



SEGRO (EMG) Ltd

Rail Terminal, Phase 2 - East Midlands Gateway

LANDSCAPE AND VISUAL APPRAISAL

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1.0 INTRODUCTION

- 1.1 This Landscape and Visual Appraisal (LVA) is submitted in support of an application for a change to the proposed container stacking height and for the proposed lighting column height within part of the Rail Terminal plot (Zone C) at the East Midlands Gateway (EMG) development. This LVA considers the implications and landscape and visual effects of the proposed heights of these elements. In respect of the stored containers the proposed maximum height will exceed the parameters set by the Development Consent Order (DCO) for the Rail Terminal plot (Zone C) at the EMG Strategic Rail Freight Interchange (SRFI).
- 1.2 A Development Consent Order(s) (DCO) was granted for EMG in January 2016. The Site lies within the Order Limits and substantially within the area identified for the Rail Terminal (Zone C). This is located towards the eastern side of the overall development area close to junction 24 of the M1 motorway and the A453. Small areas on the eastern side of the Application Site stretch just beyond the extents of Zone C yet these are not considered material in respect of this LVA.
- 1.3 The Planning Application covers the south eastern side of the Rail Terminal. The proposal for the increased container stacking and lighting column heights will bring this south eastern side of the Rail Terminal in line with the equivalent permitted heights for the western side of the Rail Terminal. It is thus relevant to note that the proposals will reflect and not exceed the current permitted and operational heights for the existing Rail Terminal.
- 1.4 The proposed elements exceeding the consented DCO development parameters for the Application Site area within the Rail Terminal plot (Zone C) assessed in this LVA comprise;
- an increase in the consented maximum height of the stored containers within the eastern part of the Rail Terminal plot. This increase is from 10.0 metres to 15.0 metres maximum height. The increase in the maximum stored container height will allow the number of standard containers to be stored above one another to be increased from 3No. to 5No, reflecting that currently permitted for the operational Rail Terminal (western side);
 - lighting columns within this part of the Rail Terminal proposed to be up to 25 metres high, reflecting that currently installed and permitted for the operational Rail Terminal (western side); an increase on the anticipated heights set out in the EMG Environmental Statement (ES) of 12-15 metres (although no maximum is set by the DCO parameters)
- 1.5 The location and extent of these proposed changes to parts of the Rail Terminal plot are shown on the drawings accompanying the planning application.
- 1.6 The LVA appraises the elements exceeding the consented development parameters in relation to the existing baseline conditions and in the context of the consented development. It is not a full LVA and has been prepared specifically to appraise the implications of the proposed increased container stacking and lighting column heights within the respective part of the Rail Terminal plot, as detailed above and shown on the attached figures and drawings.
- 1.7 The principal purpose of the study is to understand the likely difference in the nature and extent of the landscape and visual effects arising from the proposals for this specific part of the Rail Terminal plot.
- 1.8 This LVA has been prepared by FPCR Environment and Design Ltd (FPCR). FPCR undertook the original landscape and visual impact assessment work for the East Midlands Gateway SRFI ES, as part of the DCO process. FPCR also undertook a similar LVA study for the Rail Terminal Phase

1 Proposals, involving the same increase in container stacking and lighting column heights for the western half of the Rail Terminal area.

- 1.9 FPCR is a multi-disciplinary environmental and design consultancy with over 60 years' experience of architecture, landscape, ecology, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.

Site Location

- 1.10 The EMG site is located close to Junction 24 of the M1 Motorway adjoining the northern boundary of East Midlands Airport with the A453 and M1 Motorway lying close to the east. The Rail Terminal plot is situated within the eastern part of the approved DCO development area and immediately to the west of the A453 and south west of Junction 24. Currently the wider EMG site is operational yet still includes some ongoing development and construction works. The Rail Terminal is also operational.
- 1.11 Figures 1-5 show the location and landscape context of both the Rail Terminal Phase 2 plot and the wider EMG site.

Proposed Development and EMG DCO Parameters

- 1.12 The proposal is to allow for the containers within the eastern part of the Rail Terminal plot to be stored up to 15.0 m high, above the yard level. Presently, the DCO allows for 10.0m. In addition, the application also assesses lighting columns of up to 25 metres tall, which is higher than the 12-15 metres anticipated in the EMG ES (although no maximum is set by the DCO parameters).
- 1.13 The EMG DCO details parameters for the development plateau levels and building heights at Document 2.10. Within this Document, the Rail Terminal is identified in Zone C in the east of the Main Site. The Development Parameters for Zone C state:

Zone	Number of Units	Max. Dev. Floorspace	Max. Plateau level (AOD)	Maximum height
Zone C	2 to 4	1,000 m2	43.90	Building 10.0m
				Container Storage 10.0m
				Gantry Cranes 20.0m

Table 1: Extract of Provisional Schedule of Parameters (from DCO Document 2.10)

- 1.14 The proposal is to increase the maximum height parameter for the Container Storage across part of Zone C, as identified on the drawings accompanying the planning application. It also includes an increase to the previously anticipated height of the lighting columns.

- 1.15 This LVA considers the effects that would arise from these proposed changes and the implications of this in relation to the assessed effects detailed within the consented EMG SRFI ES.

2.0 METHODOLOGY

- 2.1 This LVA has been prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013.
- 2.2 The components of this report include baseline review of relevant studies; description and details of the landscape proposals and mitigation measures to be adopted as part of the scheme; identification and description of likely effects arising from the proposed development; and an assessment of the significance of these effects.
- 2.3 In terms of baseline studies, the assessment provides an understanding of the landscape in the area to be affected, its constituent elements, character, condition and value. For the visual baseline this includes an understanding of the area in which the development may be visible, the people who may experience views, and the nature of views.
- 2.4 In the context of the proposed increased heights for the Rail Terminal, this assessment has considered the current baseline conditions and the likely effects assessed for the EMG development parameters confirmed as part of the DCO.

Assessment of Landscape Effects

- 2.5 The overall landscape effect is determined by considering the sensitivity of the landscape receptors and the magnitude of effect on the landscape. Final conclusions on the overall landscape effects are drawn from the assessment components described.

Assessment of Visual Effects

- 2.6 An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity.
- 2.7 In terms of size or scale, the magnitude of visual effects takes account of:
- The scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including proportion of the view occupied by the proposed development;
 - The degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line height, colour and texture;
 - The nature of the view of the proposed development, in terms of the relative amount of time over which it would be experienced and whether views would be full, partial or glimpses.
- 2.8 The geographical extent of the visual effect in each viewpoint is likely to reflect:
- The angle of view in relation to the main activity of the receptor;
 - The distance of the viewpoint from the proposed development;
 - The extent of the area over which the changes would be visible.

Overall Landscape and Visual Effects

- 2.9 The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement involves a reasoned professional overview of the individual judgements against the criteria, to then determine the overall judgement.

4.0 BASELINE CONDITIONS

- 4.1 This section provides a relevant overview of the baseline conditions relevant to the Site and its context.

Landscape Character and Context

National and Regional Character (Figure 4)

- 4.2 National Character Area (NCA) profiles have prepared by Natural England for the 159 NCA's defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. Figure 4 illustrates the NCA's and other defined character areas within the context of the Site.
- 4.3 At this very broad landscape scale, the Site lies within the northern edge of Natural England's National Character Area 'Melbourne Parklands' (NCA 70). The 'Melbourne Parklands' comprises land above the Trent valley and extends from Burton upon Trent in the west to Shepshed in the east. It includes the landscapes around Burton (its eastern part), Repton, Melbourne, Castle Donington and Kegworth.
- 4.4 The East Midlands Regional Landscape Character Assessment (EMRLCA) identifies 31 regional landscape character types. The Site lies within the 'Wooded Village Farmlands' landscape type.

County (Figure 3)

- 4.5 The Leicester, Leicestershire and Rutland: Landscape and Woodland Strategy (2001 and updated in 2006) provides an assessment of the Leicestershire landscape. It identifies eighteen distinctive character areas and provides guidelines for conserving and enhancing these distinctive areas and expanding the woodland cover in ways appropriate to each particular landscape character area.
- 4.6 The Site is located in the northern part of the 'Langley Lowlands' Landscape Character Area (LCA).

District (Figure 3)

- 4.7 As part of the evidence base for the Local Development Framework, North West Leicestershire District Council prepared a Landscape Character Assessment for defined parts of the district by means of a 'Settlement Fringe Assessment'. This was undertaken for the settlement edge landscapes surrounding the principal settlements in the district, including Kegworth and Castle Donington. The purpose of this study was to assess the landscape value of land around the main settlements, in order to inform the potential siting of new developments. It is primarily focused on housing and on the immediate landscape surrounding the settlements identified.
- 4.8 The study is therefore not comprehensive in terms of the landscape of the district or in terms of the Site and proposed development. The Site also lies beyond the assessed settlement fringe areas.

Landscape Designations

- 4.9 No specific landscape designations have been identified within or in close proximity to the Site, although a number of ecological, conservation and historical based designations are located within its wider context. These include Sites of Special Scientific Interest (SSSI's) and Conservation Areas as shown on Figure 2

EMG Site and Immediate Context

- 4.10 An assessment of landscape character of the Site and its immediate context was carried out as part of the original EMG SRFI ES and this included a detailed landscape baseline assessment. This defined a number of Local Landscape Description Areas (LLDA).
- 4.11 Since this time the landscape of the Site and the wider EMG site has undergone notable change principally as a result of the construction and development of EMG.
- 4.12 Presently, the EMG site is substantially developed and operational and this includes the Rail Terminal. The EMG development forms a major feature within the local landscape and sits along side other major features in the form of East Midlands Airport and the M1/ A453/ A6 and Junction 24 corridors and infrastructure. The settlements of Kegworth, Lockington, Hemington and Castle Donington also lies within the more localised context of the wider EMG site with the broad River Trent valley to the north and higher ground immediately to the south.

Site Landscape

- 4.13 The Site comprises a well-defined and contained area within the EMG area identified for the Rail Terminal (Zone C). It lies on the eastern side of the Terminal zone, with the existing operational Rail Terminal immediately to the west and including the rail sidings. The majority of the Site comprises an open flat area. This has been formed to suitable levels to accommodate the hard standing and associated infrastructure for the approved terminal.
- 4.14 Immediately to the east and also to the south east and north east the land rises to visually contain this part of the DCO approved Rail Terminal area. The slopes to this side of the Site were formed as part of the earthworks for the approved terminal and predominantly result from the majority of the Rail Terminal being sited significantly below the former land levels prior to EMG.
- 4.15 The Rail Terminal area is thus substantially cut down into the original pre EMG land levels and sits notably lower than much of its immediate surroundings, particularly to the south and west. In landscape and visual terms this is effective in containing the influence of the consented and existing Rail Terminal Area. In general terms, the southern part of the Site and terminal area sits at around 20 metres below the original pre EMG land levels. At the northern end of the Site, this is notably reduced and at the northern extent of the overall Rail Terminal (Zone C), the levels are broadly similar to the original pre EMG land levels.
- 4.16 The surrounding slopes to the Site are predominantly grassed with some young and maturing native tree, shrubs and hedgerow planting (undertaken as part of the DCO approved Landscaping Works) on the higher slopes and also on the outer parts of the slopes and mounding fronting towards the A453 to the east.
- 4.17 It is a simple well contained landscape, dominated by the existing operational rail terminal and other large scale development and infrastructure influences.

Landscape Value

- 4.18 In terms of "landscape value" it is not considered appropriate or necessary to undertake a detailed appraisal of the Site's current landscape value; given the present nature, context of the Site; and the nature of the proposals being assessed as part of this LVA.

- 4.19 Notwithstanding that a detailed assessment of the Site's landscape value has not been undertaken, it is evident from a preliminary appraisal that in its current condition, the landscape value of the site is Low.

Visual Baseline

- 4.20 An updated site based visual appraisal has been undertaken for the Site. This has considered the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the Site and the likely implications and effects of the proposed changes, from surrounding locations and receptors. This baseline appraisal has also drawn upon the visual analysis work undertaken and included as part of the original EMG SRFI ES.

Photo Viewpoints

- 4.21 Photo Viewpoints 1 - 4 are included at Figure 6 and show views towards and across the Site and the wider Rail Terminal plot (Zone C). These viewpoints have been included to support the description of the baseline conditions and likely effects. However, they are not taken from publicly accessible locations and thus should not be considered to be representative of publicly accessible views towards the Site.
- 4.22 The visible extents of the Site and the proposed changes are assessed within the subsequent Landscape and Visual Effects section.

5.0 LANDSCAPE AND VISUAL EFFECTS

- 5.1 The following section outlines the likely landscape and visual effects that would arise from the proposed changes to container stacking and lighting column heights within the Site (south eastern part of Rail Terminal plot (Zone C) at EMG). The assessment considers the effects of the proposed development in relation to the consented EMG parameters and the likely effects determined and described in the original ES.

Update to Landscape Cross Section

- 5.2 A series of Landscape Cross Sections were included as part of the EMG SRFI ES at Figure 5.15. Landscape Cross Section B is relevant to the Rail Terminal (Zone C) and detailed stored containers stacked up to 10.0m high. This Landscape Cross Section was subsequently updated as part of the LVA report for the changes to the container stacking height and to add the lighting columns for the western part of the Rail Terminal; as approved by NWLDC in 2018.
- 5.3 For the purposes of this appraisal, this Landscape Cross Section has been further updated (attached as an Appendix) to include the proposed change to the container stacking height and to show the proposed lighting column height, which are the subject of this report and application. As detailed earlier in this report, the proposed container stacking height reflects that previously approved in 2018 for the western part of the Rail Terminal, namely; stored containers up to 15.0m high. The proposed lighting column height also reflects that previously approved in 2018 for the western part of the Rail Terminal, namely; up to 25.0m high.

Landscape Effects

- 5.4 The proposed increased height of the stored containers and the lighting column height relate to the eastern and generally southern part of the Rail Terminal plot. They also reflect those increased height parameters previously approved for the central and western area of the Rail Terminal plot and are thus consistent with the current container stacking and lighting columns for the operational Rail terminal.
- 5.5 In landscape terms, the southern and eastern part of the Rail Terminal plot is visually well enclosed and contained due primarily to the substantial earthworks' changes to the landform that have been undertaken as part of the consented EMG development. These works created the landform to the plot and its surrounds. The Site lies substantially within an area of 'cut' with the levels particularly in the southern half of the Site markedly lower than the original and existing surrounding levels to the south, east and west of the Site.
- 5.6 This immediate landform context will be effective in limiting the potential influence of these proposed changes to this part of the Rail Terminal plot over the surrounding landscape.
- 5.7 The landscape of the Site and its immediate context is dominated by the EMG development, with other influences from the adjoining and nearby major roads and junctions. The Rail Terminal is presently operational and sits alongside the Site.
- 5.8 The proposals will extend the area within which containers can be stored up to 15m high from the existing western side of the Rail Terminal to include the eastern side of the Rail Terminal and similarly will extend the lighting columns up to 25m high across the eastern part of the Rail Terminal.

- 5.9 The stored containers at 15m high will remain relatively well contained in the local landscape yet would nevertheless exert a slight increased influence over the immediate landscape. This will inevitably be moderated by the presence of the existing major and new transport infrastructure (M1, Junction 25, A453, A50, A6); the large scale EMG employment buildings to the south and south west of the Rail Terminal and the already operational Rail Terminal.
- 5.10 The increased maximum height of the stored containers and the lighting columns within the site (south eastern part of the Rail Terminal plot) will partially increase the influence of these elements over the immediate landscape, yet this will be limited and localised and will not be to an extent that would represent a marked or significant change to the landscape effects previously assessed and described in the ES for the consented EMG development.
- 5.11 For reference, the significance of the landscape effect of the EMG DCO development upon Local Landscape Description Area (LLDA) C2, within which the Site (Zone C) is located would remain as Major Adverse during construction and Moderate/ Major Adverse upon completion of the overall EMG development, as stated in the original ES.
- 5.12 Overall, the landscape effects of the proposed changes to the container stacking and lighting column heights will be limited and localised in relation to the consented DCO heights.

Visual Effects

Visibility and Zone of Visual Influence (ZVI)

- 5.13 The ZVI of a proposed development is the area from within which views towards any part of the proposed development are likely to be possible. The ZVI is not however, an indicator of the effect of the proposed development on the view but simply, its likely visible extent in the surrounding landscape.
- 5.14 A ZVI for the consented EMG development was included within the EMG SRFI ES (at Figure 5.10 of this document). This was prepared based upon computer modelling and landform data and was further informed and tested by subsequent site based and cross sectional analysis. This provided a sufficiently researched and accurate representation of the visible extent of the full EMG development. This ZVI has been reviewed in the context of the proposed increased heights to the container stacking and lighting column heights within the Rail Terminal plot (Zone C).
- 5.15 There would be no change to the overall ZVI for the proposed EMG development, arising from the proposed increase in the maximum heights of the identified Rail Terminal components. This indicates that the proposed changes will not extend the visual influence of the overall EMG development. The visual influence of the overall Rail Terminal will also not be extended by the proposed changes.

Visual Change and Effects

- 5.16 At a localised scale, the proposed increased maximum heights within this part of the Rail Terminal plot (Zone C) will result in some limited and localised changes to the previously assessed visual effects.
- 5.17 The Rail Terminal plot (Zone C) occupies a part of the EMG site that is relatively lower lying and extends in a broadly north – south alignment on the eastern side of the EMG site. In landform terms, the plot extends from being broadly at (or just above) the existing land levels at its northern

extent to being considerably lower than the surrounding land levels at its southern extent. The plot increasingly extends into a deeply 'cut' and enclosed landform setting towards this southern end. This is readily evident on site where the existing operational Terminal sits immediately to the west of the Site.

- 5.18 The steep slopes formed to the south and east of the Site provide a strong degree of visual enclosure in these directions. The Site is also visually separated from the wider landscape to the north west and west by existing woodland and trees and further significant new mounding formed as part of the wider EMG development.
- 5.19 The proposed increase in the stored container heights would apply to land concentrated in the south eastern part of the Rail Terminal and not the relatively more open northern part. At up to 15.0m high, views towards the highest stored containers would be potentially possible from limited positions to the north, east and south. This is unlikely to differ discernibly from the extent of views towards this part of the Rail Terminal, as assessed for the consented EMG development.
- 5.20 In terms of views from the south, the only views into this part Rail Terminal plot would be from alongside the Site, for a short stretch of the A453 and from the access road into the EMG development. From these elevated viewpoint positions, the Rail Terminal plot as a whole is clearly visible and forms a dominant and active feature within the roadside views. However, the overall nature and extent of these close views would be similar whether the container stacking and lighting column heights were increased as proposed or remained unchanged. In comparative terms, the proposed increased heights would extend the visible presence of the containers and lighting columns in this part of the Rail Terminal, in these particular close views, yet not to any notable or significant extent.
- 5.21 Similar close views will also be possible for users of a public right of way (PROW) that was diverted through the wider EMG site as part of the consented EMG development. Views for these PROW users will also remain dominated by the existing and operational EMG development (including the Rail Terminal) and the relatively limited increase to the visible 'presence' of the containers and lighting columns in views from the diverted PROW will not give rise to any marked or significant changes in visual terms.
- 5.22 Due to the nature of the existing and proposed landform, there would be no other views towards the Rail Terminal plot from the south or south east beyond the immediate surroundings. Similarly, there would be no views towards the stored containers or lighting columns from beyond the EMG site to the west or north west. This would include from Lockington, Hemington and more distantly from Castle Donington. No properties or receptors within these settlements would have views towards the Rail Terminal features.
- 5.23 From a limited number of positions and properties on the western edge of Kegworth, the taller lighting columns are likely to be visible. The highest stacked containers may also be visible from a small number of properties, in the early years of the proposed development (prior to the maturing of the planting on the highest slopes between the Site and the A453). From these viewpoints and properties, the dominant visual components of the EMG development will remain the existing employment buildings in the eastern part of the EMG scheme.
- 5.24 Where any part(s) of the highest containers are partially visible from the edge of Kegworth, the extent of the available view will be limited and it is likely to be seen with other existing stacked containers visible beyond on the western side of the Terminal. The highest parts of the lighting

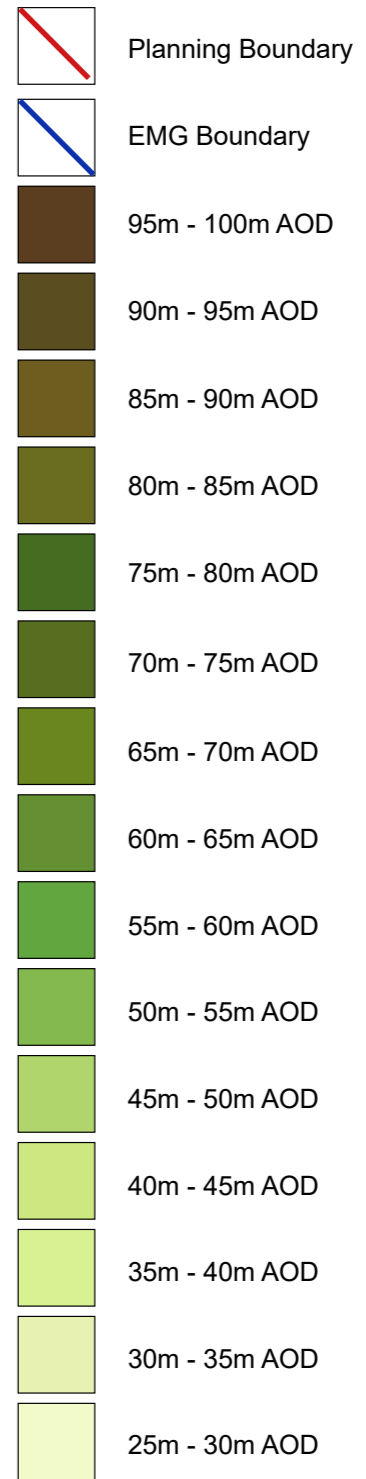
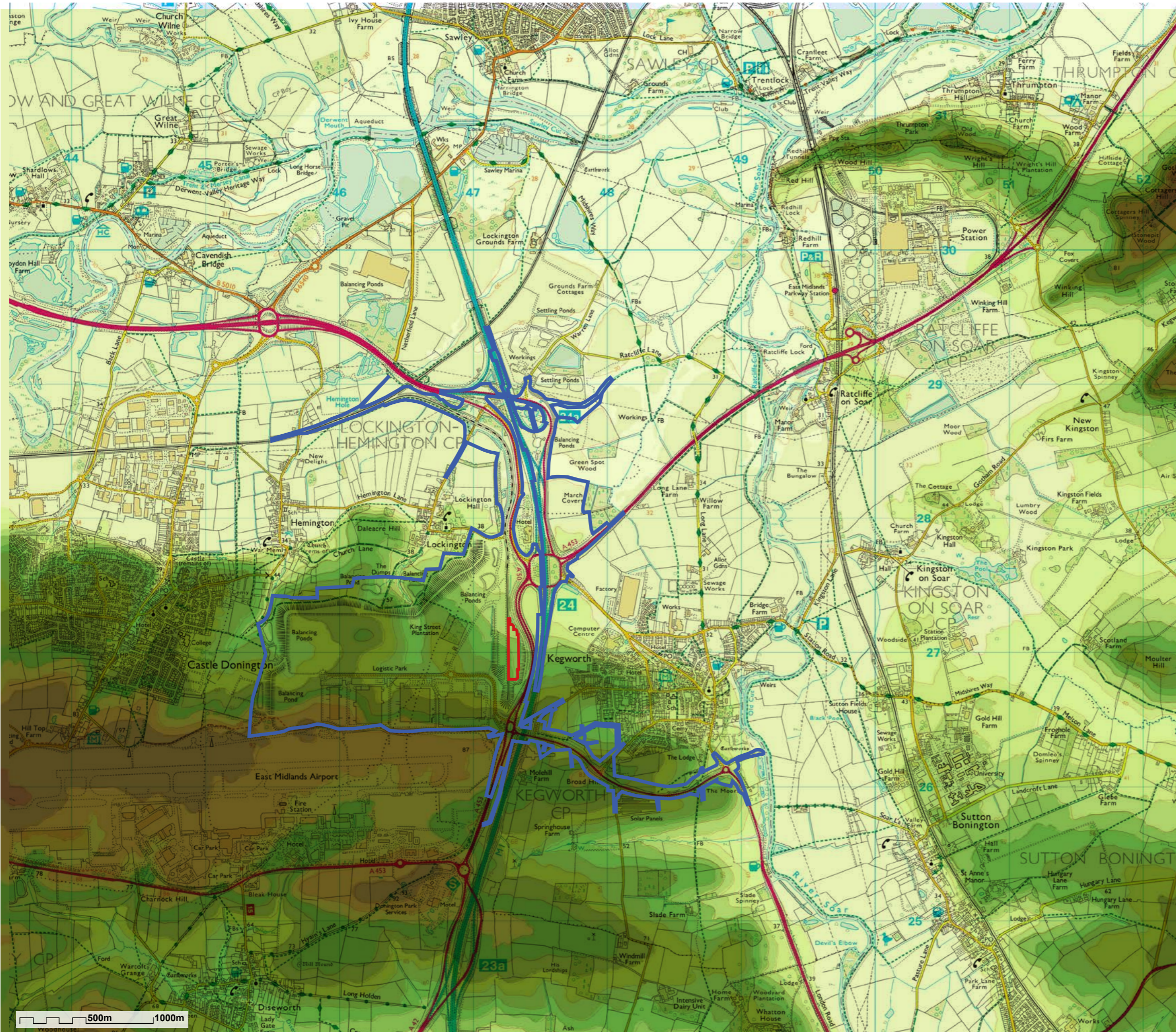
columns will also be seen within the context of the other existing lighting columns of the same height and beyond other road lighting columns, signs and infrastructure. The nature of the visual change arising from the proposed increased heights will be limited, from these properties and locations on the edge of Kegworth. There will be no notable or significant change in visual terms and the overall level of visual effect will not differ from that assessed for the consented EMG development.

- 5.25 Limited and restricted views towards the lighting columns and to a lesser extent, the stored containers will also be possible from stretches of the A453, A50, A6 and M1 to the north, north east and east of the Site. From the A50, A6 and M1, the stretches of road over which these views are likely to arise would be relatively short and where visible would be seen within an active and urbanised setting, with the existing large scale EMG employment buildings, set beyond the Rail Terminal on the higher ground. From the stretches of these roads, the stored containers are unlikely to be visible given the nature of the landform and existing roadside planting immediately to the east and north east of the Site.
- 5.26 From the A453 and some other middle distance views from north east of the Rail Terminal plot, the higher parts of the lighting columns would be visible at points beyond existing intervening planting and other features. This would include views from stretches of the A453 approaching Junction 24 from Nottingham. The stored containers are however unlikely to be visible from this stretch of the road to the north east of the Site. For these road user views, the lighting columns will be seen beyond existing pylons and power lines, the major roads and motorway junction and in front of and below the existing EMG employment buildings (positioned above and beyond the Terminal).
- 5.27 Within this context, the highest stored containers would sit substantially screened and below both the skyline and existing EMG buildings and existing woodland (King Street Plantation). The lighting columns will not form significant visual features in the more distant and elevated A453 views from the north east.
- 5.28 From the M1 Junction 24 roundabout and approaching roads, perimeter mounding (on the eastern side of the Rail Terminal) does provide effective screening and filtering of views towards the lower and more active parts of the Rail Terminal. In these views, the majority of even the highest stored containers are unlikely to be visible and would be screened by the surrounding mounding and other existing and new planting. The dominant visual components of the EMG development in these views will remain the existing employment buildings sited on the relatively higher ground to the south west of the Rail Terminal. The increase in height of the stored containers within the south eastern part of the Rail Terminal is likely to result in some slight increased visibility, yet this is likely to be minimal and will not result in an increase to the level of visual effects as assessed for the consented EMG SRFI development.
- 5.29 Overall, the visual effects arising from the increased height of the stored containers and lighting columns will have no more than a limited and localised visual effect and would not alter or increase the level of visual effects as stated within the ES for the consented EMG development. Where visible, the nature and extent of the visual change arising from the increased heights to these features will not result in any marked or significant differences in visual terms for any of the surrounding visual receptors.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This LVA has considered the landscape and visual implications and effects of a proposed increase to the consented height (from 10m to 15m) for the stored containers and for the inclusion of lighting columns up to 25m high, within part of the Rail Terminal plot (Zone C) at East Midlands Gateway (EMG). The Site occupies the south eastern part of the Rail Terminal plot (Zone C), immediately adjoining the existing operational part of the EMG Rail Terminal.
- 6.2 The proposed increase to the consented height for the stored containers and the proposed height of the lighting columns reflects the respective heights for these features within the existing operational part of the Rail Terminal. In this regard, the proposed changes do not increase the heights beyond those already approved and existing for the operational part of the Rail Terminal.
- 6.3 The LVA has appraised the proposed heights for these features within the Rail Terminal plot (Zone C) in relation to both the existing landscape and also in relation to the assessed landscape and visual effects for the development as detailed in the EMG SRFI Environmental Statement (ES). As detailed in this ES, the overall EMG development will result in some significant landscape and visual effects, including direct effects upon the Site landscape and upon some views from surrounding settlements and other receptors.
- 6.4 The proposed heights for the stored containers and lighting columns within the Site (the south eastern part of the Rail Terminal plot (Zone C)) will extend the influence of these elements over parts of the immediately surrounding landscape yet this will not be to any notable or significant extent. The extent of this change in landscape and visual terms will be limited and localised and would not give rise to any changes to the overall levels of landscape and visual effects, as originally assessed and detailed within the ES for the consented EMG SRFI.
- 6.5 The visually contained nature of the Site; its position alongside the existing operational Rail Terminal; and the comparable heights of the existing stored containers and lighting columns on the existing terminal are all matters that have informed the assessment.
- 6.6 With the exception of the immediate surrounds to the Site and the Rail Terminal, clear views towards the stored containers will be limited and where visible will be seen within the context of the stored containers across the existing operational part of the terminal, at also up to 15m high. Relatively clear views will be possible from a short elevated stretch of the A453 immediately to the south east of the Site; from the EMG internal access road; and from a public right of way (PROW) (diverted as part of the EMG development) that crosses part of the wider EMG site. For users of these routes, existing views are dominated by the EMG development and other major road infrastructure. The proposed changes will not alter the general nature of these close views towards the Rail Terminal albeit that the increased height will increase the 'presence' of the containers and the lighting columns in the views to a limited and localised extent.
- 6.7 The lighting columns will be potentially visible from other more distant visual receptors to the north and east of the Site yet at these distances and given the immediate context and backdrop to the views (including the existing Terminal and other road lighting columns and the existing EMG buildings) the proposed lighting columns will not result in any more than limited visual change to any more distant views.
- 6.8 Overall, the proposed increase to the height for the stored containers and the proposed height of the lighting columns within the Site will result in no notable or significant landscape or visual effects

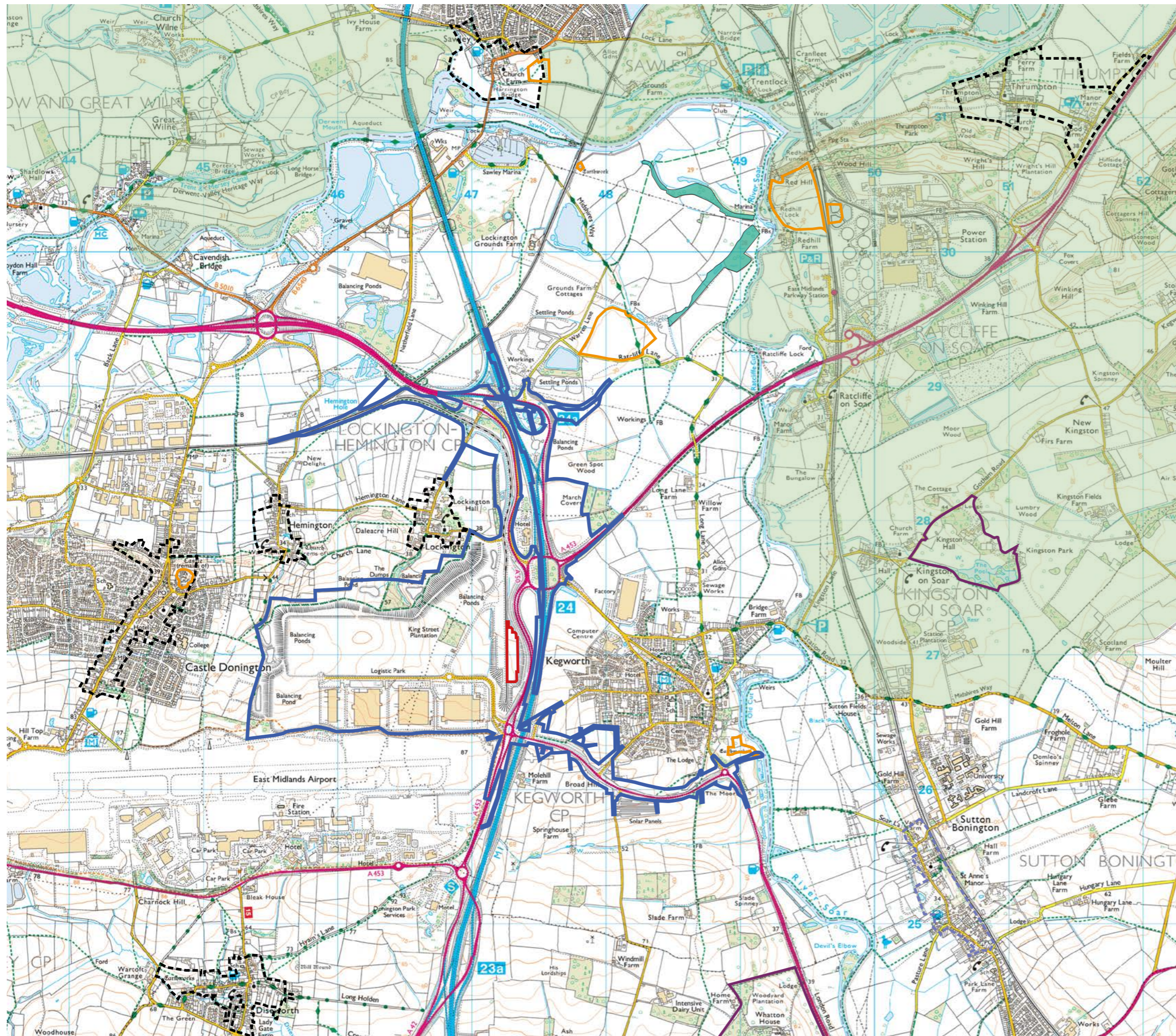
in comparison to the consented height parameters for the Rail Terminal (Zone C) at EMG. The proposed changes will be limited and localised in overall landscape and visual terms.










Rail Terminal Phase 2
East Midlands Gateway



TOPOGRAPHY PLAN
FIGURE 1



-  Planning Boundary
-  EMG Boundary
-  Green Belt
-  Conservation Areas
-  Scheduled Ancient Monument (SAM)
-  Registered Parks and Gardens
-  Sites of Special Scientific Interest (SSSI)



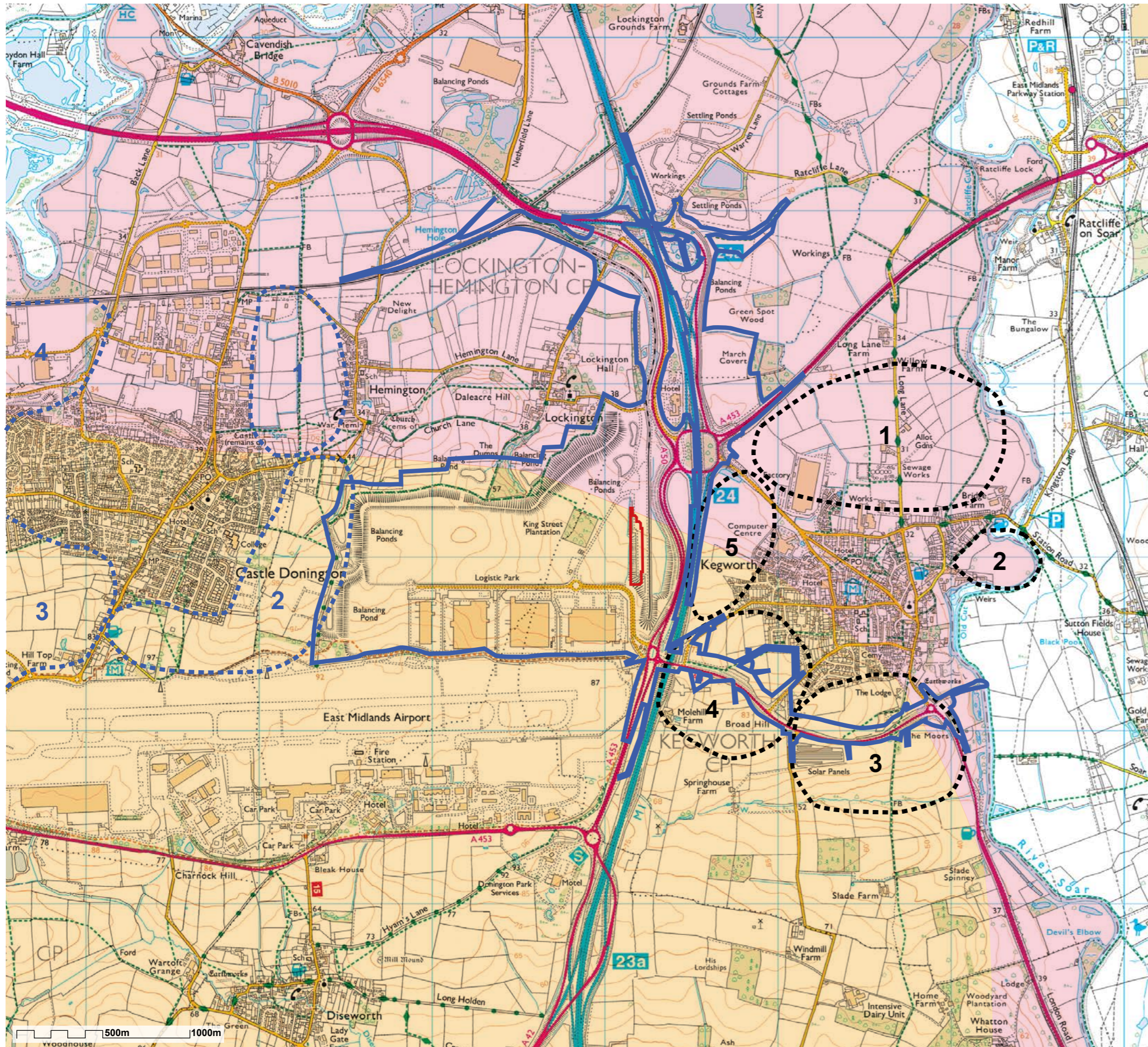
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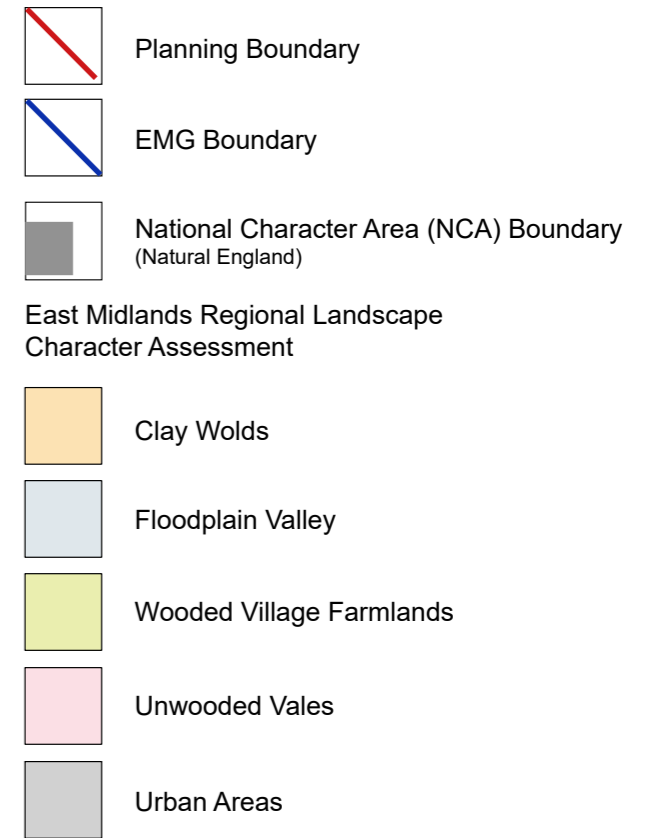
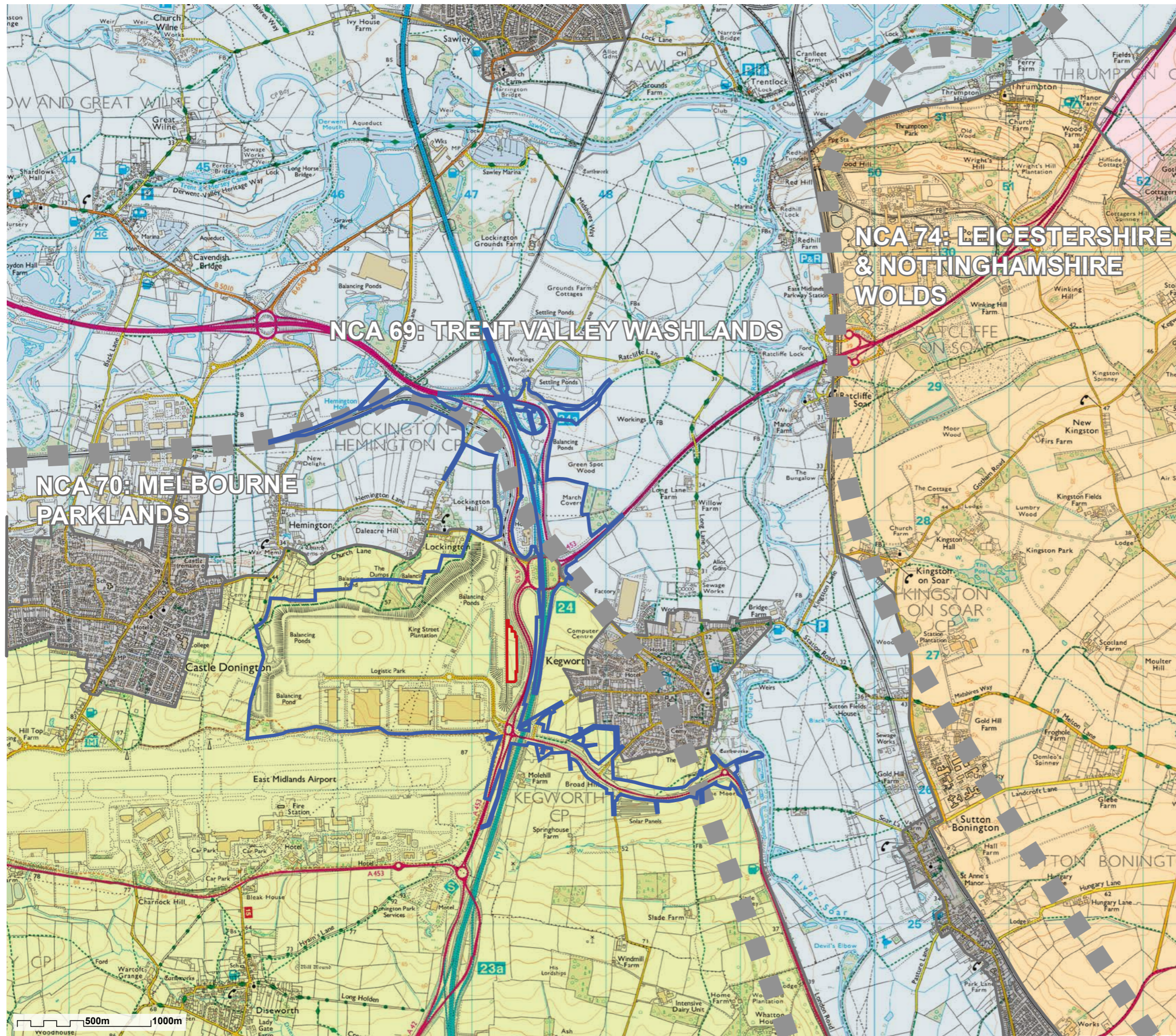
LANDSCAPE: POLICIES & DESIGNATIONS
FIGURE 2

Drawing Status: 3252/Plot 12 Proposals/3252 ES Fig 5.2 Landscape Policies & Designations.indd
 Drawn: ESH
 Date: May 2022
 Scale: NTS @ A3

Project No: 3252 Drawing No: FIG 2 Rev: B



-  Planning Boundary
-  EMG Boundary
- County Landscape Character Assessment
 -  Langley Lowlands
 -  Trent Valley
- District Landscape Character Assessment
 - Kegworth**
 -  1 Northern Fringe along Long Lane
 -  2 Eastern fringe to the south of Station Road
 -  3 Southern fringe between Whatton Road and London Road
 -  4 South western fringe to the south of Ashby Road
 -  5 North western fringe between Ashby Road and Derby Road
 - Castle Donington**
 -  1 North eastern edge of Castle Donington
 -  2 Southern and eastern edge of Castle Donington
 -  3 Southern and western edge of Castle Donington
 -  4 North western edge of Castle Donington



Rail Terminal Phase 2
East Midlands Gateway

SEGRO




LANDSCAPE CHARACTER - NATIONAL & REGIONAL ASSESSMENTS

FIGURE 4

Drawing Status: 3252/Plot 12 Proposals/3252 ES Fig 5.4 Landscape Character.indd
 CAD Reference: ESH
 Drawn: May 2022
 Date: NTS @ A3
 Scale:

Project No: 3252 Drawing No: FIG 4 Rev: B



-  Planning Boundary
-  EMG Boundary
-  Photo Viewpoints



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East Midlands Gateway
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LOCAL & SITE LANDSCAPE FEATURES
FIGURE 5

Drawing Status:	
CAD Reference:	3252/Plot 12 Proposals/3252 ES Fig 5.6 Local & Site Landscape Features.indd
Drawn:	ESH
Date:	May 2022
Scale:	NTS @ A3
Project No:	3252
Drawing No:	FIG 5
Rev:	B



Photo Viewpoint 1: View from



Photo Viewpoint 1

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Photo Viewpoint 2: View from



Photo Viewpoint 2: Continued

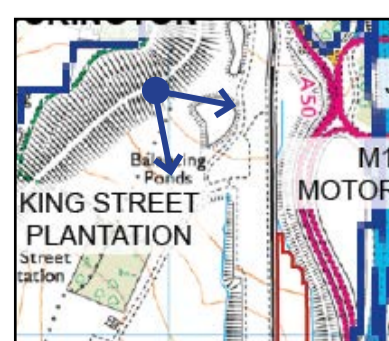


Photo Viewpoint 2

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Drawing Status:	325/Rev 12 Proposals/1212 Photo Viewpoints.indd
CAD Reference:	
Drawn:	EGH
Date:	April 2022
Scale:	NTS @ A3
Project No:	3252
Drawing No:	PTC 6
Rev:	



Photo Viewpoint 3: View from

J:\320013257\Rail Terminal Phase 2\2022\0225 ES Fig 6 Photo Viewpoints 2022.indd

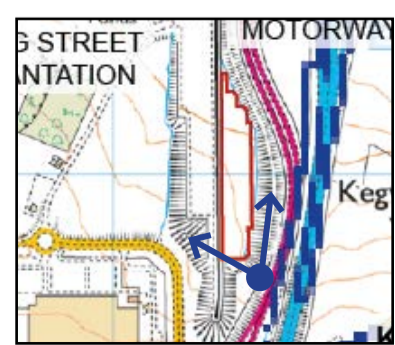


Photo Viewpoint 3

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Drawing Status:	325/Rev 12 Proposals/2022 Photo Viewpoints.indd
CAD Reference:	ESR
Drawn:	ESR
Date:	April 2022
Scale:	NTS @ A3
Project No:	3252
Drawing No:	FIG 6
Rev:	



Photo Viewpoint 4: View from



J:\320013267\Rail Terminal Phase 2\2022\0202 EIS Fig 6 Photo Viewpoints 2022.indd

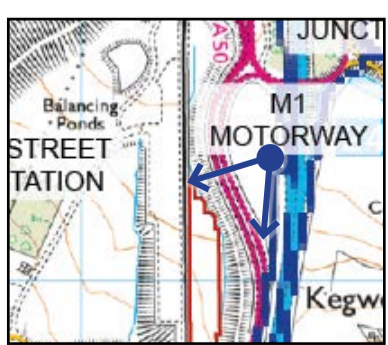
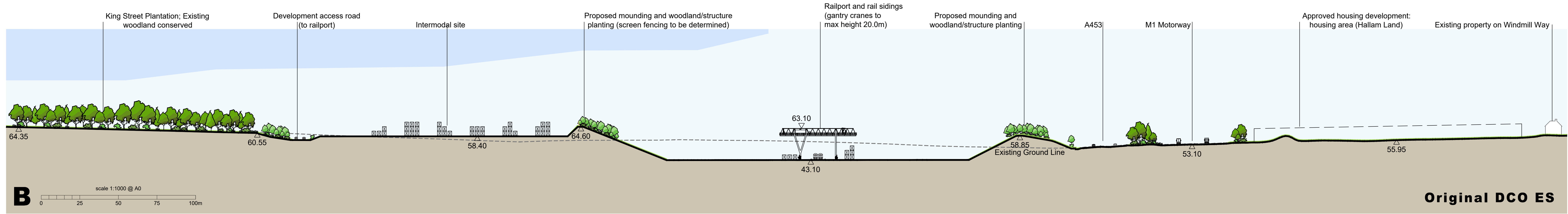
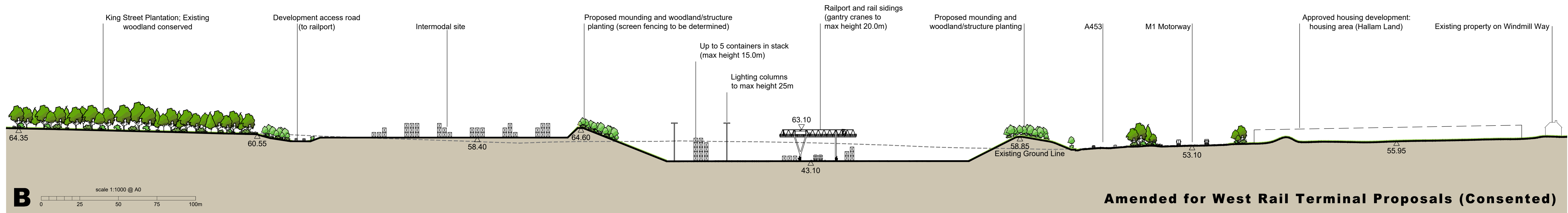


Photo Viewpoint 4

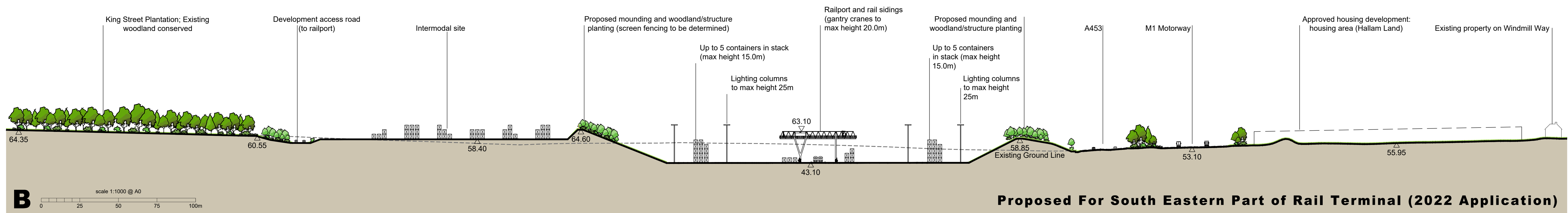
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Original DCO ES



Amended for West Rail Terminal Proposals (Consented)



Proposed For South Eastern Part of Rail Terminal (2022 Application)

NOTE: All levels are approximate and based upon topographic survey or Ordnance Survey (OS) data.

Figure B-11 (topographic) 3252-CAD/PPCR/2022_L-51 @ Site section B.dwg
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0	05.05.2022	Additional lighting columns & container stacks	TGE	TRJ
A	10.08.2018	Lighting Columns 25m	HT	TRJ
-	24.05.2016	Finalise	HT	TRJ
Rev	Issue	Description	By	Check

Rail Terminal Phase 2
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LANDSCAPE CROSS SECTION B

Drawing Status:	FINAL
CAD Reference:	3252-L-51
Drawn:	TGE/TRJ
Date:	5th May 2022
Scale @A0:	As Shown @A0
Project No:	3252
Drawing No:	L-51
Rev:	B