

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

Document DCO 6.10F/MCO 6.10F

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 10F

Visual Effects Table (VET)

October 2025

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

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APPENDIX 10F: VISUAL EFFECTS TABLE (VET)												
Ref	Receptor Type, Location and Photo Viewpoint (PV) references (where relevant) (including estimated approx no. of dwellings where applicable)	Judged Sensitivity of Visual Receptor			Judged Magnitude of Visual Effects				Description/ Notes	Overall Effect at Construction Phase	Overall Effect Upon Completion	Overall Effect at 15 Years Post Completion
		Susceptibility to Change	Value	Overall Sensitivity	Distance from Site Boundary (or Built Development where stated) (approx. m/km)	Nature of View	Is the View Temporary or permanent?	Size/Scale of Visual Effect (including degree of contrast/ integration) at Stages of Project		Major Moderate Minor Negligible None	Major Moderate Minor Negligible None	Major Moderate Minor Negligible None
		High Medium Low	High Medium Low	High Medium Low		Full Partial Glimpse None		High Medium Low Negligible/ None		Adverse or Beneficial	Adverse or Beneficial	Adverse or Beneficial
DCO Scheme (EMG2 Works)												
R1	Residents at Bleak House, Diseworth	Medium/ High	Medium	Medium/ High	190m	Partial	Permanent	Construction: High Completion: High Year 15: Medium/ High	Existing views eastwards towards the site are possible from this property, although buildings and structure and existing planting within and around the property do restrict the availability of views from some positions. The proposed development will be visible beyond an existing open field and the landscape/ community park proposals on the western side of the site. The clearest visible elements will be the proposed buildings situated on the western side of the development area, north of Hyam's Lane. The proposed mounding and planting immediately to the west of the development area will provide some immediate lower level visual screening and as the planting matures the visual screening and filtering of the building will increase.	Major Adverse	Major Adverse	Moderate/ Major Adverse
R2	Residents on Grimes Gate (north of Hyam's Lane junction), Diseworth (4 or 5 No.)	Medium/ High	Medium	Medium/ High	210m+	Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	A relatively small number of properties have restricted views eastwards towards the Site from this location. An existing roadside hedgerow (subject to height) limits some of the views for the properties on the western side of the road. For the limited number of properties with views beyond any intervening existing hedgerows or other planting, the proposed development will be visible beyond the proposed intervening mounding and planting on the western side of the Site. Where views are possible beyond the existing intervening hedgerows and planting, the lower parts of the proposed buildings and the building surrounds (including parking and service yards) will be effectively mitigated and screened from these properties by the mounding and landscape proposals.	Moderate/ Major Adverse	Moderate/ Major Adverse	Moderate Adverse

R3	Residents off Hyam's Lane/ Cheslyn Court/ Clements Gate, Diseworth (PV A) (6 – 9 No.)	High	Medium	Medium/ High	100m+	Full	Permanent	Construction: High and Medium/ High Completion: Medium/ High and Medium Year 15: Medium and Low/ Medium	Existing views from some of these properties towards the east are relatively open yet the relatively low lying position of the properties and the nature of the rolling landform generally limits existing views to principally the field(s) in the foreground. Properties on the settlement edge with an outlook towards the east from this location, will have views towards the proposed development. Within these views, the proposed buildings will be visible beyond the intervening (off site) field and the proposed mounding and planting on the western side of the Site. Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) substantially screened from view. As the proposed woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.	Major Adverse and Moderate/ Major Adverse	Moderate/ Major Adverse and Moderate Adverse	Moderate Adverse
R4	Residents on north side of Clements Gate, Diseworth (PV A) (10 – 15 No.)	High	Medium	Medium/ High	Adjoining – 250m+	Full	Permanent	Construction: High and Medium/ High Completion: Medium/ High and Medium Year 15: Medium	These properties are generally orientated and face towards the road (and the south) and sit relatively low. Existing views are however possible in the general direction of the Site, towards the north east. The extent of these existing views are variable from property to property with some relatively open and clear and others more restricted. Where views are possible towards the Site, the proposed development will be visible beyond the proposed mounding and planting on the western side of the Site. Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) substantially screened from view. As the proposed woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.	Major Adverse and Moderate/ Major Adverse	Moderate/ Major Adverse and Moderate Adverse	Moderate Adverse
R5	Residents on Langley Close and at easterly extent of Clements Gate, Diseworth (PV E) (5 – 7 No.)	High	Medium	Medium/ High	Adjoining	Full	Permanent	Construction: High Completion: Medium/ High Year 15: Medium	These properties sit on the easterly extent of the settlement and a number have views towards the east and north east towards the Site. The nature of the rising and rolling landform limits views across the Site as a whole yet the closest field (proposed to form part of the Community Park) is readily visible. The proposed development will be visible within these existing easterly and north easterly views. The proposed buildings will be visible beyond the proposed Community Park area and the mounding and planting beyond. Views will largely be restricted to the higher parts of the proposed buildings with the lower level and active surrounds (eg service yards/ car parks/ access roads) screened from view. As the proposed planting within the Community Park and the woodland/ scrub planting on the intervening mounding matures and is managed it will increasingly screen and limit views towards the proposed development.	Major Adverse	Moderate/ Major Adverse	Moderate Adverse

R6	Residents on Lady Gate/ Avocet Close, Diseworth (8 – 12 No.)	Medium/ High	Medium	Medium/ High	350m+	Partial/ Glimpse	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low/ Medium	Existing views towards the Site from properties within this south eastern part of Diseworth (including recent development) are limited; largely by existing mature trees and planting along and around the Diseworth Brook, and by the low lying position of the properties. From the majority of properties at this location it is unlikely that the proposed development will be visible beyond other existing intervening properties and the existing nearby trees and planting close to the Diseworth Brook. Where any views towards the proposed are possible these are also likely to be partially restricted by the existing intervening settlement/ trees/ planting.	Up to Moderate Adverse	Up to Moderate Adverse	Up to Moderate Adverse
R7	Residents of other properties within Diseworth (limited numbers)	Medium/ High	Medium	Medium/ High	500m+	Partial/ Glimpse	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	The proposed development will not be visible from the majority of the properties within Diseworth. This is principally due to the nature of the underlying landform and the presence of other intervening properties and buildings within the settlement. Views towards the proposed development may however be possible from some properties in the south and west of the settlement area. It is likely that these views, if and where possible, would be limited to upper floor windows, with the higher parts of the proposed buildings visible across and beyond the existing settlement.	(potential 'up to' assessment for any available views) Moderate/ Major Adverse	(potential 'up to' assessment for any available views) Moderate Adverse	(potential 'up to' assessment for any available views) Moderate Adverse
R8	Residents of scattered properties to the west of Diseworth (1-3 No.; including High Barn Farm)	Medium/ High	Medium	Medium/ High	2.4km+	Partial/ Glimpse	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low/ Medium	A small number of properties on relatively elevated ground to the west of Diseworth have existing views eastwards in the general direction of the Site. These existing views are relatively broad and open and some include existing buildings at the airport and more distantly, the power station. The proposed development will be distantly visible on the rising ground beyond Diseworth. Within these views the proposed development would be set within a broad view and at some distance from the properties.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse
R9	Residents at Wood Nook Farm	Medium/ High	Medium	Medium/ High	450m	Full/ Partial (though not from farm house)	Permanent	Construction: Medium/ High Completion: Medium/ High Year 15: Medium	Existing views from this property in the direction of the Site are possible, albeit the farmhouse itself is substantially screened by surrounding barns/ buildings within the property. Assessment based upon views from within the farm and not the farmhouse (ie worst case scenario) The proposed development will be visible on the rising ground to the north and beyond some roadside trees in the immediate foreground. The proposed development be set beyond Diseworth Brook and the lower lying fields, stretching across to Long Holden. The buildings in the lower lying southern part of the site will be most visible, where views northwards are possible.	Moderate/ Major Adverse	Moderate/ Major Adverse	Moderate Adverse
R10	Residents at West Barn	Medium/ High	Medium	Medium/ High	675m	Partial	Permanent	Construction: Medium Completion: Medium	Existing views towards the Site from this property are partially filtered/ restricted by existing roadside planting close to the property. The property occupies a relatively low lying position. The proposed development is likely to be partially visible beyond the existing roadside trees/ planting	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse

								Year 15: Low/ Medium	and other intervening planting (to the A42 roadside). It is likely to be the higher part of the proposed buildings that would be most visible on the rising slopes. These would still be partially filtered and screened.			
R11	Residents on north western edge of Long Whatton (VP N) (7 – 12 No.)	High	Medium	Medium/ High	900m+	Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low/ Medium	Existing views in the general direction of the Site are possible from some properties on the north western edge of Long Whatton. These are however relatively limited and there are no views towards the Site from the majority of properties within Long Whatton. The proposed development will be visible from those properties with views towards the Site. Within these views, it will be the highest parts of the proposed buildings, principally in the east of the Site that will be visible beyond existing intervening fields, woodland and trees and the M1 and A42 road corridors. The lower level and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads) will be screened in these views by the existing intervening planting and the nature of the landform and major road corridors.	Moderate Adverse	Moderate Adverse	Moderate Adverse
R12	Residents at Windmill Farm	High	Medium	Medium/ High	1.3km	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low	This property sits on relatively higher ground to the east of the Site and the M1 motorway. It is not clear on the extent of existing available views westwards from the property, although it is assumed that these are possible (yet may be screened by existing intervening woodland) in the general direction of the Site. Assessment assumes views are possible. If the proposed development is visible from this property (albeit that existing trees and planting; including that around the motorway services will restrict visibility) any views will largely be confined to the higher parts of the proposed building in the eastern part of the Site.	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
R13	Residents of small number of scattered properties to the south of the A42 (incl at Rose Hill and Dry Pot Lane) (4 No.) (VP L)	High	Medium	Medium/ High	1.6 – 1.8km	Full/ Partial	Permanent	Construction: Low/ Medium and Medium Completion: Low/ Medium Year 15: Low/ Medium	This small number of individual/ scattered properties have varying distant views generally northwards in the general direction of the Site. Existing views are varied and include a variety of elements including to differing extents; the airport, MSA, M1 motorway, rolling farmland, woodland and settlement. The proposed development will be visible to varying extents yet relatively clearly from some of these properties. The proposed buildings will be seen to the north on the rising and higher slopes leading up towards the airport.	Moderate and Moderate/ Major Adverse	Moderate Adverse	Moderate Adverse
R14	Residents of other more distant properties (generally 3km+), principally to the south, south west and south east of the Site	High	Medium	Medium/ High	3.0km+	Full/ Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	The proposed development will be seen more distantly from limited settlement and properties generally to the south west, south and south east of the Site. This will include views from scattered farming and other properties and from some settlement areas. These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will potentially include limited views towards the highest parts of the proposed development from limited properties on the edge of	Up to Moderate Adverse	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse

	(VP's W, X & Y)								Belton and at Shepshed to the south and from more elevated positions within Charnwood Forest to the south. In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views. From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions and properties. Within these views, it will be seen alongside the existing airport, EMG development and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.			
F1	Users of Hyams Lane (Public Right of Way (PROW)) (Ref L45/ L46) (VP's B, C & D)	High	Medium	Medium/ High	Adjoining	Full	Permanent	Construction: High Completion: High Year 15: Medium/ High	Existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south. The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor. Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly visible to both sides, beyond the conserved and new planting. Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route.	Major Adverse	Major Adverse	Moderate/ Major Adverse
F1a	Users of PROW on north east edge of Diseworth (across field(s) south of Hyam's Lane) (Ref L46/ L47) (VP A)	High	Medium	Medium/ High	Adjoining	Full	Permanent	Construction: High Completion: High Year 15: Medium/ High	Existing views from Hyams Lane are principally across the landscape to the south yet also include buildings and the airport control tower to the north/ north east. Views across Diseworth are possible from the more elevated parts of the lane and the M1/ A42 are also partially visible. Charnwood Forest is distantly visible to the south. The proposed development will retain Hyams Lane as an access route within the scheme. This will include substantial conservation of the existing hedgerows lining the route and additional new native woodland and other planting and habitats along the corridor. Inevitably, there will be a significant visual change to the nature of the views for users of the route and proposed buildings will be closely and clearly visible	Major Adverse	Major Adverse	Moderate/ Major Adverse

									to both sides, beyond the conserved and new planting. Views out beyond the proposed development will still be possible towards Diseworth and the wider landscape to the south yet these will be considerably more restricted and channelled by the adjoining proposed planting and nearby buildings. Approaching and more open views of and across Diseworth will still be possible from the south western stretch of the route.			
F2	Users of Long Holden track/ PROW (VP's E & F)	High	Medium	Medium/ High	adjoining	Full	Permanent	Construction: High Completion: Medium/ High Year 15: Medium	Existing views from this route are principally towards the surrounding farmland yet also encompass views towards the eastern edge of Diseworth and partial views of the M1/ A42 traffic/ infrastructure. The proposed development will be sited adjoining the route to the north. The hedgerow lining this part of the Site and the northern side of route will be conserved and new woodland and other habitats will be established between the route and the proposed buildings. The proposed buildings will however be visible beyond the intervening conserved and new hedgerows and planting, occupying relatively elevated positions. Over time the proposed planting will be effective in filtering and screening views towards the proposed development from this route.	Major Adverse	Moderate/ Major Adverse	Moderate Adverse
F3	Users of Cross Britain Way (Long Holden to A42) (Ref L48) (VP's G & H)	High	Medium	Medium/ High	Adjoining – 500m	Full	Permanent	Construction: High Completion: High Year 15: Medium/ High	From this relatively lower lying stretch of route between the edge of Diseworth and the A42, the views are relatively more contained and comprise principally the immediate fields/ farmland yet also views towards Diseworth and partial/ glimpsed views of the M1/ A42 traffic/ infrastructure. The proposed development will be visible to the north of this stretch of the route occupying the rising ground. The proposed buildings on the lower southern part of the Site will be visible beyond the immediate field and Long Holden. Woodland proposals along the southern edge of the Site will over time restrict and filter views towards the buildings and the lower active surrounds.	Major Adverse	Major Adverse	Moderate/ Major Adverse
F4	Users of Cross Britain Way (west of Diseworth) (Ref L96) (VP I)	High	Medium	Medium/ High	1.2km+	Full	Permanent	Construction: Up to High Completion: Up to Medium/ High Year 15: Up to Medium	Existing easterly views from this relatively short stretch of route include the Site beyond Diseworth and also buildings and the control tower at the airport and more distantly the power station. The proposed development will be visible beyond Diseworth from south west of the settlement. Within these views, it will principally be the highest parts of the proposed buildings that will be visible. The mitigation mounding and associated woodland planting in the west and south west of the Site will provide some visual screening of the lower level parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).	Up to Major Adverse	Up to Moderate/ Major Adverse	Up to Moderate Adverse

F5	Users of PROW south of Diseworth (Ref L49/ L50) (PV J)	High	Medium	Medium/ High	800m – 1km	Full	Permanent	Construction: Up to High Completion: Up to High Year 15: Up to Medium/ High	Users of two footpaths to the south of Diseworth have existing varying views over a relatively broad landscape to the north and east. From the elevated part of the footpath extending over the highest ground (see Photo Viewpoint J), the proposed development will be visible beyond the intervening fields. The proposed buildings in the west and south of the Site will be the most visible from this position. The mitigation mounding and associated woodland and other planting will over time provide some filtering and screening of the lower level parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).	Up to Major Adverse	Up to Major Adverse	Up to Moderate/ Major Adverse
F6	Users of PROW south of A42 (Ref L40) (VP K)	High	Medium	Medium/ High	400m+	Full/ Partial	Permanent	Construction: Up to Medium/ High Completion: Up to Medium Year 15: Up to Medium	A small number of PROW south of the A42, on the rising ground up to Dry Pot Lane have views northwards towards the Site from elevated stretches of the routes. From these positions the Site is distantly visible as part of relatively broad views that also encompass the M1/ A42 and buildings at the airport. The proposed development will be distantly visible from these relatively more elevated routes as part of broad views northwards.	Up to Moderate/ Major Adverse	Up to Moderate Adverse	Up to Minor/ Moderate Adverse
F7	Users of PROW north and west of Diseworth (L41/ L42/ L43/ L89/ L98) (VP U)	High	Medium	Medium/ High	300m+	Full/ Partial	Permanent	Construction: Up to Medium/ High Completion: Up to Medium Year 15: Up to Medium	To the north and west of Diseworth are a number of PROW that generally provide links from the settlement edge northwards to the A453 and the airport. Views from these routes do vary and are generally more limited in the direction of the Site due to the nature of the underlying landform and intervening hedgerows and trees. The proposed development will be visible from stretches of these PROW to the east to varying degrees and from parts of the paths the development will not be discernible due to the intervening landform and existing planting. Where visible it will be the higher parts of the buildings on the western side of the Site that will generally be most visible. The mitigation mounding and associated woodland planting on the western side of the Site will increasingly over time filter and screen views towards the proposed development.	Up to Moderate/ Major Adverse	Up to Moderate Adverse	Up to Moderate Adverse
F8	Users of PROW south of Kegworth and Kegworth Bypass (Ref L54) (VP T)	High	Medium	Medium/ High	2km	Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low		Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
F9	Users of other more distant PROW/ routes (generally 3km+), principally to the south, south west and south	High	Medium and High	Medium/ High and High	3.0km+	Full/ Partial/ Glimpse	Permanent	Construction: Up to Low/ Medium Completion: Low Year 15: Low	The proposed development will be seen more distantly from some generally limited and more elevated stretches of PROW generally to the south west, south and south east of the Site. These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will include relatively limited views towards the highest parts of the proposed	Up to Moderate Adverse	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse

	east of the Site. Including within Charnwood Forest. (VP's W, X & Y)								development from elevated positions within Charnwood Forest to the south. In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views. From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions. Within these views, it will be seen alongside the existing airport, EMG development and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.			
V1	Users of A453 alongside the Site (VP's Q & R)	Medium	Medium	Medium	Adjoining	Full	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low	Existing views for users of the A453 alongside the Site are generally focussed along the road given the existing roadside hedgerows and tree planting on the northern side of the road. Views out across the landscape to the south and across the Site are largely restricted by the existing roadside hedgerow. The proposed development will be visible on the southern side of the road where it adjoins the Site. In these views conserved stretches of the roadside hedgerow will combine with new hedgerows and landscape proposals to provide a setting to the new buildings and development. A positively designed and landscaped development frontage and gateway(s)/ entrance(s) to the scheme will form part of the proposals. Views towards the proposed development will be possible from the entrance to the airport and a short stretch of the approaching A453 to the west of this junction.	Moderate/ Major Adverse	Moderate Adverse	Minor/ Moderate Adverse
V2	Users of A453 (west of the site to Walton Hill)	Medium	Medium	Medium	750m+	Partial	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	From further to the west on the A453, east bound users of the road have limited views towards the Site due to the nature of the underlying landform and intervening trees and hedgerows. Restricted views towards the south western part of the proposed development are likely to be possible for a limited part of the road to the west of the site.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse
V3	Users of A42	Low/ Medium	Medium	Medium	30m+	Full	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	For much of the A42 where it is closest to the Site (to the east and south), there are no views towards the Site, due to the road lying within cutting and being lined by mature trees/ planting. Views towards the Site and the surrounding landscape are however possible for a relatively brief stretch of the road close to the south east corner of the Site. From this brief stretch of road the proposed development will be visible on the rising ground to the north and north east. The proposed building(s) in the south west and south of the Site will be most clearly visible for road users.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse

V4	Users of M1 motorway (VP M)	Low/ Medium	Low/ Medium	Low/ Medium	175m+	Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Medium	Existing views for motorway users along this stretch of the road vary yet are largely dominated by the slip roads and infrastructure associated with Junction 23A/ A42. For south bound users there are brief glimpsed views in the direction of the Site. For north bound users the Site is visible from the motorway, approaching from the south. The higher ground within the Site is visible from 1.5 – 2.0 km to the south (approaching the Smith Lane overbridge) The proposed development will principally be seen in the north bound views, approaching from the south. Within these views the proposed development will be visible along the motorway, occupying the rising ground leading up towards the airport. These will be channelled views towards the proposals and it will be principally the buildings within the eastern half of the site that will be relatively more visible. It will also be seen within the context of the associated junction and slip roads.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
V5	Users of Grimes Gate	Medium	Medium	Medium	230m+	Partial	Permanent	Construction: Medium/ High Completion: Medium/ High Year 15: Medium	Existing views from this short stretch of road leading into Diseworth from the north are focussed along the lane with wider views partially restricted by the existing roadside hedgerows. As the road leads into the settlement area, views towards the Site are screened by houses/ buildings on the eastern side of the road. The western edge of the proposed development will be seen from this road with the clearest views limited to field entrances and breaks in the existing hedgerows. Proposed mitigation mounding and associated woodland planting on the western side of the site will provide some lower level visual screening and increasingly over time will filter/ screen views towards the higher parts of the closest buildings	Moderate/ Major Adverse	Moderate/ Major Adverse	Moderate Adverse
V6	Users of The Green (south east of Diseworth (to the A42 crossing))	Medium	Medium	Medium	440m+	Full/ Partial	Permanent	Construction: Medium/ High Completion: Medium Year 15: Medium	Existing views in the general direction of the Site are possible to the south east of Diseworth. From this stretch of road existing views northwards towards the Site are heavily filtered/ restricted by existing trees and planting lining Diseworth Brook close to the road. The proposed development will be visible beyond the existing brook side planting and intervening fields. Within these views the proposed development will be visible beyond Long Holden, with the proposed buildings in the south of the site being most visible. Mitigation planting along the southern perimeter of the site will provide some longer term filtering and screening towards the lower parts of the proposed development.	Moderate/ Major Adverse	Moderate Adverse	Minor/ Moderate Adverse
V7	Users of short stretches of minor roads west of Diseworth (VP I)	Medium	Medium	Medium	1km+	Partial	Permanent	Construction: Up to High Completion: Up to Medium/High Year 15: Up to Medium	From limited and more elevated stretches of the minor roads close to the west of the Site, there are some limited views eastwards in the general direction of the Site. Within these views, it will principally be the highest parts of the proposed buildings that will be visible. The mitigation mounding and associated woodland planting in the west and south west of the Site will provide some visual screening of the lower level	Up to Moderate/ Major Adverse	Up to Moderate Adverse	Up to Moderate Adverse

									parts of the development and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads).			
V8	Users of short elevated stretches of Smithy Lane and Dry Pot Lane (VP's L & M)	Medium	Medium	Medium	1.6km+	Full/ Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low/ Medium	Elevated parts of these minor roads to the south of the Site allow some wide ranging and varied views, that also encompass the major roads and airport to varying extents. The proposed development will be distantly visible from some relatively limited and elevated parts of these roads. The proposed development will generally be seen within a wider context and including other existing buildings and major roads.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
V9	Users of West End (road) on north west edge of Long Whatton (east of M1 motorway) (VP N)	Medium	Medium	Medium	850m	Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low/ Medium	Existing views in the general direction of the Site are possible from a very short stretch of this road on the edge of Long Whatton. The proposed development will be briefly and partially visible . It will be the highest parts of the proposed buildings, principally in the east of the Site that will be visible beyond existing intervening fields, woodland and trees and the M1 and A42 road corridors. The lower level and active surrounds to the proposed buildings (eg service yards/ car parks/ access roads) will be screened in these views by the existing intervening planting and the nature of the landform and major road corridors.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse
V10	Users of short stretches of Whatton Rd/ Kegworth Lane (close to Windmill Farm and edge of Long Whatton) (VP P)	Medium	Medium	Medium	1.4km+	Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Existing distant views from these roads to the east/ north east towards the Site are limited given the intervening landform. The Site itself is not visible. The proposed development is likely to be partially visible/ glimpsed from limited stretches of the road(s). It will be the highest parts of the buildings in the east of the site that will be visible. These will be seen in the context of other existing developments and infrastructure associated with the major roads/ junctions.	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse
V11	Users of other more distant roads (generally 3km+), principally to the south, south west and south east of the Site. Including within Charnwood Forest. (VP's W, X & Y)	Medium	Medium	Medium	3.0km+	Full/ Partial/ Glimpse	Permanent	Construction: Up to Low/ Medium Completion: Low Year 15: Low	The proposed development will be seen more distantly from some generally limited and more elevated stretches of minor roads generally to the south west, south and south east of the Site. These views towards the proposed development will be distant, ranging from generally 3km to up to around 10km. This will include relatively limited views towards the highest parts of the proposed development from elevated positions within Charnwood Forest to the south. In general, the rolling nature of the surrounding landform and the presence of woodland and other elements within this wider landscape will interrupt and restrict potential views and where visible it is likely to be seen in the context of wider and varied views. From the distant higher ground within Charnwood Forest to the south, the proposed development will be distantly visible (6-8km) from elevated open positions. Within these views, it will be seen alongside the existing airport, EMG development	Up to Moderate Adverse	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse

									and other built elements and in relatively close proximity to the Ratcliffe on Soar power station.			
01	Users of Donington Park Service Station	Low/ Medium	Medium	Medium	Adjoining the Site	Partial/ Glimpse	Permanent	Construction: Low Completion: Low/ Neg Year 15: Low/ Neg	Users of the Service Station are visually screened from the Site by existing mature woodland and planting surrounding the facility. This existing planting screens views of the Site or beyond. Glimpsed views towards the proposed development will potentially be visible at the entrance to the service area and through the planting in winter, although these are likely to be limited.	Minor Adverse	Minor Adverse	Minor Adverse
02	Users of Pegasus Business Park/ Hotel	Low/ Medium	Medium	Medium	50m+	Full/ Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	Views for users of the existing development/ buildings towards the Site and the wider landscape to the south are very limited given principally the existing mature tree belts lining the northern side of the A453. The clearest views are from close to the entrance roundabout off the A453. The proposed development will be visible from the upper floors of a limited number of the buildings yet will not be visible from the majority of the Business Park. Where there are any views it is likely to be confined to the higher parts of the buildings immediately south of the A453.	Up to Moderate Adverse	Up to Minor/ Moderate Adverse	Up to Minor/ Moderate Adverse
03	Users of vehicular entrance to East Midlands Airport (from A453) – See also Receptor V1 (VP Q)	Medium	Medium	Medium	50m+	Full	Permanent	Construction: Medium/ High Completion: Medium Year 15: Low/ Medium	There are no views towards the Site or the proposed development from the main airport buildings and terminal, due to intervening buildings/ infrastructure and planting. Views towards the north west part of the Site are however possible from the main entrance/ exit to the airport from the A453. Within these views, the north west corner of the proposed development will be visible to the south of the A453. The proposed building(s) in the north west corner of the Site will be visible beyond intervening mitigation mounding and planting. Views southwards across the proposed landscape area in the west of the Site will also be possible.	Moderate/ Major Adverse	Moderate Adverse	Minor/ Moderate Adverse
04	Visitors to Breedon on the Hill highpoint (VP V)	High	High	High	5km+	Full	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Elevated views from this position are possible in all directions. Views in the general direction of the Site towards the Site are a little more restricted as views out towards the east are relatively more restricted by planting/ fencing/ walls at this highpoint. Where views out towards the east are possible, they are expansive and varied and include rolling farmland, settlements, the airport, EMG development and power station. The proposed development will be visible in those views that are possible out towards the east as part of these existing varied and expansive views. It would be seen to the side of the airport and associated developments, with the power station also visible beyond.	Moderate Adverse	Minor/ Moderate Adverse	Minor/ Moderate Adverse

DCO Scheme (Highway Works)												
R15	Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road) (VP EMG1 b) (15 – 25 No.)	Medium/ High	Medium	Medium/ High	900m (to A50 link A453 overbridge)	Full/ Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	From the western/ north western edge of Kegworth views are possible from properties towards EMG1 and Junction 24 and environs. Existing views of the operational Rail Terminal and container storage and closest stretch of the M1 motorway are screened to varying extents by the low lying situation of these existing elements. (Note: Consented housing development also lies between these properties and the M1 motorway). The proposed highway works will be partially visible in some views from these properties. The A50 link road overbridge of the A453 will be visible in the context of the existing motorway and junction 24 and associated infrastructure and overhead gantries.	Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
R16	Properties/ receptors at Long Lane (north of Kegworth), Ratcliffe on Soar and Kingston on Soar (VP EMG1 e) (3 – 5 No.)	Medium/ High	Medium	Medium/ High	1.75km+	Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Westerly and relatively distant views from a small number of scattered properties and other locations are possible towards EMG1 and the location of the Highway Works, from the east and north east; including from Long Lane and on higher ground at Kingston on Soar. These existing views are generally varied and include other large scale infrastructure and buildings. Distant views towards the highway works are likely to be possible from some of this relatively small number of properties. Views towards the A50 link road overbridge of the A453 are likely to vary and in places be restricted and screened in part by existing intervening planting and features including existing trees at or close to Junction 24.	Minor Adverse	Minor Adverse	Minor Adverse
F10	Users of PROW alongside southern boundary of EMG1 Plot 16 and across mounding to the west. (Ref L112)	High	Medium	Medium/ High	Alongside/ adjoining	Full	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	The alignment of this PROW was established as part of the EMG1 development. From the top of the mound on the western side of Plot 16, there are existing open views across the landscape to the east and north east; including across the existing EMG1 Rail Terminal and Kegworth. The proposed A50 link road overbridge of the A453 will be visible from this PROW, on top of and east of the existing EMG1 mounding. It will be visible beyond the EMG1 development in the context of Junction 24 and other infrastructure and elements around the junction.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse
F11	Users of PROW (Midshires Way)/ Long Lane and parallel PROW west of Long Lane (Ref L60) (VP EMG1 e)	High	Medium	Medium/ High	1.5 – 1.75km+	Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Existing views from this PROW are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth. Views towards the proposed highway works are likely to be possible from some stretches of these PROW. The A50 link road overbridge of the A453 is likely to be visible in part from limited stretches of these PROW yet will be seen in the context of Junction 24 and EMG1.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse

V12	Users of A453 (close to EMG1 entrance and south of Junction 24) (VP EMG1 c)	Low/ Medium	Medium	Medium	650 - 850m (to Plot 16)	Full	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Existing elevated and open views are possible for a short stretch of the A453 close to the entrance to the EMG1 development. From this position and heading north the highway works will be visible as part of an existing immediate context dominated by major roads and infrastructure. Users of this stretch of the A453 will pass beneath the proposed A50 link road overbridge.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse
V13	Users of A453 (north east of Junction 24) and A6 (south east of Junction 24) (VP EMG1 a)	Low/ Medium	Medium	Medium	700m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Views towards the proposed highway works from these roads, approaching junction 24 will vary yet views towards the proposed A453 overbridge will be largely restricted by intervening roadside trees and planting including within and around junction 24.	Minor Adverse	Minor Adverse	Minor Adverse/ Negligible
V14	Users of M1 Motorway and slip roads	Low/ Medium	Low/ Medium	Low/ Medium	500m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Existing views from the stretch of motorway and slip roads are dominated by the major road itself an other major infrastructure. The proposed highway works will not markedly alter the nature of the existing views, albeit the proposed A50 link road overbridge of the A50 will be evident for a relatively short stretch of the motorway.	Minor Adverse	Minor Adverse/ Negligible	Minor Adverse/ Negligible
V15	Users of M1 Junction 24	Low/ Medium	Low/ Medium	Low/ Medium	500m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Medium Completion: Low Year 15: Low	Existing views from the roundabout junction do vary yet are dominated by the motorway and junction. The proposed A50 link road overbridge of the A453 will be visible for users of Junction 24 and will sit close to the connecting roads on the eastern side of the junction. It will increase the presence of highway infrastructure within these immediate junction views and restrict views in part to towards the existing EMG1 development to the west and south west.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse
V16	Users of Hilton Hotel Lane	Low/ Medium	Medium	Medium	350m+ (to Plot 16)	Partial	Permanent	Construction: Medium Completion: Medium Year 15: Low/ Medium	This road provides access to/ from the hotel and onwards to the village of Lockington. It is not a major road. Generally, channelled views towards the south and EMG1 are possible for users travelling towards Junction 24. The proposed A50 link road overbridge of the A453 will be closely visible for users of this road approaching junction 24. The overbridge and associated embankments will limit some views beyond yet these are largely dominated by the existing EMG1 and its associated landscape areas.	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
V17	Users of limited stretches of roads within the wider context (principally to the east and north east); including Long Lane (VP EMG1 e)	Low/ Medium	Medium	Medium	1.5km+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Existing views from this road are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth. Views towards the proposed highway works are likely to be possible from a stretch of this road. The proposed A50 link road overbridge of the A453 is likely to be visible in part yet will be seen in the context of Junction 24 and EMG1	Minor Adverse	Minor Adverse/ Negligible	Minor Adverse/ Negligible

05	Users/ visitors to Hilton Hotel	Medium	Medium	Medium	425m	Partial	Permanent	Construction: Medium Completion: Medium Year 15: Low	There are existing views from the hotel and grounds towards some of the proposed highway works and in particular the A50 link road overbridge of the A453.. This element of the proposed highway works will be visible from those hotel windows and positions with views generally towards the south west. It will be seen beyond Hilton Hotel Lane and in front of the existing EMG1 development, including the Rail Terminal and rail line.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse
06	Other distant receptors within the Trent Valley to the north and north east, including limited stretches of PROW, roads and settlement.	Varying	Varying	Varying	Typically 2km+	Glimpse	Permanent	Construction: Low/ Neg Completion: Low/ Neg Year 15: Low/ Neg	The proposed highway works will be visible from some other more distant receptors and positions generally within the Trent Valley yet where visible the construction works or the resultant proposals will generally form minor elements in varied views encompassing other existing and more notable major development and infrastructure.	Minor Adverse/ Negligible	Minor Adverse/ Negligible	Minor Adverse/ Negligible

MCO Scheme (EMG1 Works)

R15	Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road) (VP EMG1 b) (15 – 25 No.)	Medium/ High	Medium	Medium/ High	900m (to Plot 16)	Full/ Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	From the western/ north western edge of Kegworth views are possible from a limited number of properties towards EMG. Existing views of the operational Rail Terminal and container storage are substantially screened from view by the low lying situation of this facility and existing trees and scrub planting to the east of the M1 motorway. (Note: Consented housing development also lies between these properties and the M1 motorway). Proposed development on Plot 16 will be visible in any north westerly views from these properties. The higher parts of the gantry cranes will also be visible for some properties, albeit these will be sited at a lower level than development on Plot 16. Any views towards the proposals will be seen in the context of the existing EMG1 buildings sitting relatively more elevated, to the south of Plot 16 and the major roads and motorway junction. The Plot 16 building will sit relatively lower than the existing EMG1 buildings with its maximum roof height broadly comparable to the existing height of the mounding to the west. This mounding and planting will form a backdrop to any views from the edge of Kegworth.	Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
R16	Properties/ receptors at Long Lane (north of Kegworth), Ratcliffe on Soar and Kingston on Soar (VP EMG1 e) (3 – 5 No.)	Medium/ High	Medium	Medium/ High	1.75km+	Partial/ Glimpse	Permanent	Construction: Low/ Medium Completion: Low Year 15: Low	Westerly and relatively distant views from a small number of scattered properties and other locations are possible towards EMG and the site from east and north east of the site; including from Long Lane and on higher ground at Kingston on Soar. These existing views are generally varied and include other large scale infrastructure and buildings. Distant views towards a proposed Plot 16 building and the highest parts of the gantry cranes will be possible from some properties/ receptors. Where visible the proposed building will be seen in the	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse

									context of the other existing larger and more elevated EMG1 buildings. Any views to the highest parts of the gantry cranes will perceive these also sitting below the existing building and within the terminal setting, including existing 25m high light columns.			
F10	Users of PROW alongside southern boundary of EMG1 Plot 16 and across mounding to the west. (Ref L112)	High	Medium	Medium/ High	Alongside/ adjoining	Full	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	The alignment of this PROW was established as part of the EMG1 development. From the top of the mound on the western side of Plot 16, there are existing open views across the landscape to the east and north east; including across the existing EMG1 Rail Terminal and Kegworth. The proposed Plot 16 development will be clearly and closely visible from this PROW, on top of and east of the mounding. It will obstruct views eastwards from the mounding. It will nevertheless be see within the context of the existing EMG1 development and in particular the Rail Terminal and container storage areas.	Moderate/ Major Adverse	Moderate Adverse	Minor/ Moderate Adverse
F11	Users of PROW (Midshires Way)/ Long Lane and parallel PROW west of Long Lane (Ref L60) (VP EMG1 e)	High	Medium	Medium/ High	1.5 – 1.75km+	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low	Existing views from this PROW are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth. Views towards the proposed Plot 16 development and gantry cranes will be possible yet will be restricted by intervening features, including mature trees around junction 24. Clearer view will thus be limited to relatively short stretches of the routes to the north of Kegworth.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse/ Negligible
V12	Users of A453 (close to EMG1 entrance and south of Junction 24) (VP EMG1 c)	Low/ Medium	Medium	Medium	650 - 850m (to Plot 16)	Full	Permanent	Construction: Low/ Medium Completion: Low/ Medium Year 15: Low	Existing elevated and open views are possible for a short stretch of the A453 close to the entrance to the EMG1 development. From this position the Plot 16 building and the gantry cranes will be clearly visible and seen within the context of the existing EMG1 development and the Rail terminal which is also visible from this stretch of road.	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
V13	Users of A453 (north east of Junction 24) and A6 (south east of Junction 24) (VP EMG1 a)	Low/ Medium	Medium	Medium	700m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Views towards the proposed EMG1 proposals from these roads, approaching junction 24 will vary yet will be largely restricted intervening and roadside trees and planting including within and around junction 24. Where visible, the higher parts of the gantry cranes and the Plot 16 building will be visible set within and alongside the existing EMG1 buildings, infrastructure and lighting and beyond the motorway and junction 24.	Minor Adverse	Minor Adverse	Minor Adverse/ Negligible
V14	Users of M1 Motorway and slip roads	Low/ Medium	Low/ Medium	Low/ Medium	500m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Existing views from the stretch of motorway and slip roads are partially restricted by existing planting and mounding on the eastern edge of the EMG1 site and eastern side of the Rail Terminal. Where visible, the higher parts of the gantry cranes and the Plot 16 building will be visible set within and alongside the existing EMG1 buildings, infrastructure	Minor Adverse	Minor Adverse	Minor Adverse/ Negligible

									and lighting and beyond the motorway and junction 24.			
V15	Users of M1 Junction 24	Low/ Medium	Low/ Medium	Low/ Medium	500m+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	Existing views from the roundabout junction do vary yet are dominated by the motorway and junction. There is a relatively channelled view towards Plot 16 from the southern section of the roundabout. The Plot 16 building will be clearly evident set against the backdrop of the existing EMG1 mounding and planting, particularly from this southern side of the roundabout. The highest parts of the gantry cranes will also be possible beyond the existing mounding and planting on the eastern side of the Rail Terminal.	Minor/ Moderate Adverse	Minor Adverse	Minor Adverse/ Negligible
V16	Users of Hilton Hotel Lane	Low/ Medium	Medium	Medium	350m+ (to Plot 16)	Partial	Permanent	Construction: Medium Completion: Medium Year 15: Low/ Medium	This road provides access to/ from the hotel and onwards to the village of Lockington. It is not a major road. Generally, channelled views towards EMG1 are possible for users travelling towards Junction 24. The Plot 16 building and highest parts of the gantry cranes will be visible for users travelling towards the junction.	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
V17	Users of limited stretches of roads within the wider context (principally to the east and north east); including Long Lane (VP EMG1 e)	Low/ Medium	Medium	Medium	1.5km+ (to Plot 16)	Partial/ Glimpse	Permanent	Construction: Low Completion: Low Year 15: Low / Neg	Existing views from this road are varied and include the nearby major road corridors, EMG1 development and other existing employment units on the north western edge of Kegworth. Views towards the proposed Plot 16 development and gantry cranes will be possible yet will be restricted by intervening features, including mature trees around junction 24.	Minor Adverse	Minor Adverse	Minor Adverse/ Negligible
O5	Users/ visitors to Hilton Hotel	Medium	Medium	Medium	425m	Partial	Permanent	Construction: Medium Completion: Low/ Medium Year 15: Low	There are existing restricted views from the hotel and grounds towards the EMG1 proposals, principally the Plot 16 development. The proposed building will be visible from those windows and positions with views generally towards the south west. It will be seen against a backdrop of the existing mounding with other existing EMG1 buildings sitting more elevated beyond. The highest parts of the gantry cranes will also be visible, particularly where these are towards the northern part of the Rail Terminal.	Minor/ Moderate Adverse	Minor/ Moderate Adverse	Minor Adverse
O6	Other distant receptors within the Trent Valley to the north and north east, including limited stretches of PROW, roads and settlement.	Varying	Varying	Varying	Typically 2km+	Glimpse	Permanent	Construction: Low/ Neg Completion: Low/ Neg Year 15: Low/ Neg	Existing views within and across the Trent Valley are varied. The proposed EMG1 works will be visible from some of these more distant receptors and positions. Where visible the construction works or the resultant proposals will generally be seen in the context of other existing and more notable major development and infrastructure.	Minor Adverse	Minor Adverse	Minor Adverse/ Negligible

EMG2 Project (Combined DCO Scheme and MCO Scheme)

For the majority of visual receptors with views towards the EMG2 Project, there are limited situations where the EMG2 Works will be seen in combination with the EMG1 Works. This is principally demonstrated on the Zone of Theoretical Visibility (ZTV) plan at Figure 7 (in Appendix 10B). As a result, the majority of the overall visual effects of the EMG2 Project will reflect the assessments and judgements included within the Visual Effects Table above for the respective components of the EMG2 Project.

In terms of the visual receptors that will experience views towards more than one of the EMG2 components; these can be summarised as;

- The majority of visual receptors with views towards the EMG1 Works will also have views towards the Highway Works, given the proximity of some of the Highway Works to the EMG1 Works;
- The in combination visual effect of the EMG1 Works and Highway Works on these visual receptors will reflect the greater of the two individual assessments and will not, in combination, increase the greater (of the two) visual effects stated for these components in the Table above; and
- The only exception to this is for Visual Receptor R15, where there will be an increased level of in combination visual effect arising from the EMG1 Works and Highway Works as summarised in the Table below; and
- Users of some roads (eg M1 motorway and A453) will have views towards the EMG2 Works, Highway Works and EMG1 Works, as part of a sequence of travelling views. The in combination visual effect for users of these roads will not increase from the stated levels in the Table above yet will extend the distance over which the visual effects occur. For example, the EMG2 Works will be visible for A453 users south of EMA and the EMG1 Works will be visible for the same A453 users north of EMA. The in combination visual effect will therefore be extended yet at the respective levels stated in the Table.

No increased in combination visual effects have been identified for those residential visual receptors with views towards the EMG2 Works and no residential visual receptors have been identified that will have views towards both the EMG2 Works and EMG1 Works.

R15	Residents/ receptors at Kegworth – principally on north west settlement edge (incl Windmill Way, Pritchard Drive and Ashby Road)	Medium/ High	Medium	Medium/ High	900m (to Plot 16)	Full/ Partial	Permanent	Construction: Medium Completion: Medium Year 15: Low/ Medium	See Description/ Notes for Receptor R15 under Highway Works and EMG1 Works above.	Moderate Adverse	Moderate Adverse	Minor/ Moderate Adverse
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