

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Written Statement of Oral Case ISH 3 [Appendix H - Landscape Note on Greenspace Strategy and Mitigation]

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The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)

Hinckley National Rail Freight Interchange (HNRFI) Landscape Note on Greenspace Strategy and Mitigation edp3267_r066b

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1 INTRODUCTION

1.1 This Landscape Note has been prepared by The Environmental Dimension Partnership Ltd (EDP) in response to a request from the Examining Authority (ExA) during *ISH3, Agenda item: 6 Landscape and Visual Assessment* of the Examination. The ExA specifically requested a note on the greenspace strategy, particularly in relation to the effects on parts of Burbage Common.

Greenspace Strategy

1.2 The proposed landscape strategy and proposed landscape mitigation of the proposed Hinckley National Rail Freight Interchange (HNRFI) development– together forming the overall strategy for green spaces - is set out in the following documents:

- ES Chapter 11: Landscape and Visual Effects (document reference: 6.1.11);
- Appendix 11.2: Public Right of Way Strategy (document reference: 6.2.11.2);
- Appendix 11.4: Arboricultural Impact Assessment (document reference: 6.2.11.4);
- Figure 11.14: Public Right of Way Strategy (document reference: 6.3.11.14);
- Figure 11.16: Proposed Photomontages (document reference: 6.3.11.16);
- Figure 11.17: Illustrative Landscape Sections AA to GG (document reference: 6.3.11.17); and
- Figure 11.20: Illustrative Landscape Strategy (document reference: 6.3.11.20).

1.3 Landscape considerations have been a part of the design evolution since the land was first considered for development by Tritax Symmetry (Hinckley) Limited in 2016. The impact on the landscape has been considered at various stages, including the initial extent of the development and the scale of detail of the design. The Illustrative Landscape Strategy has been conceived and designed with reference to published Landscape Character Assessments as well as site-specific advice regarding landscape and visual matters, thus ensuring mitigation proposed accords with local authority policy guidance.

- 1.4 The Illustrative Landscape Strategy (document number 6.3.11.20, APP-304) provides an overview of proposed landscape features and areas of green space to mitigate the likely effects on landscape and visual receptors arising from the proposals. This is based on a hierarchical approach towards mitigation (prevent, reduce, offset), following these principles:
1. First to avoid where possible, any effects through the overall design and layout of the Proposed Development and disposition of its elements; this constitutes primary mitigation by preventing effects occurring through sensitive design and layout;
 2. Subsequently reducing effects arising through the careful siting of strategic landscape mitigation measures and careful consideration of the siting of each of the different elements of the Proposed Development; and
 3. Tertiary mitigation is achieved through the compensation of potential losses.
- 1.5 Primary considerations, falling within section one of the hierarchy, have considered the siting of the development in order to minimise any physical effects on the Common. With regards to access, the Development Consent Order (DCO) includes the provision of a new bridleway connection into Burbage Common as shown on the Access and Rights of Way Plans (document number 2.3A, APP-017) (Work No. 6(l)). This connection will link an existing bridleway within Burbage Common (Public Right of Way No. U51/2) with a new bridleway which is to be provided within the Main HNRFI Site (Work No. 6(e)). The Order Limits therefore extend slightly into Burbage Common to include the area in which the works to provide the new bridleway connection will be carried out. The part of Burbage Common on which these works will be undertaken was originally envisaged as comprising an area of approximately 950 square metres. This land is described as Plots 120 and 121 in Part 5 of the Book of Reference. However, the area of land which will contain the permanent bridleway connection will be less than 200 square metres.
- 1.6 Secondary mitigation within the Order Limits has ensured that the areas adjacent to Burbage Common and Woods Country Park would be safeguarded from development. This is achieved through the conversion of these locations to naturalistic, biodiverse areas of Public Open Space.
- 1.7 Over 22 hectares (ha) of new publicly accessible green space would be delivered adjacent to Burbage Common and Woods Country Park. This would enable a generous natural separation between the Main HNRFI Site and the adjacent Burbage Common and Woods Country Park in the form of a new Western Amenity Area.
- 1.8 As shown on the Illustrative Landscape Strategy (document number 6.3.11.20, APP-304), while the additional area adjacent to Burbage Common would not form part of the country park designation, it would extend the area available for amenity use. Importantly, this additional public access land would allow users of the Woods Country Park to spread over a greater area, reducing recreational pressure on the existing areas and allowing a broader mix of habitats to develop for wildlife.
- 1.9 It is acknowledged that the local landscape surrounding Burbage Common would change as a result of the Proposed Development. Nevertheless, the physical effect on

Burbage Common would be limited to a new permanent bridleway connection, with any temporary land take being limited to an area less than 200 square metres, beyond which all landscape features would be retained. This would not be perceptible to users of the Common to the north of the railway line.

- 1.10 To limit visual effects on users of Burbage Common, the north-western edge of the Main HNRFI Site would incorporate a bund, planted with woodland species to assist in softening views from the west and north. The landscape bunds are all designed with 1:3 side slopes and are between 2 and 3 metres in height. Topsoil from within the Main HNRFI Site would be used for the bunds. These would be planted with appropriate species to assist in softening views towards the Proposed Development. The bunds are proposed in strategic locations to ensure they maximise visual screening benefits.
- 1.11 The proposed landscape strategy would be secured through the DCO. This is delivered through Requirements 4 and 22 of the DCO and in accordance with the principles set out within the Design Code (document reference: TR050007-001173-3.1A) and Illustrative Landscape Strategy.