.1), the Proposed Development incorporates public open space and other landscape mitigation measures which include:

- an over-arching Illustrative Landscape Strategy (Figure 11.20, document reference 6.3.11.20) for the Main HNRFI Site and A47 Link Road Corridor;
- the provision of a retained, albeit realigned and upgraded on-site PRoW network across the Main HNRFI Site (Figure 11.14, document reference 6.3.11.14), offering recreational value, and a community resource; and
- the creation of surface water attenuation and detention features incorporated within the areas of open space as part of the Sustainable Drainage Strategy as described in the Sustainable Drainage Statement (document reference 6.2.14.2.)

11.149 In addition to these site-wide measures, around the edges of the HNRFI, the landscaping will be managed and reinforced to contain the Proposed Development, providing site security, screening and habitat enhancement.

11.150 As part of the wider green infrastructure, public open spaces, both formal and informal, will be designed to provide high-quality and traffic free green spaces, which satisfies a number of objectives, including:

- provision of an on-site PRoW network which maintains connectivity across the Main HNRFI Site, including the creation of a new route; and
- public open space for formal and informal use, whilst also contributing to green networks and enhancing habitat connectivity through the provision of a landscaped corridor along the eastern edge of the Main HNRFI Site, the A47 Link Road (land between the A47 Link Road and Burbage Common Road) and located in the western end of the Main HNRFI Site.

11.151 In summary, the landscape elements specific to the detailed design of the Proposed Development include enhancements that would provide:

- visual filtering of the Proposed Development;
- public and private amenity; and

- ecological value.

RESIDUAL LANDSCAPE AND VISUAL EFFECTS

Following completion at year 15

11.152 The following is an assessment of the residual effects of the Proposed Development following mitigation employed during the construction phase (to reduce the effects of construction activities) and after completion, at Year 15 post full completion, once embedded mitigation measures have matured.

11.153 The 'residual' effects of the scheme are considered to be those that persist once the effects of mitigation – be that strategic planting or the softening of the Proposed Development provided by planting and areas of open space – have become established. In planning terms, these are the effects to which most 'weight' should be attached, since they represent the long-term effect on the landscape and visual baseline.

11.154 The residual effects following the implementation of the mitigation strategies are assessed in further detail in the ES Appendix 11.3 (document reference 6.2.11.3) that accompanies the DCO submission. Only those residual effects that have reduced and/or ameliorated likely significant effects as described above are discussed below; all other effects as stated at Year one would remain the same.

Significant Effects at Year 15 on Landscape character

Published Landscape Character Areas

11.155 Following completion, and as mitigation measures have matured circa 15 years from completion, the magnitude of change expected upon the Aston Flamville Wooded Farmland LCA would reduce to medium reducing the significant effect to moderate, long-term, permanent, adverse.

11.156 With regards to the Elmesthorpe Floodplain LCA, a reduction from very high (Year 1) to high (Year 15) is expected, leading to an overall significant effect that is major, adverse, permanent and long-term. It should be noted that the maturation of the area south of the A47 Link Road will have altered in character over time to one more consistent with the adjoining LCA to the south (Burbage Common Rolling Farmland).

Landscape character of the main HNRFI site

11.157 Following completion, and as mitigation measures mature circa 15 years from completion, the magnitude of change would reduce slightly. However, given the degree and permanence of change (from agricultural fields to a SRFI), the level of effect would remain major/moderate adverse and significant, resulting from a medium sensitivity and a very high magnitude of change.

Landscape character of the A47 Link Road

11.158 The fieldscape character of A47 Link Road will have transformed from agricultural

farmland to a Link Road embanked on either side, whilst to the south of the A47 Link Road itself, the field structure would remain intact with field boundaries retained as far as practically possible, as would the scattered mature hedgerow trees. As illustrated on Figure 11.20 (document reference 6.3.11.20) the area will have been transformed from an agricultural fieldscape to one comprising newly planted trees, areas of scrub and meadow grassland, providing GI links to the woodland to the east and to the existing Country Park to the south. There would be a high change that would be significant, although it would be reduced to a moderate effect on account of the maturation of the planting within the Western Amenity Area and along the A47 Link Road.

Visual amenity

11.159 The potential effects at Year 15 of completion predicted for each visual receptor is described in Appendix 11.6 (document reference 6.2.11.6).

Significant Year 15 Effects on Visual Receptors

11.160 54 representative viewpoints have been assessed during Year 15 of Operation which has identified significant effects on a number of visual receptors as detailed in the Table below. These are illustrated geographically on Figure 11:21 – Significant Visual Effects (document reference 6.3.11.21). Notably, mitigation has been most effective in reducing effects on the Users of Burbage Common and Woods Country Park and Smenell Field, the maturation of the Western Amenity Areas of Planting effectively screening the Proposed Development from these more sensitive areas. In this instance mitigation is much more than a strategic buffer but instead provides a public access extension to the Country Park, extending the natural character of this area to the north.

Table 11.21: Visual Receptors with Significant Effects at Year 15

Relevant Photoviewpoint	**Visual receptors with significant effects at Year 15**
PVP1	Users of PRoW V35/1
PVP2	Users of PRoW U50/1
PVP4	Users of PRoW U52/8
PVP5	Users of PRoW U50/3

Relevant Photoviewpoint	Visual receptors with significant effects at Year 15
PVP6	Users of PRoW U50/3
PVP7	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (North)
PVP8	Users of PRoW V29/6
PVP9	Users of PRoW U53/2
PVP11	Users of PRoW V29/3
PVP16	Walkers, Cyclists, Horse Riders and Drivers on Burbage Common Road (West)
PVP17	Users of PRoW U52/9
PVP19, PVP53	Visitors to St Mary's Church, Elmesthorpe
PVP21	Users of PRoW V29/10
PVP22	Users of PRoW V49/2
PVP24	Users of PRoW V34/2
PVP25	Users of PRoW U47/1
PVP26	Pedestrians and People enjoying the view from the bench on Shilton Road, Barwell
PVP30	Visitors to the Viewpoint at Croft Hill
PVP34	Users of PRoW U18/4

Relevant Photoviewpoint	Visual receptors with significant effects at Year 15
PVP35	Users of PRoW V48/2
PVP36	Recreational Users of Smenell Field
PVP37	Users of PRoW V49/7
PVP42	Visitors to the Burbage Common and Woods Country Park and Users of PRoW U52/4
PVP47	Users of PRoW V23/2
PVP49	Pedestrians on the B581
PVP50	Users of Elmesthorpe Public Open Space and Play Area

11.161 Significant residual effects would also remain for all residential receptors identified in Table 11.22.

Table 11.22: Potential Residential Receptors with Significant Effects at Year 15

Reference No on Figure 11.11	Potential Residential Receptors with significant effects at Year 15
1	Aston Firs Campsite
2	Averley House Farm
3	Bridge Farm
4	Properties in Billington Rough
5	Wood House Farm
6	Properties on Station Road, east of M69 including Oaklands and Glebe Farm
7	Properties on Station Road, Elmesthorpe
8	Properties on Burbage Common Road North
9	Properties on Burbage Common Road west of the railway line
10	Properties on Shilton Road and Dawson's Lane, Barwell
11	Properties on Church Lane, Dovecote way, St Mary's Close and Barwell Lane, Barwell
12	Highgate Lodge Farm and Red Hill Farm
13	Properties on Stanton Lane including Boundary Farm and Nuttingore Farm
14	Fields Farm

Reference No on Figure 11.11	Potential Residential Receptors with significant effects at Year 15
15	Properties on the western edge of Stoney Stanton – Smithy Farm Drive, Fisher Close, Farndon Drive, St Peter's Close, Tansey Crescent, and George Marriot Close, Hinckley Road and Howe Close
16	Properties on B4668 between Burbage Common Road and A47 including Gypsy and Traveller Site
17	Gypsy and traveller site on Smithy Lane
18	Properties on Breach Lane including Huit Farm
19	Thorney Fields Farm
20	Properties on Cadle Close, Stoney Stanton

CONSIDERATION OF NIGHT TIME EFFECTS

11.162 In terms of anticipated effects on night views, nine representative viewpoints have been identified as illustrated on Figure 11.92 (document reference 6.3.11.9). A narrative is contained for each relevant view within Appendices 11.5 and 11.6 (document references 6.2.11.5 and 6.2.11.6) in relation to effects during Construction and at Year 1 and Year 15 of operation. Existing night view and night photomontages have been prepared to aid the assessment process – Figure 11.12 (document reference 6.3.11.12). It should be noted that the majority of views taken at night are from PRoW where there are unlikely to be many users after dark.

Construction

11.163 In line with the CEMP (document reference 17.1), where work is required outside of daylight hours, temporary lighting would be directed away from retained watercourses, woodlands, mature trees and hedgerows. The Lighting Strategy (document reference 6.2.3.2) provides further detail in respect of temporary construction lighting. These documents will be secured as a requirement of the DCO.

11.164 In terms of anticipated construction phase effects on night views, a narrative for each relevant view is contained within Appendix 11.5 (document reference 6.2.11.5) and

existing night views have been prepared to aid the assessment process – Figure 11.12 (document reference 6.3.11.12).

11.165 With reference to the nine viewpoints selected, the only significant effect identified at night from construction phase lighting was on users of Smenell Field (Photoviewpoint 36).

Operation

11.166 The Lighting Strategy (document reference 6.2.3.2) details the proposed lighting strategy across the Proposed Development and will be secured as a requirement of the DCO. The lighting strategy sets out the recommendations, applicable regulations and best practice, to be adopted for the Proposed Development. Parameters are provided, to limit obtrusive light and light pollution, together with considerations for protection of ecology and the environment.

11.167 The Lighting Strategy (document reference 6.2.3.2) predominantly addresses the external lighting requirements, as the significant element of lighting impact, with recommendations to limit the impact from the interior lighting, of which details are to be further developed during the design period.

11.168 In terms of anticipated operational effects on night views, a narrative for each relevant view is contained within Appendix 11.6 (document reference 6.2.11.6) for effects at Year 1 and Year 15 of operation. Night Photomontages have been prepared to aid the assessment process – Figure 11.12 (document reference 6.3.11.12).

11.169 There would be a change to the night-time scenario with new light sources visible within views where lighting is already a part of the night view at Photoviewpoint locations 9, 19, 20, 22, 24 and 25. In addition light would be introduced into a dark landscape at Photoviewpoint 36. With reference to the nine viewpoints selected, the following users were identified as experiencing significant effects.

Table 11.23: Night-time receptors with significant effects at Year 15

Relevant Photoviewpoint	Night-time receptors with significant effects at Year 15
PVP22	Users of PRoW V49/2
PVP24	Users of PRoW V34/2
PVP25	Users of PRoW U47/1

Relevant Photoviewpoint	Night-time receptors with significant effects at Year 15
PVP36	Users of Smenell Field

CUUMULATIVE AND IN COMBINATION EFFECTS

11.170 Cumulative effects can arise from the intervisibility of proposed developments and/or from the combined effects of individual components of the Proposed Development occurring in different locations or over a period of time. The separate effect of such individual components or developments may not be significant, but together they may create a degree of adverse effect on the landscape resource or visual receptors within their combined visual envelopes. In this cumulative assessment, the focus is on the additional effects of the Proposed Development. Baseline schemes may have significant effects in their own right, but significant cumulative effects do not automatically arise following the addition of the Proposed Development; the significance is determined by the degree of change that the Proposed Development would introduce into the theoretical cumulative baseline.

11.171 Cumulative effects arise in two principal ways – in combination and sequentially. Combined effects occur when: 1) two or more schemes appear simultaneously in the same arc of view without the need for an observer to turn; and 2) in succession, where it is necessary for the observer to turn the head to see the various schemes. Sequential effects occur where the observer has to move from one location to another to be able to see the different developments, and typically arise when the observer is travelling through a landscape.

11.172 Those cumulative development sites within the near vicinity of the Proposed Development (see Figure 20.1, document reference 6.3.20.1), which have the potential to result in cumulative landscape and visual effects, have been assessed against the likely LVIA effects of the Proposed Development to determine whether cumulative effects are likely and if so their significance.

11.173 Those cumulative sites within the near vicinity of the Proposed Development, which have the potential to result in cumulative landscape and visual effects are as detailed in Chapter 20 (document reference 6.1.20). Chapter 20 identifies a 'long list' of schemes illustrated in Figure 20.1 (document reference 6.3.20.1). Following PINS Advice Note 17, the schemes have been filtered using the staged approach, identifying those sites most likely to result in cumulative effects with the HNRFI. The Stage 3 assessment is contained with Appendix 20.2 (document reference 6.2.20.2) with the cumulative effects upon landscape character and visual amenity summarised below.

Landscape character

Burbage Common Rolling Farmland LCA

11.174 Of the cumulative schemes identified within the Burbage Common Rolling Farmland LCA, cumulative effects would arise from cumulative scheme ID8, ID11, ID13, ID17, ID18, ID20, ID24, ID25 and ID62. In none of these cases would a significant cumulative effect with the Proposed Development arise.

Stoney Stanton Rolling Farmland LCA

11.175 Of the cumulative schemes identified within the Stoney Stanton Rolling Farmland LCA, cumulative effects would arise from cumulative scheme ID31, ID32, ID44 and ID65. The only significant cumulative effects would arise with cumulative scheme ID65 (STO026 – Land West of Stoney Stanton SHELAA site for 5,000 dwellings as part of garden village proposal). There would be a direct significant adverse effect as a result of the 'other development', whilst the HNRFI would have an indirect significant effect upon the western fringes. The cumulative effect would be significant and mainly caused by the 'other development'. Whilst the HNRFI would contribute to the effect, it would not raise the level effect beyond the level the 'other development' would directly have upon the host LCA.

Elmesthorpe Floodplain LCA

11.176 In terms of the Elmesthorpe Floodplain LCA, only cumulative scheme ID66 would result in a cumulative effect with the Proposed Development. The vast majority of the LCA would be replaced or altered in some way as a result of the cumulative effect of both schemes. As such there would be significant cumulative effect upon this LCA with both sites contributing equally to this effect.

Earl Shilton UCA

11.177 With regard to the 'Earl Shilton' UCA, there would be a direct significant effect as a result of the cumulative scheme ID1. There would be no significant effect as a result of the HNRFI site. As such there would be a significant cumulative effect upon the Earl Shilton UCA with the 'other development' as the main proponent.

Visual effects

11.178 In terms of cumulative visual effects, cumulative scheme ID1 would have a cumulative significant effect with the Proposed Development upon Photoviewpoints 38, 40 and 50 with ID1 as the main proponent. Whilst the HNRFI would appear as a cumulative scheme in the view, it would not increase the level of effect beyond that which would be predicted for the 'other development'. Similarly views from these locations are likely to result in significant cumulative effects with cumulative ID54 as the main proponent. The HNRFI whilst would appear as a cumulative scheme in the view, would not increase the level of effect beyond that of which would be predicted for the ID54.

11.179 Cumulative scheme ID60 is also likely to affect Photoviewpoints 38, 40 and 50 and experience a cumulative significant effect with the ID60 as the main proponent. Whilst the HNRFI would appear as a cumulative scheme in the view, would not increase the level of effect beyond that of which would be predicted for the ID60.

11.180 Both cumulative scheme ID8 and HNRFI have the potential to be seen from elevated ground (Photoviewpoint 25 and 26), of which there would be a cumulative effect. This would be significant and adverse, with the HNRFI site as the main proponent.

11.181 The effects of cumulative scheme ID65 (STO026 – Land West of Stoney Stanton SHELAA site for 5,000 dwellings as part of garden village proposal) is unknown at this stage. However, given the scope of the scheme, it is considered that there would be likely significant effects upon a number of Photoviewpoints (8, 9, 10, 11, 20, 21, 22, 23, 24 and 35) which would experience ID60 in close proximity. With regards to Photoviewpoint 8 elevated over the M69 motorway, there would be a significant cumulative effect that would span 360° of the view with the HNRFI contributing the most level of impact due to its vertical size, scale and proximity. In terms of Photoviewpoints 9, 11, 35, 22, and 24 it is unknown at this stage whether these locations (on PRoW) would be retained as recreational routes within open space or through areas and streets of built form. Assuming the worst case (i.e PRoW passing through built development) there would be significant adverse effects upon these locations. Views towards the HNRFI would become far more limited due to development, but given the size and scale of the HNRFI, it would likely appear in views. There would be a cumulative effect which would be significant, with the ID65 as the main proponent due to the immediate location. Similar effects are predicted for Photoviewpoints 10 and 23 (Hinckley Road). In terms of distant visibility, in combination views would be possible from elevated locations at Earl Shilton and Barwell (Photoviewpoints 25 and 26) although it is likely that the HNRFI would screen most views of ID65 from these locations. As such there would be a cumulative significant effect with the HNRFI as the main proponent.

11.182 In terms of cumulative scheme ID66 (ELM008 – Land North of the Railway Line SHELAA site for 1,100 dwellings), receptors at a number of Photoviewpoints (4, 17, 47, 16 and 44) would experience the 'other development' in close proximity. There are also likely to be significant effects on the PRoW within and in close proximity to the 'other development'. It is unknown at this stage whether these locations (on PRoW) would be retained as recreational routes within open space or through areas and streets of built form. Assuming the worst case (i.e., PRoW passing through built development) there would be significant adverse effects upon these locations. Views towards the HNRFI would become far more limited due to development, but given the size and scale of the HNRFI, it would likely appear in views. There would be a cumulative effect which would be significant, with the ID66 as the main proponent due to the immediate location. In terms of distant visibility, in combination views would be possible from elevated locations at Earl Shilton and Barwell (Photoviewpoints 25 and 26) of which the ID66 would appear in closer proximity to the views and likely to span across a large area within views. The HNRFI would appear in the mid-distance beyond the ID66, forming a backdrop. It is expected there would be a significant cumulative effect with both sites contributing equally.

CLIMATE CHANGE

11.183 The impact of climate change on the landscape and visual resource is assessed through consideration of a potential future baseline scenario and considers how potential climate change might alter the predicted landscape and visual effects reported in this chapter. Whilst it is unlikely that completely new direct impacts would arise as a result of climate change based on the current conditions, the geographic spread or scale of potential impacts might be changed when considered against the future baseline conditions.

11.184 The changes to temperature and precipitation predicted would be likely, in time, to change the landscape around us, in a number of ways. However, it is unlikely that this would lead to wholescale change to the future landscape baseline within the lifetime of the Proposed Development. Changes might include certain tree species or grasslands becoming more dominant/prevalent. Changes to the landscape effects predicted are therefore considered appropriate.

11.185 For visual effects, the future baseline under a climate change scenario would not lead to any greater, or different, effects to those predicted.

SUMMARY AND CONCLUSIONS

11.186 The LVIA baseline report (ES Appendix 11.1, document reference 6.2.11.1) provides a preliminary appraisal of the baseline conditions against which landscape and visual effects can be considered as the design of the Proposed Development.

11.187 There would be significant adverse landscape effects during construction, at year 1 and at year 15 across the host LCAs, LCA1: Aston Flamville Wooded Farmland and LCA6: Elmesthorpe Floodplain as well as the Main HNRFI Site and the A47 Link Road Corridor. These effects are unavoidable given the nature of the scheme. Whilst mitigation has been shown to be effective in creating a softened development and one where Green Infrastructure is an integral part of the design, large-scale built development and a Link Road are so very different in character to a rural agricultural landscape that no amount of mitigation could reduce this effect.

11.188 There would be significant adverse visual effects during construction and at Year 1 from 31 of the representative viewpoint locations which represent various receptor groups, principally users of PRoW throughout the local area.

11.189 There would be significant adverse residual effects at year 15 from 27 of the representative viewpoint locations, demonstrating that landscape mitigation is effective in reducing effects from some locations.

11.190 Notably, with mitigation, there are no residual significant visual effects on the most sensitive receptors in Burbage Common and Woods Country Park, the landscape mitigation serving to screen the Proposed Development from view as it matures.

11.191 It is also of note, that where significant residual visual effects have been identified in longer range views, these are in the main, in isolated locations where there is an opportunity for a view from an elevated vantage point such as at Croft Hill or on Shilton Road, Barwell. For the most part, the Proposed Development is not visible within the wider landscape with significant effects largely contained within 1km. The exception to this is in views from the east, where the more open landscape would allow views across the fields along PRoW from Stoney Stanton to the M69.

11.192 There would also be significant adverse visual effects at construction, year 1 and year 15 across the 20 residential receptors identified.