# Appendix 10.3: Assessment of Visual Effects during the Construction Stage

***This section is to be read in conjunction with Appendix 10.2.***

## 10.3 Construction Stage

***Changes to the Visual Amenity experienced passing through the Site***

10.3.1 As demonstrated by the Site Context plan contained within Figure 10.1, no Public Right of Way (PRoW) passes through the Site area.

***Changes to Visual Amenity experienced by Receptors within Close Range of the Site i.e. up to 0.5km distance***

10.3.2 Geographically, effects upon visual receptors as a result of the construction stage will generally be experienced at the Site level and within its immediate context only, with effects upon the wider context benefitting from visual screening afforded by existing mature trees, woodland blocks and hedgerows which enclose the Site.

10.3.3 Additionally, the wider field pattern, roadways and wider woodland blocks situated around the Site's location, in particular to the east of Station Road including Bagworth Wood and Bagworth New Wood to the south of the Site.

10.3.4 These features form the site's local context, although longer, filtered views from within this initial distance would be possible during winter months.

10.3.5 In close proximity, construction activities (including movement of site traffic, lighting, noise and sounds) will be present during the construction process. The movement of machinery, plant and workforce activity would introduce additional localised activity, and higher-level construction activities may be visible from a wider context due to the extension of influence above the surrounding hedgerows and tree canopy.

10.3.6 In this instance, the use of cranes for building up the steel frame and installing the roof of the proposed building could be discernible.

10.3.7 Such localised influences are not unusual and will be carefully controlled by the CEMP and are not occurring with an area that is demure and unbreeched by existing development.

**Public Right of Way PRoW (LPA ref: 149/SM81/1) to the south of the Site**

10.3.8 As demonstrated by Viewpoint 10 (Figure 10.4), Public Right of Way PRoW (LPA ref: Q85/1), is situated to within close range to the south of the site. The PRoW passes through open agricultural fields (between Wiggs Farm and Bagworth New Wood).

10.3.9 PRoW Users would have a high expectation of visual amenity with a high susceptibility to change resulting in a high visual sensitivity.

10.3.10 The effect of noise, dust and vibration may be experienced by PRoW users passing along this route towards Wigg Farm to the northwest.

10.3.11 The building out of the upper levels and rooflines of the proposed building would be seen by PROW users, and if cranes are used these would be seen against the skyline over this temporary phase. The built work would be seen against the neighbouring Wiggs Farm and its associated agri-business buildings.

10.3.12 This route looks north towards the Site for the proposed development; although, there are no direct views of the Site's interior due to the effect of intervening landform, as well as intervening field hedgerows. This would lead to an overall high magnitude of change – the changes are noticeable but seen against the wider backdrop of built form and the wider

development screened by intervening landform.

10.3.13 The resulting level of effect would be Major/-moderate, adverse. These effects are adverse but experienced only for a temporary base during the construction stage.

**Public Right of Way PRoW (LPA ref: Q85/3) to the southwest of the Site**

10.3.14 As demonstrated by Viewpoint 12 (Figure 10.4) this PRoW continues to the northwest closer to Wiggs Farm, effectively linking with PRoW LPA ref: Q85/1 which runs further southeast towards and through the Bagworth New Wood.

10.3.15 As demonstrated by the Accurate Visual Representation for Viewpoint 12 in Figure 10.5, similar effects are likely to be experienced as PRoW users progress sequentially along this public footpath.

10.3.16 The construction stage would lead to an overall high magnitude of change – the changes are noticeable but seen against the wider backdrop of built form and the wider development screened by intervening landform.

10.3.17 The resulting level of effect would be Major/-moderate, adverse. These effects are adverse but experienced only for a temporary base during the construction stage

**Public Right of Way PRoW (LPA ref: Q99/1) to the northwest of the Site**

10.3.18 As demonstrated by Viewpoint 17 (Figure 10.4) this PRoW passes through open countryside north of the B585 Wood Road. The interior of the site is generally not seen due to the substantial filtering, if not screening effect of intervening woodland blocks situated east of the site, as well as Gaydon Coppice to the northeast.

10.3.19 In these views, the existing built form situated along the B585 Station Road (including the existing Pall Ex building) as well as the settlement edge of Battram (southwest of this location) also generally not discernible.

10.3.20 The effect of noise and vibration from the construction stage is unlikely to be experienced given this PRoW route is found beyond the route of the B585 wood Road, which is commonly well-travelled.

10.3.21 The building out of the upper levels and rooflines of the proposed building would be seen by PROW users, and if cranes are used these would be seen against the skyline over this temporary phase.

10.3.22 This would lead to an overall medium magnitude of change with the construction stage leading a noticeable alteration to the baseline view. This would result in a Moderate, adverse effect. These effects are adverse but experienced only for a temporary base during the construction stage.

**Wood Road and Station Road to the northeast of the Site**

10.3.23 Viewpoint 1 (Figure 10.4) demonstrates the discernibility of the Site from the junction of the B585 Wood Road and Station Road. Generally, these routes are users for travelling between local settlements, with both routes have pedestrian routes nearest to this location.

10.3.24 Users of this road do not have direct views into the site's interior with the discernibility of the site is often heavily filtered, if not screened (even during winter-time). The level change between these roadways (circa 167m AOD at the junction of the B585 Wood Road and Station Road) and circa 157m AOD within the northeastern edge of the Site.

10.3.25 Given this, it is unlikely that the upper sections and roofline of the proposed building would be discernible, and any use of cranes for constructing the structure would be less prominent

in views due to the screening or substantial filtering of the Site.

10.3.26 The effect of noise and vibration from the construction stage is unlikely to be experienced given the background of vehicle users passing along the B585 Wood Road and Station Road, which is generally well-travelled.

10.3.27 Road Users would have at most a medium expectation of visual amenity with a medium susceptibility to change resulting in a medium visual sensitivity. The construction stage would result in a low magnitude off change leading a minor, adverse effect. This is not a significant effect.

**Station Road on the eastern site edge (nearest the proposed Site Access)**

10.3.28 Road users would have a medium susceptibility to change and a medium visual sensitivity. As demonstrated by Viewpoint 5 (Figure 10.4). This viewpoint has been selected to demonstrate

10.3.29 Views restricted by intervening woodland/trees (spring and summer time) with intervening landform of Clay Croft Wood also sloping down into the Sie area; from circa 157m AOD on the road to circa 152m AOD within the eastern edge of the Site.

10.3.30 The new Site access would remove existing trees from this eastern flank to the Site.

10.3.31 Site access and new built form through woodland block removed for access. The construction phase would lead to a discernible effect from lighting, noise, delivery of materials, plant and the progression of workforce on building out the new industrial/commercial unit, as well as the undertaking of new landscape planting. The tree groups within Clay Quarry Wood would be protected and retained filtering views into the wider Site area and the construction activities during this time.

10.3.32 The upper elements of the new building would be seen above the existing landscape fabric. Road users pass along the western site edge, and would gain views into the site through the new site access point.

10.3.33 The construction stage would result in a high magnitude of change, resulting in a moderate, adverse effect during this temporary stage.

10.3.34 Effects are adverse and significant. This level of effect would diminish rapidly with distance from the site due to the activities at the site being substantially filtered, if not screened by the woodland along the eastern edge of the scheme which is situated inside of Clay Quarry Wood.

10.3.35 Road Users would have at most a medium expectation of visual amenity with a medium susceptibility to change resulting in a medium visual sensitivity. The construction stage would result in a high magnitude of change leading a moderate, adverse effect. This is not a significant effect.

**Station Road to the east of the Site**

10.3.36 Viewpoint 6 (Figure 10.4) demonstrates the discernibility of the Site from the minor vehicle route on the outskirts of Bagworth. The discernibility of the Site's interior is restricted by intervening landform and woodland. Clay Quarry Wood would be retained along the eastern Site boundary and aligns with the route of Station Roads.

10.3.37 Users of this road do not have direct views into the site's interior with the discernibility of the site is often heavily filtered, if not screened (even during winter-time). At this location, Station Road is located at circa 170m AOD with the Site being found within lower-lying at circa 155m AOD.

10.3.38 Given this, it is unlikely that the upper sections and roofline of the proposed building would be discernible, and any use of cranes for constructing the structure would be less prominent

in views due to the screening or substantial filtering of the Site.

10.3.39 The effect of noise and vibration from the construction stage is unlikely to be experienced given the background of vehicle users passing along Station Road, which is generally well-travelled.

10.3.40 Road Users would have at most a medium expectation of visual amenity with a medium susceptibility to change resulting in a medium visual sensitivity. The construction stage would result in medium magnitude of change leading a moderate/-minor, adverse effect. This is not a significant effect.

**View from the B585 Wood Road passing the western boundary to the site**

10.3.41 Viewpoint 13 (Figure 10.4) demonstrates the discernibility of the Site from the minor vehicle route as it passes the western edge of the Site. For similar reasons highlighted above for Viewpoint 6, the effect of constructing the scheme would result in an imperceptible effect. This is not a significant effect.

10.3.42 As the road users progress sequentially along this route, there are opportunities to see the proposed scheme. As demonstrated by Viewpoint 15 (Appendix 10.5), where there are gaps within the existing tree group along the Site's edge, there would be sight of the proposed building as it is built out.

10.3.43 The effect of noise, dust and vibration may be experienced by road users passing along this route between Battram and Ellistown. However, Wood Road is generally well travelled, and this would form the backdrop to the effects of the construction stage.

10.3.44 The building out of the upper levels and rooflines of the proposed building would be seen by PROW users, and if cranes are used these would be seen against the skyline over this temporary phase. The built work would be seen against the neighbouring Wiggs Farm and its associated agri-business buildings.

10.3.45 Road users travelling along this route would have a medium expectation of visual amenity and medium susceptibility to change with a medium visual sensitivity.

10.3.46 The construction stage, where seen along this route, would lead to a clearly noticeable change to the view, which in the worst case scenario through the use of cranes for erecting the steel framework structure and roofing for the building. This would be a high magnitude of change but at other times, this would lead to a lesser, medium magnitude of change. The resulting level of change would be moderate, adverse. This is significant effect but is not permanent.

10.3.47 This level of effect would diminish rapidly with distance travelling along the route. In particular, as road users pass along the northwestern edge of the Site. This is demonstrated by Viewpoint 16 (Appendix 10.4). In these situations, the road users do not have direct views into the site's interior.

10.3.48 The discernibility of the site is often heavily filtered, if not screened (even during winter-time). The upper sections and roofline of the proposed building would be discernible, and any use of cranes for constructing the structure would be less prominent in views due to the screening or substantial filtering of the Site.

10.3.49 The effect of noise and vibration from the construction stage is unlikely to be experienced given the background of vehicle users passing along Wood Road, which is generally well-travelled.

10.3.50 Road Users would have at most a medium expectation of visual amenity with a medium susceptibility to change resulting in a medium visual sensitivity. The construction stage would result in medium magnitude of change leading a moderate/-minor, adverse effect. This is not

a significant effect.

***Changes to Visual Amenity experienced by Receptors within Medium Range of the Site***

***i.e. up to 1km distance***

**Public Right of Way PRoW (LPA ref: Q85/3) on the outskirts of Bagworth**

10.3.51 Viewpoint 8 and 9 (Figure 10.4) demonstrates the discernibility of the Site from the southwestern edge of Bagworth village. This PRoW passes through open countryside between Bagworth and Wood Road, connecting with the PRoW immediately south of Wiggs Farm and the Site (PRoW LPA ref: Q85/1); see Viewpoint 10,12 and 13 (Appendix 10.4).

10.3.52 PRoW users passing along this route are afforded broad, wide views towards the Site area. However; the PRoW route is not crossing elevated landform, and the interior of the Site is not seen due to the extensively tree'd edge to the Site.

10.3.53 The PRoW users would have a high susceptibility to change and high visual sensitivity as they pass through open countryside, they would have a high expectation of visual amenity too.

10.3.54 Due to the intervening distance and the lack of open views of the Site's interior, the movement of plant, delivery vehicles, noise, vibration and dust are unlikely to be experienced from this location. However, there is scope to see the built form above the tree canopy outside of the Site's boundary. In the worst case scenario, PRoW users would have the potential to see cranes above the existing tree components might a crane be used for erecting the building's framed structure and roofing.

10.3.55 PRoW users would have a high expectation of visual amenity, high susceptibility to change and a high level of visual sensitivity. The construction stage lead to a high magnitude of change, resulting in a Major/-moderate, adverse level of effect.

10.3.56 Effects are adverse and significant. This level of effect would be experienced on a temporary base during the construction stage. The recorded level of effect would diminish with distance from the site due to the effect of intervening woodland blocks and tree components along the PRoW route. This is demonstrated by Viewpoint 10,12 and 13 (Appendix 10.5).

**National Forest Way Public Right of Way PRoW (LPA ref: Q83/5) to the west**

10.3.57 As demonstrated by Viewpoint 14 (Figure 10.4), given the intervening distance, and the combined effect of landform, woodland blocks and the extensive landscape buffers surrounding the car production plants and the car museum, there are no direct views of the site, and the site's interior is generally not seen.

10.3.58 Given the effect of the nearby field hedgerows, hedge lie trees and tree groups to the edge of Battram village, and the extensive earthworks and landscape mitigation planting to the nearby Aldi Distribution, there is no discernibility of the Site.

10.3.59 Given the intervening distance, and the effect of these intervening features, it is considered that the building out of the proposed development would be indiscernible leading to an imperceptible effect during the construction stage.

**Victoria Road (B585) to the northeast of the site**

10.3.60 As demonstrated by Viewpoint 2 (Figure 10.4), there are no direct views of the Site. The combination of Bagworth Wood and the Caly Quarry Wood to the eastern side of the Site is sufficient to screen direct views of the Site area.

10.3.61 Additionally, the effect of tree groups along the main railway line passing between Coalville

and Leicester (situated within 0.5kmeast of the Site), as well as matured landscape mitigation around the nearby Pall Ex site are sufficient to enhance this screening of the Site.

10.3.62 It is judged that there would be imperceptible effect road users. Imperceptible are not significant effects.

***Changes to Visual Amenity experienced by Receptors within Long to Very Long Range of the Site i.e. over 1km distance***

**Public Right of Way PRoW (LPA ref: R114/1) to the northeast**

10.3.63 As demonstrated by Viewpoint 3 and 4 (Figure 10.4), this PRoW passes across elevated landform. Users of these route are afforded road open views from along the route of the public footpaths.

10.3.64 This PRoW passes outside of an extensive sand and gravel quarry, and through the elevated landform of the route, affords PRoW users broad, open views across open countryside to the south and west of their location.

10.3.65 In these views, there is a wider recognition of commercial/employment land uses and built form with on-going land restoration associated with the quarry seen within the foreground, as well as overhead cables and large-scale pylons readily seen.

10.3.66 Views of the Site are largely filtered if not screened by intervening woodland blocks including Bagworth Quarry (east of the Site) and Clay Quarry Wood (bounding the Site).

10.3.67 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then these cranes might break the skyline and be seen above the woodland canopies.

10.3.68 Overall, views of the Site are limited, and might cranes be seen by PRoW users, this would lead to a low magnitude of change – that being a minor constituent of the view being partially visible or at sufficient distance to be a small component. The resulting level of effect would be Moderate/-minor, adverse. This is not a significant effect and is temporary.

**Public Right of Way PRoW (LPA ref: R9/3)**

10.3.69 As demonstrated by Viewpoint 7 (Figure 10.4), a similar experience to PRoW passing along PRoW LPA ref: R114/1 to the north of this location.

10.3.70 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then these cranes might break the skyline and be seen above the woodland canopies.

10.3.71 Overall, views of the Site are limited, and might cranes be seen by PRoW users, this would lead to a low magnitude of change – that being a minor constituent of the view being partially visible or at sufficient distance to be a small component. The resulting level of effect would be Moderate/-minor, adverse. This is not a significant effect and is temporary.

**Public Right of Way PRoW (LPA ref: Q85/1)**

10.3.72 As demonstrated by Viewpoint 11 (Figure 10.4), the opportunity to see the Site's interior is restricted by intervening woodland and tree canopies around Bagworth New Wood, Clay Quarry Wood and the wooded edge which wraps around Bagworth. The combination of these features is sufficient to substantially filter views of the Site.

10.3.73 The location of the Site does not break the skyline with the new building as proposed would be glimpsed marginally above and within the existing woodland and tree canopies.

10.3.74 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then these cranes might break the skyline and be seen above the woodland canopies.

10.3.75 Overall, views of the Site are limited, and might cranes be seen by PRoW users, this would lead to a medium magnitude of change. The resulting level of effect would be Moderate, adverse. This is a significant effect over this temporary time period.

***Changes to Visual Amenity experienced by Road Users***

**B585 (Wood Road) roadway running along the northern site boundary, heading west from the junction of the B585 and Station Road to the west-southwest to the junction of the B585 (Wood Road)/B582 (Bagworth Road) (i.e., within circa 1.85km southwest of the Site)**

10.3.76 Along this route, the effects of the proposed development experienced within close range of the Site (i.e., Viewpoint 13) and the likely discernibility of the scheme from Wood Road passing along its northwestern and western edge (i.e., Viewpoint 15 and 16) are assessed as ranging from Moderate, adverse to Imperceptible for the construction stage.

10.3.77 From assessing these viewpoints along Wood Road, it is evident the effect of landform and the extent of woodland and tree canopies influence the discernibility of the Site, and the like effect of building out the development at the Construction Stage.

10.3.78 From assessing this route, views along this route are generally aligned to its route and direction of travel. The combined effect of the woodland blocks each side of Wood Road (including the landscape mitigation measures associated with the consented ALDI distribution centre) is sufficient to substantially filter views of the site, and those construction activities to be undertaken.

10.3.79 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then these cranes might break the skyline and be seen above the woodland canopies.

10.3.80 Overall, views of the Site are limited, and might cranes be seen by Road Users, this would lead to a medium magnitude of change. The resulting level of effect would be Moderate/-minor, adverse. This is not a significant effect over this temporary time period.

10.3.81 This level of effect would be experienced where the road users is looking directly towards the Site, and the activities can be seen between the extensive woodland blocks along this route. Given this, it is considered, the opportunity to experience these effects is limited to a small geographical area, and likely to be experienced as glimpsed for a short time period.

**Station Road running southeast from the junction of B585 (Wood) and Station Road running southeast towards the settlement of Bagworth (circa 0.35km northeast and (0.75km (southeast)**

10.3.82 Along this route, the effects of the proposed development experienced within close range of the Site (i.e., Viewpoint 5 and 6) and the likely discernibility of the scheme from Station Road

passing along the eastern edge of the Site edge are assessed as ranging from Moderate, adverse to Moderate/-minor for the construction stage.

10.3.83 From assessing these viewpoints along Wood Road, it is evident the effect of landform and the extent of woodland and tree canopies influence the discernibility of the Site, and the like effect of building out the development at the Construction Stage.

10.3.84 However, as a road users passes further from the Site towards Bagworth, the effect of intervening woodland (Clay Quarry Wood), the extensively tree'd route of Station Road, and intervening built form on the edge of the settlement is influential in restricting views to the Site.

10.3.85 Within 0.5km distance of the Site, there is residential built development each side of this route, and affords very limited opportunity to see towards the Site.

10.3.86 Given this, there be views of the cranes utilised to build the proposed building a for a temporary time period this would result in a low magnitude of change, whereby, development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component. The resulting level of effect is minor, adverse. This is not a significant effect over this temporary time period.

10.3.87 Given this, it is considered, the opportunity to experience these effects is limited to a small geographical area, and likely to be experienced as glimpsed for a short time period.

**Battram Road running from Wood Lane through Battram village to Battram Woods (circa 1km west of the Site)**

10.3.88 Battram Road is tightly lined with residential built form, and there are few opportunities to look across to the Site. The village has a woodland and tree canopied edge with further tree planting within the public park off Battram Road with the wooded edge of the Site situated east of the location enclosing the route of the B585 Wood Road.

10.3.89 Similar to the forgoing, there would be limited opportunity to see the construction of the new building from this location. Might a crane be used, then this may be seen above the wooded canopy along the B585 Wood Road, and glimpsed between trees and residential built form within Battram.

10.3.90 As the Road Users progress sequentially along this route, there are opportunities to see the proposed scheme. As demonstrated by Viewpoint 15 (Appendix 10.5), where there are gaps within the existing tree group along the Site's edge, there would be sight of the proposed building as it is built out.

10.3.91 The effect of noise, dust and vibration may be experienced by road users passing along this route between Battram and Ellistown. However, Wood Road is generally well travelled, and this would form the backdrop to the effects of the construction stage.

10.3.92 The building out of the upper levels and rooflines of the proposed building would be seen by Road Users, and if cranes are used these would be seen against the skyline over this temporary phase. The built work would be seen against the neighbouring Wiggs Farm and its associated agri-business buildings.

10.3.93 Road users travelling along this route would have a medium expectation of visual amenity and medium susceptibility to change with a medium visual sensitivity.

10.3.94 The construction stage, where seen along this route, would lead to a clearly noticeable change to the view, which in the worst case scenario through the use of cranes for erecting the steel framework structure and roofing for the building. This would be a high magnitude of change but at other times, this would lead to a lesser, medium magnitude of change. The resulting

level of change would be moderate, adverse. This is significant effect but is not permanent.

10.3.95 In the worst case scenario, the resulting level of effect is minor, adverse. This is not a significant effect over this temporary time period.

**Bartlestone Road heading southwest from Bagworth village to the B585 Garland Road**

**(circa 1.65 south-southeast to 2.5km south of the Site)**

10.3.96 As demonstrated by Viewpoint 11 (Figure 10.4), the opportunity to see the Site's interior is restricted by intervening woodland and tree canopies around Bagworth New Wood, Clay Quarry Wood and the wooded edge which wraps around Bagworth. The combination of these features is sufficient to substantially filter views of the Site.

10.3.97 The location of the Site does not break the skyline with the new building as proposed would be glimpsed marginally above and within the existing woodland and tree canopies.

10.3.98 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then the cranes might break the skyline and be seen above the woodland canopies.

10.3.99 As demonstrated by the plotted Zone of Theoretical Visibility (Figure 10.2), the effect of landform is sufficient to screen the Site from view furthest along the B585 Garland Road. Users of this roadway closer to Bagworth are likely to have limited opportunity to see the scheme during its construction stage due to the extensive hedgerows along this route which restricts views towards the Site.

10.3.100 The resulting effect is likely to be Minor, adverse reducing to Imperceptible given the intervening distance.

**B585 (Victoria Road) running northeast towards Mill Lane (circa 0.9km northeast)**

10.3.101 As demonstrated by Viewpoint 2 (Figure 10.4), there are no direct views of the Site. The combination of Bagworth Wood and the Clay Quarry Wood to the eastern side of the Site is sufficient to screen direct views of the Site area.

10.3.102 It is judged that there would be imperceptible effect road users. Imperceptible are not significant effects.

**Un-named lane running from the B585 (junction of Victoria Road and Mill Lane) running east towards Stanton under Bardon (circa 0.95km northeast to 2.5km east of the Site)**

10.3.103 As demonstrated by Viewpoint 2 (Figure 10.4) and also Viewpoint 3 and 4, there are no direct views of the Site. The combination of Bagworth Wood and the Caly Quarry Wood to the eastern side of the Site is sufficient to screen direct views of the Site area.

10.3.104 It is judged that there would be imperceptible effect road users. Imperceptible are not significant effects.

***Changes to Visual Amenity experienced by Residential Receptors***

**Scattered farmstead and dwellings situated off the un-named lane running between the B585 (Victoria Road and West Lane) to Stanton under Bardon circa 1-2km northeast-east of the Site**

10.3.105 These dwellings are situated within long to very long range to the northeastern edge

of the Site. Generally, dwelling are either set with extensive, mature planted garden with tree canopies or views across to the Site are influenced by the surrounding field hedgerows, hedge line trees, as well as the extensive woodland blocks east of the Site – Bagworth Wood and the woodland fond along Station Road to the east of the Site; see Viewpoint 2 and 4 (Figure 10.4).

10.3.106 It is judged that the building out of the scheme would be generally imperceptible to these residential receptors. This is not a significant effect.

**Scattered dwellings on Wood Road circa 0.5km southwest (at the closest location)**

10.3.107 These dwellings are situated within close range to the southwestern edge of the Site and set with extensive, mature planted garden with tree canopies. Dwellings are generally oriented oblique to the location of the site. Additionally, the combination of the landform, the wooded canopies south of Wiggs Farm and built form at Wiggs restricts views to the Site; as demonstrated by Viewpoint 13 (Figure 10.4).

10.3.108 If cranes are used, there might be some potential to see the cranes during their activities to build the steel structure of the warehouse and its roofing, but these views would be glimpsed through the intervening landscape features.

10.3.109 Private dwellings would have a high visual sensitivity from its main residential windows (given an oblique viewing angle) and also from the private amenity space for each dwelling. Views are anticipated to be filtered, and limited in time-period whereby the operation of cranes might be seen. Given this, in the worst case scenario a magnitude of change of low is likely, resulting in moderate/-minor, adverse. This is not a significant effect over this temporary time period.

**Scattered dwellings on Station Road (on the outskirts of Bagworth) situated circa 0.35**

**southeast of the Site**

10.3.110 The dwellings on the northern edge of Bagworth are arranged in a wayside fashion and are oriented east to west generally. Given there would views towards the Site; albeit semi-oblique. The effect of private amenity tree planting influences the extent of views towards the Site, but the intervening woodland block (Clay Quarry Wood) would inherently screen the interior of the Site.

10.3.111 It is likely that the construction of the upper levels to the proposed warehouse building would be seen above the woodland and tree canopies, and any cranes (if used) would be discernible for this time period also.

10.3.112 Given a high visual sensitivity (semi-oblique views most likely from upper floor windows rather than main residential rooms) combined with a medium magnitude of change i.e., a partial change within a broader, unaltered context which may be noticed directly or obliquely, would result in a medium level of effect. This is a significant effect over a temporary time period.

**Bagworth situated circa 0.5km southeast of the Site**

10.3.113 Similar circumstances occur as above with direct views of the Site generally restricted due to the effect of Caly Quarry Wood and the wider stretching New Bagworth Wood. The combination of these two woodlands encloses the northwestern and northwestern edge of the village, whereby, views to the Site's interior are screened by woodland and the level change within the Site area; see Viewpoint 8, 9 and 10 (Figure 10.4).

10.3.114 These features combined to limit the overall discernibility of the construction stage limiting the overall discernibility of the scheme. Where views are mor open towards the Site

from within the village along its more elevated positions, there is scope to see the upper roof lines (and use of cranes) during the construction of the warehouse. I

10.3.115 In these situations, the overall discernibility of the development would be limited by the direction the dwellings is oriented, the screening effect of the wider residential built form of the village and the extent of the building seen over and above the woodland tree canopy; see Viewpoint 8 (Figure 10.4).

10.3.116 In the worst case scenario whereby there would be direct views towards the Site by a residents, it is likely that these views would be form upper floor windows rather than residential rooms most likely to be used during the day (with views filtered by residential amenity planting, street trees and urban features). Visual sensitivity is considered to high

10.3.117 The magnitude of change would be medium whereby the addition of the new building and its construction would be noticeable, but within a broader, unaltered context which may be noticed directly or obliquely. The resulting level of effect would be Moderate, adverse. This is a significant effect for this temporary time period.

**Southern edge of Bagworth at the junction of Station Road and Bartlestone Road situated circa 1.75km south-southeast of the Site**

10.3.118 Where there are direct views towards the Site's location (as dwellings at this location are oriented in a mixed arrangement, with some oblique views and some with no direct views at all), there is potential for residents to effected by the scheme.

10.3.119 As demonstrated by Viewpoint 11 (Figure 10.4), the opportunity to see the Site's interior is restricted by intervening woodland and tree canopies around Bagworth New Wood, Clay Quarry Wood and the wooded edge which wraps around Bagworth. The combination of these features is sufficient to substantially filter views of the Site.

10.3.120 The location of the Site does not break the skyline with the new building as proposed would be glimpsed marginally above and within the existing woodland and tree canopies.

10.3.121 Views of constructing of the new built form would be similarly restricted by woodland blocks and intervening landform. In the worst case scenario, (might) cranes be used to construct the steel framework to the building and install the roof, then these cranes might break the skyline and be seen above the woodland canopies.

10.3.122 Overall, views of the Site are limited, and might cranes be seen by Residential receptors, this would lead to a medium magnitude of change. The resulting level of effect would be moderate, adverse. This is a significant effect over this temporary time period.

**Scattered dwellings at Lodge Farm and the Limes circa 1.3km southwest (at the closest location)**

10.3.123 Dwellings situated southwest of the Site on this route are situated within their own extensive tree group, set within the wider wooded areas found each side of Wood Road. In these situations, views towards the Site are restricted, whilst the lower landform within the Site where the new building would be constructed affords inherent mitigation for the construction activities.

10.3.124 If cranes are used, there might be some potential to see the cranes during their activities to build the steel structure of the warehouse and its roofing, but these views would be glimpsed through the intervening landscape features.

10.3.125 Private dwellings would have a high visual sensitivity from its main residential windows (given an oblique viewing angle) and also from the private amenity space for each

dwelling. Given this, in the worst case scenario a magnitude of change of negligible is likely, resulting in minor, adverse. This is not a significant effect over this temporary time period.

**Battram village situated within 0.2km west of the Site (at its closest point)**

10.3.126 Generally, dwellings within Battram village are arranged in a wayside format along Battram Road, and these dwellings are oriented north to south. Views across to the Site (if available) are oblique to the main viewing direction from these dwellings and their private amenity space.

10.3.127 Where dwellings are oriented southeast(front) to northwest (rear) the wooded and tree edge to the village resists views towards the Site.

10.3.128 In these situations, views towards the Site are restricted, whilst the lower landform within the Site where the new building would be constructed affords inherent mitigation for the construction activities.

10.3.129 If cranes are used, there might be some potential to see the cranes during their activities to build the steel structure of the warehouse and its roofing, but these views would be glimpsed through the intervening landscape features.

10.3.130 Private dwellings would have a high visual sensitivity from its main residential windows (given an oblique viewing angle) and also from the private amenity space for each dwelling. Given this, in the worst case scenario a magnitude of change of negligible is likely, resulting in minor, adverse. This is not a significant effect over this temporary time period.