



## 4.0 CONCLUSION

The Port of Felixstowe represents a modern operation requiring a robust design concept for the Felixstowe South Reconfiguration. An important element contributing to the mitigation of the reconfiguration of the port has been the lighting design and layout which seeks to ensure that the extent of potential and existing light spillage is reduced in areas outside the main operational Port. In addition the layout ensures that high mast lighting does not appear to lie alongside the estuary edge in views from Landguard Peninsula. The design objectives of meeting need; minimising land take; reconfiguration of existing facilities and minimising environmental impacts have been met.

Striking the balance between the design of a modern container port and resolving the intricate interface with a significant historic asset has been a fundamental part of the design resolution for the project. An understanding of the historic asset at Landguard Fort and its current relationship with the Port, Felixstowe and the wider estuary setting was gained by detailed studies undertaken by LDA for the project and are separately detailed in the report prepared in conjunction with Alan Baxter Associates. This report forms part of the Environmental Statement submitted with the Application.

The reconfiguration of the southern boundary of the port has provided a significant opportunity to improve the landside approach to Landguard Fort and visitor parking facilities. The proposals for the Landguard Peninsula represent a significant improvement in the immediate setting of the Fort and associated structures. The proposed screen mound will be highly effective, as demonstrated in Figure 14, in containing the port facility and activity on the port 'floor' which is considered to be an improvement.



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