



Roxhill Developments Ltd

**Rail Terminal Proposals - East Midlands Gateway**

**LANDSCAPE AND VISUAL APPRAISAL**

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**FPCR Environment and Design Ltd**

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## 1.0 INTRODUCTION

- 1.1 This Landscape and Visual Appraisal (LVA) is submitted in support of an application for container heights for the Rail Terminal plot within the East Midlands Gateway (EMG) development. This LVA considers the implications of the proposed heights, which would 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 application site lies within the Order Limits and the area identified for the Rail Terminal (Zone C). This is located towards the eastern side of the development area close to junction 24 of the M1 motorway and the A453.
- 1.3 The proposed elements exceeding the development parameters for the Rail Terminal plot (Zone C) considered and assessed in this LVA comprise;
- an increase in the consented maximum height of the stored containers within 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 would allow the number of standard containers to be stored above one another to be increased from 3No. to 5No; and
  - lighting columns within part of the Rail Terminal proposed to be up to 25 metres high; 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)
- 1.4 The location and extent of these proposed changes to parts of the Rail Terminal plot are shown on Drawing No. 3899-RF A100 Rev P3.
- 1.5 The LVA appraises the elements exceeding the established and consented development parameters in relation to the existing baseline conditions and in the context of the consented development and the landscape and visual impact assessment study undertaken as part of the DCO (included within the EMG Environmental Statement (ES)). This study is not a full LVA and has been prepared specifically to appraise the implications of the proposed increased heights within the Rail Terminal plot, as detailed above.
- 1.6 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 the identified part of the Rail Terminal plot.
- 1.7 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.
- 1.8 FPCR is a multi-disciplinary environmental and design consultancy with over 50 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

- 1.9 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 both the wider EMG site and this plot are undergoing major earthworks operations to form the development plateaus and mounding as part of the DCO.

- 1.10 Figures 1-6 show the location and landscape context of both the Rail Terminal plot and the wider EMG site.

**Proposed Development and EMG DCO Parameters**

- 1.11 The proposal is to allow for the containers within 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 proposal 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).
- 1.12 The EMG DCO details parameters for the development plateau levels and 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)**

- 1.13 The proposal is to increase the maximum height parameter for the Container Storage across part of Zone C, as identified on Drawing No. 3899-RF A100 Rev P3. It also includes an increase to the previously anticipated height of the lighting columns.
- 1.14 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.

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## **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. Extracts from the various published landscape character assessments are included at Appendix A.

### Landscape Character

#### 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. Extracts from this landscape type are included at Appendix A.

#### 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 however 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) as depicted on Figure 5. Within this assessment, the Rail Terminal plot (Zone C) is located within LLDA C2. This was described as follows in the EMG SRFI ES;

*'Sub area C2 is dominated by farmland set around the small Lockington Brook. This area also includes mature woodland in the form of The Dumps and King Street Plantation and a single farm property. The relatively lower lying land around the Lockington Brook and alongside The Dumps is more enclosed, whereas the higher slopes to the south and the land in the east are more open.*

*The southern and eastern parts are also more influenced by the adjoining major road corridors and the airport. A Public Bridleway extends north – south along the boundary of the sub areas, from the southern edge of Lockington up towards the airport boundary and a Public Footpath provides an east – west link across the farmland.*

*The mature woodland of The Dumps and King Street Plantation form valuable local landscape features and contribute to the landscape character of the eastern half of this LLDA.*

- 4.11 It is notable that the landscape of the site and the wider EMG site is currently undergoing significant change as a result of the ongoing EMG construction and development works. This is transforming the nature and character of the site landscape and consequently the LLDA description above is no longer up to date or accurate. Due to the ongoing and progressive nature of this change, the site landscape and that of the EMG site would continue to be transformed in the short and medium terms.
- 4.12 Presently, the majority of the major earthworks operations within and surrounding the Rail Terminal have been undertaken and built development on Plots 01 and 02 (within Zones A1 and A2 of the EMG site) to the south west is under construction. Major highway works as part of EMG within the vicinity of the site are also ongoing. Consequently, the local landscape (as described above for LLDA C2) is no longer dominated by farmland but instead by the major construction works for the EMG development.
- 4.13 The mature woodlands of The Dumps and King Street Plantation have been conserved and these features are still prominent and visible in the local landscape. Other field boundaries and trees within the area and largely in the south of LLDA, including within Zone C have been removed to facilitate the construction works.
- 4.14 The construction of EMG will continue to change this local landscape through the ongoing earthworks and subsequent highway and rail works and the construction of the large scale logistics and warehousing buildings in accordance with the DCO.

## Landscape Value

- 4.15 In terms of "landscape value" it is appropriate to examine the role of the site and its immediate context in terms of the range of local factors set out in the GLVIA3 (Box 5.1, page 84), and summarised in the methodology. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered.
- 4.16 Landscape Designations: The site and its wider landscape context are not subject to any national, local or other landscape designations.
- 4.17 Landscape Quality (Condition): The landscape condition is changing and typical character is not represented within the working site area. It is not an intact landscape at present yet does still include the mature woodlands that represent more intact and representative elements.
- 4.18 Scenic Quality: This is dominated by the major infrastructure both of the ongoing EMG works but also of the surrounding and existing large scale developments, including East Midlands Airport and the M1 motorway and A453/ A6/ A50 roads.
- 4.19 Rarity and Representativeness: The landscape of the site and its immediate context does not include any rare or particularly representative landscape characteristics or features. The two existing woodlands to the west of Zone C are the most representative elements.
- 4.20 Conservation Interest: Very limited at a site wide and localised scale due to the ongoing EMG works. The most relative interest is provided by the woodlands and areas/ features in the broader site context.
- 4.21 Recreational Value: The site has no recreational use yet it features within the broad and varied views from surrounding Public Rights of Way (PROW). In these views, the site landscape generally forms a part of the much wider landscape visible on the southern valley slopes of the River Trent.
- 4.22 Perceptual Aspects and Associations: No known associations have been identified and it is not a landscape with any obvious perceptual qualities. It is not a wild or tranquil landscape.
- 4.23 In conclusion and having appraised the above factors it is judged that the site and its immediate landscape are presently of Low landscape value. Prior to the commencement of construction of the EMG development it was assessed as Low – Medium landscape value. It is anticipated that following completion of the full EMG development the landscape value would return to Low – Medium, reflecting the inclusion of new landscape and planting proposals, active management of all conserved and new landscape and planting areas; and the completion of the built development proposals.

## Visual Baseline

- 4.24 An updated visual appraisal has been undertaken for the site (Rail Terminal - Zone C). This has considered the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the Rail Terminal plot (Zone C) and 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 EMG SRFI ES.
- 4.25 The visible extents of the site and the proposed development are assessed within the subsequent Landscape and Visual Effects section.

## 5.0 LANDSCAPE PROPOSALS

### Introduction

5.1 The landscape and Green Infrastructure (GI) proposals surrounding the Rail Terminal plot (Zone C) would include:

- Native woodland and thicket planting to the higher parts of the slopes and mounding surrounding the Rail Terminal (Zone C) plot. This native planting would extend along the majority of the highest slopes and mounding to the east and west of the Zone. This planting would assist in visually filtering and screening views towards the Terminal, particularly in the medium and longer terms.
- Open wildflower/ low maintenance grassland to the steeper and generally lower slopes surrounding the Rail Terminal (Zone C). These areas support the biodiversity opportunities and strategy for the EMG development.

### Landscape Maintenance

5.2 All of the landscape areas would be managed and maintained. This would be achieved through the implementation of a suitable Landscape Maintenance Regime; including for the replacement of any dead or dying plants over an agreed establishment period.

## 6.0 LANDSCAPE AND VISUAL EFFECTS

- 6.1 The following section outlines the likely landscape and visual effects that would arise from the proposed increased heights within the 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 original effects determined and described in the original ES.

### Photo Viewpoints

- 6.2 Photo Viewpoints A and B are included and show views across the Rail Terminal plot (Zone C) from the southern and western sides of the site.

### Update to Landscape Cross Section

- 6.3 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 included stored containers shown up to 10.0m high. For the purposes of this appraisal this cross section has been updated to show stored containers up to 15.0m high (in that part of the plot identified for the proposed increased height).
- 6.4 The proposed increased maximum container storage height (15.0m) would remain below the consented maximum height for any gantry cranes (20.0m).
- 6.5 Lighting columns up to the proposed maximum 25.0m have also been added to the Landscape Cross Section B on the western side of the sidings.

### Landscape Effects

- 6.6 The increased height of the stored containers relates to the western side and the central and southern parts of the Rail Terminal plot. The proposed increased heights of the lighting columns also relate to this part of the plot.
- 6.7 In landscape terms, the southern part of the Rail Terminal plot is relatively more enclosed and visually contained due to the substantial earthworks that have been undertaken. These works have created the landform to the plot and its surrounds. In general, this immediate landform context would be effective in limiting the influence of the Rail Terminal over the surrounding landscape to the north west, west and south.
- 6.8 The proposals for the Rail Terminal would nevertheless exert an influence over the landscape to the east and north east beyond the site boundary. This influence would be moderated by the presence of existing major and new transport infrastructure (M1, Junction 25, A453, A50, A6) and the new large scale EMG employment buildings to the south and south west of the Rail Terminal.
- 6.9 The increased maximum height of the stored containers on part of the Rail Terminal plot would increase the influence of these elements over the landscape to the east and north east, yet not 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.
- 6.10 The significance of the landscape effect 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 proposed development. This is as described in the original ES.

## Visual Effects

### Visibility and Zone of Visual Influence (ZVI)

- 6.11 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.
- 6.12 A ZVI for the consented EMG development was included within the EMG SRFI ES at Figure 5.10 (attached at Appendix B). This was prepared based upon computer modelling and landform data and further informed and tested by subsequent site based and cross sectional analysis. This provided a sufficiently well 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 development parameters within the Rail Terminal plot (Zone C).
- 6.13 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.

### Visual Change and Effects

- 6.14 At a localised scale, the proposed increased maximum heights within the Rail Terminal plot (Zone C) would potentially result in some changes to the previously assessed visual effects. The following describes the likely visual change and effects that would arise.
- 6.15 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. This is presently evident on site following completion of the bulk of the earthworks associated with the Rail Terminal plot.
- 6.16 The surrounding existing and newly formed landform is significant in visual terms. The southern part of the plot is generally more visually contained in comparison with the northern part of the plot. The latter is however also visually separated from the wider landscape to the north west and west by existing woodland and trees and further significant new mounding as part of the EMG development.
- 6.17 The proposed increase in the stored container heights would apply to land concentrated in the central and southern parts of Rail Terminal (on the western side of the plot) and not the relatively more open northern part. At up to 15.0m high, views towards the highest stored containers would be possible from positions to the north and north east and from limited positions to the east and south. This would not differ significantly from the extent of views assessed for the Rail Terminal for the consented EMG development.
- 6.18 In terms of views from the south, the only views into the Rail Terminal plot would be from alongside the site, for a short stretch of the A453 and from the new access road into the EMG development. From these elevated viewpoint positions, the Rail Terminal plot as a whole is clearly visible and would form a dominant and active feature within the roadside views. However, the overall nature and extent of these close views would be similar whether the heights were increased as proposed or remained unchanged. In comparative terms, the proposed increased heights would inevitably

extend the visible presence of these Rail Terminal features in these particular views, yet not to a major or significant extent.

- 6.19 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 at the Rail Terminal 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.
- 6.20 From a number of positions and properties on the western edge of Kegworth, the taller lighting columns and higher stacked containers are likely to be visible in the early years of the proposed development (prior to the maturing of the intervening planting). From these viewpoints and properties, the dominant visual components of the development are likely to remain the nearest employment buildings in Zone A1 sited on the higher land above the Rail Terminal to the south west. The significance of the visual effect upon the properties on the edge of Kegworth would remain as stated in the ES for the consented EMG development (namely; Moderate Adverse upon completion of the proposed development).
- 6.21 Views towards the lighting columns and the higher stored containers would 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 large scale EMG employment buildings set beyond the Rail Terminal on the higher ground. From close to the east of the site the higher stored containers and lighting columns will be seen from the A453 and M1 motorway beyond the existing roadside planting and proposed mounding. The lowest parts of the Terminal will not be visible from these positions.
- 6.22 From the A453 and some other middle distance views from north east of the Rail Terminal plot, the higher parts of the lighting columns and higher stored containers would be visible at points beyond intervening planting and other features. This would include views from stretches of the A453 approaching Junction 24 from Nottingham. Whilst the increased maximum height of the stored containers would result in these elements being more visible from this direction, they would still be seen beyond existing pylons and power lines, the major roads and motorway junction and in front of the new EMG employment buildings (positioned above and beyond the Terminal).
- 6.23 Where visible within this context, the highest stored containers would sit below the skyline and the recent large scale EMG employment buildings and existing woodland (King Street Plantation). The lighting columns (Note: this assessment does not assess the night time effects of the lighting) are unlikely to form significant visual features in the more distant and elevated A453 views from the north east.
- 6.24 From the Junction 24 roundabout and approaching roads, elements of the Rail Terminal are likely to be more visible. From these closer views, perimeter mounding (still to be formed in places close to the roundabout junction) and native tree and shrub planting on the western side of the junction would however provide some effective lower level screening and filtering of these views. Higher elements of the Rail Terminal, including gantry cranes and the higher containers and lighting columns would still be visible to varying degrees from positions around and approaching Junction 24.

- 6.25 In these views, the majority of the stored containers are unlikely to be visible and would be largely screened by the surrounding mounding and other existing and new planting. The dominant visual components of the EMG development are also likely to remain the large scale 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 central and southern part of the Rail Terminal would result in some increased visibility, yet would not result in a significant change or marked increase to the visual effects assessed for the consented EMG SRFI development.
- 6.26 There would be increased visibility of the containers, principally from the major roads and junction to the east and north east and also from some properties and receptors in these general directions. Whilst this would lead to some increased visual effects for these receptors, the nature of the increase is unlikely to be significant in comparison with the visual effects, as stated in the ES for the consented EMG development.
- 6.27 For those visual receptors that would have views towards the containers and light columns, the resultant visual effects would also generally reduce over time with the maturing of the surrounding planting proposals. Many of the closer road views would be increasingly filtered and restricted by the proposed planting as it matures.

## 7.0 SUMMARY AND CONCLUSIONS

- 7.1 This LVA has considered the landscape and visual implications and effects of proposed increases in heights for the Rail Terminal plot (Zone C) within the East Midlands Gateway (EMG) development. It has appraised the implications of an increase in the maximum height of; stored containers from 10.0m up to 15.0m and lighting columns from 12.0 – 15.0m up to 25.0m.
- 7.2 The LVA has considered these proposed height increases for the Rail Terminal plot (Zone C) 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 EMG development would 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.
- 7.3 The increased heights would extend the influence of the proposed Rail Terminal over the landscape to the east and north east, yet not to an extent that would represent a significant change to landscape effects previously assessed and described in the ES for the consented EMG development.
- 7.4 The significance of the landscape effect upon Local Landscape Description Area (LLDA) C2, within which the Rail Terminal plot (Zone C) is located would remain as Major Adverse during construction and Moderate/ Major Adverse upon completion of the proposed development. This is as described in the original ES.
- 7.5 The proposed increased heights would apply to the central and southern parts of Rail Terminal plot (on the western side of the sidings). This area is relatively more enclosed and visually contained than the northern part of the plot and therefore is more likely to limit the extent of any increased visual effects. Views towards elements of the Rail Terminal would be possible from the north, north east and from limited positions to the east and south. This would not differ markedly from the extent of views assessed for the Rail Terminal parameters for the consented EMG development.
- 7.6 In terms of views from the south, the only views into the Rail Terminal plot would be from alongside the site, for a short stretch of the A453 and from the new access road into the EMG development. From these elevated viewpoint positions, the Rail Terminal plot as a whole is clearly visible and would form a dominant and active feature within the roadside views. However, the overall nature and extent of these close views would be similar whether the heights were increased as proposed or remained unchanged. In comparative terms, the proposed increased heights would inevitably extend the visible presence of these Rail Terminal features in these particular views, yet not to a major or significant extent.
- 7.7 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 at the Rail Terminal 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.
- 7.8 From the Junction 24 roundabout and approaching roads, elements of the Rail Terminal are likely to be more visible. From these closer views, perimeter mounding (still to be formed in places close to the roundabout junction) and native tree and shrub planting on the western side of the junction

would however provide some effective lower level screening and filtering of these views. Higher elements of the Rail Terminal, including gantry cranes and the higher containers and lighting columns would still be visible to varying degrees from positions around and approaching Junction 24.

- 7.9 In these views, the majority of the stored containers are unlikely to be visible and would be largely screened by the surrounding mounding and other existing and new planting. The dominant visual components of the EMG development are also likely to remain the large scale 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 central and southern part of the Rail Terminal would result in some increased visibility, yet would not result in a significant change or marked increase to the visual effects assessed for the consented EMG SRFI development.
- 7.10 There would be increased visibility of the containers, principally from the major roads and junction to the east and north east and also from some properties and receptors in these general directions. Whilst this would lead to some increased visual effects for these receptors, the nature of the increase is unlikely to be significant in comparison with the visual effects, as stated in the ES for the consented EMG development.
- 7.11 For those visual receptors that would have views towards the containers and light columns, the resultant visual effects would also generally reduce over time with the maturing of the surrounding planting proposals. Many of the closer road views would be increasingly filtered and restricted by the proposed planting as it matures.