

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Appendix 11.5 Schedule of Landscape and Visual Construction Effects

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Planning Act 2008

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

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

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
Site Landscape Character						
Landscape Character and Fabric of the Main HNRFI Site	Medium (As set out in Table 11.3 of Appendix 11.1)	High (As set out in paragraph 11.128 of Appendix 11.1)	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, potential low-level security lighting throughout the night, including aviation safety lights on any cranes on-site, would alter this relatively 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, medium-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 Medium-term Temporary Adverse Significant
Landscape Character and Fabric of the A47 Link Road Corridor	Medium (As set out in Table 11.5 of Appendix 11.1)	Medium (As set out in Table 11.6 and paragraph 11.155 of Appendix 11.1)	Medium	<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 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, and potential low-level security lighting throughout the night, including aviation safety lights on any cranes on-site, would alter this relatively dark fieldscape to a lit construction site.</p>	High	Moderate Short-term Temporary Adverse 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 (As set out in Table 11.7 of Appendix 11.1)	Low (As set out in Table 11.8 of Appendix 11.1)	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 relatively 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	Minor/Negligible Short-term Temporary Adverse Not Significant
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	Negligible/None Short-term Temporary Adverse Not significant
Landscape Character of Offsite Railway Works Location at	Low	Low	Low	<p>At the Elmesthorpe 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	Negligible Short-term Temporary

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 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 Short-term Temporary Adverse Not significant
<u>National Character Assessment</u>						
<u>National Character Area 94 Leicestershire Vales</u>	<u>Medium</u>	<u>Medium</u>	<u>Medium</u>	<u>Construction activities would be relatively well contained visually being screened from views to the south and limited by topography in other directions, such that the influence on the wider character area would be contained to around 1km. There would, however, be visual and perceptual effects within this area particularly throughout the enabling works before the structural planting is planted and from construction traffic. Beyond 1km there will be occasional views of construction activities, particularly cranes and high-level activity from higher ground locations such as Croft Hill and Barhill, which will have a perceptual influence on the character of those locations.</u>	<u>Medium</u>	<u>Moderate/Minor Short-term Temporary Adverse Not Significant</u>
Blaby District Landscape and Settlement Character Assessment (2020)						
LCA 1: Aston Flamville Wooded Farmland	Not published	Not published	Very High (Large scale commercial (warehousing – B8 use category))	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.	High	Major Medium-term Temporary Adverse

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
			Medium (2-3 storey residential housing/transport infrastructure) <i>as defined within BDCLCA</i>	<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 highways works.</p> <p>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.</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>		Significant to Moderate Medium-term Temporary Adverse Significant (reflecting differing sensitivities derived from differing susceptibility to B8 development and transport infrastructure)
LCA 6: Elvesthorpe Floodplain	Not published	Not published	Very High (Large scale commercial (warehousing – B8 use category)) Medium	<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 Elvesthorpe Floodplain LCA, as there would be a wholesale change within the Main HNRFI</p>	Very High	Substantial Medium-term Temporary Adverse Significant

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
			(2-3 storey residential housing/transport infrastructure) <i>as defined within BDCLCA</i>	<p>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>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.</p> <p>As such a Very High magnitude of change is assessed.</p>		to Major/Moderate Medium-term Temporary Adverse Significant
LCA 14: Soar Meadows	Not published	Not published	Very High (Large scale commercial (warehousing – B8 use category)) High (2-3 storey residential housing/transport infrastructure) <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 Not Significant
LCA 15: Stoney Stanton Rolling Farmland	Not published	Not published	High (Large scale commercial (warehousing – B8	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	Medium	Moderate Medium-term Temporary

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
			use category)) Low (2-3 storey residential housing/transport infrastructure) <i>as defined within BDCLCA</i>	differing susceptibility to B8 development and transport infrastructure, and both are relevant across the extents of the DCO. 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). Effects on the perceptual qualities of this LCA are likely to be visual and noise effects within 1km of the Main HNRFI Site, 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.		Adverse Significant to Minor Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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. This would also include views of	Medium	Moderate/Minor Medium-term Temporary Adverse Not Significant

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
				aviation safety lighting on cranes at night. Overall, the magnitude of change to the Elmesthorpe SCA is considered to be Medium.		
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, limited to glimpsed/occasional views of high-level construction activities including aviation safety lighting on cranes at night as represented by Photoviewpoint 23. . Considering the character and layout of the settlement as a whole, there would be limited perceived change mainly on the western fringes where views would be limited by topography and mature vegetation. The magnitude of change is therefore assessed as Very Low.	Very Low	Minor/Negligible Medium-term Temporary Adverse Not Significant
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 Medium -term Temporary Adverse 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-level construction works including aviation safety lighting on cranes at night as represented by Photoviewpoint 22. Considering the character and layout of the settlement as a whole, there would be limited perceived change mainly on the southern and western fringes where views	Low	Minor Short-term Temporary Adverse Not Significant

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
				would be limited by topography and mature vegetation. The magnitude of change is therefore assessed as Low.		
Hinckley and Bosworth Landscape Character Assessment (2017)						
LCA: Burbage Common Rolling Farmland	Medium	High	High	<p>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 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 be limited to 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 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>	Low	Moderate/Minor Medium-term Temporary Adverse Not Significant
LCA: Stoke Golding Rolling Farmland (Non-Host)	Medium	High	High	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	No Change	No Effect Not Significant

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
				to intervisibility.		
UCA 1: Burbage	Medium	Medium	Medium	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 views of cranes above or through gaps in existing vegetation including aviation safety lighting on cranes at night. Overall, there would be a Very Low magnitude of change.	Very Low	Minor/Negligible Medium-term Temporary Adverse Not Significant
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 views of cranes in views above or through existing vegetation including aviation safety lighting on cranes at night. Overall, there would be a Very Low magnitude of change.	Very Low	Negligible Medium -term Temporary Adverse 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. There would be no direct change to this UCA as a result of the Construction Phase programme	Low	Minor Medium -term Temporary Adverse Not Significant

Landscape Resource	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
				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. This would include indirect effects from construction lighting which would be visible in views at night. 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.		
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 high-level construction activities although no public viewpoints with a view have been identified. 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.	Very Low	Minor/Negligible Medium-term Temporary Adverse Not Significant
Harborough Landscape Character Assessment (2007)						
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 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
Representative Photoviewpoints						
PVP1: View from PRow V35/1 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 Medium-term Temporary Adverse Significant
PVP2: View from PRow U50/1 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 Medium-term Temporary Adverse Significant
PVP3: View from PRow U52/6 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 Medium-term Temporary Adverse 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 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 Medium-term Temporary Adverse Significant
PVP5: View from PRow V23/1 over railway 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 Medium-term Temporary Adverse Significant
PVP5: View from PRow V23/1 over railway 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 where the focus of the receptor moves between inside and outside of the train. The magnitude of effect is therefore medium.	Medium	Minor Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP6: View from PRow U50/3 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 Medium-term Temporary Adverse Significant
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Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP6: View from PRow U50/3 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 where the focus of the receptors moves between the inside and outside of the train. The magnitude of effect is therefore medium.	Medium	Minor Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
<p>PVP7: View from Burbage Common Road</p> <p>Road Users including walkers, cyclists and horse riders</p>	Medium	Medium	Medium	<p>Rural views of gently undulating farmland can be obtained along the road.</p> <p>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.</p>	Very High	<p>Major/Moderate</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>
<p>PVP8: View from PRow V29/6 footbridge over M69</p> <p>PRow Users</p>	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	<p>Major</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP9: View from PRow U53/2 PRow Users	High	Medium	High	<p>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.</p>	High	Major/Moderate Medium-term Temporary Adverse Significant
PVP9: View from PRow U53/2 Night-time Assessment	Low	Medium Low	Medium Low	<p>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.</p>	High	Moderate/ Minor Medium-term Temporary Adverse Not Significant
PVP10: View from Hinckley Road – B4669 Road Users including pedestrians and cyclists	Medium	Medium	Medium	<p>Ground level construction activities within the Main HNRFI Site 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.</p>	Medium	Moderate/Minor Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP11: View from PRow V29/3 PRow Users	High	High	High	Views of the M69 are well screened, whilst the Hinckley Road, Motorway junction and an electricity pylon and lines feature in the view. Ground level construction activities within the Main HNFRI Site would largely be screened by a combination of subtle variations in topography existing mature vegetation in the middle to far distance. However, cranes would be visible above the layers of intervening vegetation.	Medium	Moderate Medium-term Temporary Adverse Significant
PVP12: View from M69 overbridge on Aston Lane Aston Lane Road Users including pedestrians and cyclists and M69 Northbound Users	Low	Low	Low	Located on a bridge over the M69, Aston Lane is influenced by the M69 in the direction of the Main HNFRI Site. 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. 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.	Medium	Minor Short-term Temporary Adverse Not Significant
PVP12: View from M69 overbridge on Aston Lane Night-time Assessment	Low	Low	Low	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.	Very Low	Negligible Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP13: View from M69 overbridge on Lychgate Lane Road and PRoW Users	Low	Low	Low	<p>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 PRoW V36 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 view, at Junction 2 of the M69 where improvements are proposed.</p>	Low	<p>Minor/Negligible</p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>
PVP14: View from PRoW U63/1 PRoW Users	High	High	High	<p>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>
PVP15: View from Burbage Common 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	<p>Moderate/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
PVP16: View from Burbage Common Road Road Users including walkers, cyclists and horse riders.	Medium	High	High	<p>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 Medium-term Temporary Adverse Significant
PVP17: View from PRoW U52/9 PRoW Users	High	High	High	<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 Medium-term Temporary Adverse Significant
PVP18: View from PRoW U52/11 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	Moderate/Minor Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP19: View from Car Park of St Mary's Church, Elmesthorpe Church Users	High	High	High	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. 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.	Medium	Moderate Medium-term Temporary Adverse Significant
PVP19: View from Car Park of St Mary's Church, Elmesthorpe Night-time Assessment	Low	Medium Low	Medium Low	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.	Medium	Moderate /Minor Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
<p>PVP20: View from M69 overbridge on B581</p> <p>B -road Users including pedestrians and cyclists and M69 Southbound Users</p>	Low	Low	Low	<p>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.</p> <p>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.</p> <p>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.</p>	Very High	<p>Moderate</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>
<p>PVP20: View from M69 overbridge on B581</p> <p>Night-time Assessment</p>	Low	Low	Low	<p>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.</p>	Medium	<p>Minor</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>
<p>PVP21: View from Station Road/PRoW V29/10</p> <p>PRoW Users</p>	High	Medium	High	<p>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.</p> <p>Partially filtered views would be available of the high-level construction activities.</p>	Medium	<p>Moderate</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP22: View from PRoW V49/2, Stoney Stanton 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 Medium-term Temporary Adverse Significant
PVP22: View from PRoW V49/2, Stoney Stanton Night-time Assessment	Low	Medium Low	Medium Low	Safety lighting on cranes is likely to be visible at night.	Low	Minor/ Negligible Medium-term Temporary Adverse Not Significant
PVP23: View from Hinckley Road, west of Sapcote Road Users including pedestrians and cyclists	Medium	Medium	Medium	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
PVP24: View from PRoW V34/2 PRoW Users	High	High	High	<p>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 Medium-term Temporary Adverse Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP24: View from PRoW V34/2 Night-time Assessment	Low	Medium <u>Low</u>	Medium <u>Low</u>	Safety lights on cranes are likely to be visible at night.	Low	Minor/Negligible Medium-term Temporary Adverse Not Significant
PVP25: View from PRoW U47/1 Barwell PRoW Users	High	High	High	Located on Footpath U47/1, Photoviewpoint 25 has elevated distant views across the low lying, undesignated landscape. From this elevated location towards the north-west at the edge of St Mary’s Church, 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 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 Medium-term Temporary Adverse Significant
PVP25: View from PRoW U47/1 Barwell Night-time Assessment	Low	Medium <u>Low</u>	Medium <u>Low</u>	Safety lights on cranes would be visible at night. Targeted lighting for construction activity after dark may also be visible during operating hours.	Medium	Moderate /Minor Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
<p>PVP26: View from Shilton Road, Barwell</p> <p>Road Users including pedestrians and cyclists and those sitting on the roadside bench enjoying the view</p>	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	<p>Moderate</p> <p>Medium-term</p> <p>Temporary</p> <p>Adverse</p> <p>Significant</p>
<p>PVP27: View from Thurlastone Lane</p> <p>Road Users</p>	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	<p>Moderate/Minor</p> <p>Short-term</p> <p>Temporary</p> <p>Adverse</p> <p>Not Significant</p>
<p>PVP28: View from M69 overbridge on Pingle Lane</p> <p>B- road and M69 Southbound Users</p>	Low	Low	Low	<p>Located on a bridge over the M69, Pingle Lane is influenced by the M69 in the direction of the Main HNRFI Site. The view can also be used to give an assessment of M69 Southbound Users at this location.</p> <p>Construction activities at the Main HNFRI 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	<p>Minor/Negligible</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
PVP29: View from PRow U18/1 PRow Users	High	High	High	This Photoviewpoint is taken near Potters Marston c.3km north-east of the Main HNRFI Site. 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 Short-term Temporary Adverse Not Significant
PVP30: View from Croft Hill 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. 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 Medium-term Temporary Adverse Significant
PVP 31: View from Coventry Road Road Users	Medium	Medium	Medium	The view illustrates a glimpsed view through a field entrance along the route. 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 Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP32: View from Bumblebee Lane, High Cross Road and PRoW Users (Leicestershire Round Promoted Route)	High	High	High	Located south of the Main HNRFI Site at High Cross, this view is taken from the Leicestershire Round promoted route. 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 Short-term Temporary Adverse Not Significant
PVP32: View from Bumblebee Lane, High Cross Night-time Assessment	Low	Medium Low	Medium Low	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.	Very Low	Minor /Negligible Short-term Temporary Adverse Not Significant
PVP33: View from B578, Lutterworth Road Road Users	Medium	Medium	Medium	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	Minor/Negligible Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP34: View from PROW U18/4 near Huit Farm 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 Short-term Temporary Adverse Significant
PVP35: View from PROW V48/2 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 Medium-term Temporary Adverse Significant
PVP36: View from Smenell Field, Burbage Common and Woods Country Park Recreational Users	High	High	High	Smenell Field 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. 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.	High	Major/Moderate Medium-term Temporary Adverse Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP36: View from Smenell Field Night-time Assessment	Low	High Low	Medium Low	Safety lighting on cranes and some intermittent effects from targeted activity lighting and security lighting would occur, especially during Phases 2 and 3.	High	Major /Moderate Medium-term Temporary Adverse Significant
PVP37: View from Footpath V29/7 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. Users on the diverted route would experience construction activities at close range including ground works, haulage and built construction.	Very High	Major Medium-term Temporary Adverse Significant
PVP38: View from Mill Lane 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 Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP39: View from PRow V37/1 at Aston Flamville 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 Short-term Temporary Adverse Not Significant
PVP40: View from Weaver Springs Sports Park 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 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 Medium-term Temporary Adverse Not Significant
PVP42: View from South of Wood House Farm PRow U52/4 Users 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 Medium-term Temporary Adverse 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 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 Medium-term Temporary Adverse Significant
PVP44: View from eastern edge of Burbage Common and Woods Country Park 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 Medium-term Temporary Adverse Significant
PVP45: View from B4668 at Junction with Burbage Common Road 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 Short-term Temporary Adverse 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 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 Short-term Temporary Adverse Not Significant
PVP47: View from Footpath V23/2 west of Billington Rough 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 Medium-term Temporary Adverse Significant
PVP48: View from B581 / The Roundhills 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. Existing vegetation would screen all construction activity from view, even in winter.	No Change	No effect
PVP49: View from B581 Bridge, Elmesthorpe 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. 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 Medium-term Temporary Adverse Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP50: View from Elmesthorpe Public Open Space 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 Medium-term Temporary Adverse Significant
PVP51: View from M69 Junction 2 Bridge 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 low. 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 Short-term Temporary Adverse Not Significant
PVP52: View from PRow U52/1 South East of The Outwoods rail crossing 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 High. 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 Short-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP53: View from Churchyard of St Mary, Elmesthorpe 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse Not Significant

Visual Amenity Receptor	Value	Susceptibility	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
Residential Receptors						
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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Elmesthorpe, 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 Medium-term Temporary Adverse 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 Elmesthorpe, 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse Significant
7. Properties on Station Road, Elmesthorpe	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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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. 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse 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 Medium-term Temporary Adverse Significant