

# HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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- Key:**
- Order Limits
  - Retained Hedgerow
  - Proposed Species-rich Hedgerow
  - Proposed Tree Planting
  - Retained Woodland
  - Proposed Woodland
  - Wet Woodland
  - Scrub
  - Wildflower Grassland Mix
  - Species Rich Grassland Mix
  - Amenity Area
  - Soft Landscape Treatment to be determined at detailed stage
  - Retained Semi-Improved Grassland
  - Shade Tolerant Meadow Grassland Mix
  - Wet Grassland Alongside Stream
  - Attenuation Basin
  - Proposed Wildlife Ponds
  - Footpaths
  - Bridleways
  - Acoustic Fencing



North of the A47 Link Road, land within the DCO boundary will be used for construction purposes then reverted back to agricultural land to retain the existing fieldscape. A boundary hedgerow with trees will be reinstated along the length of the road.

A meandering woodland will be planted along earth bunds close to the boundary with the railway. A specific woodland mix has been chosen that conforms to guidance issued by Network Rail & The Tree Council.

A new footpath will be created along the northern side of the railway, incorporating wildflower meadow, native woodland and scrub.

Woodland and shrub planting to provide visual softening of A47 Link Road for Bridge Farm residents and users of Bridleway U/S2 and as well as providing further layers of vegetation to screen views from Burbage Common.

Attenuation basins to have variable edge profiles and organic shapes to increase biodiversity and amenity and create a more natural appearance.

Area of native woodland, scrub and wildflower will be created in the northern areas of the site to soften views from the north-east.

Pedestrian and cycle route access via underpass from Burbage Common Road.

Welfare areas, adjacent to public right of way to include outdoor gym equipment and seating.

Diverted public right of way to be a shared use bridleway/footpath set within a broad green corridor of varying habitats – woodland, meadow, scrub and stream, planted during the enabling works to provide early amenity provision.

Wet woodland planting includes fast growing willow species which will create visual screening and softening of development in short to medium term as well as longer term.

Semi-improved grassland along boundary with M69 to be retained.

Stream diverted along eastern boundary – profiled to allow for wet woodland and grassland habitat to develop on opposite bank to bridleway.

A Pegasus crossing will enable bridleway users to safely cross the A47 Link and continue on the new bridleway westwards towards Burbage Common and Woods Country Park.

Proposed woodland blocks and tree lined hedgerows along motorway junction to soften the effects of proposed highways improvement works.

Western Amenity Area to comprise a mix of meadow planting, copses, scrub and trees and be publicly accessible with mown paths around the area, inkeeping with the character of the adjacent Burbage Common.

The remaining section of Burbage Common Road east of the eastern Burbage Common Car Park will remain open for non-motorised users.

An underpass under the A47 Link will retain bridleway connectivity from Elmesthorpe to Burbage Common and Woods Country Park.

Native tree and hedgerow planting will align with road routes through the Proposed Development.

A series of connected wildlife ponds will be created in the lower western edge of the site, planting with native marginal and aquatic species and set within native wet grassland. Wet woodland to be established to the west of the pond network.

Earthworks around the railport container returns area to be planted with a native woodland mix with woodland edge to provide separation with the public open space and screen views from the west.

Bridleway routed through woodland edge corridor, separated from Link Road by planting and topography.

Boundary with Ancient Woodland to include woodland edge tree and shrub planting and shade tolerant meadow grassland.

**Figure 11.20: Illustrative Landscape Strategy**

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