

**Table A11.5.1: Landscape Resource Schedule of Effects during Construction**

| Landscape Resource   | Value   | Susceptibility  | Sensitivity                   | Assessment of Effects   | Magnitude of Change | Effect  |
|--|---|---|-------------------------------|---|---------------------|---|
| <b>Site Landscape Character</b>                              |   |   |                               |   |                     |   |
| Landscape Character and Fabric of the Main HNRFI Site        | Medium<br><a href="#">(As set out in Table 11.3 of Appendix 11.1)</a> | High<br><a href="#">(As set out in paragraph 11.128 of Appendix 11.1)</a>   | High                          | <p>The main character and fabric of the site is to be found within the remnant field hedgerows and mature trees within the site and on its boundaries. However, overall, the site landscape fabric does not form a prominent or important part of the appreciation of the wider landscape and is perceived from wider afield as part of a working agricultural landscape.</p> <p>Invariably, a mixed-use development on a ‘greenfield’ site and at the scale proposed would result in the unavoidable removal of landscape features, in particular the agricultural field parcels and hedgerows, at a level which materially alters the character of the receiving environment. In essence, there would be wholesale change at this stage from an operational agricultural landscape to a construction site.</p> <p>In addition, at night, targeted work lighting at the start and end of the day in winter for safety purposes, <del>and</del> <u>potential</u> low-level security lighting throughout the night, <u>including aviation safety lights on any cranes on-site,</u> would alter this <u>relatively</u> dark fieldscape to a lit construction site.</p> <p>This change would result in a very high magnitude of change on a medium sensitivity landscape, which would generate a major/moderate, <del>medium</del><u>short</u>-term and locally significant adverse effect. This is not the effect upon the wider landscape character areas, but solely reflective of the site-based change.</p> | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant   |
| Landscape Character and Fabric of the A47 Link Road Corridor | Medium<br><a href="#">(As set out in Table 11.5 of Appendix 11.1)</a> | <del>Medium</del> <u>High</u><br><a href="#">(As set out in Table 11.6 and paragraph 11.155 of Appendix 11.1)</a> | <del>Medium</del> <u>High</u> | <p>The fieldscape character of A47 Link Road Corridor would be gradually transformed from agricultural farmland to a Link Road construction site. This would result in <del>potential</del> significant, temporary adverse effects during construction as the character would be completely altered. Whilst the field margins, field boundary hedgerows and trees would for the most part be retained within the Western Amenity Area, new habitat creation and planting would require a degree of disturbance to the area during planting and establishment. In addition, at night, targeted work lighting at the start and end of the day in winter for safety purposes, <del>and</del> <u>potential</u> low-level security lighting throughout the night, <u>including aviation safety lights on any cranes on-site,</u> would alter this <u>relatively</u> dark fieldscape to a lit construction site.</p>  | High                | <del>Major</del> /Moderate<br><del>Short</del> <u>Medium</u> -term<br>Temporary<br>Adverse<br>Significant |

| Landscape Resource  | Value  | Susceptibility   | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|---|--|--|-------------|--|---------------------|---|
| Landscape Character and Fabric of M69 Junction 2 and Other Highways Works Locations within Order Limits | Low<br><a href="#">(As set out in Table 11.7 of Appendix 11.1)</a> | Low<br><a href="#">(As set out in Table 11.8 of Appendix 11.1)</a> | Low         | <p>Changes to the landscape character of the highways works locations within the Order Limits would be relatively limited during construction given the nature of the works which would 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.</p> <p>To avoid disruption on the highway at busy times, it is likely that some construction work would be required to take place at night. There would be targeted work lighting for safety purposes which would introduce additional lighting into the highways at night. In most instances, such as M69 Junction 2 and other junction works locations (A47 Junctions, B4114 Junctions Sapcote, Stoney Stanton and the A5 Cross in Hand Roundabout), lighting would be in the context of existing highways lighting at the junctions. In some instances, however, lighting would be introduced to <a href="#">relatively</a> dark landscapes for a short amount of time (B4669/ Stanton Lane)</p> <p>As such, there would be a low magnitude of change to these areas, resulting in a minor/negligible adverse effect which would not be significant.</p> | Low                 | <p>Minor/Negligible</p> <p><del>Short</del>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p> |
| Landscape Character of Offsite Railway Works Location at Thorney Fields                                 | Low  | Low  | Low         | <p>At the Thorney Fields Crossing, the only change would be the removal of the level crossing access and the diversion of the footpath over the existing bridge, which would result in minimal construction activities limited to infrastructure removal and making good, together with the erection of new signage. If works were to take place at night, targeted work lighting for safety purposes would introduce additional lighting into the area at night but this would likely be for a very short period of time only.</p>  | Very Low            | <p>Negligible/None</p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not significant</p>                   |
| Landscape Character of Offsite Railway Works Location at  | Low  | Low  | Low         | <p>At the Elvesthorpe Rail Crossing, the only change would be the removal of the level crossing access and the diversion of the footpath onto the existing pavements on Bostock Close and Station Road. This would give rise to minimal construction activities limited to infrastructure removal and making good, together with the erection of new signage. If works were to take place at night, targeted work lighting for safety purposes would introduce additional lighting</p>   | Very Low            | <p>Negligible</p> <p>Short-term</p> <p>Temporary</p>  |

| Landscape Resource   | Value         | Susceptibility | Sensitivity   | Assessment of Effects   | Magnitude of Change | Effect   |
|--|---------------|----------------|---|---|---------------------|--|
| Elmesthorpe  |               |                |   | into the area, but this would likely be for a very short period of time only.   |                     | Adverse<br>Not significant   |
| Landscape Character of Offsite Railway Works Location at The Outwoods      | Low           | Low            | Low   | At the Outwoods, the level crossing is to be replaced by a pedestrian bridge over the railway line. Construction activities would require some limited tree removals to allow clearance for the bridge and likely need for construction traffic and a crane to erect the structure. Given the existing rail infrastructure at this location and the enclosed nature of the location by tree cover, the change is considered to be a low magnitude of change. If works were to take place at night, targeted work lighting for safety purposes would introduce additional lighting into the area at night, but this would likely be for a very short period of time only.  | Low                 | Minor/Negligible<br>Short-term<br>Temporary<br>Adverse<br>Not significant  |
| <b>Blaby District Landscape and Settlement Character Assessment (2020)</b> |               |                |   |   |                     |  |
| LCA 1: Aston Flamville Wooded Farmland                                     | Not published | Not published  | Very High<br>(Large scale commercial (warehousing – B8 use category))<br><br>Medium<br>(2-3 storey residential housing/transport infrastructure)<br><br><i>as defined within BDCLCA</i> | <p>The sensitivities to the left have been derived from the sensitivities ascribed in the BDCLCA and translated into the methodology used for this assessment. Susceptibility and Value are not used within the BDCLCA, therefore it is unclear how the author arrived at the sensitivity rating for each LCA. It is noted that differing sensitivities are derived from differing susceptibility to B8 development and transport infrastructure, and both are relevant across the extents of the DCO. The higher of the two effects is given as the ‘overall effect’ in these instances.</p> <p>The construction of the Proposed Development would directly affect the character of the Aston Flamville LCA, as there would be a change within the Main HNRFI Site from agricultural land to a construction site. Initially this would involve clearance and earthworks transforming the whole area during the enabling works. Gradually development would be built out across a number of phases. Perceptual and landscape fabric characteristics of the landscape resource would be fundamentally altered. The effects on the landscape fabric of the Main HNRFI Site would completely change within but would not extend beyond the boundaries or the site and into the rest of LCA. However, the perceptual characteristics of the Proposed Development would extend a short distance to the south, between the Main HNRFI Site and edges of Aston Firs and Freeholt Wood. Beyond Junction 2 of the M69 to the south, indirect visual effects of the construction works would become far more limited due to the physical and visual barrier of Aston Firs, Freeholt Wood and mature vegetation around Junction 2 of the M69. There would be direct effects relating to construction associated with the Enabling Works that would create a new access to the M69 Junction 2, as well as some more minor</p> | High                | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant<br>to<br>Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant<br>(reflecting differing |

| Landscape Resource            | Value         | Susceptibility | Sensitivity   | Assessment of Effects   | Magnitude of Change | Effect   |
|-------------------------------|---------------|----------------|---|---|---------------------|--|
|                               |               |                |   | <p>highways works.</p> <p><u>At night, targeted work lighting at the start and end of the day in winter for safety purposes and potential low-level security lighting throughout the night including aviation safety lights on any cranes on site, would alter the relatively dark fieldscape of the Main HNRFI Site to a lit construction site, having a direct impact on the relative tranquillity of the character area at night. These night-time effects would have limited indirect effects on the wider character area beyond the site due to the woodland screen to the south. Potential glimpsed views of aviation safety lights on cranes is the only direct effect that may feature, but this would be seen in the context of the illuminated Junction 2 of the M69.</u></p> <p>Overall, the changes brought about by the Construction Phase programme would amount to a High magnitude of change upon the LCA as a result of direct and indirect change.</p>  |                     | <p>sensitivities derived from differing susceptibility to B8 development and transport infrastructure)</p>   |
| LCA 6: Elmeſthorpe Floodplain | Not published | Not published  | <p>Very High<br/>(Large scale commercial (warehousing – B8 use category))</p> <p>Medium<br/>(2-3 storey residential housing/transport infrastructure)<br/><i>as defined within BDCLCA</i></p> | <p>The sensitivities to the left have been derived from the sensitivities ascribed in the BDCLCA and translated into the methodology used for this assessment. Susceptibility and Value are not used within the BDCLCA, therefore it is unclear how the author arrived at the sensitivity rating for each LCA. It is noted that differing sensitivities are derived from differing susceptibility to B8 development and transport infrastructure, and both are relevant across the extents of the DCO.</p> <p>The construction of the Proposed Development would directly affect the character of the Elmeſthorpe Floodplain LCA, as there would be a wholesale change within the Main HNRFI Site and the A47 Link Road from agricultural land to an active construction site comprising land clearance and regrading within the Enabling Works during Development Phase 1. Perceptual and landscape fabric characteristics of the landscape resource would be fundamentally altered. Whilst the effects on the landscape fabric of the site would completely change within the Main HNRFI Site and not extend beyond the boundaries or the site and into the LCA, the indirect perceptual characteristics of the construction of the Proposed Development would extend west and north into the majority of this small LCA through to the latter Development Phases.</p> <p><u>At night, targeted work lighting at the start and end of the day in winter for safety purposes and potential low-level security lighting throughout the night including aviation safety lights on any cranes on site would alter the relatively dark fieldscape of the Main HNRFI Site to a lit construction site, having a direct impact on the relative tranquillity of the character area at night.</u></p> | Very High           | <p>Substantial<br/>Medium-term<br/>Temporary<br/>Adverse<br/>Significant<br/>to<br/>Major/Moderate<br/>Medium-term<br/>Temporary<br/>Adverse<br/>Significant</p> |

| Landscape Resource                      | Value         | Susceptibility | Sensitivity   | Assessment of Effects  | Magnitude of Change | Effect   |
|---|---------------|----------------|---|--|---------------------|--|
|   |               |                |   | As such a Very High magnitude of change is assessed.   |                     |  |
| LCA 14: Soar Meadows                    | Not published | Not published  | Very High<br><br>(Large scale commercial (warehousing – B8 use category))<br><br>High<br><br>(2-3 storey residential housing/transport infrastructure)<br><br><i>as defined within BDCLCA</i> | <p>The sensitivities to the left have been derived from the sensitivities ascribed in the BDCLCA and translated into the methodology used for this assessment. Susceptibility and Value are not used within the BDCLCA, therefore it is unclear how the author arrived at the sensitivity rating for each LCA.</p> <p>There would be no direct change to this LCA as a result of the Construction Phase programme of the Proposed Development. With regard to potential for perceptual indirect effects upon the LCA that falls within 2km of the Main HNRFI Site, there would be no change with gently undulating landform, mature vegetation within the landscape and urban form at Sharnford, Sapcote and Stoney Stanton screening visibility in the direction of the Main HNRFI Site.</p>  | No Change           | No Effect<br><br>Not Significant   |
| LCA 15: Stoney Stanton Rolling Farmland | Not published | Not published  | High<br><br>(Large scale commercial (warehousing – B8 use category))<br><br>Low<br><br>(2-3 storey residential housing/transport infrastructure)<br><br><i>as defined within BDCLCA</i>       | <p>The sensitivities to the left have been derived from the sensitivities ascribed in the BDCLCA and translated into the methodology used for this assessment. Susceptibility and Value are not used within the BDCLCA, therefore it is unclear exactly how the author arrived at each sensitivity rating for each LCA. However, it is noted that differing sensitivities are derived from differing susceptibility to B8 development and transport infrastructure, and both are relevant across the extents of the DCO.</p> <p>Only a small part of the construction programme would directly affect the character of the Stoney Stanton LCA, being the proposed highway improvements and Public Rights of Way (PRoW) diversion (at Thorney Fields railway crossing).</p> <p>Effects on the perceptual qualities of this LCA are likely to be <u>visual and noise</u> effects within 1km of the Main HNRFI Site, <u>construction activities being visible from certain locations within the character area by day and targeted construction lighting and security lighting likely adding to the exiting light sources associated with the M69 and Junction 2.</u> <del>by receptors and which only really influence perceptual qualities on this landscape resource as experience from the nearby farmsteads or PRoW.</del></p> | Medium              | Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant<br><br>to<br><br>Minor<br><br>Medium-term<br><br>Temporary<br><br>Adverse |

| Landscape Resource   | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|----------------------|--------|----------------|-------------|--|---------------------|---|
|                      |        |                |             |  |                     | Not Significant   |
| SCA: Aston Flamville | Medium | High           | High        | There would be no direct change to the character of this SCA. The well vegetated nature of the settlement, including its fringes as acknowledged within the SCA description would mean there would be very little indirect change as a result of the construction of the Proposed Development over the entire Construction Phase programme. The magnitude of change is therefore assessed as Very Low.   | Very Low            | Minor<br><a href="#">Medium</a> <del>Short-term</del><br>Temporary<br>Adverse<br>Not Significant            |
| SCA: Elvesthorpe     | Medium | Low            | Medium      | There would be a small direct change to this SCA as a result of the Proposed Development that would comprise the closure of Footpath T89/1 and T89/2 over the railway. Pedestrians would instead be able to cross the railway using the existing Station Road bridge, 75 metres to the south-west. These modifications would be completed during the Enabling Works as part of Development Phase 1 (short-term). In terms of indirect effects from the perceptual elements of the Main HNRFI Site, as acknowledged within the SCA description <i>“There are few views in and out of the village. Existing mature dense vegetation together with regular, well-spaced buildings and large private gardens limit public vantage points and restrict views”</i> . Where the few views are available, the construction of the Main HNFRI Site would be a noticeable component within the view and may include ground clearing works and building construction, including the use of cranes that may be experienced over the duration of the Construction Phase programme above the intervening layers of vegetation. <a href="#">This would also include views of aviation safety lighting on cranes at night.</a> Overall, the magnitude of change to the Elvesthorpe SCA is considered to be Medium. | Medium              | Moderate/Minor<br>Medium-term<br>Temporary<br>Adverse<br>Not Significant                                    |
| SCA: Sapcote         | Medium | Medium         | Medium      | There would be limited direct change to the character of this SCA with the main proponents being highways modification B4 which would comprise traffic calming features, creation of cycle infrastructure and wider footways, public realm and junction improvements and a bus stop relocation at junction of Church Street and B4669. A new pedestrian crossing is included. The direct change would be short-term and delivered through the Enabling Works within Development Phase 1. In terms of the Main HNRFI Site, there would be little indirect change as a result of the construction of the Proposed Development over the entire Construction Phase programme, <a href="#">limited to glimpsed/occasional views of high-level construction activities including aviation safety lighting on cranes at night as represented by</a> . <del>The nearest</del>  | Very Low            | Minor/Negligible<br><a href="#">Medium</a> <del>Short-term</del><br>Temporary<br>Adverse<br>Not Significant |

| Landscape Resource   | Value  | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|--|--------|----------------|-------------|---|---------------------|--|
|  |        |                |             | <del>representative</del> Photoviewpoint 23, <del>of which a Low magnitude of change is predicted.</del> Considering the character <u>and layout</u> of the settlement as a whole, there would be limited perceived change <del>from the vast majority, with those most likely to experience change</del> <u>mainly located</u> on the <del>western</del> <u>south</u> fringes <del>of which</del> <u>where</u> views would be limited by topography and mature vegetation. The magnitude of change is therefore assessed as Very Low.  |                     |  |
| SCA: Sharnford   | Medium | Low            | Medium      | There would be no direct change to the character of this SCA. In terms of indirect effects, the SCA description acknowledges the well contained character of the settlement: <i>“Views within the village are generally only over short distances, enclosed by landform and vegetation. Sharnford is well-screened within in the local landscape”</i> . Overall, there would be very little indirect change as a result of the construction of the Proposed Development over the entire Construction Phase programme. The magnitude of change is therefore assessed as Very Low.  | Very Low            | Minor/Negligible<br><del>Medium</del> <del>Short-term</del><br>Temporary<br>Adverse<br>Not Significant |
| SCA: Stoney Stanton  | Medium | Medium         | Medium      | There would be limited direct change to the character of this SCA with the main proponents being highways modification B3 which would comprise <i>‘reduction of the speed limit to 40mph from the national speed limit; traffic calming features and formalisation of on-carriageway parking’</i> . The direct change would be short-term and delivered through the Enabling Works within Development Phase 1. In terms of the Main HNRFI Site, there would be little indirect change as a result of the construction of the Proposed Development over the entire Construction Phase programme with the exception of glimpsed views of high- <del>level</del> construction works <u>including aviation safety lighting on cranes at night from the southern and western edge of the village</u> as represented by Photoviewpoint 22. Considering the character <u>and layout</u> of the settlement as a whole, there would be limited perceived change <del>from the vast majority, with those most likely to experience change</del> <u>mainly located</u> on the <del>southern and western</del> <u>southern and western</u> fringes <del>of which</del> <u>where</u> views would be limited by topography and mature vegetation. The magnitude of change is therefore assessed as Low. | Low                 | Minor<br>Short-term<br>Temporary<br>Adverse<br>Not Significant   |
| <b>Hinckley and Bosworth Landscape Character Assessment (2017)</b> |        |                |             |   |                     |  |
| LCA: Burbage Common Rolling Farmland                               | Medium | High           | High        | Only a small part of the Proposed Development would directly affect the character of the Burbage Common Rolling Farmland LCA, being the construction of the A47 Link Road connection to the B4668, adjustments to the Junction of A47 Normandy Way/Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell, and replacement of the   | Low                 | Moderate/Minor<br>Medium-term<br>Temporary   |

| Landscape Resource                             | Value  | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|--|--------|----------------|-------------|---|---------------------|--|
|  |        |                |             | <p>level crossing with a pedestrian footbridge, with associated public rights of way diversions at the Outwoods rail crossing. These would be delivered through the Enabling Works within Development Phase 1 and would result in a direct but Low magnitude of change upon the LCA.</p> <p>The LCA is undeniably influenced by the urban edges of Hinckley, Bosworth, Barwell and Earl Shilton as noted within the LCA description. Indirect effects resulting from the Main HNRFI Site on the perceptual qualities of this LCA are only likely to be affected within 1km of the Main HNRFI Site and would <del>likely</del> be limited to <u>some change in views with the introduction of construction activity during the day and an awareness of some additional lighting at night, notably, high level aviation safety lighting on cranes. There may also be</u> a change in perceptual qualities on this landscape resource due to the potential increase in noise from construction traffic and operations as experienced from the nearby farmsteads or PRow within and around Burbage Common.</p> <p>Beyond Junction 2 of the M69 to the south, indirect visual effects of the Main HNRFI Site would become far more limited due to the physical and visual barrier of Aston Firs, Freeholt Wood and mature vegetation around Junction 2 of the M69. There would be very minor direct effects relating to construction associated the erection of new signage along the M69 delivered through the Enabling Works. Overall however, the changes brought about by the Construction Phase programme would amount to a Low magnitude of change upon the LCA as a result of direct and indirect change.</p> |                     | <p>Adverse</p> <p>Not Significant</p>  |
| LCA: Stoke Golding Rolling Farmland (Non-Host) | Medium | High           | High        | <p>There would be no direct change to this LCA as a result of the Construction Phase programme of the Proposed Development. With regard to potential for perceptual indirect effects upon the LCA that falls within 2km of the Main HNRFI Site, there would be no change, the urban areas of Hinckley, and elevated Barwell and Early Shilton forming a physical and visual barrier to intervisibility.</p>   | No Change           | <p>No Effect</p> <p>Not Significant</p>  |
| UCA 1: Burbage                                 | Medium | Medium         | Medium      | <p>There would be very limited direct change to this UCA as a result of the Construction Phase programme of the Proposed Development that would comprise construction traffic to the Outwoods rail crossing to implement a new pedestrian bridge delivered through the Enabling Works as part of Development Phase 1. With regard to potential for perceptual indirect effects upon the SCA that falls within 2km of the Main HNRFI Site, there would be extremely limited change with the woodland at Aston Firs, Burbage Wood and Freeholt Wood screening views. There may be occasional <u>views of cranes operation that creep into views above or through gaps in existing vegetation including aviation safety lighting on cranes at night.</u></p>   | Very Low            | <p>Minor/Negligible</p> <p><del>Medium</del> Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p> |



| Landscape Resource | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|--------------------|--------|----------------|-------------|--|---------------------|--|
|                    |        |                |             | Overall, there would be a Very Low magnitude of change.  |                     |  |
| UCA 4: Hinckley    | Low    | Low            | Low         | There would be very limited direct change to this UCA as a result of the Construction Phase programme of the Proposed Development that would comprise construction traffic to the Outwoods rail crossing to implement a new pedestrian bridge; and highways modification works HB1 (approach roads to this junction would all be widened to accommodate additional traffic. Indicative right turn and two lanes would be provided through the junction in a westbound direction. Formal signal-controlled pedestrian crossing points would be introduced) delivered through the Enabling Works as part of Development Phase 1. With regard to potential for perceptual indirect effects upon the SCA that falls within 2km of the Main HNRFI Site, there would be extremely limited change due to intervening urban form and woodland at Hinckley Golf Course, Burbage Common and Woods Country Park, Sheppy Wood, Aston Firs, Burbage Wood and Freeholt Wood screening views. There may be occasional <a href="#">views of cranes operation that creep into</a> views above <a href="#">or through</a> existing vegetation <a href="#">including aviation safety lighting on cranes at night</a> . Overall, there would be a Very Low magnitude of change.  | Very Low            | Negligible<br><a href="#">Medium Short-term</a><br>Temporary<br>Adverse<br>Not Significant |
| UCA 9: Barwell     | Medium | Medium         | Medium      | There would be no direct change to this UCA as a result of the Construction Phase programme of the Proposed Development. In terms of indirect effects, the southern edge of this settlement has the potential to experience infrequent, filtered and glimpsed views of the Construction Phase programme, from the Enabling Works associated with Development Phase 1 that would include ground clearance across the Main HNRFI Site and A47 Link Road, through to the construction and completion of the Main HNRFI. Elsewhere within the SCA views would be screened by intervening urban form and mature vegetation. Overall, the change is expected to be Low upon the SCA.<br><br>There would be no direct change to this UCA as a result of the Construction Phase programme of the Proposed Development. In terms of indirect effects, the southern edge of this settlement has the potential to experience infrequent, filtered and glimpsed views of the Construction Phase programme, from the Enabling Works associated with Development Phase 1 that would include ground clearance across the Main HNRFI Site and A47 Link Road, through to the construction and completion of the Main HNRFI. <a href="#">This would include indirect effects from construction lighting which would be visible in views at night</a> . Elsewhere within the SCA views would be screened by intervening urban form and mature vegetation. Overall, the change is expected to be Low upon the SCA. | Low                 | Minor<br><a href="#">Medium Short-term</a><br>Temporary<br>Adverse<br>Not Significant      |

| Landscape Resource                                      | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|---|--------|----------------|-------------|--|---------------------|--|
| UCA 10: Earl Shilton                                    | Medium | Medium         | Medium      | There would be no direct change to this UCA as a result of the Construction Phase programme of the Proposed Development. In terms of indirect effects, the southern edge of this settlement has the potential to experience infrequent, filtered and glimpsed views of <del>the Construction Phase programme, from the Enabling Works associated with Development Phase 1 that would include ground clearance across the Main HNRFI Site and A47 Link Road, through to the construction and completion of the Main HNRFI</del> <u>high-level construction activities although no public viewpoints with a view have been identified.</u> Elsewhere within the SCA views would be screened by intervening urban form and mature vegetation. Overall, the change is expected to be Low upon the SCA. | <u>Very Low</u>     | Minor/ <u>Negligible</u><br><u>Medium</u> <del>Short-term</del><br>Temporary<br>Adverse<br>Not Significant |
| <b>Harborough Landscape Character Assessment (2007)</b> |        |                |             |  |                     |  |
| LCA: Upper Soar   | Medium | Medium         | Medium      | There would be no direct change to this LCA as a result of the Construction Phase programme of the Proposed Development. With regard to potential for perceptual indirect effects upon the LCA that falls within 2km of the Main HNRFI Site, there would be no change with gently undulating landform, mature vegetation within the landscape and urban form at Sharnford, Sapcote and Stoney Stanton screening visibility in the direction of the Main HNRFI Site.  | No Change           | No Effect<br>Not Significant   |

**Table A11.5.2: Visual Amenity Schedule of Effects during Construction**

| Visual Amenity Receptor                      | Value | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect  |
|--|-------|----------------|-------------|---|---------------------|---|
| <b>Representative Photoviewpoints</b>        |       |                |             |   |                     |   |
| PVP1: View from PRow V35/1<br><br>PRow Users | High  | High           | High        | <p>The view and route are within the countryside of which rural views of gently undulating farmland can be obtained.</p> <p>Primarily due to proximity, construction activities within the view would be a visible change across the view and would comprise land clearing works, construction access and traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete.</p> | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| PVP2: View from PRow U50/1<br><br>PRow Users | High  | High           | High        | <p>The view and route are within the countryside of which rural views of gently undulating farmland can be obtained.</p> <p>Primarily due to proximity, construction activities within the view would be a visible change across the view and would comprise land clearing works, construction access and traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete.</p> | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| PVP3: View from PRow U52/6<br><br>PRow Users | High  | High           | High        | <p>Primarily due to proximity, construction activities would be a visible change within the view and would comprise land clearing works, construction access and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete.</p>  | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant |

| Visual Amenity Receptor   | Value | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect  |
|---|-------|----------------|-------------|---|---------------------|---|
| PVP4: View from PRow U52/8 Burbage Common Road Bridge over railway<br><br>Footpath and Road Users | High  | Medium         | High        | Primarily due to proximity, construction activities would be a visible change across the whole view and would comprise land clearing works, construction traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete. The magnitude of change would be Very High.  | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant     |
| PVP5: View from PRow V23/1 over railway<br><br>PRow Users   | High  | Medium         | High        | This view would no longer exist as the PRow would be diverted along the northern edge of the railway line when construction works commence.   | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant     |
| PVP5: View from PRow V23/1 over railway<br><br>Rail Users   | Low   | Low            | Low         | This view also allows an assessment to be made of effects on rail users on the Hinckley to Leicester Railway Line. In the case of rail travel, views are fleeting and although a substantial change would be evident across the site in terms of earth works and construction, this would be seen in the context of a fast-moving train across a considerable distance <u>where the focus of the receptor moves between inside and outside of the train. and t</u> The magnitude of effect is therefore medium. | Medium              | Minor<br>Medium-term<br>Temporary<br>Adverse<br>Not Significant |

| Visual Amenity Receptor  | Value      | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|--|------------|----------------|-------------|--|---------------------|--|
| PVP6: View from PRow U50/3<br><br>PRow Users   | High       | High           | High        | This view would no longer exist as the PRow would be diverted along the northern edge of the railway line when construction works commence.  | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant  |
| <u>PVP6: View from PRow U50/3</u><br><br><u>Rail Users</u>   | <u>Low</u> | <u>Low</u>     | <u>Low</u>  | <u>This view also allows an assessment to be made of effects on rail users on the Hinckley to Leicester Railway Line. In the case of rail travel, views are fleeting and although a substantial change would be evident across the site in terms of earth works and construction, this would be seen in the context of a fast-moving train across a considerable distance where the focus of the receptors moves between the inside and outside of the train. The magnitude of effect is therefore medium.</u>   | <u>Medium</u>       | <u>Minor</u><br><u>Medium-term</u><br><u>Temporary</u><br><u>Adverse</u><br><u>Not Significant</u> |
| PVP7: View from Burbage Common Road<br><br>Road Users including walkers, cyclists and horse riders | Medium     | Medium         | Medium      | <del>The Photoviewpoint and Burbage Common Road is not located within any local or national landscape designations.</del> Rural views of gently undulating farmland can be obtained along the road. <del>The susceptibility of quiet minor road users in the countryside is Medium, resulting in an overall sensitivity of Medium.</del><br><br>Primarily due to proximity, construction activities would be a visible change across the view and would comprise land clearing works, construction traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete. | Very High           | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant                               |

| Visual Amenity Receptor   | Value      | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect  |
|---|------------|----------------|-------------|---|---------------------|---|
| PVP8: View from PRow V29/6 footbridge over M69<br><br>PRow Users      | High       | Medium         | High        | <p>The view and route taken from a dedicated Bridleway overbridge on the M69 of which rural views of gently undulating farmland can be obtained. The susceptibility of users of this route is considered to be Medium as a result of the influence of the M69 Motorway. The overall sensitivity is High.</p> <p>Primarily due to proximity, construction activities would be a visible change across the whole view and would comprise land clearing works, construction traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete.</p>  | Very High           | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant   |
| PVP9: View from PRow U53/2<br><br>PRow Users                          | High       | Medium         | High        | <p><del>The Photoviewpoint and Footpath U53/2 is not located within any local or national landscape designations</del>The view and route is located on the opposite side of the M69 to the Main HNRFI Site. Views look towards the M69 which passes horizontally at close distance within the view, with the gently undulating farmland of the Main HNRFI Site beyond. The susceptibility of users of this route is considered to be Medium as a result of the influence of the M69 Motorway. The overall sensitivity is High.</p> <p>Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete. <u>Night time scenario</u></p> <p><del>Notable new light sources would be introduced into the view with targeted construction lighting, safety lighting on cranes and security lighting visible across parts of the view at certain times throughout the construction period. It is also noted that as some parts of the site start to become operational during the overall construction period, this lighting would be visible as well as the specific construction lighting.</del></p> | High                | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant  |
| <u>PVP9: View from PRow U53/2</u><br><br><u>Night-time Assessment</u> | <u>Low</u> | <u>Low</u>     | <u>Low</u>  | <p><u>Notable new light sources would be introduced into the view with targeted construction lighting, safety lighting on cranes and security lighting visible across parts of the view at certain times throughout the construction period. It is also noted that as some parts of the site start to become operational during the overall construction period, this lighting would be visible as well as the specific construction lighting.</u></p>  | <u>High</u>         | <u>Moderate/Minor</u><br><u>Medium-term</u><br><u>Temporary</u><br><u>Adverse</u><br><u>Not Significant</u> |

| Visual Amenity Receptor   | Value  | Susceptibility         | Sensitivity | Assessment of Effects  | Magnitude of Change    | Effect   |
|---|--------|------------------------|-------------|--|------------------------|--|
| PVP10: View from Hinckley Road – B4669<br><br>Road Users including pedestrians and cyclists | Medium | <del>Medium</del> Low  | Medium      | <del>The Photoviewpoint and Hinckley Road is not located within any local or national landscape designations. The susceptibility of users of this route is Low, with a Medium sensitivity.</del><br><br>Ground level construction activities within the <a href="#">Main HNRFI Site</a> would be screened by a combination of subtle variations in topography and existing mature vegetation in the middle to far distance. However, cranes may be visible above the layers of intervening vegetation and ground level construction operations would be visible at the far end of this route at Junction 2 of the M69 where improvements are proposed and would be completed as part of the Enabling Works during Phase 1. | Medium                 | Moderate/Minor<br>Medium-term<br>Temporary<br>Adverse<br>Not Significant         |
| PVP11: View from PRow V29/3<br><br>PRow Users   | High   | <del>High</del> Medium | High        | <del>Photoviewpoint 11 is located on Bridleway V29/3, south of Hinckley Road and M69 Junction 2, within an undesignated landscape. Views of the M69 are well screened, whilst the Hinckley Road, Motorway junction and an electricity pylon and lines feature in the view. The susceptibility of users is considered to be Medium with a high sensitivity.</del><br><br>Ground level construction activities within the <a href="#">Main HNFRI Site</a> would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. <u>However</u> , cranes would be visible above the layers of intervening vegetation.                                       | <del>Medium</del> High | <del>Major</del> /Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |

| Visual Amenity Receptor   | Value                        | Susceptibility  | Sensitivity                  | Assessment of Effects   | Magnitude of Change | Effect  |
|---|------------------------------|-----------------|------------------------------|---|---------------------|---|
| <p>PVP12: View from M69 overbridge on Aston Lane</p> <p>Aston Lane Road Users including pedestrians and cyclists <u>and</u> <u>M69 Northbound Users</u></p> | <u>Low</u> <del>Medium</del> | Low             | <u>Low</u> <del>Medium</del> | <p><del>This view is not located within any national or local landscape designations.</del> Located on a bridge over the M69, Aston Lane is influenced by the M69 in the direction of the Main HNRFI Site.</p> <p>Construction activities at the Main HNFRI Site would largely be screened by a combination of subtle variations in topography with existing mature vegetation at Aston Firs and Burbage Wood in the far distance. Cranes would be visible above the layers of intervening vegetation, whilst ground level construction operations would be visible towards the centre of the image, at Junction 2 of the M69 where improvements including new slip roads are proposed. The magnitude of change would be Medium.</p> <p><u>This view also allows an assessment to be made of effects on users travelling northbound on the M69 where the magnitude of change experienced will be similar although experienced at a lower level.</u></p> <p><del>Night-time scenario</del></p> <p><del>There would also be low level change in the night-time scenario, safety lights on cranes being visible above the treeline and potentially some additional targeted construction lighting during the junction upgrade works.</del></p> | Medium              | <p><del>Moderate</del>/Minor</p> <p><del>Short</del><del>Medium</del>-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p> |
| <p>PVP12: View from M69 overbridge on Aston Lane</p> <p><u>M69 Northbound Users</u></p>   | <u>Very Low</u>              | <u>Very Low</u> | <u>Very Low</u>              | <p><del>This view also allows an assessment to be made of effects on users travelling northbound on the M69 where the magnitude of change experienced will be similar although experienced at a lower level.</del></p>  | Medium              | <p><del>Minor/Negligible</del></p> <p><del>Medium-term</del></p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>               |



| Visual Amenity Receptor   | Value                               | Susceptibility      | Sensitivity                           | Assessment of Effects   | Magnitude of Change      | Effect   |
|---|-------------------------------------|---------------------|---------------------------------------|---|--------------------------|--|
| <p><a href="#">PVP12: View from M69 overbridge on Aston Lane</a></p> <p><a href="#">Night-time Assessment</a></p> | <a href="#">Low</a>                 | <a href="#">Low</a> | <a href="#">Low</a>                   | <p><a href="#">There would be a very low-level change in the night-time scenario, safety lights on cranes being visible above the treeline and potentially some additional targeted construction lighting during the junction upgrade works.</a></p>  | <a href="#">Very Low</a> | <p><a href="#">Negligible</a></p> <p><a href="#">Short-term</a></p> <p><a href="#">Temporary</a></p> <p><a href="#">Adverse</a></p> <p><a href="#">Not Significant</a></p> |
| <p>PVP13: View from M69 overbridge on Lychgate Lane</p> <p>Road and PRoW Users</p>                                | <a href="#">Low</a> <del>High</del> | Low                 | <a href="#">Medium</a> <del>Low</del> | <p><del>This view is not located within any national or local landscape designations.</del> Located on a bridge over the M69, Aston Lane is influenced by the M69 in the direction of the Main HNRFI Site. Users of this route also include those on <a href="#">PRoW V36</a> which uses the highway to cross the M69.</p> <p>Construction activities at the Main HNFRI Site would largely be screened by a combination of subtle variations in topography with existing mature vegetation at Aston Firs, and Burbage Wood in the far distance. Cranes would be visible for construction of the warehouse units across site, above the layers of intervening vegetation, whilst ground level construction operations would be visible towards the centre of the <a href="#">imageview</a>, at Junction 2 of the M69 where improvements are proposed. <del>The magnitude of change would be Low.</del></p> | Low                      | <p>Minor/<a href="#">Negligible</a></p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>   |
| <p>PVP14: View from PRoW U63/1</p> <p>PRoW Users</p>  | High                                | High                | High                                  | <p><del>This view is not located within any national or local landscape designations</del>Footpath U63/1 has edge of settlement rural views north in the direction of the Main HNRFI site, whilst overhead powerlines cross horizontally within the view.</p> <p>Construction activities at the Main HNFRI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation at Aston Firs, and Burbage Wood in the far distance. Distant views of cranes may be visible for construction of the warehouse units across site that would likely be visible for short durations, above the layers of intervening vegetation. All ground level construction operations would be screened, including the early stages of the Enabling Works.</p>  | Very Low                 | <p>Minor</p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>  |

| Visual Amenity Receptor  | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|--|--------|----------------|-------------|--|---------------------|---|
| PVP15: View from Burbage Common<br><br>Walkers and Recreational Users                                | High   | High           | High        | <p>This view is not located within any national or local landscape designations. Burbage Common Country Park has semi-naturalistic landscape, with copses, scrub and grassland throughout. Views in the direction of the Main HNRFI site, comprise mature woodland that enclose parts of the country park and contain views locally. The value is considered to be High, whilst the susceptibility of users is also considered to be High, meriting an overall sensitivity of High.</p> <p>Construction activities at the Main HNFRI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation within the Country Park. Distant views of cranes may be visible for construction of the warehouse units, above the layers of intervening vegetation. Slot views through a gap in vegetation may also allow for filtered and partially screened views of the construction of the units associated with the railport. All ground level construction operations would be screened, including the early stages of the Enabling Works.</p> | Low                 | Moderate/Minor<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant |
| PVP16: View from Burbage Common Road<br><br>Road Users including walkers, cyclists and horse riders. | Medium | High           | High        | <p><del>The Photoviewpoint and Burbage Common Road is not located within any local or national landscape designations.</del> The view and route are within the countryside of which rural views of gently undulating farmland can be obtained. The susceptibility of road users in this location next to Burbage Common and Woods Country Park is High as many are using the route for recreational enjoyment.</p> <p>The construction of the A47 link would appear in the mid-distance and delivered alongside the public open space as part of the enabling works. There would also be views in the direction of the Main HNRFI Site where construction of the commercial units would be visible, particularly use of cranes. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete.</p>   | High                | Major/Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant    |
| PVP17: View from PRoW U52/9<br><br>PRoW Users  | High   | High           | High        | <p><del>Public Bridleway U52/9 is not located within a local or national landscape designation. Views from the route are considered of High Value whilst receptors are considered of High susceptibility and thus a High overall sensitivity.</del></p> <p>There would be a considerable change to the view from this public bridleway. Construction activities within the view would be a visible change across the much of the view and would comprise clearance, ground modelling works, construction traffic and crane operations. These would be experienced over the full construction Phase, from 1-5 and take approximately 10 years to complete. The magnitude of change would be Very High.</p>  | Very High           | Major<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant             |

| Visual Amenity Receptor   | Value               | Susceptibility      | Sensitivity         | Assessment of Effects   | Magnitude of Change    | Effect   |
|---|---------------------|---------------------|---------------------|---|------------------------|--|
| PVP18: View from PRow U52/11<br><br>PRow Users  | High                | High                | High                | <p>Bridleway U52/11 passes through Billington Rough, south of Elmesthorpe and along 'Bridle Path Road'. Views from the route are limited due to containment from mature vegetation which aligns much of the route. Southwards views are possible in the direction of Burbage Common Country Park from this slightly elevated location. Views are considered of High value, with susceptibility of receptors considered to be High. Overall sensitivity is therefore assessed as High.</p> <p>Construction activities at the Main HNRFI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation in the near to far distance. There may be glimpsed, oblique filtered views of cranes along this route for construction of the warehouse units of the proposed development, above the layers of intervening vegetation within the landscape. Distant views would be available southwards to the construction of the A47 Link Road and the adjacent conversion of land from agricultural to public open space.</p> | Low                    | <p>Moderate/Minor</p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>   |
| PVP19: View from Car Park of St Mary's Church, Elmesthorpe<br><br>Church Users  | High                | High                | High                | <p>Photoviewpoint 19 is located at the car park for St Mary, Elmesthorpe. Views are contained locally due to mature vegetation and built form, with strongly filtered views of the distance.</p> <p>Distant views of construction activities would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Filtered views would be possible of construction of the upper levels of the warehouses. Cranes may be visible for construction of the warehouse units of the Proposed Development, above the layers of intervening vegetation within the landscape. The visibility of high-level construction works would appear in Phases consistent with the Construction Phase Plan. Overall, there would be a Medium magnitude of change during construction.</p>  | Medium                 | <p>Moderate</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>  |
| <a href="#">PVP19: View from Car Park of St Mary's Church, Elmesthorpe</a><br><br><a href="#">Night-time Assessment</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">A similar magnitude of change would be evident at night with lights on cranes and targeted activity lighting becoming visible at times within the view.</a>   | <a href="#">Medium</a> | <p><a href="#">Minor</a></p> <p><a href="#">Medium-term</a></p> <p><a href="#">Temporary</a></p> <p><a href="#">Adverse</a></p> <p><a href="#">Not Significant</a></p> |

| Visual Amenity Receptor   | Value                     | Susceptibility      | Sensitivity               | Assessment of Effects  | Magnitude of Change              | Effect   |
|---|---------------------------|---------------------|---------------------------|--|----------------------------------|--|
| PVP20: View from M69 overbridge on B581<br><br><a href="#">B-r</a> Road Users including pedestrians and cyclists <a href="#">and M69 Southbound Users</a> | <a href="#">MediumLow</a> | Low                 | <a href="#">MediumLow</a> | Views would be experienced by those road users using the route in a westwards direction towards Elmesthorpe that would be oblique and glimpsed. The susceptibility to change for road users near a motorway is considered to be Low, resulting in an overall Low sensitivity.<br><br>There would be a considerable change to the relatively open view from this elevated position on the M69 overbridge during construction, in the early stages of the phasing plan (Phase 1), which would comprise enabling works, works to the M69 motorway and partially filtered views towards the land clearance and remodelling within the site. Partially filtered views would be available of the construction of the vast majority of the Main HNRFI Site over its full construction with Development Phases starting in the south of the Main HNRFI Site and gradually moving north and closer to the Photoviewpoint location.<br><br><a href="#">This view also allows an assessment to be made of the effects on users of the M69 Motorway itself. Due to the very close proximity, there would be a noticeable change along this route where it passes adjacent to the Main HNRFI Site, including the works to Junction 2 where oblique views of land clearing works, construction access, and traffic and building operations would be visible for a short duration. As the DCO boundary includes a section of the M69 and also includes Junction 2 and Aston Lane overbridge for highways improvements, receptors would pass along this route, directly affected by highways improvements and construction activities.</a> | Very High<br><br><del>High</del> | <del>Major</del> /Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant<br><br><del>Moderate</del><br><br><del>Medium-term</del><br><br>Temporary<br><br>Adverse<br><br>Significant |
| <a href="#">PVP20: View from M69 overbridge on B581</a><br><br><a href="#">Night-time Assessment</a>  | <a href="#">Low</a>       | <a href="#">Low</a> | <a href="#">Low</a>       | <a href="#">Targeted construction lighting, safety lighting on cranes and security lighting would all contribute to greater brightness in the view at night, although this is seen in the context of vehicle headlights and tail lights on the M69.</a>  | <a href="#">Medium</a>           | <a href="#">Minor</a><br><br><a href="#">Medium-term</a><br><br><a href="#">Temporary</a><br><br><a href="#">Adverse</a><br><br><a href="#">Not Significant</a>  |
| PVP21: View from Station Road/PRoW V29/10<br><br>PRoW Users   | High                      | Medium              | High                      | Views would be experienced by those road users using the route in a westwards direction towards Elmesthorpe that would be oblique and glimpsed. Susceptibility to change for PRoW and pedestrian users is considered to be Medium given the road context, resulting in an overall Medium sensitivity.<br><br>Partially filtered views would be available of the high-level construction activities.  | Medium                           | Moderate<br><br>Temporary<br><br>Adverse<br><br><del>Not</del> Significant   |

| Visual Amenity Receptor  | Value               | Susceptibility      | Sensitivity         | Assessment of Effects  | Magnitude of Change | Effect   |
|--|---------------------|---------------------|---------------------|--|---------------------|--|
| PVP22: View from PRow V49/2, Stoney Stanton<br><br>PRow Users  | High                | High                | High                | <p>Located on Footpath V49/2 south of Stoney Stanton, Photoviewpoint 22 illustrates edge of settlement views from PRow in the direction of the Main HNRFI Site. Large overhead powerlines represent detractors in the view.</p> <p>The Enabling Works Phase and ground level construction activities would be screened by a combination of subtle variations in topography and existing mature vegetation. However, higher level construction activities including crane usage would be visible. Given the electricity pylons that already introduce built vertical elements into this view, the magnitude of change is considered to be Medium.</p> | Medium              | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant   |
| <a href="#">PVP22: View from PRow V49/2, Stoney Stanton</a><br><br><a href="#">Night-time Assessment</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Safety lighting on cranes is likely to be visible at night.</a>  | <a href="#">Low</a> | <a href="#">Minor/Negligible</a><br><a href="#">Medium-term</a><br><a href="#">Temporary</a><br><a href="#">Adverse</a><br><a href="#">Not Significant</a> |
| PVP23: View from Hinckley Road, west of Sapcote<br><br>Road Users including pedestrians and cyclists     | Medium              | Medium              | Medium              | <p><del>The Photoviewpoint and Hinckley Road is not located within any local or national landscape designations.</del></p> <p>Construction activities over the Development Phases would be screened by a combination of gently undulating topography and existing mature vegetation in the middle to far distance.</p>   | No Change           | No effect  |
| PVP24: View from PRow V34/2<br><br>PRow Users  | High                | High                | High                | <p><del>Photoviewpoint 24 is located on Bridleway V34/2, south of Hinckley Road, within an undesignated landscape.</del> The M69 junction lighting and electricity pylons form detractors in the view, although the M69 is well screened.</p> <p>Ground level construction activities within the main body of the site would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Cranes and high- level construction activities would be visible across much of the view in phases.</p>  | Medium              | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant   |

| Visual Amenity Receptor  | Value               | Susceptibility      | Sensitivity         | Assessment of Effects   | Magnitude of Change    | Effect   |
|--|---------------------|---------------------|---------------------|---|------------------------|--|
| <a href="#">PVP24: View from PRow V34/2</a><br><br><a href="#">Night-time Assessment</a>         | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Safety lights on cranes are likely to be visible at night.</a>  | <a href="#">Low</a>    | <a href="#">Minor/Negligible</a><br><a href="#">Medium-term</a><br><a href="#">Temporary</a><br><a href="#">Adverse</a><br><a href="#">Not Significant</a> |
| PVP25: View from PRow U47/1 Barwell<br><br>PRow Users  | High                | High                | High                | Located on Footpath U47/1, Photoviewpoint 25 has elevated distant views across the low lying, undesignated landscape.<br><br>From this elevated location towards the north-west at the edge of St Mary's Church, Barwell, the Enabling Works construction activities within the <a href="#">Main HNRFI Site</a> would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Cranes would be visible for construction of the warehouse units across site, above the layers of intervening vegetation. There would be a medium magnitude of change as a result of construction. | Medium                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant   |
| <a href="#">PVP25: View from PRow U47/1 Barwell</a><br><br><a href="#">Night-time Assessment</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Safety lights on cranes would be visible at night. Targeted lighting for construction activity after dark may also be visible during operating hours.</a>   | <a href="#">Medium</a> | <a href="#">Minor</a><br><a href="#">Medium-term</a><br><a href="#">Temporary</a><br><a href="#">Adverse</a><br><a href="#">Not Significant</a>            |

| Visual Amenity Receptor   | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|---|--------|----------------|-------------|--|---------------------|---|
| PVP26: View from Shilton Road, Barwell<br><br>Road Users including pedestrians and cyclists and those sitting on the roadside bench enjoying the view | High   | High           | High        | <p>Located north-west of the Main HNRFI Site at Shilton Road, Barwell, Photoviewpoint 26 has elevated distant, oblique filtered views across the low lying, undesignated landscape. Receptors have a High susceptibility to change, given the establishment of a local viewpoint.</p> <p>From this elevated location towards the north-west at Shilton Road, Barwell, the Enabling Works construction activities within the Main HNRFI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Cranes and high-level construction activity would be visible across site, above the layers of intervening vegetation. There would be a medium magnitude of change as a result of construction.</p> | Medium              | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant            |
| PVP27: View from Thurlastone Lane<br><br>Road Users   | Medium | Medium         | Medium      | <p>Thurlastone Lane is located c.2.6km north-east of the Main HNRFI Site, the sensitivity of this view is considered to be Medium, derived from views of Medium value and a Medium susceptibility to change for the receptor.</p> <p>Construction activities would largely be screened by a combination of subtle variations in topography and existing mature vegetation. Cranes and high-level construction activity would be visible at a distance.</p>   | Medium              | Moderate/Minor<br>Short-term<br>Temporary<br>Adverse<br>Not Significant   |
| PVP28: View from M69 overbridge on Pingle Lane<br><br><a href="#">B- road and M69 Southbound</a> Users  | Low    | Low            | Low         | <p><del>This view is not located within any national or local landscape designations.</del> Located on a bridge over the M69, Pingle Lane is influenced by the M69 in the direction of the Main HNRFI Site. <a href="#">The view can also be used to give an assessment of M69 Southbound Users at this location. Users of this route are of Low susceptibility, leading to an overall Low sensitivity.</a></p> <p>Construction activities at the Main HNRFI Site would largely be screened by a combination of subtle variations in topography and existing mature vegetation in the near to far distance. Cranes and high level construction activity may be visible above and between the layers of intervening vegetation.</p>   | Low                 | Minor/Negligible<br>Short-term<br>Temporary<br>Adverse<br>Not Significant |

| Visual Amenity Receptor                               | Value                           | Susceptibility                  | Sensitivity                     | Assessment of Effects   | Magnitude of Change | Effect   |
|---|---------------------------------|---------------------------------|---------------------------------|---|---------------------|--|
| PVP29: View from PRow U18/1<br><br>PRow Users         | High                            | High                            | High                            | This Photoviewpoint is taken near Potters Marston c.3km north-east of the Main HNRFI Site.<br><br>Construction activities associated with all Development Phases would be screened or heavily filtered by a combination of gently undulating topography and existing mature vegetation in the middle to far distance. Cranes may be visible for construction of the warehouse units across site, above the layers of intervening vegetation, whilst ground level construction operations would be screened. | Very Low            | Minor<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant     |
| PVP30: View from Croft Hill<br><br>Viewpoint Visitors | High                            | High                            | High                            | Taken from the elevated geographical outlier of Croft Hill, distant views are obtainable from this area which serves as a publicly accessible viewpoint.<br><br>The Enabling Works construction activities within the Main HNRFI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Cranes and high-level construction activities would be visible above the layers of intervening vegetation.                    | Medium              | Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant     |
| PVP 31: View from Coventry Road<br><br>Road Users     | <u>Medium</u><br><del>Low</del> | <u>Medium</u><br><del>Low</del> | <u>Medium</u><br><del>Low</del> | The view illustrates a glimpsed view through a field entrance along the route.<br><br>Construction activities over the Development Phases would be screened by a combination of gently undulating topography and existing mature vegetation in the middle to far distance.  | No Change           | No Effect<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant |



| Visual Amenity Receptor  | Value                                 | Susceptibility                        | Sensitivity                           | Assessment of Effects  | Magnitude of Change      | Effect  |
|--|---------------------------------------|---------------------------------------|---------------------------------------|--|--------------------------|---|
| PVP32: View from Bumblebee Lane, High Cross<br><br>Road and PRow Users ( <a href="#">Leicestershire Round Promoted Route</a> ) | High                                  | High                                  | High                                  | Located south of the Main HNRFI Site at High Cross, this view is taken from the Leicestershire Round promoted route.<br><br>Construction activities associated with the Development Phases would largely be screened or heavily filtered by a combination of gently undulating topography and existing mature vegetation in the middle to far distance. Cranes and high-level construction activities would be visible above the layers of intervening vegetation. | Low                      | Moderate/Minor<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant   |
| <a href="#">PVP32: View from Bumblebee Lane, High Cross</a><br><br><a href="#">Night-time Assessment</a>                       | <a href="#">Low</a>                   | <a href="#">Low</a>                   | <a href="#">Low</a>                   | <a href="#">Due to distance and intervening vegetation, the only possible discernible change may be safety lighting on the top of a crane in the far distance.</a>   | <a href="#">Very Low</a> | <a href="#">Negligible</a><br><br><a href="#">Short-term</a><br><br><a href="#">Temporary</a><br><br><a href="#">Adverse</a><br><br><a href="#">Not Significant</a> |
| PVP33: View from B578, Lutterworth Road<br><br>Road Users  | <a href="#">Medium</a> <del>Low</del> | <a href="#">Medium</a> <del>Low</del> | <a href="#">Medium</a> <del>Low</del> | Construction activities associated with the Development Phases would largely be screened or heavily filtered by a combination of gently undulating topography and existing mature vegetation in the middle to far distance. There may be very distant glimpsed views of high-level construction activities.  | Very Low                 | <a href="#">Minor</a> /Negligible<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant  |

| Visual Amenity Receptor   | Value | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change     | Effect  |
|---|-------|----------------|-------------|--|-------------------------|---|
| PVP34: View from PROW U18/4 near Huit Farm<br><br>PRow Users  | High  | High           | High        | Ground level construction activities within the Main HNRFI Site (including the Enabling Works) would be screened. Cranes and high-level construction activity would be visible above the treeline. The construction of Development Phases 1 and 5 would be most apparent.  | Medium                  | Moderate<br>Short-term<br>Temporary<br>Adverse<br>Significant   |
| PVP35: View from PROW V48/2<br><br>PRow Users   | High  | High           | High        | Ground level construction activities within the main body of the site would be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. Cranes and high-level construction activity would be visible above the layers of intervening vegetation, whilst the construction of Development Phases 1 and 5 would be most apparent.   | High                    | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant  |
| PVP36: View from Smenell Field, <a href="#">Burbage Common and Woods Country Park</a><br><br>Recreational Users | High  | High           | High        | <del>This view is not located within any national or local landscape designations.</del> Smenell Field, <del>although not officially part of Burbage Common and Woods Country Park</del> is publicly accessible and has semi-naturalistic landscape, with wildflower grassland. The topography and enclosure of the field by mature vegetation creates an intimate area that feels separated from the surrounding area, with little to no appreciation of the landscape beyond its boundaries.<br><br>Construction activities associated with the Enabling Works within the early stage of Development Phase 1 would be filtered by existing mature vegetation between this public access field and the Main HNRFI Site. The construction of Phases 2 and 3 are likely to have to most effect upon views, located a short distance to the north and north-east. Cranes would be partially visible for construction of the warehouse units across site within these Phases, above the layers of intervening vegetation, whilst ground level construction operations would be screened. The latter Phases (5 and 6) are unlikely to be as prominent, or visible due to their location some distance to the north and north-east, beyond the already completed Phases 1, 2 and 3. <del>The change experienced is assessed to be High.</del> | High<br><del>High</del> | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant<br><del>Major/Moderate</del><br><del>Medium-term</del><br><del>Temporary</del><br><del>Adverse</del><br><del>Significant</del> |

| Visual Amenity Receptor   | Value               | Susceptibility      | Sensitivity         | Assessment of Effects  | Magnitude of Change  | Effect   |
|---|---------------------|---------------------|---------------------|--|----------------------|--|
| <a href="#">PVP36: View from Smenell Field</a><br><br><a href="#">Night-time Assessment</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Low</a> | <a href="#">Safety lighting on cranes and some intermittent effects from targeted activity lighting and security lighting would occur, especially during Phases 2 and 3.</a>   | <a href="#">High</a> | <a href="#">Major/Moderate</a><br><a href="#">Medium-term</a><br><a href="#">Temporary</a><br><a href="#">Adverse</a><br><a href="#">Significant</a> |
| PVP37: View from Footpath V29/7<br><br>PRow Users   | High                | High                | High                | The footpath would be diverted as a result of the Proposed Development, which would occur during the early stages of construction, namely the Enabling Works, including the site clearance and remodelling.<br><br>Users on the diverted route would experience construction activities at close range including ground works, haulage and built construction. | Very High            | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant  |
| PVP38: View from Mill Lane<br><br>Road Users including pedestrians and cyclists             | Medium              | Medium              | Medium              | Whilst construction activities would largely be screened by a combination of subtle variations in topography and existing mature vegetation, cranes and high-level construction activity would be visible on the skyline above and through the layers of intervening vegetation.   | Medium               | Moderate/Minor<br>Short-term<br>Temporary<br>Adverse<br>Not Significant  |

| Visual Amenity Receptor   | Value  | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|---|--------|----------------|-------------|---|---------------------|--|
| PVP39: View from PRow V37/1 at Aston Flamville<br><br>PRow Users                            | High   | High           | High        | Construction activities would be almost entirely screened from view by intervening vegetation with potential for a glimpse only through the trees in winter.  | Very Low            | Moderate/Minor<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant  |
| PVP40: View from Weaver Springs Sports Park<br><br>Sports and Recreational Users            | Medium | Medium         | Medium      | Construction activities would be screened from view by intervening vegetation.  | No Change           | No Effect  |
| PVP41: View from Hinckley Golf Course<br><br>Golfers and PRow U8/1 Users                    | High   | High           | High        | Construction activities would largely be screened by a combination of subtle variations in topography existing mature vegetation at between this footpath and the site. Cranes and high-level construction activities may be visible as a glimpsed view through the layers of intervening vegetation. | Low                 | Moderate/Minor<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant |
| PVP42: View from South of Wood House Farm<br><br>PRow U52/4 Users<br><br>Country Park Users | High   | High           | High        | This area of the County Park is relatively well enclosed from the Main DCO Site with only views of high-level construction activities likely to be visible.   | Medium              | Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant           |

| Visual Amenity Receptor  | Value  | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|--|--------|----------------|-------------|--|---------------------|---|
| PVP43: View from northern edge of Burbage Common and Woods Country Park<br><br>Country Park Users                | High   | High           | High        | There would be a considerable change to the view from this area of the County Park. Construction activities relating to the Enabling Works and A47 Link Road would appear in close proximity to the north, including land clearance and remodelling, including the conversion of land just north of Burbage Common Road from agricultural land to public open space designed in a similar character to Burbage Common and Woods Country Park. This would be completed within development Phase 1 and would be short-term (1-2 years total), such that by the end of the Construction Phase programme, it would already be completed for some time and beginning to mature. Elsewhere construction activities associated with the Main HNRFI Site itself would be apparent within the view would be a visible change across views to the elevated ground east and would comprise land clearing works, construction traffic and building and crane operations. | High                | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant      |
| PVP44: View from eastern edge of Burbage Common and Woods Country Park<br><br>Country Park Users                 | High   | High           | High        | There would be a considerable change to the view from this area of the County Park. Construction activities relating to the Enabling Works and A47 Link Road would appear in close proximity to the north, including land clearance and remodelling, including the conversion of land just north of Burbage Common Road from agricultural land to public open space designed in a similar character to Burbage Common and Woods Country Park. This would be completed within development Phase 1 and would be short-term (1-2 years total), such that by the end of the Construction Phase programme, it would already be completed for some time and beginning to mature. Elsewhere construction activities associated with the Main HNRFI Site itself would be apparent within the view would be a visible change across views to the elevated ground east and would comprise land clearing works, construction traffic and building and crane operations. | High                | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant      |
| PVP45: View from B4668 at Junction with Burbage Common Road<br><br>Road Users including pedestrians and cyclists | Medium | Medium         | Medium      | Construction activities associated with the A47 Link connection to the B4668 may be visible although would be distant in the view. This part of the Proposed Development would be delivered as part of the 'Enabling Works' and completed in the early stages of the project during Construction Phase 1 (Years 1 – 2).  | Very Low            | Minor/Negligible<br>Short-term<br>Temporary<br>Adverse<br>Not Significant |

| Visual Amenity Receptor   | Value  | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|---|--------|----------------|-------------|---|---------------------|--|
| PVP46: View from B4668 near entrance to Leicester Road Football Club<br><br>Road Users including pedestrians and cyclists | Medium | Medium         | Medium      | Construction activities may be visible in the mid distance, central to the view and would comprise the construction of highway alterations associated with the A47 Link connection to the B4668. Construction activities associated with the new roundabout are unlikely to be visible due to existing vegetation screening views. This part of the Proposed Development would be delivered as part of the 'Enabling Works' and completed in the early stages of the project during Construction Phase 1 (Years 1 – 2).   | Low                 | Minor<br><br>Short-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant |
| PVP47: View from Footpath V23/2 west of Billington Rough<br><br>PRoW Users  | High   | High           | High        | Construction activities associated with the Proposed Development would be a visible change across the much of the view and would comprise land clearing works, construction traffic and building and crane operations. These construction activities are likely to be visible over Construction Phases 1-5, from the enabling works to completion are likely to result in a Very High magnitude of change.  | Very High           | Major<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant    |
| PVP48: View from B581 / The Roundhills<br><br>Road Users including pedestrians and cyclists                               | Medium | Medium         | Medium      | This field entrance view is located on Station Road (B581) within Elmesthorpe opposite the at the junction with The Roundhills. It is one of the few locations which allows for views southwards.<br><br>Existing vegetation would screen all construction activity from view, even in winter.  | No Change           | No effect  |
| PVP49: View from B581 Bridge, Elmesthorpe<br><br>Road Users including pedestrians and cyclists                            | Medium | Medium         | Medium      | Views from the bridge are slightly elevated and across a motor salvage yard and fencing merchant with the Wentworth Arms pub and a number of dwellings to the left of the view. Agricultural land can be seen beyond the salvage yard with Burbage Woods, Aston Firs and Elmesthorpe Plantation visible in the far distance.<br><br>Construction activities associated with the Proposed Development would be a visible change across the much of the view and would comprise land clearing works, construction traffic and building and crane operations. These construction activities are likely to be visible over Construction Phases 1-5, from the enabling works to completion are likely to result in a High magnitude of change. | High                | Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant |

| Visual Amenity Receptor  | Value  | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect  |
|--|--------|----------------|-------------|---|---------------------|---|
| PVP50: View from Elmesthorpe Public Open Space<br><br>Recreational Users               | High   | High           | High        | Views towards the Main HNRFI Site are over the settlement of Elmesthorpe and are partially filtered by intervening mature vegetation. Distant views are available to the backdrop of Aston Firs, Elmesthorpe Plantation and Burbage Woods. Construction activities associated with the Proposed Development would be a visible change across the much of the view and would comprise land clearing works, construction traffic and building and crane operations. These construction activities are likely to be visible over Construction Phases 1-5, from the enabling works to completion are likely to result in a High magnitude of change.  | High                | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant    |
| PVP51: View from M69 Junction 2 Bridge<br><br>Footpath Users                           | Medium | Low            | Medium      | Vehicle users using the junction would be travelling in a clockwise direction away from the Main HNRFI Site such that views would be oblique and to the rear of travel. The footway allows pedestrians to walk on the northside of the junction (where the Photoviewpoint is taken) in the direction of the site. The susceptibility to change for pedestrians is considered to be <u>Medium-Low</u> .<br><br>There would be limited change to the view from this elevated position on the M69 overbridge during construction due to the screening effect of embankment trees. Enabling works, works to the M69 motorway and filtered views of high-level construction activities would be visible. | Medium              | Moderate/Minor<br>Short-term<br>Temporary<br>Adverse<br>Not Significant |
| PVP52: View from PRow U52/1 South East of The Outwoods rail crossing<br><br>PRow Users | High   | Medium         | High        | The susceptibility to change in the railway infrastructure is considered to be medium given the containment of views and filtered views of existing transport infrastructure and settlement. The overall sensitivity is considered to be <u>Medium-High</u> .<br><br>The construction of a footbridge at this location would likely comprise some vegetation clearance to facilitate its implementation, however the overall magnitude of change expected through its construction Phase (Phase 1) is considered to be Low. Views towards the Main HNRFI Site would be screened by mature vegetation.   | Low                 | Moderate/Minor<br>Short-term<br>Temporary<br>Adverse<br>Not Significant |

| Visual Amenity Receptor   | Value | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect  |
|---|-------|----------------|-------------|--|---------------------|---|
| PVP53: View from Churchyard of St Mary, Elmesthorpe<br><br>Church Users | High  | High           | High        | Distant views of construction activities would largely be screened by existing mature vegetation. Filtered and glimpsed views would be possible of high-level construction particularly in winter.   | Medium              | Moderate<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Significant  |
| PVP54: View from A47 at the Leicester Road Roundabout                   | Low   | Low            | Low         | Distant views of construction activities would largely be screened by existing mature vegetation in the middle to far distance. Filtered views would be possible of high-level construction activity of the upper levels of the warehouse, particularly in winter. | Medium              | Minor<br><br>Medium-term<br><br>Temporary<br><br>Adverse<br><br>Not Significant |



| Visual Amenity Receptor      | Value     | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|------------------------------|-----------|----------------|-------------|---|---------------------|--|
| <b>Residential Receptors</b> |           |                |             |   |                     |  |
| 1. Aston Firs Campsite       | Very High | High           | Very High   | Due to the single storey nature of the dwellings and woodland and boundaries around the campsite, most views of construction, such as vehicle movements would be screened or filtered, with only high level construction activities such as crane use likely to be visible.   | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant       |
| 2. Averley House Farm        | Very High | High           | Very High   | Views from the principal residence appear filtered by mature vegetation within the residential curtilage and woodland on the embankments of the M69. It is likely there would be filtered views from the wider yard to the main body of the HNRFI, which during the construction period would comprise land clearing works, construction access and traffic and building operations throughout the Construction Phase programme.  | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 3. Bridge Farm               | Very High | High           | Very High   | Bridge Farm is located north of the Main HNRFI Site between the Hinckley to Leicester Railway and Elmhurst, upon slightly elevated ground. The dwelling is however surrounded by large farm barns and sheds which generally obscures views towards the HNRFI. There would however be glimpses of construction from within the yard such as operation movement by cranes which would appear above the barns and sheds as well as close proximity construction of the railport and A47 Link Road. | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |

| Visual Amenity Receptor   | Value     | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|---|-----------|----------------|-------------|---|---------------------|--|
| 4. Properties in Billington Rough   | Very High | Very High      | Very High   | <p>This group of dwellings with private roads is located north of the Main HNRFI Site between the Hinckley to Leicester Railway and Elvesthorpe, upon slightly elevated ground.</p> <p>Views from the group of dwellings towards the site are generally obscured by intervening mature vegetation to the south and east of the crossroads of Billington Rough. There may be possible glimpses of construction, such as operation movement by cranes which would appear above or through vegetation.</p> | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 5. Wood House Farm  | Very High | Very High      | Very High   | <p>Located within Burbage Common and Woods Country Park, this dwelling is surrounded by trees and woodland and has limited opportunity for views towards the Main HNRFI Site. Primarily due to proximity, high-level construction activities may be visible above the treeline and from upper storeys.</p>  | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant       |
| 6. Properties on Station Road east of M69 including Oaklands and Glebe Farm | Very High | Very High      | Very High   | <p>Views from this group of dwellings is filtered by mature vegetation and hedgerows within the residential curtilage, however it is likely there would be filtered views possible to construction of the Main HNRFI Site, which during the construction period would comprise land clearing works, construction access and traffic and building and crane operations through all development phases.</p>   | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 7. Properties on Station Road, Elvesthorpe                                  | Very High | Very High      | Very High   | <p>Located at the northern extent of the Main DCO Site, views would vary north and south of the road, some with front views, others with rear views. Views would also vary from oblique glimpses to occasional more open views likely from upper storeys where vegetation allows.</p> <p>Principally views are likely to include filtered views of land clearing works, construction access and traffic and building and crane operations throughout the development phases.</p>                        | High                | Major<br>Medium-term<br>Temporary<br>Adverse<br>Significant          |

| Visual Amenity Receptor                                       | Value     | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|---|-----------|----------------|-------------|--|---------------------|--|
| 8. Properties on Burbage Common Road North                    | Very High | Very High      | Very High   | This small group comprises a handful of dwellings that are situated in a linear fashion along Burbage Common Road, with varying orientations and boundary vegetation. Primarily due to proximity, construction activities within views would be a visible change across the much of the view and would comprise the construction of the Main HNRFI Site, which during the construction period would comprise land clearing works, construction access and traffic and building and crane operations throughout the development phases.   | Very High           | Substantial<br>Medium-term<br>Temporary<br>Adverse<br>Significant    |
| 9. Properties on Burbage Common Road west of the railway line | Very High | Very High      | Very High   | In terms of dwellings along the western end of Burbage Common Road, those located at the northern extent of the Country Park are unlikely to have clear views of the early phases of the construction process (ground remodelling and establishing development platforms) due to a combination of topography and mature vegetation which screen views in the direction of the Main HNRFI Site, whilst there might be limited views of the upper storeys of warehouse construction and crane operations associated with the SRFI to the east. The foreground view from these dwellings would however significantly change during the construction process whilst the A47 Link is established to the north, cutting through the fieldscape, whilst the area south of the A47 would be transformed from agricultural farmland to a naturalistic character with open access, adjacent to the existing asset of Burbage Common and Woods Country Park within the Enabling Works as part of Development Phase 1 (years 1 to 2 of the Construction Phase programme). This would result in Substantial, significant, temporary, medium-term adverse effects during construction. Those dwellings at the very western edge of Burbage Common Road (at the junction with the B4668) are unlikely to obtain any views towards the Main HNRFI Site and A47 Link Road would therefore experience no significant visual effects. | Very High           | Substantial<br>Medium-term<br>Temporary<br>Adverse<br>Significant    |
| 10. Properties on Shilton Road and Dawson's Lane Barwell      | Very High | Very High      | Very High   | This linear group is located to the north-west of the site on the elevated Shilton Road within Barwell. This area provides far reaching views over the landscape. Boundary vegetation and fencing limits most ground floor views although some may be available and there would be open views from upper storeys. The majority of ground level construction activities would be screened by a combination existing mature vegetation in the middle to far distance, but high-level construction activities and cranes would be visible.  | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |

| Visual Amenity Receptor  | Value     | Susceptibility | Sensitivity | Assessment of Effects   | Magnitude of Change | Effect   |
|--|-----------|----------------|-------------|---|---------------------|--|
| 11. Properties on Church Lane, Dovecote way, St Mary's Close and Barwell Lane, Barwell | Very High | Very High      | Very High   | This group is located to the north-west of the site on the elevated area near St Mary's Church within Barwell. Boundary vegetation and fencing limits most ground floor views although some may be available and there would be open views from upper storeys. The majority of ground level construction activities would be screened by a combination existing mature vegetation in the middle to far distance, but high-level construction activities and cranes would be visible.    | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 12. Highgate Lodge Farm and Red Hill Farm  | Very High | High           | Very High   | This group of dwellings is located east of the site between beyond the M69. The dwellings are however surrounded by large farm barns and sheds which appears to obscure views towards the HNRFI. However, there would be clear views of construction activities on the Main HNRFI Site from within the yards  | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 13. Properties on Stanton Lane including Boundary Farm and Nuttingore Farm             | Very High | Very High      | Very High   | This group of properties lie around 1km east of the M69 and have open views towards the Main DCO Site. Boundary vegetation limits most ground floor views although some may be available and there would be some open views from upper storeys. The majority of ground level construction activities would be screened by a combination of topography and existing mature vegetation in the middle to far distance, but high-level construction activities and cranes would be visible. | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 14. Fields Farm  | Very High | High           | Very High   | This property sits within the farmyard with views away from the Main DCO Site. Any views of high-level construction activities would be limited to the outside yard.  | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant       |

| Visual Amenity Receptor  | Value     | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|--|-----------|----------------|-------------|--|---------------------|--|
| 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 | Very High | Very High      | Very High   | Filtered and oblique views of upper sections of high level construction activity including cranes, especially from upper storeys above boundary vegetation.  | Medium              | Major/Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 16. Properties on B4668 between Burbage Common Road and A47 including Gypsy and Traveller Site   | Very High | Very High      | Very High   | Along the B4668 Leicester Road between Burbage Common Road and the B4668/A47 roundabout a small group of dwellings is located near the roundabout. Views from the rear of these dwellings are filtered and screened by mature vegetation that is likely to limit the potential for significant adverse effects during the construction of the Main HNRFI Site.<br><br>However, the proximity of these dwellings to the works proposed for the A47 Link Road and HB2 and HB3 highways modifications roundabout may result in close range significant adverse visual effects. However, these would be short lived, delivered through the Enabling Works as part of Development Phase 1 (years 1 to 2 of the construction programme). No other parts of the off-site highways would result in potential significant adverse effects upon this receptor. | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant       |
| 17. Residents at Gypsy and traveller settlement off Smithy Lane  | Very High | High           | Very High   | This group of dwellings is located adjacent to the existing site entrance and between Aston Firs and Freeholt Wood woodlands and would experience construction at the site in close proximity. Due to the primarily single storey nature of the dwellings, most ground level views of construction, such as vehicle movements would be partially screened or filtered, whilst land clearing works, land regrading and the construction of the warehouse units themselves would be largely visible in close range.  | Very High           | Substantial<br>Medium-term<br>Temporary<br>Adverse<br>Significant    |

| Visual Amenity Receptor                            | Value     | Susceptibility | Sensitivity | Assessment of Effects  | Magnitude of Change | Effect   |
|--|-----------|----------------|-------------|--|---------------------|--|
| 18. Properties on Breach Lane including Huit Farm. | Very High | High           | Very High   | Residential properties are orientated away from the DCO Site and in part screened from longer views by barns and other farm buildings. However, there may be views of high-level construction activities and cranes from within the wider yard/property. | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 19. Thorney Fields Farm                            | Very High | High           | Very High   | Residential property is orientated away from the DCO Site and in part screened from longer views by vegetation. However, there may be views of high-level construction activities and cranes from within the wider yard/property.                        | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |
| 20. Properties on Cadle Close Stoney Stanton       | Very High | Very High      | Very High   | Residential properties with rear views orientated towards the DCO Site. Potential views of high-level construction activities and cranes from within the wider yard/property.  | Low                 | Moderate<br>Medium-term<br>Temporary<br>Adverse<br>Significant |