

# **Biodiversity net gain. Good practice principles for development**

## ***Case studies***

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# 7 Greater West Programme: Hay Lane, Swindon

## Details

**Organisations** Murphy, Network Rail  
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## 7.1 PROJECT SUMMARY

The project involved the removal of the existing railway bridge to enable the overhead line equipment (OLE) to be installed as part of the Greater West Programme and installation of an access road for the local community. Part of the scope was also to improve the drainage systems to alleviate issues with pooling of water in the surrounding area under land drainage consent.

The drainage system was a concrete canvas, which is more sustainable because it contains less embodied carbon and presents no on-site pollution risks as opposed to the use of pre-cast concrete or on-site concrete pouring respectively.

As part of the Great Western Route pilot on 'no net loss in biodiversity' the project team aimed to improve the biodiversity following the installation of a new access road. This was done by engaging with the design partner and subcontract teams over 40 native tree saplings (birch, oak, alder), nearly 1600 native scrub species (field maple, common hazel, common hawthorn, blackthorn, common holly, dog rose) and over 4000 m<sup>2</sup> of scrub woodland and embankment grass seeding spread.

While the new access road required the part removal of two hedge line, it was previously predominately grassland, with a baseline of 2.3 biodiversity units. The re-planting led to an improved continuous nature corridor, totalling five biodiversity units, and demonstrated a BNG of 2.7 biodiversity units in the area.

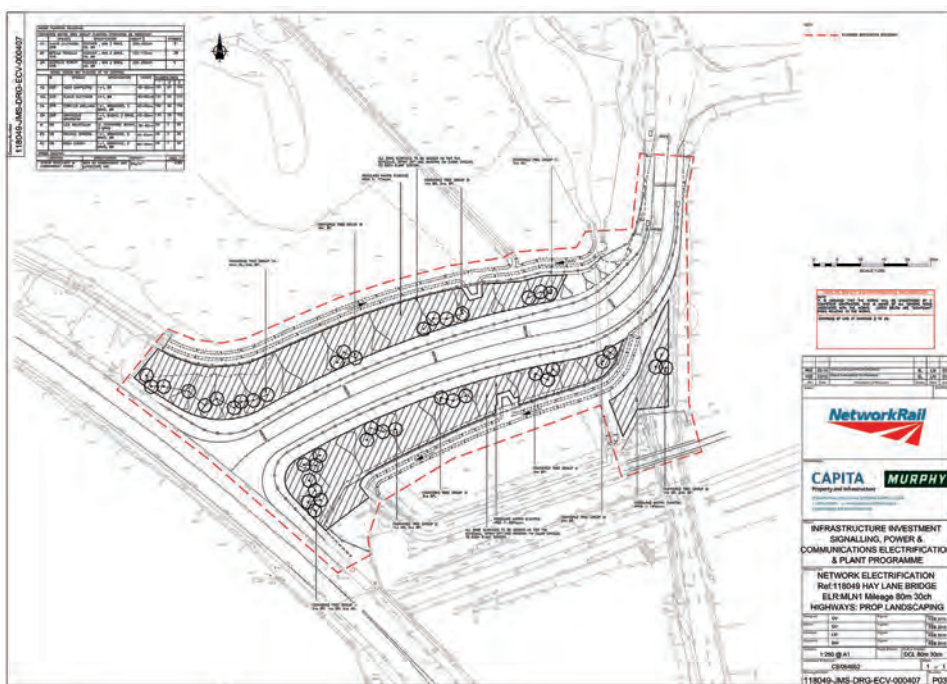


Figure 7.1 Landscape plan for Hay Lane, Swindon