

15/01531/OUT

Landscape & Visual Effects:

Clarifications and Supplemental Information
to Environmental Statement Chapter 9



1 November 2016

Magna Park Extension: Hybrid Application
15/01531/OUT

Clarifications and Further Information

Addendum and Update to Environmental Statement Chapter 9: Landscape and Visual Effects

November 2016

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AJC	GP	9.11.16	Final

1. INTRODUCTION

The Clarifications and Further Information

- 1.1 This submission provides updates and addenda to the Environmental Statement Chapter 9: Landscape and Visual Effects that has been submitted in support of the Hybrid planning application to extend Magna Park (15/01531/OUT). The updates and addenda are provided in accordance with the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015).
- 1.2 The update and addenda set out here provide clarifications and further information that has been requested by The Landscape Partnership (TLP), advisers to Harborough District Council (HDC) on landscape and visual matters. The further information provides additional evidence to support the judgments reached on landscape and visual effects in the submitted ES Chapter 9, and in other cases provides the justification for updating and changing those judgments.
- 1.3 This submission has been prepared, as was ES Chapter 9 and its addenda and updates, by Nicholas Pearson Associates (NPA). NPA draw additionally on: a) the further information cited below that has been prepared for the purposes of this update by Grant Associates on landscape design and implementation; b) by CgMs for the already submitted ES Chapter 11: Heritage and Archaeology and its updates and addenda; and c) the planning considerations, as explained by Now Planning, where these bear on the judgments reached by NPA in this update to the ES.
- 1.4 The clarifications, additional information and updates to the main ES Chapter 9 provided here should also be read alongside the October 2016 Addendum to the main ES. That Addendum takes into account the grant of detailed (conditional) planning permission for extension of Magna Park to accommodate the expansion needs of DHL Supply Chain (15/00919/FUL). The boundary of the DHL Supply Chain planning permission lies wholly within the boundary of Zone 1 of the Hybrid application site.

Scope and Structure

- 1.5 The scope and structure of this update and addenda to ES Chapter 9 are as follows:
 - Section 2 provides a brief account of the evidence on the evolution of the landscape of the Hybrid Application site's Zone 1 and the design response to it. This information is set out in full here in the Appendix 1 (and separately issued) 'Bittesby DMV and the Evolving Landscape Context' and should be read alongside it.
 - Section 3 summarises the principal features of the proposed phasing of the landscape proposals for the Hybrid application site, and confirms IDI Gazeley's undertaking to bring forward, to coincide with the implementation of the DHL Supply Chain scheme (subject to the planning timetable for the Hybrid application), the mitigation planting alongside the A5 and closest to White House Farm which lies c 33 metres (at its closest point) to the north west of the far northern boundary of the application site.

- Section 4 comments on the implications for the judgments reached in the submitted ES Chapter 9 of the additional photorealistic illustrative photomontages for views 5ai, 6ai and 7 that are provided here in Appendix 2.
- Section 5 provides the clarifications and further information requested by TLP, and which Sections 2-4 here, together with their source material, help to inform.
- Section 6 sets out a brief summary of:
 - the judgments queried by TLP that remain unchanged from those in the submitted ES Chapter 9; and
 - the judgments that are updated from the submitted ES Chapter 9 in response to the further information submitted and considered here.

1.6 Three appendices are provided, each of which forms an integral part of this update of ES Chapter 9 and should be read alongside the relevant parts of this submission:

- Appendix 1: Bittesby DMV and the Evolving Landscape Context
- Appendix 2: Photorealistic illustrative verified photomontages for views 5ai, 6ai and 7
- Appendix 3: Updates to the Main Environmental Statement Volume 3, Technical Appendix F.5, Landscape and Visual Impact Summary Table.

2. THE EVOLUTION OF THE HYBRID APPLICATION SITE

Introduction

- 2.1 Grant Associates, working with CgMs¹ and NPA, pulled together the evidence on the evolution of the Hybrid site that is provided in full in Appendix 1: the site's history and its intimate relationship to the landscape, how the interaction of the two has created the landscape that characterises the site today, determined its capacity for change and informed the design approach of the Hybrid application in response to it.
- 2.2 This section very briefly summarises the main points of that evidence, and should be read alongside the full report of it in Appendix 1. Sections 5 and 6 of this submission draw upon this evidence (and that presented here in Sections 3 and 4) to provide further justification for the judgments reached by NPA in the submitted ES Chapter 9 on the landscape and visual effects of the Hybrid proposals.

The Landscape Evolution Evidence

- 2.3 There were four purposes for bringing together, in a single document, the considerable body of landscape design, landscape and visual impact, archaeology, ecology, arboriculture and civil engineering evidence that has informed, and underpins, the design approach to the landscape:
- i. to bring together, in a single source document, drawn from other parts of the ES and planning application submission, the evidence on the nature and sequence of the changes to the landscape that have evolved around the Bittesby Deserted Medieval Village (DMV);
 - ii. to explain the relationship of Bittesby House to the DMV and place Bittesby House and the changes to it within that context;
 - iii. to explain, having regard to this the capacity of the site to accommodate further change, including the opportunities that further changes create and which the development proposals seize; and
 - iv. to explain how and why the design approach both works with, and responds to, the landscape in the ways it does.

The Key Changes in the Site's Evolution

- 2.4 The history of the Hybrid site is the history of the interaction between its location (at the centre of the country), its landscape (its accessibility, topography and assets – water, flora, fauna) and the economic imperatives (means of sustaining life and generating wealth) of each of the periods of the habitation of the site itself and the areas around it.

¹ The CgMs work is set out in full in the October 2015 ES Chapter 11 and appendices and the subsequent updates in February, March and April 2016. ES Chapter 11 is supplemented by the February 2016 independent Level 4 historic building survey of Bittesby House and Emmanuel and Lodge Cottages commissioned from Trigpoint by IDI Gazeley. The CgMs work has included desk top, detailed geophysical and field work to a scope that was agreed by LCC's County Archaeology Department and Historic England.

2.5 These forces explain the succession of the site's users and the impact each in turn has had on the site's landscape – from the Iron Age forward and including the significant changes to the site from when it provided the rural surroundings to the medieval Bittesby village and, some several hundred years later, to Bittesby House as it stands today.

2.6 As the evidence on these changes show, the landscape and visual context of the application site is not a well-preserved area of open countryside, but instead has been substantially altered as the discussion below, and the appended document, evidence.

The Historic Evidence - Bittesby Medieval Village and Bittesby House

2.7 Bittesby is one of a small number of settlements in this part of Leicestershire that were enclosed in the 15th century. Whilst a substantial element of the significance of the DMV is vested in its abandonment, there is increasing evidence of limited occupancy of the site in the period between the abandonment of the DMV and the construction of Bittesby House.

2.8 Documentary evidence indicates that 60 people were evicted from Bittesby in 1494 by the lord of the manor. Following its enclosure, the former township was run as an estate pasture-farm with a principal tenant, or bailiff, appointed by the absentee landlord to manage the estate. In addition to the bailiff, there were also a small number other tenants resident on the Bittesby estate from the 16th century onwards, and in 1680/1 there were two houses at Bittesby, one occupied by the farm bailiff and the other by the shepherd.

2.9 It is tempting to suggest that one of these houses may have been located in the vicinity of the present Bittesby House, and was taken down when its east wing (the oldest part of the house, Figures 09 and 25) was constructed in the latter half of the 18th century. The work undertaken in support of the current application has gone some way to establish a narrative connecting the DMV with Bittesby House. However, this is a historical connection and is fairly loose, given the vagaries of the historical record.

2.10 Bittesby House was constructed as a farmhouse, and originally faced north (Figure 24) – overlooking the fields the farmhouse related to and therefore broadly towards the site of the DMV. By the latter part of the 19th century, however, its south and south-western elevations had become the most significant, and the principal approach had moved from the north of the house to the south-west off Watling Street through a tree lined avenue, enhancing the status of the building and its occupants. This route closely followed the field boundary (Figure 22).

2.11 The alterations to access and the appearance of the building are most likely attributable to the changes in fashion from the Georgian to Victorian period, but also to the construction of the railway, to the west of Bittesby House, c 1838. The latter was laid on an embankment, thus detracting from this previously open aspect (Figure 03). The increase in train movements along this line in the mid to late 19th century may have also prompted the change in the building's principal orientation away from the railway line.

The Key Changes to the Landscape

2.12 The key changes to the landscape of the site and its setting over time include:

- the introduction in 1838 of the Midland Counties railway and its embankment, which also cut through and truncated the DMV (Figures 03, 05 and 13a);

- the notable hedgerow loss, field enlargement, loss of ridge and furrow and loss of medieval strip fields to allow for the intensive arable farming of the site that has taken place since at least the mid-20th century (Figures 03, 08 and Figure 13a);
- the creation of the Bitteswell Airfield (Figure 08) which led to the clearance of the farmland and construction of Mere Lane from 1939 and the construction of Magna Park from 1988 (Figures 10-12);
- the large hangars on the Airfield constructed to house aircraft and the Hawker Siddley aviation industry which were evident on the horizon of the site during the whole of the lifespan of the airfield (Figure 09); and
- the sub-surface damage to below-ground heritage assets through intensive arable production and other works including the western part of the DMV;

2.13 Further changes to the landscape of the site include:

- the increased importance of the A5 (linking the M1, M6 and M69 motorways) and the consequent increase in the traffic which uses it, including (but far from only) the HGV traffic associated with the growth of the logistics industry and its focus on the 'golden triangle' at the centre of the country (Figure 14);
- the construction of the adjacent large scale logistics buildings, also reflecting the growth and significance of the logistics industry to the UK economy and the importance of warehouse locations to its efficient operation (centre of the country, easy access to the strategic road network) and the particular advantages from these perspectives of the area around Magna Park (Figures 17- 20); and
- the introduction of the Manor Farm wind turbine, an example of the growth in importance of renewable energy generation, both to reduce greenhouse gas emissions and reduce dependency on fossil fuels (Figure 15).

2.14 These changes have also influenced the current visual context of the DMV and Bittesby House by

- permanently changing the appearance of the original scene to the west and east of the scheduled monument and Bittesby House (Figures 17 and 18); and
- introducing a visual context to this area of countryside which is now heavily influenced by the adjacent large scale logistics buildings (Figures 16 and 20).

2.15 It is clear therefore that the setting of Bittesby House has changed over time. It was originally accessed from the north but is now approached from Mere Lane; the railway has drastically altered the surrounding landscape and the building's relationship with the DMV; and the original purpose and character of the adjacent fields, including the former ridge and furrow, have disappeared. However, Bittesby House remains, and however altered gives materiality to the narrative relationship with the DMV.

2.16 All of these changes have accordingly influenced the judgments reached in the ES Chapter 9 and its updates and addenda on the value and susceptibility of the application site's baseline landscape, and its visual and heritage context.

The Design Response to the Landscape

- 2.17 The design proposals for Zone 1 of the Hybrid application are a direct response to the evidence on the evolution of site's landscape and on the site's landscape as it exists today and the context in which it is experienced. Briefly:
- the masterplan sets aside close to half the site (102.95 ha of the 211.56 ha site) for bio-diversity enrichment and publicly accessible open space;²
 - the major part of this green space (70.44 ha) lies at the centre of the extension site along the spine of the disbanded rail embankment and with the DMV at its heart for the creation of the Country Park (42.32 ha) and an adjoining Meadow (28.12 ha);
 - the Country Park and Meadow are designed to fan out from its narrowest point on the A5 in the south west to its widest point in the north east where it joins the countryside beyond and to Magna Wood in the east with which it connects;
 - the siting, layout and extent of the Country Park is designed both to preserve and to heighten the experience of the sequential view from the footpaths and the continuity of open space/green infrastructure that lies either side of the A5 along the rail embankment, including the site of the DMV and into the Soar tributary flat floodplains and terrace landscape;
 - Bittesby House is retained and re-used, with its barns converted to provide facilities for the Country Park and to house the Local Heritage Centre³, and footways are created to link to the Country Park along the original access routes from the house to the north;
 - the development's smaller and lower buildings (the Logistics Institute of Technology with its campus and playing field and the Innovation Centre) are concentrated in the Hub at the south west end closest to the A5, where the Country Park with these uses form a new heart to the extended Magna Park that is also open to the community;
 - the expansion building for Holovis is tucked into the lee of and well below the (now permitted) DHL Supply Chain building which is also the largest and tallest of the Hybrid application's building proposals and on the highest part of the site; and

² The total Zone 1 site, excluding Bittesby House and its grounds, is 230.38 ha. The 230.38 ha includes 10.12 ha that is already within the Magna Park footprint (including Magna Park's 3.48 ha Mere Lane lagoon area) and 9.15 ha that is in the public highway. The Zone 1 site, excluding these areas is 211.56 ha. Of the 102.95 ha within the Zone 1 Hybrid site that is given to the Country Park, Meadow and other publicly accessible green space, 15.69 ha is open space that will be delivered by the now permitted DHL Supply Chain application (over and above the improvements to the Mere Lane lagoon area). See the October 2016 ES Addendum, Volume 1 paragraph 1.7 and Volume 2 paragraphs 2.5-2.10 and Table 2.1 for an account of the site areas.

³ The Local Heritage Centre (LHC) will exhibit and interpret the site's history – focusing on the relationship between the history of the landscape and its habitation and the economic forces that have bound and shaped them and continue to do so – with a strong theme on the contemporary landscape management of the site for biodiversity enrichment and climate change resilience. LHC's principal market will be visitors to the Country Park and local schools (the Key Stage 2 curriculum particularly).

- the other new logistics buildings are to the north and south of and away from the Country Park and Hub alongside the A5, already a noisy and busy strategic highway.⁴

2.18 The scheme in this way conserves and strengthens the features of the landscape that remain intact:

- hedgerow features and trees incorporated through the CSS which are conserved or transplanted;
- retained existing trees and hedgerows including those forming the parish boundary;
- the local ridge feature to the east of the DMV;
- the below-ground archaeological remains on the ridge which provide a positive contribution to the heritage significance of the DMV;
- watercourses and associated vegetation and ecological corridors;
- Bittesby House and its surrounding garden (Figures 22-23 in Appendix 1); and
- Bittesby House barns / outbuildings which will be converted to provide visitor facilities for the Country Park and house the Local Heritage Centre.

2.19 The Country Park will incorporate extensive new tree planting, managed woodland and enhanced hedgerows, wetland and open water habitats, public rights of way and (permanent) permissible bridleways and footpaths. The Meadow adjoining the DMV will revert from the existing and damaging arable use and managed with grazing and hay crops to preserve and protect the remnant archaeological features.

2.20 The retention of Bittesby House, conserved within its original garden, preserves the significance of this non-designated heritage asset while also providing a material signifier of the narrative relationship with the DMV. Pedestrian linkages to the Country Park will be provided in the direction of the original access routes and approaches to the house which were from the north. (See Figure 22 in Appendix 1)

⁴ Section 3 here sets out the phasing proposals for the soft landscape works which would bring the mitigation planting (trees, hedgerows) along the A5 forward in the phasing to coincide with the programme for the delivery of the DHL Supply Chain scheme (insofar as the timescale for securing planning permission for the Hybrid scheme permits), with the result that these areas would have some 3-7 years growth before their construction is underway.

3. THE PHASING OF THE SOFT LANDSCAPE WORKS

Introduction

- 3.1 TLP requested details of the proposed phasing of the soft landscape proposals, in part in response to the opportunity mooted by NPA to use these works to reduce the visual effects of the development (April 2016 ES Chapter 9 Clarifications Addendum).⁵ TLP particularly asked for a plan showing those areas where IDI Gazeley would commit to undertaking advanced planting and to provide a general landscape phasing to be confirmed at the reserved matters stage.
- 3.2 Grant Associates have drawn up the Hybrid Masterplan Planting Phases plan which is provided in Figure 3.1 overleaf, and IDI Gazeley have now made that commitment. The phasing plan relates to the details for which the Hybrid planning application seeks planning permission.⁶
- 3.3 The judgments reached in the submitted ES Chapter 9 on the visual effects of the Hybrid development do not, however, account for any advanced planting. Those judgments are therefore updated here. These amended judgments are summarised in Appendix 3 to this report, and update and replace those in the submitted ES (ES Technical Appendix F.5 Landscape and Visual Impact Summary Table).

IDI Gazeley's Early Planting Undertaking

- 3.4 IDI Gazeley confirms its commitment to carry out the advance planting shown in Figure 3.1 in two locations:
- on the boundary of the Hybrid site that is closest to the three properties at White House Farm (Bittesby Stables and Bittesby Coach House in the east and Orchard Lodge in the south); and
 - alongside the A5.
- 3.5 IDI Gazeley commits to undertaking this advance planting at the same time as the planting will be delivered for the permitted DHL Supply Chain development, subject to the timing of the planning decision on the Hybrid application and seasonal considerations.⁷
- 3.6 This early planting (regardless of the point at which it commences) would have approximately 5 years' advanced growth before the construction works for the Hybrid application reach the northern parts of the application site, and some 6 to 7 years (or more) advance growth before those parts of the site become operational. With this undertaking, HDC would be in a position to make a grant of planning permission conditional on the

⁵ ES Chapter 9 Clarifications Addendum, April 2016.

⁶ The Hybrid application seeks planning permission for the siting, extent, use and, where buildings are proposed, their maximum built quantum and heights, of each development parcel defined by the submitted Parameter Plans 1 and 2. The defined parcels cover the whole of the Zone 1 application site, including the parcels that provide for structural landscaping. Parameter Plan 2 also places restrictions on the siting of yards and HGV circulation.

⁷ Phase 1 of the Hybrid development is the DHL Supply Chain development (which lies wholly within the Hybrid application site). The Phase 2 planting (the first part of the remainder of the Hybrid scheme to be delivered) will take place alongside Phase 2, subject to the timing of the planning decision on the Hybrid application.

phasing of the mitigation planting as illustrated in Figure 3.1 (indicated in the orange-coloured hatching).

The Planting Phasing Plan

3.7 The Hybrid Masterplan Planting Phases plan (Figure 3.1 provided at the end of this section) shows:

- hatched green, the extent of the Phase 1 planting (i.e., the planting that will be delivered by the DHL Supply Chain scheme, the permitted site for which lies within the Hybrid application site);
- hatched orange, the advance planting in Phase 2 of trees and woodland mitigation along the north and north western boundaries of the Hybrid site;
- dotted orange, the advance planting also in Phase 2 of the hedgerow enhancement mitigation alongside the A5, also in Phase 2; and
- the remainder of the Hybrid planting Phases 3-6.

Advance planting on the White House Farm boundary

3.8 Figure 3.1 shows the siting, nature and extent of the advance tree and woodland planting proposed along the boundary closest to White House Farm.

3.9 White House Farm lies alongside the A5 and is some 33 metres at its closest point to the northern-most boundary of the Hybrid site.⁸ Figure 3.2 locates the site and shows the 1.4 ha (3 acres) of proposed grassland, currently within the Hybrid application site, that lies between the furthest extent of the northernmost of the distribution warehousing parcels for which planning permission is sought. Figures 3.3 and 3.4 show the detail, drawn from the legal titles, of the boundary of White House Farm with the Hybrid site.

Advance planting on the A5 Boundary

3.10 The A5 is a busy and noisy strategic arterial route (part of the national Strategic Road Network) that provides a north-west to south-east route through Staffordshire, Warwickshire, Leicestershire and Northamptonshire – and which, amongst other strategic functions, connects the M1, M6 and M69 (the central core of the logistics sector's Golden Triangle where Magna Park is located). The A5 is the subject of a major initiative to secure its upgrading by the A5 Transport Group, a partnership of the county highway authorities through which the A5 runs that is also supported by the relevant Local Enterprise Partnerships.⁹

⁸ The defined parcel closest to White House Farm is 8.01 ha and is proposed for up to 35,000 sq m of distribution warehousing, a maximum building height of 132.2 AOD (the lowest of all the warehouse buildings) with no yard or HGV circulation permitted on the northern elevation / side of the building closest to White House Farm. Footnote 6 explains that these are details for which planning permission is sought.

⁹ The A5 Transport Group is promoting a range of initiatives to improve the function of the A5, particularly in the rural parts of its length where the dualling is limited and congestion can be heaviest.

3.11 Nonetheless, the aim of the advance planting is to reduce the visual effects of the remainder of the Hybrid development on users of the A5. The permitted DHL Supply Chain scheme, as the phasing plan provided in Figure 3.1 shows, will deliver tree and woodland mitigation planting along the Hybrid's parcels H and I (accounting for about one-third of the affected section of the A5). The advanced planting proposed here contributes to the planting mitigation proposed for the A5 boundary, and begins at the site of the Hub (with the Logistics Institute of Technology campus and Innovation Centre - Parcel A3 in Parameter Plan 1).¹⁰

The Visual Effects Update for the Advance Planting

- 3.12 The amended assessment of the visual effects of the construction and operational phases of the Hybrid application to take account of the advanced planting proposals is set out below. As the above discussion indicates, the principal changes are to the visual effects from the White House Farm both during construction and operation and from the A5 during operation.
- 3.13 During the construction phase, the advanced planting with 5-7 years' growth in the northern part of the site will be to reduce the visual effects of the Hybrid application.
- 3.14 During operation, effective mitigation of visual effects would be achieved at an earlier stage in views experience from the White House Farm and by users of the A5.

Construction stage

Residents of the Properties at the White House Farm (View 4bii in the submitted ES)

- 3.15 With 5-7 years' growth in the advance planting alongside the boundary closest to White House Farm, the size, scale and geographic extent of visual effects of construction on residents of all three properties at White House Farm will reduce (from the assessment in the submitted ES Chapter 9). The magnitude of change will also reduce as a consequence.
- 3.16 The updated judgments with the benefit of this advanced planting are:
- for residents of Bittesby Stables and Bittesby Coach House, the effect will reduce to 'medium adverse' (revised from 'medium to high adverse' without the advance planting); and
 - for residents of Orchard Lodge, the effect will reduce to 'low' (revised from 'low to medium').
- 3.17 The judgments in the submitted ES on the levels of visual effects of the construction stage are not changed – having regard both to the predicted maturity of the planting after five years and the continuing filtered views to the construction operations during the winter.

¹⁰ See Footnote 6 here.

Users of the southern section of the A5 (views 16ei and 16eii in the submitted ES)

- 3.18 The advanced planting with five years' growth along the hedge line to the A5, but not yet with the further infrastructure planting proposed, would also reduce the visual effects of the construction operations for users of the southern section of the A5.
- 3.19 Despite the added screening, however, the judgments on the magnitude and levels of the visual effects during construction are unchanged from those in the submitted ES Chapter 9.

Operation stage

Residents of Properties at White House Farm (View 4bii in the submitted ES)

- 3.20 With the benefit of 5-7 years' growth of the advance hedgerow planting, the size and scale and geographic extent of visual effects during the operation of the development will also reduce including in the short term, with a coincident reduction in the magnitude of change:
- for residents of Bittesby Stables and Bittesby Coach House, the effect will reduce to 'medium to low' from the shorter term' (revised from 'medium' without the advance planting); and
 - for residents of Orchard Lodge, the effect will reduce to 'low' in the in the shorter term (revised from 'low in the medium term').
- 3.21 The anticipated magnitude of the visual effects is also judged to reduce:
- for residents of Bittesby Stables and Bittesby Coach House, to 'medium to low' from the shorter term; and
 - for residents of Orchard Lodge, to 'low' from the shorter term.
- 3.22 The judged levels of effects would also reduce:
- for residents of Bittesby Stables and Bittesby Coach House, to 'moderate adverse from the short term onwards and not significant' from 'major to moderate adverse and significant in the shorter term, becoming moderate in the mid-term'; and
 - for residents of Orchard Lodge, to 'minor in the short term and not significant' from 'minor in the mid-term and not significant'.

Users of the southern section of the A5 (Views 16ei and 16eii in the submitted ES)

- 3.23 The reason for a slight alteration in judgments in this case relates to the incorporation of advanced planting within and to the existing boundary A5 roadside hedge. With the implementation of 5-7 years growth in the advanced planting alongside the A5, the size and scale, geographic extent and the magnitude of visual effects on road users are all judged to reduce.
- 3.24 The size and scale of visual effects during operation is judged to reduce to 'high to medium in the short term, reducing to low in the mid-term', from 'high, reducing to low in the mid-term'. The geographic extent of the visual effects is also judged to reduce – to 'high to medium' from 'high'.

- 3.25 The magnitude of visual effects is judged correspondingly to reduce along this section of the A5 to 'high to medium reducing to medium in the mid-term' from 'high reducing to medium in the mid-term'.
- 3.26 Despite a reduction in the magnitude of effects, the residual level of visual effect (which was based on planting at 10 years) is not anticipated to change enough to justify amended ES Chapter 9 judgments at this 10 year stage.
- 3.27 However, with the advanced planting at the road side, alongside other infrastructure planting, the visual effects of new buildings alongside the A5 is judged to reduce at an earlier point in time. The buildings would remain noticeable, but the boundary planting, the graded light colouring of building facades and the fact that they will be set down in the topography would assist beneficially assist visual integration in the near views experienced by road users of medium sensitivity.

Update to Residual Effects

Construction Stage

Affected residents at White House Farm (View 4bii in the submitted ES) and Users of the southern section of the A5 (Views 16ei and 16eii in the submitted ES)

- 3.28 Reductions in the magnitude of effects, during construction, after approximately 5 years growth of advanced planting belts are not considered to change the judgments made in the main ES for these visual receptors, at this stage.

Operation stage - Daytime

Residents at White House Farm (View 4bii in the submitted ES)

- 3.29 Reductions in the magnitude of effects during operation after approximately 6 to 7 years growth of advanced planting belts, are now considered to change the judgments made in the main ES for these visual receptors from the shorter term.
- 3.30 The visual effects previously judged at the 10 years planting maturation stage would remain at the same levels as judged in the main ES.

Residents at White House Farm

- 3.31 The residual visual effects from the shorter term are updated as follows:
- for residents of Bittesby Stables and Bittesby Coach House, the residual visual effects are judged now to be 'moderate adverse from the shorter-term onwards and not significant' (from 'major to moderate adverse until the mid-term' when visual effects would reduce to 'moderate adverse'); and
 - for residents of Orchard Lodge, the residual effects are judged now to be 'minor adverse from the shorter-term and not significant' (from 'minor to moderate adverse until the mid-term' when visual effects would reduce to 'minor adverse').

Users of the southern section of the A5 (Views 16ei and 16eii in the submitted ES)

- 3.32 Despite a reduction in the magnitude of effects in the shorter term, the residual level of visual effects would be at the same level as judged in the submitted ES at year 10 of planting maturation.
- 3.33 However, there are other changes in the submitted judgments:
- the residual visual effects on road users on the A5 on the section of the route in the vicinity of Willey Fields Farm to the south of Magna Park would reduce to 'minor to moderate adverse and not significant' at an earlier stage and before the mid-term as judged in the submitted ES; and
 - there would be a small corresponding reduction in cumulative sequential visual effects with symmetry park during operation at an earlier stage, although not enough to alter the assessments of the cumulative residual judgments in the submitted ES.
- 3.34 Overall, the advanced planting would deliver earlier improvements to the visual effects on the residents of the three White House Farm properties and on users of the A5, leading to effects that are not significant at an earlier stage.

- GENERAL NOTES:
1. ALL DIMENSIONS AND LEVELS SHALL BE CHECKED ON SITE PRIOR TO CONSTRUCTION WORK COMMENCING.
 2. ALL LANDSCAPE DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.
 3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE SPECIFICATION.
 4. ANY DISCREPANCY CONCERNING THE DRAWINGS SHOULD BE REFERRED TO THE CA IMMEDIATELY.
 5. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
 6. ALL LEVELS IN METRES.
 7. DO NOT SCALE OFF THIS DRAWING.
 8. EXISTING SERVICE ALIGNMENTS SHALL BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORK COMMENCING.
 9. THE CONTENT OF THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LATEST PROJECT COM RISK REGISTER.

- LEGEND
- Existing trees and woodland
 - Phase 1 DHL plot consented trees and woodland planting
 - Phase 2 trees and woodland mitigation planting, advanced planting for remaining hybrid scheme
 - Phase 2 existing hedgerow to A5 enhancement
 - Phase 3 trees and woodland planting
 - Phase 4 trees and woodland strategic planting
 - Phase 5 orchard planting
 - Phase 6 wet woodland planting and wetland areas
 - Planting installed incrementally as plots are completed.

Note: Plot layouts are illustrative and subject to reserved matters applications

Rev	Date	Description	YR	DN	Drawn
01	07/11/2016	FOR PLANNING			
00	20/10/2016	FOR INFORMATION			

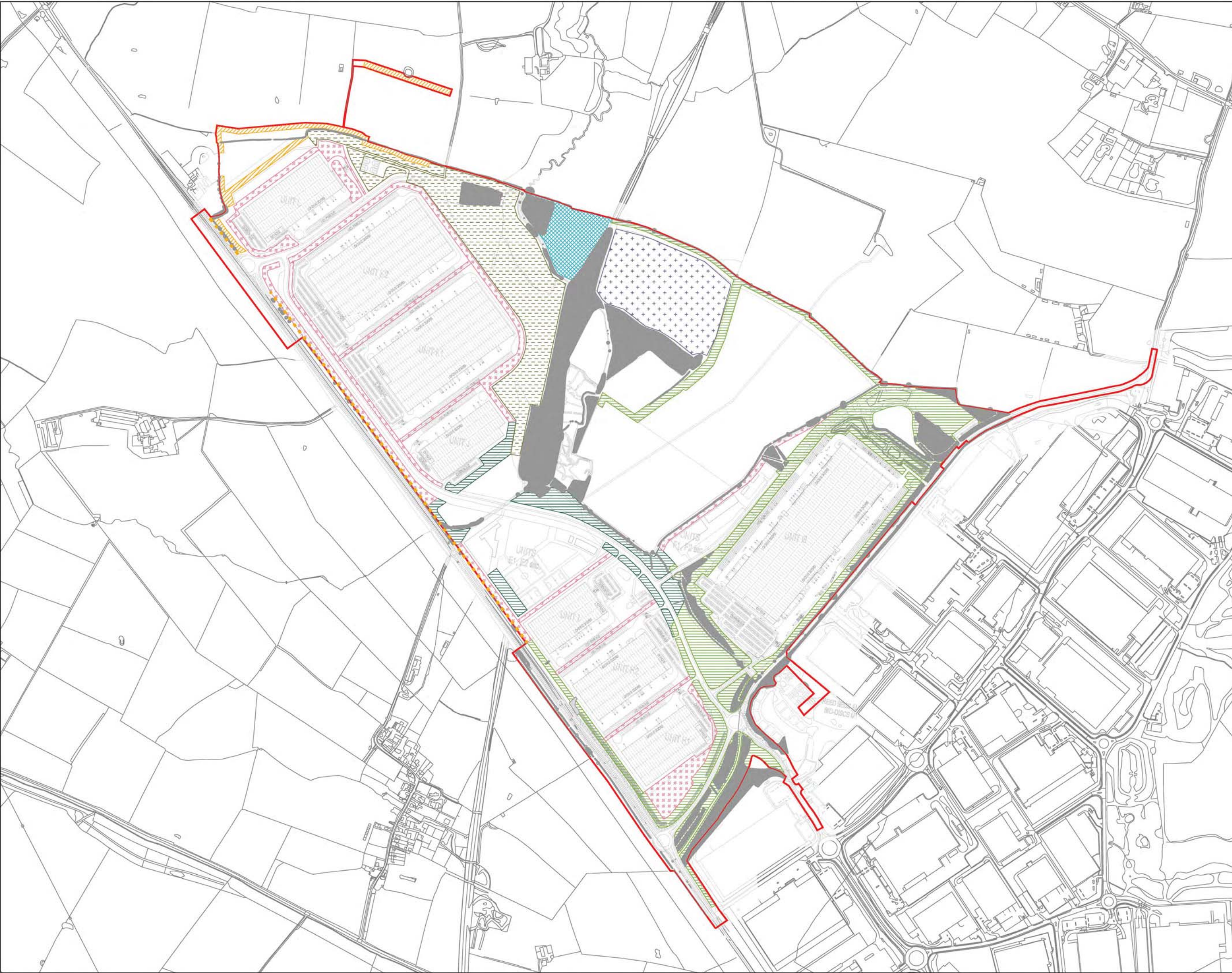
grant associates
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CLIENT
IDI Gazeley

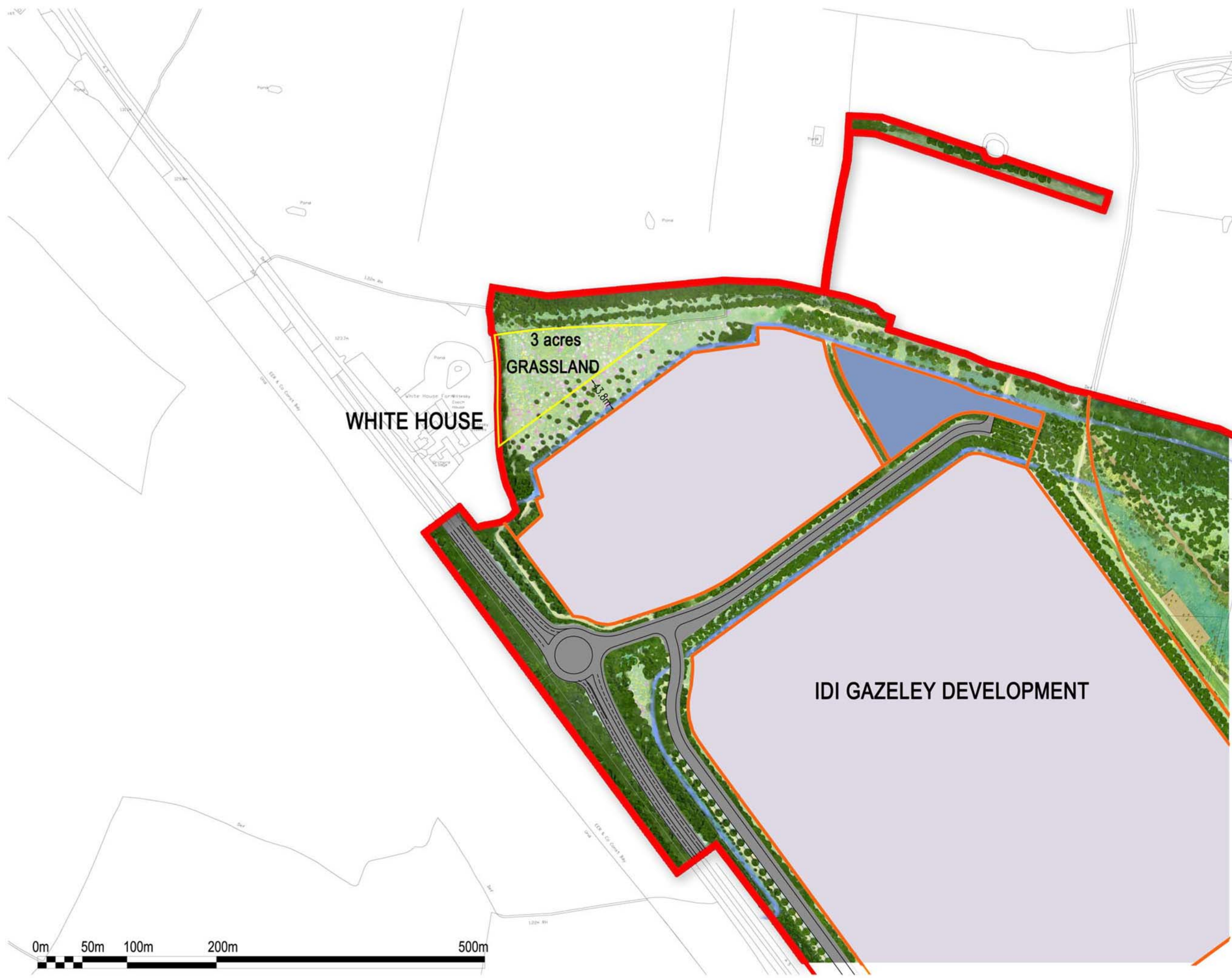
PROJECT
**Magna Park Extension
 Hybrid Application**

TITLE
**Hybrid Masterplan
 Planting Phases
 Figure 3.1**

Scale:	1:5000@A1	Date:	20/10/2016	Drawn:	YR	Checked:	DN	Approved:	PC	
Status:	FOR PLANNING									
Drawing Number:	MPL410-AL-SK038								Rev:	01



Notes:
 Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
 Subject to statutory approvals and survey.
 AREAS
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



WHITE HOUSE

3 acres
GRASSLAND

IDI GAZELEY DEVELOPMENT



revisions

PLANNING

c h e t w o o d s[®]
a r c h i t e c t s

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Project Job Number 3657
MAGNA PARK EXTENSION:
HYBRID PLANNING APPLICATION

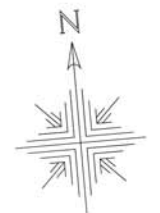
IDI Gazeley
 Brookfield Logistics Properties

Drawing Title Drawing Size A3
WHITE HOUSE FARM LAND
FIGURE 3.2

Drawn MB	Date 07.10.15	Scale 1/4000	Cadfile 3657-18
Reviewed by KL	Drawing No. 3657-18	Rev. \$	

Contractors must verify all dimensions on site before commencing any work or stop drawings. This drawing is not to be scaled. See Figure dimensions only. Subject to statutory approval and survey.

ALL: Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



Notes:

This drawing is a collation of information received from Osborne Clarke.

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

PROPOSAL

chetwoods
architects

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Project: MAGNA PARK, LUTTERWORTH
Job Number: 3657
PHASE 4

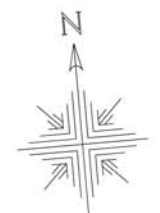
IDI Gazeley

Drawing Title: WHITE HOUSE FARM TITLE BOUNDARY WITH THE HYBRID APPLICATION SITE. FIGURE 3.3
Drawing Size: A1

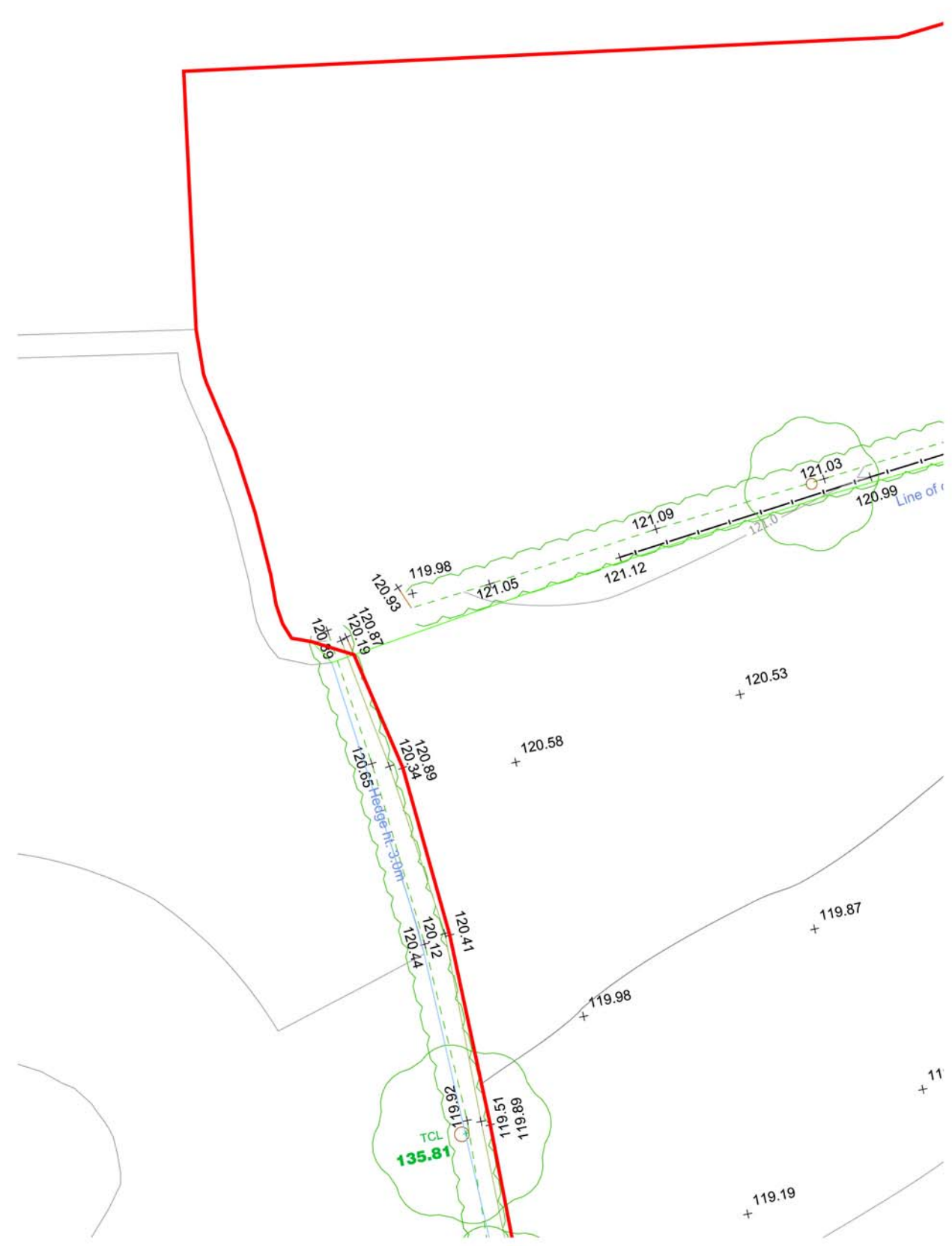
Drawn SH	Date 01.08.16	Scale A1:01:1250	Cadfile 3657-1903
Reviewed by KL	Drawing No. 3657-1903	Rev.	\$

Notes:
 Contractors must verify all dimensions on site before commencing any work on site drawings. This drawing is not to be used, the figured dimensions only.
 Subject to statutory approvals and surveys.

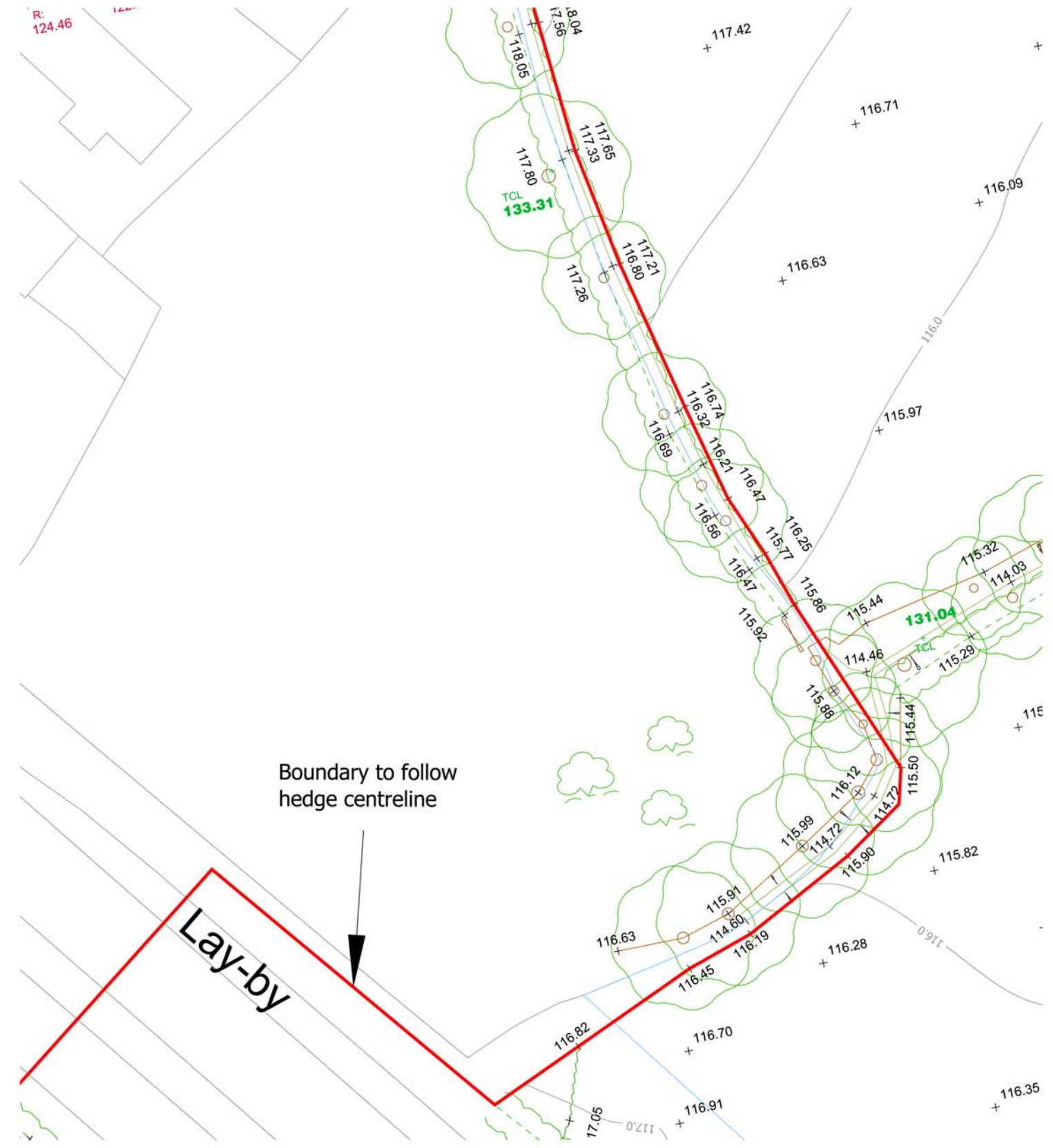
AGRS:
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



Notes:
 This drawing is a collation of information received from Osborne Clarke.
 Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.
 Any dimensions given are to be confirmed with site measure.



DETAIL 1
 Scale 1/250



DETAIL 2
 Scale 1/250

Revisions			
PROPOSAL			
c h e t w o o d s a r c h i t e c t s			
32 Frederick Street, Birmingham B1 3HH T: +44 (0) 121 234 7500 F: +44 (0) 121 234 7501			
Project		Job Number 3657	
MAGNA PARK, LUTTERWORTH PHASE 4			
IDI Gazeley			
Drawing Title		Drawing Size A1	
WHITE HOUSE FARM BOUNDARY, DETAIL 1 AND DETAIL 2, FIGURE 3.4			
Drawn by	Date 01.08.16	Scale A1@1:1250	Cadfile 3657-1904
Reviewed by	Drawing No.	Rev.	
KL	3657-1904	\$	

4. THE PHOTOREALISTIC ILLUSTRATIVE VERIFIED MONTAGES

Introduction

- 4.1 Further photomontages are provided in Appendix 2 to represent the visual effects of the development in a more realistic manner:
- from View 5ai experienced by visitors to the Ullesthorpe Moat Scheduled Monument;
 - from View 6ai from users of part of public footpath W89; and
 - from View 7, representing the worst case view experienced by visitors to the DMV.
- 4.2 These further montages supplement the verified view wire line and block montages in the submitted ES Chapter 9 with the objective of providing a better indication of the effects of incorporating the mitigation measure of graded cladding. As the Hybrid application is not seeking planning permission for this detail, the montages depict the illustrative approach to the relevant buildings (noting that the siting and extent of the development parcels, the maximum building heights and orientation of yards are all details for which planning permission is sought).
- 4.3 Montage 7 also illustrates the visual effects of the growing on of intervening existing woodland which is also within the control of the applicant and outside of the site of the DMV. This effect, whilst accounted for in the Chapter 9 visual assessment text was not depicted on the block model montages. The block montages only indicated the mitigation effects of new planting, over time.
- 4.4 These additional montages show the following:
- View 5ai – In this view, the photorealistic montage shows the positive effect of the light coloured cladding which would be viewed against the sky, in a small part of the scene.
 - View 6ai – Here, the graduated shading of the building façade cladding assists in the buildings assimilation into the landscape with darker colours at lower levels and lighter colours, against the sky, at upper levels.
 - View 7 – The growing on of the existing vegetation in the foreground would further limit views beyond and building façade colouring positively assists in sensitively blending the buildings into their context.

5. THE CLARIFICATIONS IN RESPONSE TO TLP

Introduction

- 5.1 This section sets out the clarifications on the submitted ES Chapter 9 (as updated in April 2016) requested by The Landscape Partnership (TLP) in their September 2016 Review of Landscape and Visual Addendum Materials of the 21st April 2016. In some instances, further information that was not explicitly requested by TLP is provided as it is material to explaining the judgments made by NPA in the submitted ES.
- 5.2 Tables 5.1-5.4 set out NPA's responses:
- **Table 5.1: Clarifications of Statements in the April 2016 Addendum to Submitted ES Chapter 9**
Clarifies the points in NPA's 21 April 2016 addendum to the submitted ES on which TLP seek clarification. NPA's addendum updated the ES to take into account the amendment to the Hybrid application to retain Bittesby House, its principal barns and garden and the consequent reduction in the extent of defined distribution warehousing Parcel I (from a maximum of 6.03 ha to 4.76 ha, with a maximum built quantum of 30,500 sq m to 23,100 sq m).
 - **Table 5.2: Points of Difference with TLP on Landscape Character Effects**
Sets out NPA's responses to TLP on the differences, and the reasons and evidence for them, in their judgments on the sensitivity of the landscape and its capacity to accommodate change.
 - **Table 5.3: Points of Difference with TLP on Visual Effects**
Sets out NPA's responses to TLP on the differences, and the reasons and evidence for them, in their judgments on the visual effects of the application proposals.
 - **Table 5.4: Responses to TLP's commentary on the April 2016 update of the ES**
Summarises the further evidence marshalled by NPA, set out here in Sections 2 and 4, on the evolution of the site's landscape and the photorealistic visual effects of the application proposals once the proposed mitigation has been reflected.
- 5.3 As NPA explains in Tables 5.1-5.4, and notwithstanding the scope for different professionals to reach different judgments, NPA finds no case on grounds of evidence or reasoning to amend any of the judgments at issue in the submitted ES or its addenda. Instead, NPA's aim has been to provide TLP with the clarifications, further evidence and reasoning needed to allow TLP to reconsider the points of difference between them.
- 5.4 Overall, NPA come to a different view on the sensitivity of the application site and its capacity to accommodate change of the types and in the locations proposed. As NPA summarise in the Tables that follow, its view is that the site is fully capable of accommodating the development as it is proposed and for which planning permission is sought. The design response works with, and responds fully, to the distinctive character of the affected landscape, and includes enhancements where these opportunities present themselves.

- 5.5 NPA also stress in this regard that the application proposals define, and seek planning permission for, the details of the extent, siting and use of the development parcels, the maximum quantum of built development where the parcels contain buildings, the maximum heights of buildings, the locations of warehousing yards and HGV circulation and the close to half of the site that is given to publicly accessible, habitat-enriched open space.¹¹ None of these details or characteristics is ‘assumed’ for the purposes of the ES. More commonly, in contrast to the Hybrid application’s Zone 1 proposals, an outline application seeks planning permission solely for the principle of a quantum of a land use together with means of access to the application site; the details of anything else are left to be resolved when ‘reserved matters’ applications are determined.
- 5.6 That is not the case with the Hybrid application. IDI Gazeley has specified the constraints on siting, scale and use it is prepared to accept, and to the details which it is committed to delivering. There are several reasons: IDI Gazeley will continue its long-term interest in Magna Park and for commercial reasons the extension needs to continue the high bar Magna Park already sets for development quality and operating efficiency; IDI Gazeley has a demonstrable commitment to high standards of environmental sustainability and biodiversity enhancement, and aims to raise this bar higher still in response to the challenges of climate change; and IDI Gazeley, with the extension, is pioneering a new concept for the UK – a logistics cluster that captures, coordinates and delivers the economic, environmental and social benefits that are only achievable from distribution development at scale that is proactively managed and co-located with complementary uses that are also open to the wider community the development neighbours.

Clarifications in Response to Queries by TLP

- 5.7 As Table 5.1 makes clear, and as summarised briefly in Section 6, the clarifications and further information lead to some changes in judgments to those in the submitted ES arising from the consideration of the advance planting and the grant of planning permission to DHL. There are, however, no further changes than those. Indeed, the further information cited here has served to underscore the justification for the judgments on which TLP has sought clarification.
- 5.8 Table 5.1 responds to TLP’s requests for clarification in respect to points made by NPA in the April 2016 update to the submitted ES to account for the retention of Bittesby House.

Table 5.1 Clarifications of Statements in the April 2016 Addendum to Submitted ES Chapter 9

Construction Effects: Landscape	
Ref	NPA Clarification / response
9.5.39-9.5.67: Upper Soar	The identified ‘net loss over the existing tree cover’ around Bittesby House is more than counter-balanced by the very substantial net increase in additional
9.7.11-9.7.14:	

¹¹ The details of the breakdown of the site by use and area are set out in the separately issued Volume 1 (paragraphs 1.7-1.10) and Volume 2 (para 2.7 and Table 2.1) of the ‘Addendum to the Environmental Statement – the Grant of Planning Permission for DHL Supply Chain 15/00919/FUL’

LCA-low lying clay vale farmland with gentle ridges landscape type	<p>new tree planting in the vicinity, including on land that will have been arable fields.</p> <p>The effect of the offset tree planting effect is notable in this instance given that a large number of the trees that will be removed are classified in the ES arboriculture report as category C trees.</p>
<p>9.5.68-9.5.92: Upper Soar</p> <p>9.7.15-16: LCA-Soar tributary flat floodplains and terrace</p>	<p>The judgment of 'high to medium' susceptibility should appear in the table as well as in the main text.</p> <p>Note: The updated impact table (Volume 3A, Appendix F.5 of the Addendum to the ES, October 2016) includes this correction.</p> <p>This correction does not impact upon any judgments made.</p>
Construction Effects: Visual	
<p>9.5. 123-Table F.5.2a</p> <p>And residual effects section 9.7.23</p>	<p>The Addendum statement should have said 'high to medium' magnitude of effect associated with view 9bii and not 'high'.</p> <p>'High to medium' is reported in the summary table and is NPA's judgement. The TLP response to the submitted April 2016 clarification confirms that this level is agreed.</p> <p>Section 3 here sets out the amended judgments on the visual effects at construction and operation stages, notably from White House Farm and users of the A5, that follow from the inclusion of the advanced planting undertakings set out here at Figure 3.1.</p>
Operation Effects: Landscape and Mitigation	
9.6.3: Avoidance reduction and remedial measures	<p>Operation stage effects on landscape receptors have now been reassessed for the remainder of the Hybrid application in the separately issued October 2016 Addendum to the Environmental Assessment that takes account of the grant of planning permission for the DHL Supply Chain development. The Addendum sets out the corresponding changes in the level of some landscape magnitude of effect judgments.</p> <p>Also as a result of the above, mitigation measures that formed part of the DHL Supply Chain scheme are treated in the October 2016 Addendum as part of the baseline conditions (DHL Supply Chain as built and at a year 1 stage of maturation).</p>
Operation Effects: Visual and Mitigation	
<p>9.6.56-59</p> <p>9.7 Residual Effects</p> <p>9.7.52</p> <p>Appendix F5.3b</p>	<p>The consequences of the grant of planning permission for the DHL Supply Chain for changes in the levels of visual effect are set out in the October 2016 Addendum to the ES, and the implications are illustrated in the updated Volume 3, Technical Appendix F.1 (visually verified block visually verified montages).</p> <p>Viewers who would experience a reduction in the residual levels of visual effect (arising from the remainder of the Hybrid development) are: visitors to the Bittesby Deserted Medieval Village (DMV) represented by View 7; walkers on a section of footpath W89 represented by View 6ai; users of</p>

	<p>bridleway W88 represented by views 9a and 9bi; and users of Mere Lane represented by views 12a-f.</p> <p>The changes in the assessment of visual effects as a result of IDI Gazeley's proposals for advanced planting (Figure 3.1) are set out in Section 3. HDC could make a planning permission for the Hybrid application conditional on this advance planting.</p>
Residual Effects	
Cumulative Effects- Supplemental Information -11th February 2016	
3.3-3.9	<p>Cumulative sequential effects on road users on the A5 would continue for up to 20 years but the effects would not be experienced over the full extent of the application site alongside the busy A5, part of the Strategic Road Network. By year 10 to 12, the DHL Supply Chain mitigation planting along all three defined parcels E, H and I on the A5 would provide effective containment to the south eastern part of the remainder of the Hybrid scheme.</p> <p>There is also unlikely to be any visible change from construction alongside the A5 (defined parcels J, K and L) in the first five years of the 10 year construction timeframe as the progression of the site will be incremental.</p> <p>In addition, the advanced planting shown in Figure 3.1 would reduce further the visual effects in sequential views for users in this northern part of the A5 and at an earlier stage of construction and operation.</p>

5.9 Table 5.2 sets out NPA's reasons, drawing on the relevant evidence, for differing with TLP's views on the landscape effects of the application proposals. Table 5.3 which follows sets out NPA responses on the points of difference with TLP on the scheme's visual effects.

Table 5.2 NPA's response on points of difference with TLP: Landscape Character Effects

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Landscape Character Effects	
<p>Landscape Character Effects:</p> <p>3.5</p>	<p><i>The duration of effects: the construction stage:</i></p> <p>The assessment of landscape effects during construction in the submitted ES is based on the works taking place sequentially over a 10 year timeframe, with a moderate proportion of the works and activities being temporary and reversible.</p> <p>Whilst it is acknowledged that the 10 year timeframe overall for construction of the Hybrid scheme is longer than for some other developments, each parcel can be completed in a two year cycle, and construction activity for a large proportion of the time would be focused on one half of the site or the other, each for a shorter duration.</p> <p>For a relatively large amount of the 10year period no construction activities would be taking place on the southern part of the site.</p> <p>The judgments in the submitted ES account for these moderating factors.</p>

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Landscape Character Effects

The value of the application site landscape:

The landscape also has no local designation or other special protection.

In NPA's professional view, the landscape of the application site in a national context is of no more than 'high local' to 'local' value, and thus would not justify landscape recognition and designation either due to its strength of character or its condition.

The sole national designation on the site and the only designations in the locality are for the scheduled monument sites. Most particularly, Historic England (25 August 2016) declined the request either or both to extend the scheduled area of Bittesby DMV or to designate the landscape around Bittesby House. In both cases, HE judged the evidence to be insufficient to justify either change.

Landscape sensitivity judgments and implications

The sensitivity of the landscape to change in Zone 1 of the application site has been based on an understanding of the current condition, context and value of the landscape.

Further evidence about the condition of the landscape of the application site is provided here in Section 2.0 in outline and in Appendix 1 in full. This further information is based on a detailed heritage assessment, including field and ground investigations, which supplements the submitted landscape field and desk top surveys.

The information identifies the series of events and changes in the landscape evolution that have led to a decline in the strength of character and condition of the landscape around the Bittesby DMV scheduled monument site and evolving radical changes to the former rural context of the application site. These changes over time have had a substantial bearing on NPA's judgments regarding the sensitivity of the site landscape and the locality.

The gently sloping Clay vales landscape type:

The current context of this part of the Soar Valley is one where the existing buildings of Magna Park are already strongly evident features themselves alongside the application site and in the local area. The character of the farmland that is present on the applications site is heavily influenced by this adjacent context and will now be influenced further by the presence of the consented DHL supply chain development. The character of the farmland on the western side of the application site is also today heavily influenced by its proximity to the busy A5 strategic trunk road, in the day time and at night.

The disused railway and embankment, whilst now planted up, has in NPA's professional opinion permanently degraded the natural landform profile and integrity of the Soar tributary valley on this side of Magna Park. The embankment in winter, in particular, is a clearly identifiable truncating feature in the context of the adjacent scheduled monument and from the surrounding clay vales farmland landscape type, alongside. We therefore do consider this to be a feature that continues to influence the value, susceptibility and

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Landscape Character Effects

sensitivity of the Soar Tributary valley and clay vales farmland landscape types within the application site.

The gently sloping farmland with some positive tree cover and a long open ridge on the application site also comprises enlarged arable fields, alongside a busy trunk road and an existing logistics park, where the adjacent tributary valley has been permanently changed by the former Midlands railway embankment and where ridge and furrow, together with the smaller scale hedgerow pattern which has been lost to intensive agriculture. This is therefore considered to be a landscape of no greater than 'medium' sensitivity. The applications site can accommodate some logistics development in this location alongside Magna Park and the A5. Moreover, this is a landscape type with enhancement potential.

The Soar tributary valley floodplains and terraces landscape type:

It is noted that there are some small areas of 'higher value' recognised by heritage designation in the Soar tributary valley which would be 'highly' susceptible to direct effects. This is recognised in the submitted ES Chapter 9 judgement of 'high to medium' susceptibility for this landscape type. However, this landscape type within the application site is also characterised by features of lower landscape value, which have degraded the landscape character and are in poor condition.

On this basis NPA judge the landscape to be of no greater than 'medium' sensitivity overall. This part of the application site can accommodate some logistics development; in this location alongside Magna Park and the A5 and this is also a landscape type with further enhancement potential.

The scheme design has sought to respond positively to the site's landscape sensitivities and to the opportunities that this site presents and thus to reduce the magnitude of any landscape effects, through avoidance and reduction measures, to a level that is not significant by the mid-term.

Summary:

In summary, NPA continue to judge based on this evidence, and the evidence already submitted, the sensitivity of the clay vales farmland and gentle ridges landscape type to be of 'medium' sensitivity, rather than 'medium to high' posited by TLP.

The clay vales farmland landscape type:

The clay vales farmland landscape type, given the nature of its character, would be able to partly accommodate change of the type proposed. NPA's reasons are:

- this landscape type comprises mostly commonplace elements and features creating generally unremarkable character but with some sense of place and some localised areas of higher quality making a positive contribution to character and a sense of place;
- this landscape is not worthy of designation in landscape or heritage terms, either on its own or in association with adjacent landscape types, and despite having some features of local level value;
- although the landscape type contains some features of local value, none are recognised to be of special value in landscape terms;

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Landscape Character Effects	
	<ul style="list-style-type: none"> ▪ although there are some limited localised areas of heritage value through use, perception or historic and cultural associations, these and their surrounding have either been substantially modified or are principally below the ground on one local ridge; and ▪ the landscape contains some, but a limited, number of features and elements that could not be replaced. <p><i>The Soar Tributary Valley landscape type:</i></p> <p>NPA also continue to judge the sensitivity of the Soar Tributary Valley landscape type to be of 'medium' sensitivity, and not the 'medium to high' sensitivity posited by TLP. Given this, NPA also conclude that the Soar tributary floodplain and terrace landscape type would be able to partly accommodate change of the type proposed. NPA's reasons are:</p> <ul style="list-style-type: none"> ▪ this landscape type comprises some features of a significant scale that are discordant, some that are commonplace elements and some features that create a generally unremarkable character – notwithstanding some localised areas of higher quality that make a positive contribution to character and a sense of place; ▪ this landscape includes some areas which are nationally designated for heritage terms, but around these areas the landscape has been insensitively modified and in places degraded so that it no longer underpins the value of these designated areas; ▪ there are no landscape designations in this area, although it is recognised that the landscape in these places still has value at a local level for recreation and nature conservation; ▪ the landscape contains some limited features of special value, in combination with other parts of the landscape with lower value through use, perception or historic and cultural associations; and ▪ there are some features and elements within the designated heritage sites that could not be replaced, otherwise, there are few features and elements that could not be replaced. <p>NPA reasons, therefore, that its submitted judgments remain well-founded and robust.</p>

5.10 Table 5.3 sets out NPA's responses to TLP where the judgments differ as to the visual effects of the development proposals.

Table 5.3 NPA responses on points of difference with TLP: Visual Effects

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Visual Effects	
Paragraphs 3.12 to 3.15	Further more realistic montages have been prepared from views 5ai, 6ai and 7 to assist understanding of proposed mitigation, and have been prepared and are reviewed here in Section 4 and set out in Appendix 2 to this submission. The photorealistic montages show the effects of the proposed treatment of building facades – a key mitigation measure which is not communicated by either by the block model or the wire line representations in the submitted ES. Also, in view 7, the growth of the existing foreground woodland, outside the DMV and in the control of the applicant, is also excluded from the submitted visually verifiable montages, but is modelled in the additional montages to indicate the effects at year 10.

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Visual Effects	
	<p>The realistic visually verified montages of the illustrative layout provide further evidence in support of NPA's judgments on the magnitude of effect at year 10 and the effects on walkers and visitors to the these three view locations.</p> <p>NPA, in making the judgments on the susceptibility and magnitude of effects on visitors to the DMV as represented by view 7 (a 'worst case' position), have taken account of the fact that from the vast majority of the DMV views from the visitors to the new buildings would generally be concealed by the surrounding topography and existing woodland blocks. Also, that the location represented by view 7 is from a permissive right of way rather than a permanent right of way.</p> <p>The Viewpoint 5ai montage also represents the 'worst case' view from within the Ullesthorpe Moat scheduled monument. Judgments have taken account of the fact that some limited visual effects of the upper parts of some new buildings would be experienced by visitors in this location in winter, but that otherwise within the scheduled monument the new buildings and operation activities would be in most places concealed from view by the existing landform, including the railway embankment and by foreground maturing vegetation. Where the tops of any new buildings can be viewed in limited peripheral areas, they would comprise tapered light coloured facades at the upper levels to blend with the sky backdrop.</p> <p>The viewpoint 6ai montage on the edge of Ullesthorpe represents one part of a sequential view on the public footpath along the valley. This is an elevated location with a wide panorama, whereas beyond this point to the south, users of the footpath descend on the valley side and views of the application site experienced by walkers become more limited and would be more easily mitigated, prior to the route reaching a point where walkers enter the application site. Representative view 6ai represents one short part of the footpath and although there would be some adverse effects in some parts of the view, the mitigation planting and building façade treatments proposed would, as identified on the realistic illustrative visually verified views in Appendix 2, moderate those effects appreciably. There are also other angles of view and a large part of the foreground/middle ground of the views experienced by walkers on this footpath progressing in both directions along the valley that would remain unaffected.</p> <p>The submitted assessment recognises and accounts for the fact that the development would result in some adverse visual effects both during construction and operation. But for the reasons explained above, NPA consider the submitted judgments to be sound and justified and not 'underplayed' for some viewpoint locations.</p> <p>The October 2016 ES Addendum includes a reassessment of visual effects in the context of the consented DHL scheme. Visual effects on visitors to viewpoint 7 and walkers at view 6ai have also both been reassessed against this changed baseline with the reduced impact judgments identified.</p>
Paragraph 3.16	All lighting effects have been accounted for in ES Chapter 9 and night time effects have also now been reassessed in the ES Addendum to account for the grant of planning permission for the DHL supply chain scheme.

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Visual Effects	
Paragraphs 3.23 and 3.24	In respect of policy judgments, TLP is referred to Section 3 of the submitted ES which sets out the relevant policies or to the assessment provided by Section 8 of the submitted Planning Statement.
Overview Paragraph 3.26-3.31	<p>NPA have considered, carefully and thoroughly, TLP's review of the ES landscape and visual effects evidence and NPA's judgments in response. For the reasons explained both here and in NPA's April 2016 addendum to the ES, NPA remain confident that their judgments are soundly based in the evidence.</p> <p>NPA therefore stand by their judgments, and conclude that there are no evidential grounds for finding that the development would have any greater adverse visual or landscape effects than set out by NPA in the ES and its addenda.</p> <p>NPA underscores two key points with reference to TLP's commentary:</p> <ol style="list-style-type: none"> 1. The extent and significance of the scheme's impact on the DMV and its associated landscape. <p>The retention of Bittesby House, its principal outbuildings and garden, with the consequent reduction in the extent of defined Parcel I, explains why the adverse landscape and visual effects of the scheme in this area, most particularly from viewpoint 7, are judged to reduce (Landscape and Visual Effects: Update Addendum to the Environmental Statement Chapter 9, 21st April 2016, together with the discussion here in Section 2). As the evidence outlined here in Section 2 further explains, the principal orientation of Bittesby House has for a long time now been towards the south west and not across the farmland to the north or northeast or towards the DMV. The relationship between Bittesby House and the DMV is a narrative one only, and virtually all traces of the historic landscape that existed at the time of the enclosure and the desertion of Bittesby Village has been lost or changed, most dramatically with the intervention of the now abandoned rail line and since the 1950s with the intensification of the agricultural use of the site and modern farming technologies.</p> <p>The additional set of photomontages (discussed here in Section 4 and provided in Appendix 2) provide indicative photorealistic representation of the scheme from viewpoints 5ai, 6aii and 7. These better reflect the effectiveness of the proposed mitigation strategy from these locations by the mid-term, and provide further justification for the level of visual effects which NPA judges.</p> <p>Finally, a key heritage and landscape benefit of the Hybrid scheme is the creation of the 28 ha Meadow adjoining the DMV to the south – a benefit that also helps to mitigate the impact of the application scheme.</p> <p>The Meadow provides the means of protecting the underlying archaeology from further damage, and creates the further opportunity for the sensitive, ecologically sound management of the DMV and surrounding area that forms the spine of the Country Park. Both the 42 ha country park and the 28 ha meadowland will, along with the further 33 ha</p>

NPA responses to TLP on areas where judgments differ, as summarised in TLP's 'Report Conclusions': Visual Effects	
	<p>of structural landscape and open space, be managed in perpetuity by IDI Gazeley.</p> <p>2. The quality of the design response to the character of the landscape</p> <p>While it is inevitable that the scheme will result in changes to the character of the landscape, the design of the scheme – in particular the arrangement of development on the site (the nature, siting and extent of the built development parcels), the siting and extent of the open space, and the proposals for its planting, ecological enrichment and ongoing management – is a direct response to the distinctive landscape character of the site and its different parts.</p> <p>That response is also fixed by the planning application itself; the siting, use and extent of the development parcels, the built quanta and heights of buildings, and the orientation of warehouse yards within the parcels that have distribution warehouses are all details for which planning permission is sought. Those details would form part of a planning permission – and are not simply assumptions for the purposes of informing the ES process so as to allow an implementing developer maximum flexibility at the reserved matters stage. That flexibility will not exist for IDI Gazeley's Hybrid application.</p> <p>The positive response of the design to the constraints and opportunities of the site's landscape confers a number of beneficial landscape and visual effects:</p> <ul style="list-style-type: none"> ▪ improved habitat connectivity and green infrastructure network across the site ▪ the creation of a biodiversity-rich meadow ▪ habitat conservation and enhancements to wetland, grassland, hedgerows and the extent of characteristic spinneys that are distinctive to this part of the Soar Valley ▪ improved and secured access over a greater area of the site together with the making permanent of the currently only permissive footpath/bridleway routes ▪ the management of the landscape in perpetuity ▪ reduced effects on the site of the traffic and noise from the A5 resulting from the shielding effects of the new buildings and the perimeter planting alongside the A5 ▪ a reduction in the lighting effects from the existing Magna Park. <p>NPA's view is that the design of the scheme, carefully laid out to fit with the character of the site, should be accounted in the final appraisal of the landscape and visual effects of this application.</p>

5.11 Table 5.4 sets out NPA's responses to TLP's comments on the updates to the ES Chapter 9 to reflect the amendment of the Hybrid planning application to retain Bittesby House, its garden and principal barns.

Table 5.4 NPA's responses to TLP's comments of the April 2016 Update Addendum to Environmental Statement Chapter 9

Landscape Effects: Construction Stage		
Ref	Topic	Clarification/response
Additional Comments	Effect on the setting of Bittesby House	<p>Further information about the landscape around Bittesby House is summarised here in Section 2 and is provided in full in Appendix 1.</p> <p>Appendix 1 explains:</p> <ul style="list-style-type: none"> ▪ while a large part of the tree avenue would be removed, this was a later addition to the house and contains a majority of trees that are of category C condition and quality; ▪ the visual setting of the house to the south has already been changed by the creation of the Bitteswell airfield (including its large scale hangars), the development of Mere Lane and the introduction of Magna Park; and ▪ the access to Bittesby House used to come from the north but from the mid to late 19th century has been from the south west.
Landscape Effects : Operation Stage		
2.11-2.12	Change to setting	<p>Some further clarification on how the visual link between the house and scheduled monument is provided in the design to ensure it becomes a positive focal point is provided in Section 2.0 of this report. Also, the relationship, to be developed further at the detailed design stage, is indicated in the additional realistic illustrative montage for view 7 reviewed in Section 5 of this addendum and provided in Appendix 2.</p>
Visual Effects Update		
2.20-2.21	Operation and residual stage	<p>The visual effect at year 10 is indicated in the additional realistic illustrative montage for view 7 included in section 5.0 of this addendum. This illustration more specifically indicates the effects of building façade colouring which is the basis of NPA's judgments regarding magnitude of effect by year 10, in the mid-term. The level of effect by the mid-term, represented by view 7, is also a reflection of the sensitivity assigned to the viewers in this location. The sensitivity of viewers has been moderated by the fact that this is a permissive route and given that views out from the vast majority of the scheduled monument site to the proposed development are generally screened by intervening trees, the local ridge to the east and the railway embankment.</p>

6. SUMMARY OF THE UPDATED ASSESSMENTS

Introduction

6.1 This section provides a summary of:

- the judgments on the landscape and visual effects in the submitted ES that this addendum updates and replaces; and
- the judgments in the submitted ES that were queried by TLP that remain as submitted.

6.2 The evidence and reasoning in both cases is set out in the previous sections: Sections 2-4 for the updated judgments; and Section 5 for the judgments that remain as submitted.

Updated Judgments on Landscape and Visual Effects

6.3 This further ES submission updates and replaces the judgments in Chapter 9 of the submitted ES to take account of the undertakings by IDI Gazeley to bring forward the delivery of the tree and woodland mitigation planting alongside the boundary of the Hybrid site closest to White House Farm and the hedgerow enhancement alongside the A5. IDI Gazeley will phase this advance planting to coincide (subject to the timing of the planning decision on the Hybrid application) with the delivery of the permitted DHL Supply Chain scheme which will deliver tree and woodland planting on the section of the A5 alongside the Hybrid's defined parcels H, E and I.

6.4 The judgments that this addendum to Chapter 9 of the submitted ES updates and replaces are:

- The reductions in the size, scale and geographic extent of visual effects, and a reduction in the magnitude of change during the construction phase and operation stages on residents at White House Farm (view 4bii) as set out here in Section 3, paragraphs 3.13-3.15 and 3.18-20.
- The reduction in the residual visual effects during the operation phase to 'not significant' during the daytime on residents at White House Farm as set out here in Section 3, paragraphs 3.27-3.29.
- The reductions in the size, scale and geographic extent of the visual effects and the magnitude of change during the operation phase on users of the southern section of the A5 (views 16ei and 16eii) as set out here in Section 3, paragraphs 3.16-3.17 and 3.21-3.26.
- The reductions in the residual effects on road users on the A5 in the section in the vicinity of Willey Fields Farm to south of Magna Park with a small reduction in the corresponding cumulative sequential visual effects with symmetry park as set out here in Section 3, paragraph 3.31.

6.5 These changes should also be considered alongside the amended judgements in the separately submitted Addendum to the Environmental Statement, October 2016 which takes into account the effects of the grant of planning permission for the DHL Supply Chain scheme

on the baseline for the assessment of the landscape and visual effects of the remainder of the Hybrid application.

Judgments Queried by TLP that are Unchanged

6.6 This addendum, for the reasons set out in detail in Section 5 in Tables 5.1-5.4, makes no changes to the following judgements in the submitted ES:

- the landscape sensitivity judgments for the gently sloping clay vales landscape type and those for the Soar Valley tributary floodplain and terrace landscape type, in Zone 1 of the Hybrid Application Site, with further evidence provided by a landscape evolution report and the moderating factors that have been taken into account;
- the judgements regarding construction effects and their duration and further explanation of the moderating factors that have been taken into account; and
- the visual impact judgements from viewpoints 5aii, 6ai and 7 which have been further evidenced here in the form of additional illustrative photorealistic visually verified montages and with a further explanation of the moderating factors which have been taken into account.¹²

Overall Judgment

6.7 Overall, NPA concludes:

- the judgments on the landscape and visual effects of the Hybrid scheme, on its own and cumulatively, in the submitted ES Chapter 9 and its addenda remain robust on the evidence and reasoning; and
- the reductions in the judgments on the scheme's visual effects that update and replace those in the submitted ES are justified by the changes since it was prepared in the baseline conditions for the assessment (the grant of planning permission for the DHL Supply Chain scheme which lies within the Hybrid scheme) and in the phasing of the planting mitigation at the White House Farm boundary and alongside the A5.

¹² This information is also relevant to the amended judgments to take account of the grant of planning consent for the DHL supply chain scheme, identified in the separate Addendum to the Environmental Statement, Oct 2016 .

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Appendix 1: Bittesby DMV and the Evolving Landscape Context

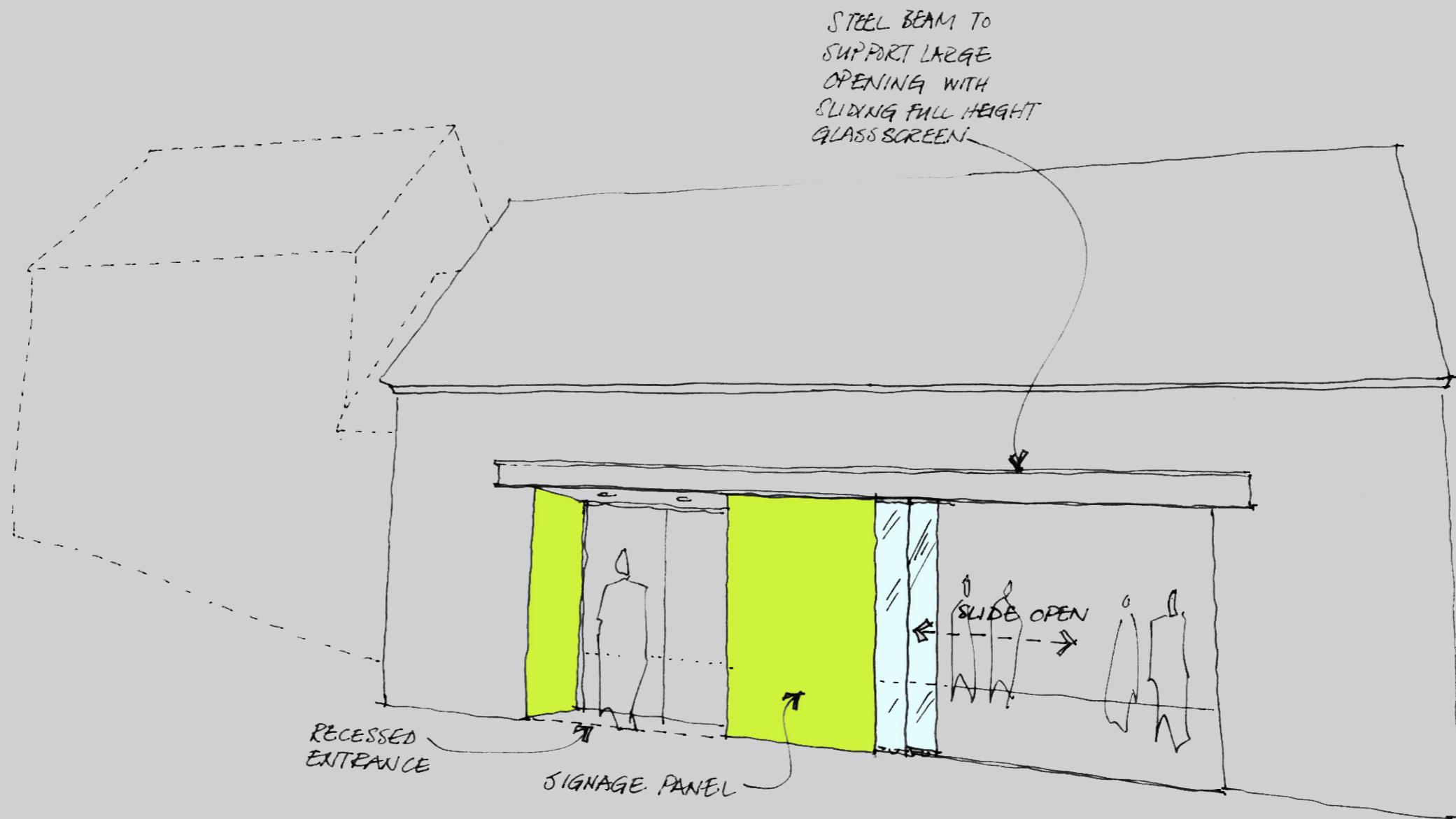


MAGNA PARK EXTENSION: Bittesby DMV & the evolving landscape context

October 2016

MAGNA PARK
LUTTERWORTH

IDI Gazeley
Brookfield Logistics Properties



Artist's impression by Chetwoods Architects of the proposed heritage centre in Bittesby House farmyard outbuildings

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1.0 Introduction

2.0 How the site has changed over time

3.0 The site features that remain intact and which are conserved or reused in the landscape

4.0 The relationship between Bittesby House & the Deserted Medieval Village SAM

1.0 Introduction

1.1 The purpose of this report is to summarise the changes to the landscape that have evolved around the scheduled Bittesby Deserted Medieval Village (DMV), its relationship to Bittesby House and how this is retained and considered in the proposals for the Hybrid Planning Application. The report is intended to summarise and supplement the considerable body of landscape design, landscape and visual impact, archaeology, ecology, arboriculture and civil engineering information that has been submitted as part of the original Hybrid Planning Application and subsequent EIA Regulation 22(2) submission.

1.2 The intention is to create a Country Park with the DMV at its centre. The Country Park will create publically accessible land linking the heart of the proposed site with the existing Magna Wood and incorporate:

- Meadowland reverted from existing arable fields with associated grazing and hay crops which protects remnant archeological features from further plough damage
- Managed woodland and enhanced hedgerows
- Wetland and open water habitats
- Recreation and sports fields linked to the proposed academy
- Public Rights of Way and permissible bridleways and footpaths
- Interpretation/exhibition centre and visitor parking areas
- Potential for productive landscapes – e.g., hay crops orchards, allotments, coppicing, bee-keeping

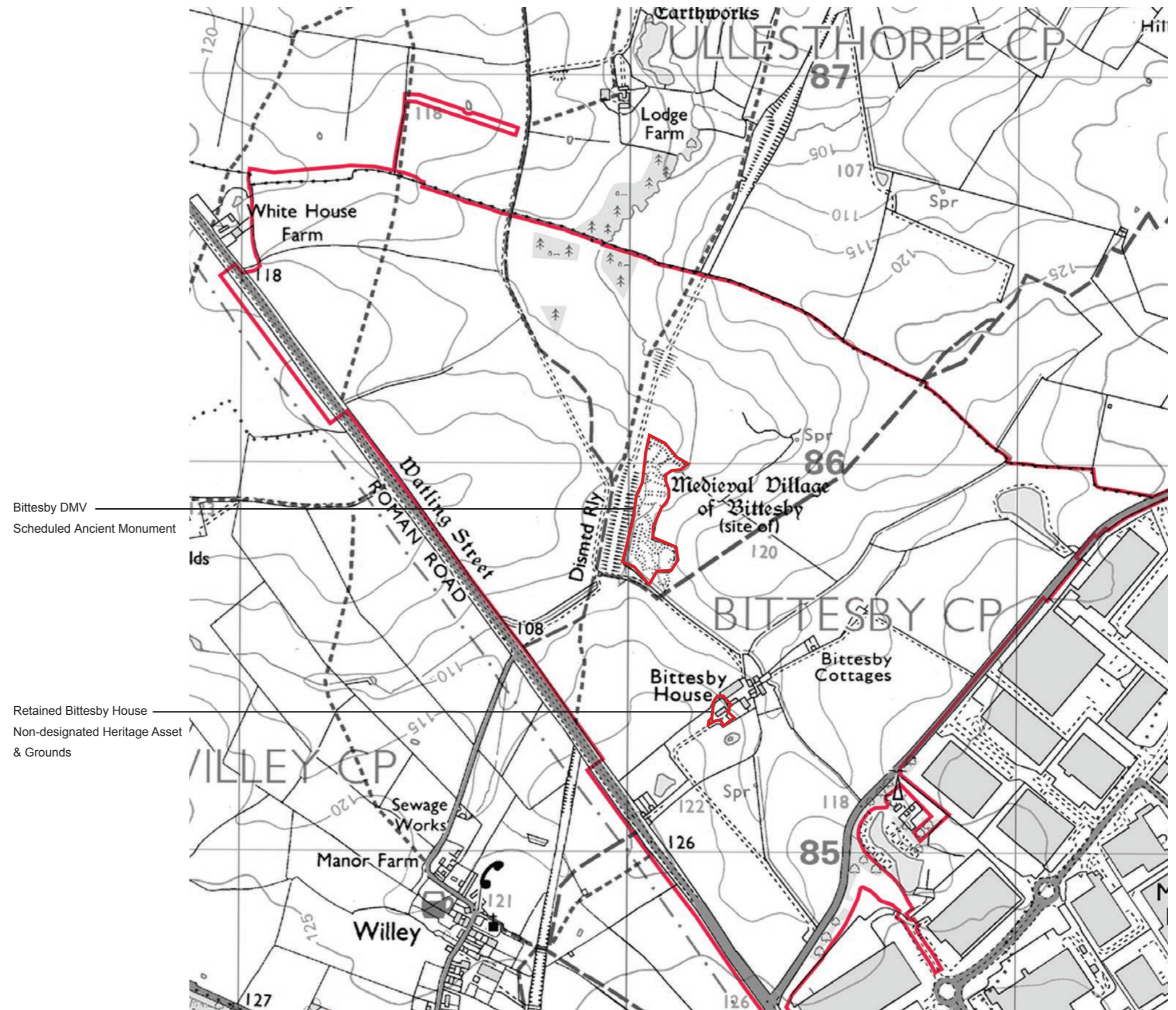


Figure 01 The Bittesby Deserted Medieval Village site and Bittesby House non-registered historical asset locations



Figure 02 The Hybrid application illustrative landscape masterplan

2.0 How the site landscape has changed over time

2.1 The site of the hybrid application has been subject to significant change over time from when it provided the rural surroundings to the Bittesby Medieval Village and Bittesby House. The landscape and visual context of the application site is not a perfectly preserved area of open countryside it has been substantially altered.

2.2 Key changes to the landscape of the site and its setting over time which have influenced judgements about the value and susceptibility of site baseline landscape, visual and heritage context, established from detailed surveys and ground investigation include:

- the creation of the Bitteswell Airfield (Figure 08) which led to clearance of farmland and construction of Mere Lane from 1939 and the construction of Magna Park in 1988 (figure 10-12);
- large Hangars to house aircraft and Hawker Siddley aviation industry were evident on the horizon during the lifespan of the airfield (figure 09);
- the introduction of the Midland Counties railway which truncated the former Bittesby Medieval village in 1838 (figure 05);
- field enlargement and loss of ridge and furrow and Medieval strip fields from enclosure and also further loss of ridge and furrow from deep ploughing in the 70s and 80s – and continued intensive agriculture figures 08 figure 13a show field enlargement);
- sub-surface damage to below-ground heritage assets through intensive arable production and other works including the western part of the DMV;



Figure 03 Former Ridge & Furrow since ploughed out

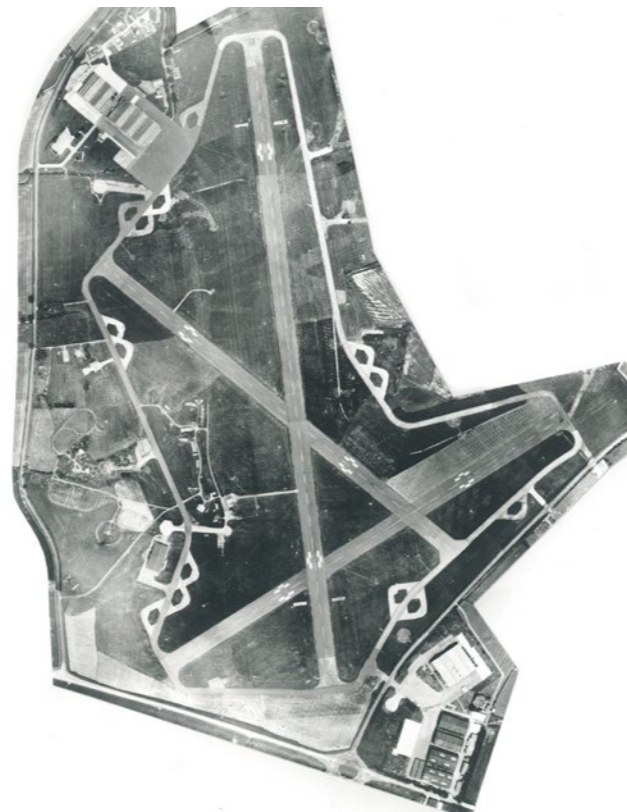


Figure 08 Bitteswell airfield and hangars in operation 1939-1987

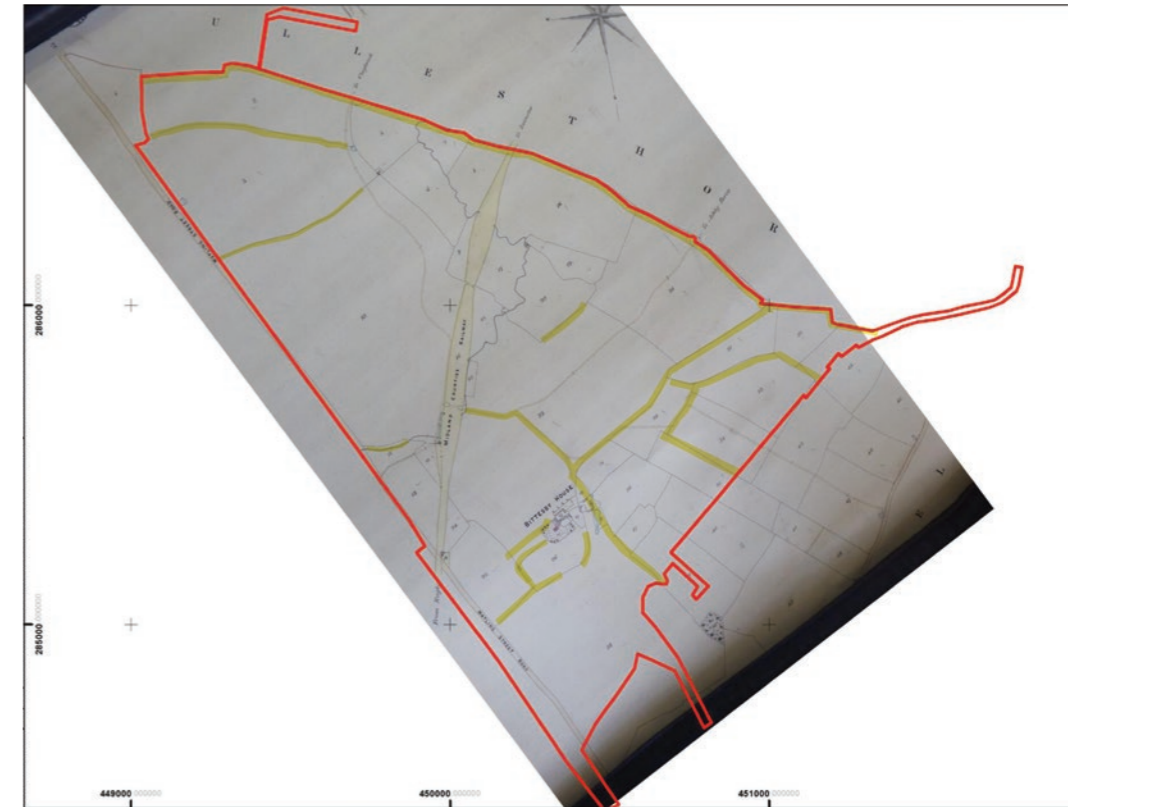


Figure 04 Bittesby Tithe Map 1844 showing the railway and field boundaries still marked by hedgerows in yellow. Other hedges and enclosure patterns have now been lost.



Figure 09 Bitteswell airfield and hangars in operation 1939-1987

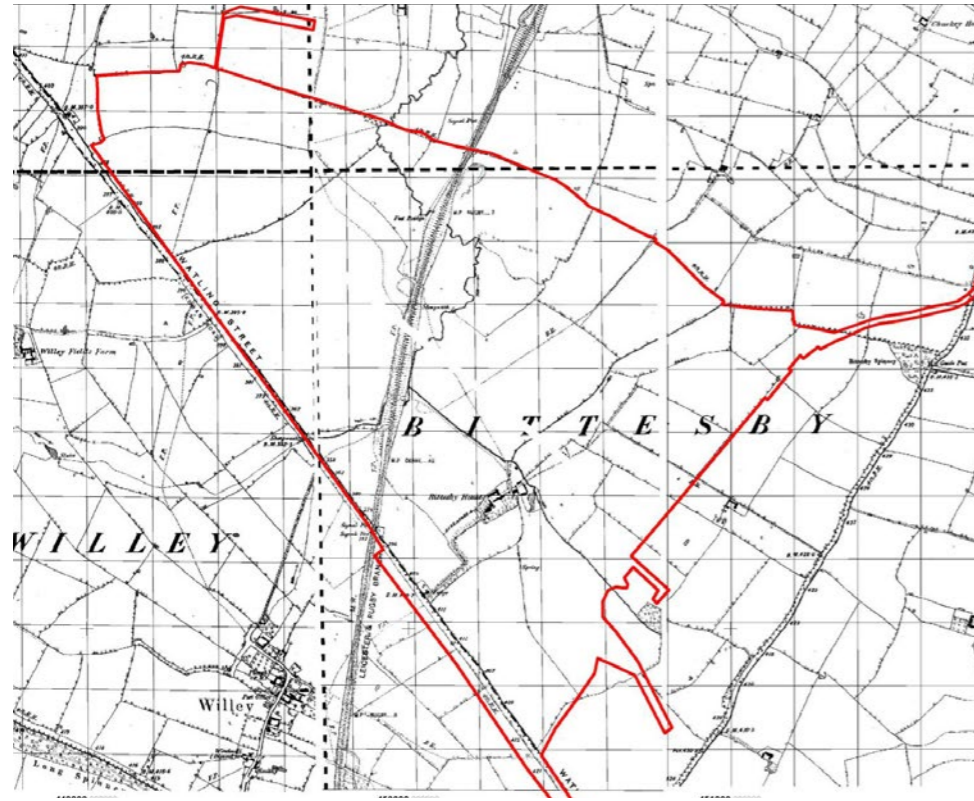


Figure 05 The Ordnance Survey Map 1886 showing the Midland Counties Railway

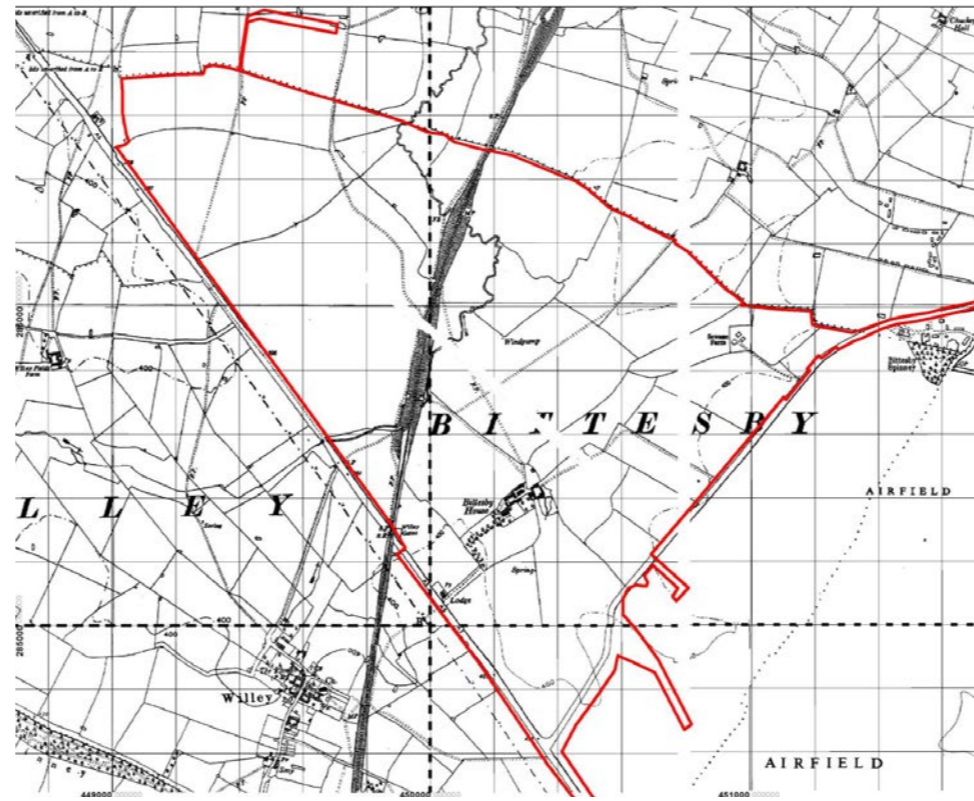


Figure 06 The Ordnance survey Map 1955 showing the airfield

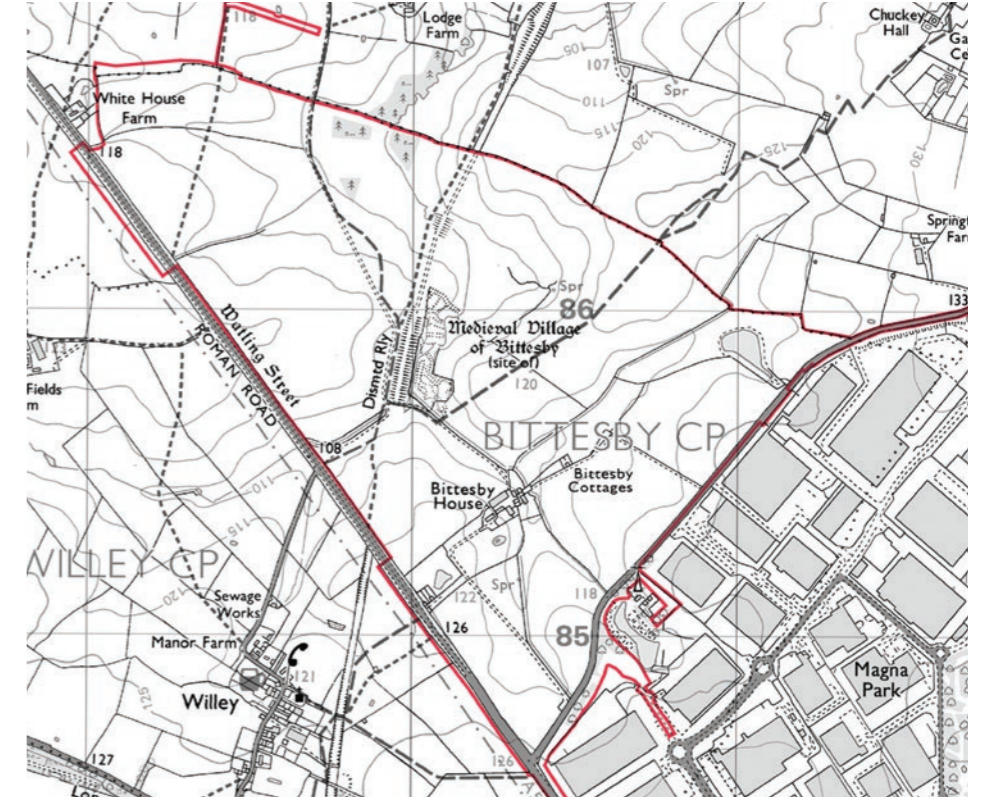


Figure 07 The Ordnance survey Map 2012 showing Magna Park



Figure 10 The first phase of Magna Park with the original runways and Hangars intact



Figure 11 Subsequent phase of Magna Park with the original runways and Hangars intact



Figure 12 The existing Magna Park site seen from south of the A5

2.0 How the site has changed over time

2.3 Further changes to the landscape include:

- the introduction of the Manor Farm wind turbine (Figure 15);
- increased traffic on the A5, which have, in combination, all affected the landscape surroundings on and around the site (figure 15).

2.4 These changes have also influenced the current visual context of the DMV and Bittesby House by:

- permanently changing the appearance of the original scene to the west and east of the scheduled monument and Bittesby House (figures 17 & 18);
- the introduction of a visual context to this area of countryside which is now heavily influenced by adjacent large scale logistics buildings (figure 16 & 20).

2.5 The features from the Countryside Stewardship Scheme (CSS) incorporated in an attempt to repair the landscape are of recent origin and can be retained in the most part and largely reused through transplanting, given their maturity.

2.6 A different conclusion over the sensitivity of the current landscape, visual and heritage context to an extension of Magna Park would have been reached if the above notable changes had not taken place. In this case we are not introducing a logistics extension into open countryside but into countryside in the context of built development of the same type, close to a main trunk road and into a landscape which has continued to evolve over many generations.



Figure 13a The Midlands Railway bisecting the Deserted Medieval Village and Soar tributary valley. Surrounding ridge and furrow has been subsequently lost to intensive ploughing.



Figure 13b The existing railway embankment



Figure 14 Traffic on the A5



Figure 15 The Manor Farm windmill



Figure 16 Magna Park warehouses seen from the Ullesthorpe Parish Boundary



Figure 17 View from Bittesby House towards Magna Park warehouses to the east



Figure 18 View from Bittesby House towards Magna Park warehouses in the south-east



Figure 19 View from a permissible path adjacent the to the Bittesby DMV SAM with existing Magna Park with warehouses on the horizon

3.0 The site features that remain intact and which are conserved or reused in the layout

3.1 The scheme design which includes a new country park conserves and strengthens the following features of the landscape that remain intact and which are shown on the extract of the scheme landscape masterplan opposite:

- Hedgerow features and trees incorporated through the CSS which are conserved or transplanted;
- Retained existing trees and hedgerows including those forming the parish boundary;
- The local ridge feature to the east of the DMV;
- Watercourses and associated vegetation and ecological corridors;
- The below-ground archaeological remains on the ridge which provide a positive contribution to the heritage significance of the DMV;
- Bittesby House, its surrounding garden and part of its associated tree-lined avenue (Figure 22-23 on following pages); and
- Bittesby House barns / outbuildings which will be converted to provide for a Visitor Centre that will incorporate a Local Heritage Centre.

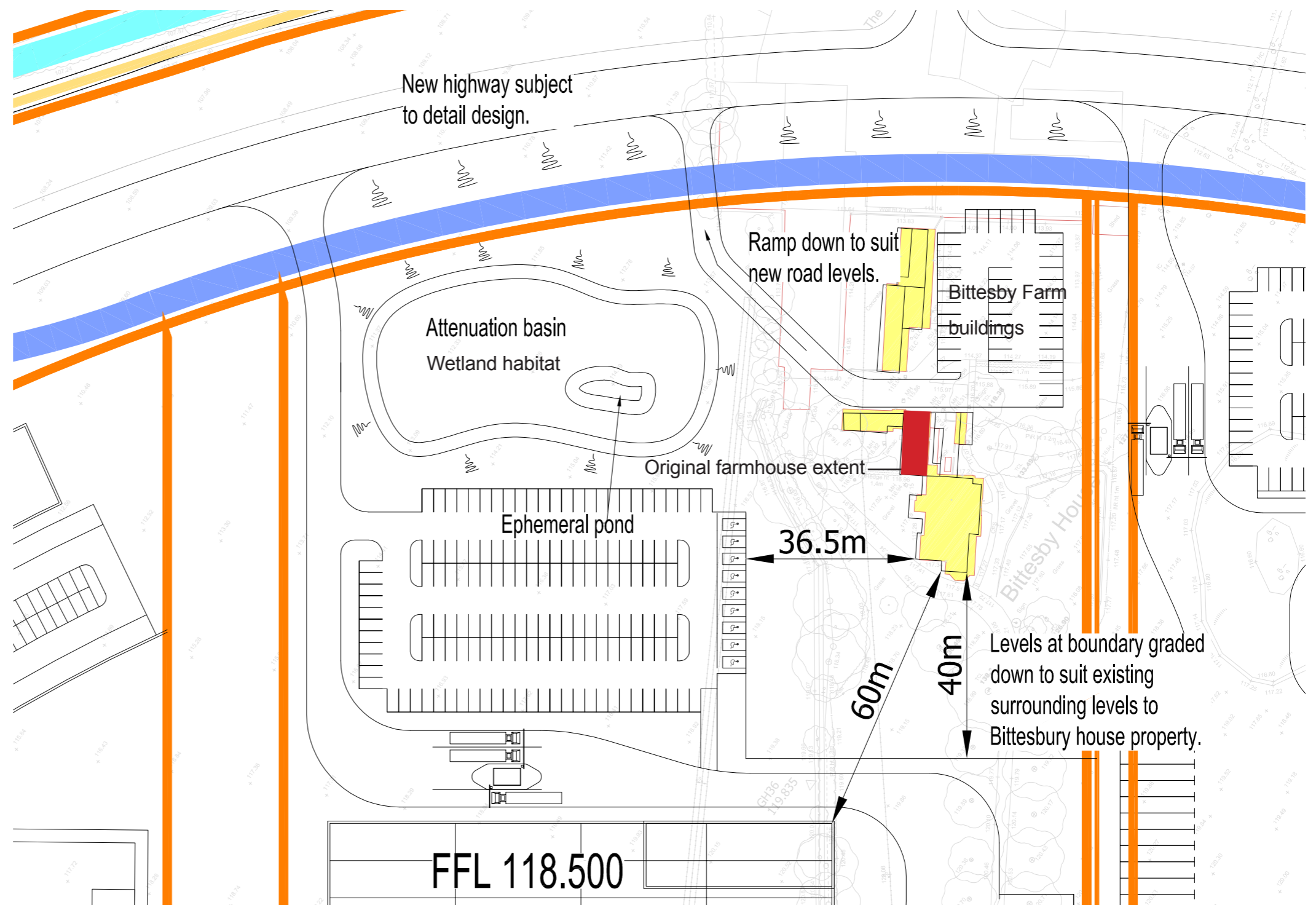


Figure 20 Proposal for the retention of Bittesby House, Farmyard outbuildings and immediate grounds



Figure 21 Retained Bittesby House site & the Bittesby DMV Scheduled Ancient Monument

3.0 The relationship between Bittesby House and the Deserted Medieval Village

3.2 The work undertaken in support of the current application, in particular the historical research undertaken by Trigpoint, has gone some way to establish a narrative connecting the DMV with Bittesby House. This is a historical connection and is fairly loose, given the vagaries of the historical record. Whilst a substantial element of the significance of the DMV is vested in its abandonment, there is increasing evidence of limited occupancy of the site in the period between the abandonment of the DMV and the construction of Bittesby House.

3.3 Bittesby is one of a small number of settlements in this part of Leicestershire that were enclosed in the 15th century. Documentary evidence indicates that 60 people were evicted from Bittesby in 1494 by the lord of the manor. Following the enclosure of Bittesby and eviction of most of the population in the late 15th century, the former township was run as an estate pasture-farm with a principal tenant, or bailiff, appointed by the absentee landlord to manage the estate.

3.4 Additional documentary evidence states that, in addition to the bailiff, there were also a small number other tenants resident on the Bittesby estate from the 16th century onwards and in 1680/1 there were two houses at Bittesby, one occupied by the farm bailiff and the other by the shepherd. It is tempting to suggest that one of these houses may have been located in the vicinity of the present Bittesby House and was taken down when the extant East Wing was constructed in the latter half of the 18th century. There was only one house by the late 18th century, based on Nichols' account, which the early map evidence indicates was in the vicinity of the present Bittesby House (Nichols 1810, 117).

Changes in the orientation of Bittesby House

3.5 Bittesby House originated as a farmhouse, with the earliest parts of the building dating from at least the 18th century. The principal elevation of the original farmhouse faced north (Figure 24). However, the 1886 First Edition Ordnance Survey Map (Figure 23) shows the plan form of Bittesby House becoming more complex – new bay windows on the southern elevation are apparent, the porch to the rear has been added, and the 1828 structure has been extended to the south-west. The principal approach is now definitively from the south-west, off Watling Street, through a tree lined avenue, enhancing the status of the building and its occupants. This route closely followed the field boundary apparent on the 1844 Tithe map (Figure 22). The south and south-western elevations became the most significant, aesthetically, with the addition of the bay windows, stone lintels and deep cornice. The alterations to access and the appearance of the building were most likely heralded by changes in fashion from the Georgian to Victorian period, and also the construction of the railway, to the west of Bittesby House, c.1838. The latter was laid on an embankment, thus detracting from this previously open aspect. The increase in train movements along this line in the mid to late 19th century may have also prompted the change in the building's principal orientation away from the railway line.

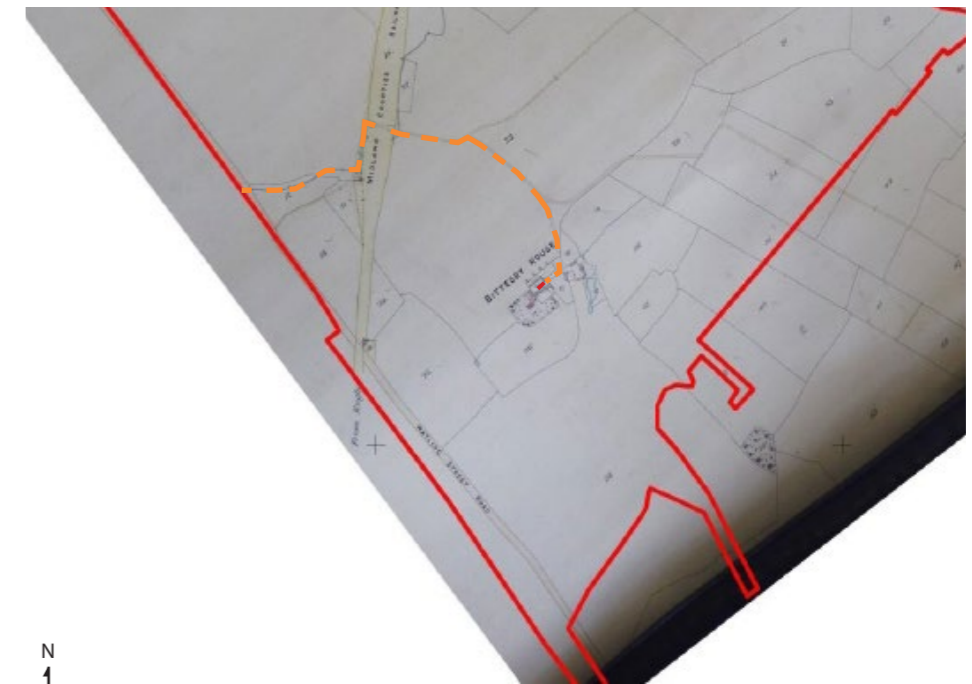


Figure 22 Bittesby House on the 1844 Tithe Map with access from the west

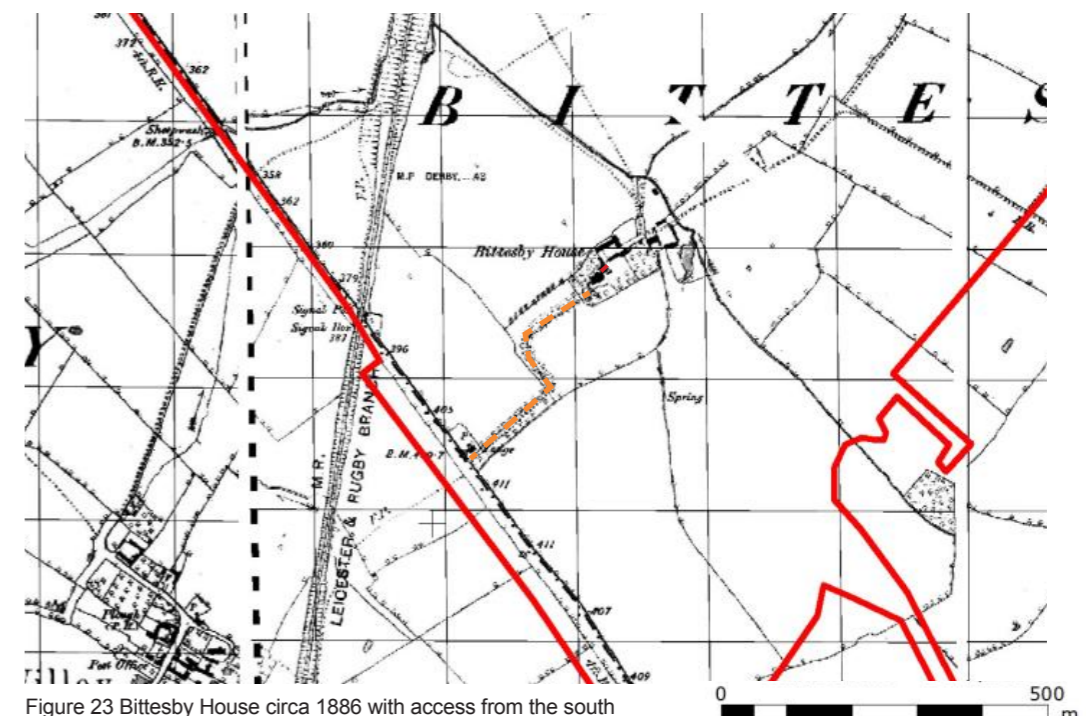


Figure 23 Bittesby House circa 1886 with access from the south



Figure 24: North elevation of the Eastern Range of Bittesby House



Figure 25: South east elevation of the Eastern Range of Bittesby House

3.0 The relationship between Bittesby House and the Deserted Medieval Village

3.6 The retention of Bittesby House preserves not only the building and its architectural, historic and evidential significance and value, but also the narrative relationship with the DMV. It is clear that the setting of Bittesby House has changed over time. It was originally accessed from the north but is now approached from Mere Lane; the railway has drastically altered the surrounding landscape and the building's relationship with the DMV; and the original purpose and character of the adjacent fields, including the former ridge and furrow, has disappeared.

3.7 Bittesby House and its stables will be reused as part of the proposals including the conversion of the barns to provide for a Visitor Centre that will incorporate a Local Heritage Centre, with pedestrian linkages to the proposed Country Park in the direction of original access routes and approaches to the house which was from the north.

3.8 Bittesby House will be conserved within its original garden area as indicated on the historic map extract referenced below.

3.9 The oldest part of the building is marked in pink on the 1844 Tithe Map (Figure 09). This plan demonstrates the relationship between the house and the garden at this time, Although there have been alterations to this layout since 1844 including the construction of the tree-lined avenue in the early 19th century and changes in orientation of the house and access, the principal relationship between Bittesby House and the gardens to its south-west and south-east remain intact and will be preserved by the development proposals.



Figure 26 Chetwoods Architect's artist's impression of the proposed visitor/interpretation centre

Conclusions

3.10 As identified above the current landscape of the parts of the site proposed for logistics buildings are today heavily influenced by:

- the traffic on the A5;
- the railway line which truncates the Deserted Medieval Village and tributary Valley of the Soar;
- the existence of Magna Park and the effects of the creation of RAF Bitteswell which preceded it; and
- intensive arable production practices led to notable hedgerow loss and the loss of ridge and furrow and Medieval strip fields from enclosure and also further loss of ridge and furrow and damage to sub-surface archaeological deposits from deep ploughing in the '70s and '80s – and continued intensive agriculture.

3.11 This site evolution has informed judgments and has been critical in reaching conclusions regarding the level of sensitivity of the landscape and visual context of the site and its susceptibility to an extension of Magna Park.

3.12 The scheme proposals, with the retention of Bittesby House within its former garden plot in combination with the Local Heritage Centre, enables a narrative of the historic phases of Bittesby and its evolution on the site to be explained, interpreted by the layman and experienced as an educational resource.

3.13 The largely enclosed valley bottom site of the DMV, the local ridge to the east and Bittesby House will be preserved and retained, with appropriate access routes between them incorporated to assist in conveying the history of this part of the site's evolution.



Figure 27 The illustrative masterplan proposal for the retention of Bittesby House in its grounds

3.0 The relationship between Bittesby House and the Deserted Medieval Village

3.14 Historic England, in rejecting the case either to list, designate or register Bittesby House and the land around it or to extend the area of the scheduled DMV, stated “The fields surrounding the site of the medieval village are ploughed, and although Maurice Beresford recorded extensive ridge and furrow to the west of the railway embankment in the mid-1950s (The Lost Villages of England: 1954 and 1998) none now survives, except for a fragment to the south of Bittesby House”.

3.15 That, in combination with the other changes evidenced and illustrated above, underscores the fact that we are not dealing with a perfectly preserved landscape in an open undisturbed rural setting. The land surrounding the DMV is not, nor is it worthy of, landscape or heritage designation. The application site’s landscape value and its susceptibility to change from the proposed development is reduced due to the multitude of changes that have led to its current degraded condition and its 2016 built context. The granted planning consent for the DHL supply chain scheme to the north of Magna park further adds to the evolving context of the application site and this localised part of the Upper Soar Valley.



Figure 28 An existing VVM view from alongside the scheduled monument toward Bittesby House .The wooded ridge top setting is also retained in the masterplan layout design.



Figure 29 An artist's impression aerial view showing the open connection between Bittesby House and the Bittesby DMV SAM

3.0 The relationship between Bittesby House and the Deserted Medieval Village

3.16 Finally, views of the monument site from most of the lower part of the monument site (where the earthworks are most evident) will be unaffected by the proposed logistics park buildings which would be screened by the existing intervening ridges and mature woodland (Figure 30).



Figure 30. The existing Bittesby DMV Scheduled Ancient Monument site seen from the southern edge of the monument



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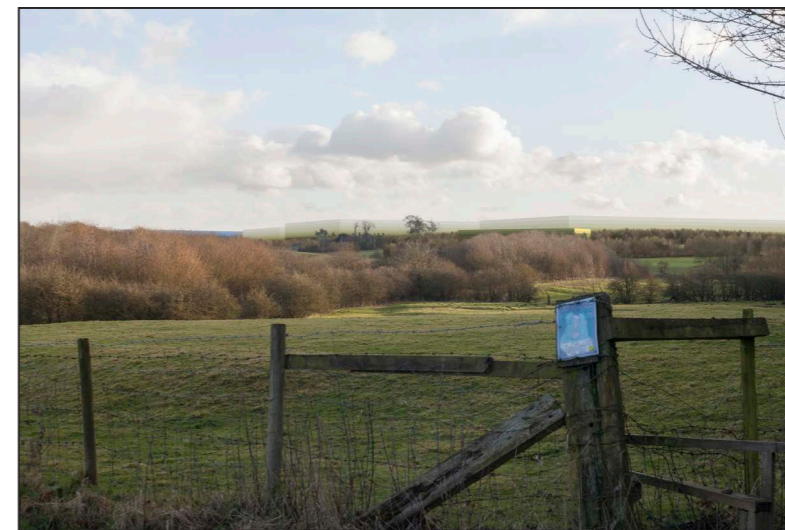
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This document was prepared by Grant Associates
in collaboration & with authorship by Nicholas
Pearson Associates and CGMS

Appendix 2: Photorealistic Illustrative Verified Photomontages for Views 5ai, 6ai and 7

Magna Park Extension: Hybrid Application
Landscape and Visual Effects:
Clarifications Addendum to the Environmental Statement Chapter Oct 2016
Additional Illustrative Verified Views showing realistic Montages for views 5aii, 6ai and 7.

October 2016



IDI Gazeley
Brookfield Logistics Properties

NICHOLAS PEARSON ASSOCIATES
ENVIRONMENTAL PLANNERS · LANDSCAPE ARCHITECTS · ECOLOGISTS



View 5a11 – View from the edge of the Ullesthorpe Moat scheduled monument looking south-west.

VVM Number:	5a11	Direction of View:	203° SSW	Location:	View from Ullesthorpe Moat			Co-ordinates:	OS: 450236, 287422
Date and Time:	28th Jan 2015 12.09pm		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Cloudy		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Magna Park Extension: Hybrid Application
Clarifications Addendum to the Environmental Statement Chapter Oct 2016

Visually Verifiable Montages
Existing View

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC

Figure Number
9.7a



View 5aii – View from the edge of the Ullesthorpe Moat scheduled monument looking south-west.

VVM Number:	5aii	Direction of View:	203° SSW	Location:	View from Ullesthorpe Moat			Co-ordinates:	OS: 450236, 287422
Date and Time:	28th Jan 2015 12.09pm		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Cloudy		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Visually Verifiable Montages
Additional Illustrative verified view showing a realistic montage from View 5aii, with planting shown at year 10

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC
Figure Number	9.7b



View 6ai – Taken from public footpath W89 south west of Ullesthorpe looking south-west.

VVM Number:	6ai SW	Direction of View:	213° SSW	Location:	View from Public Footpath W89			Co-ordinates:	OS: 450424, 287180
Date and Time:	28th Jan 2015 11.46am		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Cloudy		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Visually Verifiable Montages
Existing View

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC
Figure Number	9.7c



View 6ai – Taken from public footpath W89 south west of Ullesthorpe looking south-west.

VVM Number:	6ai SW	Direction of View:	213° SSW	Location:	View from Public Footpath W89			Co-ordinates:	OS: 450424, 287180
Date and Time:	28th Jan 2015 11.46am		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Cloudy		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Visually Verifiable Montages
Additional Illustrative verified view showing a realistic montage from View 6ai SW, with planting shown at year

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC
Figure Number	9.7d



View 7 –View from a permissive route on the edge of the Bittesby deserted medieval village scheduled monument looking south.

VVM Number:	7 S	Direction of View:	169° SSE	Location:	View from Bittesby deserted medieval village			Co-ordinates:	OS: 450057, 286072
Date and Time:	28th Jan 2015 3.56pm		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Sunny		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Magna Park Extension: Hybrid Application
Clarifications Addendum to the Environmental Statement Chapter Oct 2016

Visually Verifiable Montages
Existing View

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC
Figure Number	9.7e



View 7 –View from a permissive route on the edge of the Bittesby deserted medieval village scheduled monument looking south.

VVM Number:	7 S	Direction of View:	169° SSE	Location:	View from Bittesby deserted medieval village			Co-ordinates:	OS: 450057, 286072
Date and Time:	28th Jan 2015 3.56pm		*Viewing Distance of printed photograph:	500mm	Single Frame / Composite:	Single Frame	Horizontal Field of View:	39.5°	
Weather / Lighting conditions:	Sunny		Camera Type:	Canon Eos 5D	Focal Length:	50mm	Focal Length (35mm Equivalent):	50mm	
*Viewing distance Definition: The distance between an observer and the object being viewed.									

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Visually Verifiable Montages

Additional Illustrative verified view showing a realistic montage from View 7S, with planting shown at year 10 and shown with maturation of existing foreground planting (outside of the scheduled monument site and in the control of the applicant) over the same timeframe.

Date	October 2016
A3 Scale	Not to scale
Drawn by	SM
Checked by	AJC
Figure Number	9.7f

Appendix 3: Updates to the Main Environmental Statement Volume 3, Technical Appendix F.5, Landscape and Visual Impact Summary Table

Table F.5.2ai: Summary table of effects on visual receptors – Construction stage

Note: All updates which reflect the incorporation of advanced planting as identified on Grant Associates Hybrid Masterplan Planting Phase Drawing, are identified in greyed out boxes

Viewpoint: Location:	V1 a-b. High Cross	V2a and 2b. Claybrooke Grange and the Frolesworth Road	V3. Woodway Lane	V3-Night Woodway Lane Residents	4ai Visitors to St Peter's Church, Claybrooke Parva	V4aii-4aiv. South of Claybrooke Parva village	V4aii-Night Claybrooke Parva Community	V4bi-4bii Footpath W92 and the White House	V4ci-4cvi Bridleway W86	V5ai-5aii Visitors to the Ullesthorpe Moat SM	V5aiii Visitors to Ullesthorpe open access land	V6ai-6aiv Footpath W89 South west of Ullesthorpe
Visual receptors /value								Representative of the views experienced by walkers on a public footpaths south of Claybrooke Parva and residents at White House Farm Walkers and resident to south-Medium Resident to east-medium to high				
Susceptibility								High				
Sensitivity to change from the development								Medium -walkers and resident to south and high -for resident to east				
Size or scale of effect								Walkers -medium to high, Resident to east-Medium Resident to south- low				
Geographical extent								Walkers - high Resident to east- low to medium, Resident to south- very low				
Duration of effect/ reversibility								Medium				
Magnitude of effect								Walkers - high Resident to east- medium, Resident to south- low				
Level of effect								Walkers 4bi Mod (Adv), 4bii- Major(Adv), Resident East-Maj to moderate, Resident to south –Minor to Mod (Adv)				

Table F.5.3bi: Summary table of residual effects on visual receptors –Operation stage

Note: All updates which reflect revised judgements to account for the Granting of planning permission for the DHL supply chain scheme are identified in greyed out boxes

Viewpoint: Location:	V1a-b. High Cross	V2a and 2b. Claybrooke Grange and the Frolesworth Road	V3. Woodway Lane	V3-Night Woodway Lane Residents	4ai Visitors to St Peter's Church, Claybrooke Parva	V4aii-4aiv. South of Claybrooke Parva village	V4aii-Night Claybrooke Parva Community	V4bi-4bii Footpath W92 and the White House	V4ci-4cvi Bridleway W86	V5ai-5aii Visitors to the Ullesthorpe Moat SM	V5aiii Visitors to Ullesthorpe open access land	Footpath W89 South west of Ullesthorpe V6ai-6aiv
Visual receptors /value								Representative of the views experienced by walkers on a public footpaths south of Claybrooke Parva and residents at the White House Walkers and resident to south -Medium Resident to east- medium to high				
Susceptibility								High				
Sensitivity to change from the development								Walkers and resident to south-Medium - and resident to east -High				
Size or Scale of effect								Walkers – 4bi- Medium then Medium to low in mid-term 4bii- Very high reducing to High to medium in mid-term, Medium in the long term. Resident to east- Medium to low from short term , Resident to south - low from short term				
Geographic extent								Walkers – Medium reducing to medium to low in mid-term, Resident to east- medium to low from short term , Resident to south-low from short term				
Duration of effect/ reversibility								High				
Magnitude of effect								Walkers -4bi -Medium to low ,4bii - High reducing to medium in mid-term, Resident to east- Medium to low from the short term,Resident to south- low from the short term				
Level of effect								Walkers- 4bi- Minor to Mod (Adv). 4bii-Major reducing to Major to moderate in mid -term Resident to east- Moderate adverse from the short term onwards Resident to south- Minor (Adv)from the short term onwards				

Table F.5.3biii: Summary table of residual effects on visual receptors –Operation stage -continued

Viewpoint: Location:	V14b. Public Footpath to the east of Willey	V14c&14d Main Road in Willey	V14c & 14d- Night Main Road in Willey	V14e. St Leonard's churchyard, Willey	V15. Public Footpath east of Willey Fields Farm	V16a-16eii. The A5 corridor and land adjacent (Sequential)	V16b&16d-Night The A5, the Community of Willey	V17. From the Lutterworth Road
Visual receptors /value						Representative of views experienced by road users passing along the A5/Watling Street, some walkers and horse riders on public footpaths or bridleways. Also representative of the view experienced by workers at Willey Fields Farm Road users/walkers and Bridleway users at the roadside – Low to medium Workers at Willey Fields Farm - Medium		
Susceptibility						Road users/walkers and bridleway users at the roadside – Medium, Workers at Willey Fields Farm– Low to medium		
Sensitivity to change from the development						Road users/walkers and Bridleway users at the roadside – Medium, Workers at Willey Fields Farm– Low to medium		
Size or scale of effect						From road users, walkers and horse riders on sections of the A5 represented by view 16a- High to very high reducing too Medium in mid-term, 16b- high reducing too Medium in mid-term, 16c- High reducing too Medium in mid-term, View 16d –High to medium reducing to medium in the mid-term 16ei and 16eii (Willey Fields Farm)- High to medium in the shorter term , reducing to low in mid-term		
Geographic extent						From road users, walkers and horse riders on sections of the A5 represented by view 16a- Very high, 16b- Very high reducing to medium in mid-term, low, long term, 16c –Very high, reducing to medium in mid-term, low in long term View 16d – High to medium, 16ei and 16eii (Willey Fields Farm)-High to medium		
Duration of effect/ reversibility						High		
Magnitude of effect						View 16a –Very high reducing too High in the mid-term, View 16b – Very high to high reducing to Medium, in the mid- term , 16c –Very high reducing too Medium in the mid-term , View 16d- High to medium reducing too Medium in the mid-term, View 16ei View 16 eii – High to medium reducing to Medium in the mid-term		
Level of effect						View 16a –Major to Moderate (Adv), View 16b and 16c- Major –Moderate in shorter term, then Moderate (Adv), View 16d- Major to moderate reducing to Moderate (Adv), View 16ei and View 16 eii – Moderate reducing to Moderate to minor (Adv), all in the mid-term		

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