

Tritax Symmetry (Hinckley) Limited

## **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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### **The Hinckley National Rail Freight Interchange Development Consent Order**

Project reference TR050007

## **SoCG between the Applicant and Natural England**

Document reference: 19.10A

Revision: 02

**9 January 2024**

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Planning Act 2008

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

**December 2023**

**Planning Act 2008**

**TRITAX SYMMETRY (HINCKLEY) LIMITED**

**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE  
OFF M69 JUNCTION 2, LEICESTERSHIRE**

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**Statement of Common Ground between  
Tritax Symmetry (Hinckley) Limited and Natural England**

**Version 09**

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**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE  
OFF M69 JUNCTION 2, LEICESTERSHIRE**

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**Statement of Common Ground between  
Tritax Symmetry (Hinckley) Limited and Natural England**

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## 1. INTRODUCTION

### Purpose of this Statement of Common Ground

- 1.1. This document is submitted to the Secretary of State through the Planning Inspectorate (as the responsible agency) in relation to an application by Tritax Symmetry (Hinckley) Limited for a Development Consent Order under the Planning Act 2008 ('the DCO Application').
- 1.2. The Application is for a new strategic rail freight interchange (SRFI) on land east of Hinckley, in Blaby District in Leicestershire, and for improvements to junction 2 of the M69 motorway on the edge of the Main HNRFI Site including a link road to the B4668/A47 Leicester Road. A strategic rail freight interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail. The project is known as the Hinckley National Rail Freight Interchange (HNRFI).
- 1.3. Under the Planning Act 2008, the rail freight interchange and road improvement proposals each qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, Tritax Symmetry (Hinckley) Limited submitted an application in March 2023 for a Development Consent Order (DCO) to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State.
- 1.4. In March 2015 the Department for Communities and Local Government (now the Ministry of Housing, Communities and Local Government) published *Planning Act 2008: Guidance on the pre-application process*. The guidance offers the following advice on Statements of Common Ground:
  - '47. A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. A statement of common ground is useful to ensure that the evidence at the examination focuses on the material differences between the main parties.
  - 48. Local authorities are encouraged to discuss and work through issues raised by the proposed development with applicants well before an application is submitted. Agreements reached between an applicant and relevant local authorities can be documented in a statement of common ground. This will contain agreed factual information about the application and can accompany the application. The statement of common ground can also set out matters where agreement has not been reached. This can then be looked at during examination.'

**Parties to this Statement of Common Ground**

- 1.5. This Statement of Common Ground has been prepared by Tritax Symmetry (Hinckley) Limited, the Applicant. Tritax Symmetry (Hinckley) Limited was formed following the acquisition of db symmetry by Tritax Big Box REIT plc, a FTSE 250 company, in February 2019. Tritax Big Box REIT plc is a real estate investment trust (REIT) dedicated to investing in and funding the pre-let development of very large logistics facilities in the UK.
- 1.6. Tritax Symmetry (Hinckley) Limited has a land portfolio of 1,680 hectares (ha) 4,150 acres), capable of accommodating 3.7 million sq. metres (40 million sq. ft) of logistics space. The portfolio is concentrated around the main motorway arteries of the UK and primarily along the M1 and M40 motorways in the Midlands and in the north-west's M6 and M62 motorway corridors.
- 1.7. Tritax Symmetry (Hinckley) Limited is a group company and was established for the purpose of promoting the HNRFI.
- 1.8. Natural England is a non-departmental public body in the United Kingdom sponsored by the Department for Environment, Food and Rural Affairs. Natural England works to conserve, enhance and manage the natural environment for the benefit of present and future generations, thereby contributing to sustainable development.
- 1.9. In this SoCG, reference to 'the parties' means Tritax Symmetry (Hinckley) Limited and Natural England.
- 1.10. This SoCG reflects matters and topics of interest to Natural England in relation to the DCO Proposed Development. It is structured as follows.
  - Section 2 summarises the main components of the DCO Proposed Development.
  - Section 3 provides a summary of the site for the DCO Proposed Development.
  - Section 4 confirms the pre-application consultation undertaken to date between Tritax Symmetry (Hinckley) Limited and Natural England.
  - Section 5 identifies the relevant documents on which the agreements recorded in this SoCG were reached.
  - Section 6 provides a summary of matters that have been agreed and not agreed.
  - Section 7 includes the signatures of all parties to confirm their agreement that this SoCG is an accurate record of issues and discussions.

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1.11. This SoCG relates to the following topics:

- The location of the DCO Development
- The DCO Development
- Potential Impact to Designated Sites
- Soil and Agricultural Land
- Ecological Assessment Criteria
- Biodiversity Net Gain
- Landscape and Visual Baseline
- Landscape and Visual Assessment

#### Definitions

- 1.12. The boundary of the land subject to this DCO is referred to as the 'DCO Order Limits' or 'the DCO Site'.
- 1.13. The land between the M69 motorway and the Leicester to Hinckley railway on which the proposed Hinckley National Rail Freight Interchange (HNRFI) would be developed is identified as the 'Main HNRFI Site'.
- 1.14. The DCO Order Limits that contain the Main HNRFI Site also include contiguous areas to the north-west, south and east, respectively to contain the corridor of a proposed link road that would cross the Leicester to Hinckley railway and connect to the B4668/A47 Leicester Road (the 'A47 Link Road'), the proposed works to M69 Junction 2 and a section of the B4669 Hinckley Road towards the village of Sapcote. These are called the 'Main Order Limits'.
- 1.15. The DCO Order Limits also include additional non-contiguous areas of land at roads and junctions for which highway enhancements and traffic management measures are proposed. The DCO Order Limits also include some pedestrian level crossings on the Leicester to Hinckley railway that are subject to proposed works and restrictions.

## 2. DESCRIPTION OF THE SITE

### Strategic

- 2.1. The DCO Site is located in what the UK logistics industry regards as the ‘Golden Triangle’, which extends from Northamptonshire up the M1 to East Midlands Airport, and westward as far as Birmingham. The DCO Site is at a central location in the Golden Triangle. The West Midlands conurbation, Coventry, Leicester, Nottingham, Derby and Northampton all lie within 50 km, and there are direct road connections to the north-west and London beyond.

### County

- 2.2. The Main HNRFI Site is in south-west Leicestershire to the east of Hinckley in a corridor of settlements along the M69 and M1 motorways that includes Coventry and Nuneaton to the south and Leicester, Coalville, Loughborough, Derby and Nottingham to the north. This settlement corridor is identified in *Leicester and Leicestershire 2050: our vision for growth* (‘LL 2050’, 2018).
- 2.3. LL 2050 has been prepared by the County, City, Borough and District Councils in Leicestershire, together with the Leicester and Leicestershire Enterprise Partnership, and informs a joint strategic growth plan for the county. LL 2050 acknowledges Leicestershire’s central position and connectivity in the UK and proposes a growth corridor along the A46 ‘expressway’ – a new road that would branch from the M69 close to the proposed HNRFI and skirt the southern and eastern sides of Leicester, crossing the M1 motorway at a new Junction 20a. Land inside this arc is identified as the ‘A46 growth corridor’ in LL 2050, with the potential to accommodate c. 40,000 new homes and associated employment. The proposed HNRFI site lies at the western end of the A46 growth corridor.

### Local

- 2.4. The site lies 3 km to the north-east of Hinckley town centre, in a level area of mixed farmland to the north-west of M69 Junction 2. The Nuneaton to Felixstowe railway forms the north-western boundary of the Main HNRFI Site, with the M69 motorway defining the south-eastern boundary. To the south-west of the Main HNRFI Site are blocks of deciduous woodland, including Burbage Wood, Aston Firs and Freeholt Wood, and two gypsy and traveller community sites. Beyond the north-eastern Main Order Limits lies the village of Elmesthorpe, a linear settlement on the B581 Station Road.
- 2.5. Other settlements in the locality include the small towns of Barwell and Earl Shilton 1 km to the north beyond the A47, the smaller settlements of Stoney

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Stanton and Sapcote lying respectively 2km to the east and south east, the village of Aston Flamville 1 km to the south beyond M69 Junction 2, and the larger settlement of Burbage, 1.5 km to the south-west.

- 2.6. The Main HNRFI Site largely comprises level farmland used for grazing and arable farming. Field boundaries are marked by a combination of hedgerows – some interspersed with trees – and fences. The Main HNRFI Site is little developed, the exceptions being Woodhouse Farm, a large farmstead at the centre comprising Old Woodhouse Farm and Woodfield, along with two properties on Burbage Common Road and smaller developments known as Hobbs Hayes and Freeholt Lodge adjacent to the motorway.
- 2.7. All of the land inside the Main Order Limits is in Blaby District in Leicestershire except for the north-western end of the A47 Link Road corridor, which is in the Borough of Hinckley and Bosworth in the same county. Supporting highway works are proposed in Blaby, Hinckley and Bosworth and Harborough Districts in Leicestershire and in the Borough of Rugby in Warwickshire.
- 3.1. Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).
- 3.2. To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.
- 3.3. The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.
- 3.4. The Proposed Development is described as follows in the Chapter 3: *Project Description* of the ES. A summary of the Proposed Development is as follows.

***Development on the Main HNRFI Site***

- The demolition of Woodhouse Farm, Hobbs Hayes, Freehold Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;
- new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;



- an intermodal freight terminal or 'Railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;
- up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace, including the potential for some buildings to be directly rail linked if required by occupiers. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They will also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;
- an energy centre incorporating an electricity substation connected to the local electricity distribution network and a hydrogen ready combined heat and power plant with an electrical generation capacity of 5 MW;
- a lorry park with welfare facilities for drivers and HGV fuelling facilities;
- a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;
- terrain remodelling, hard and soft landscape works, amenity water features and planting;
- noise attenuation measures, including acoustic barriers;
- habitat creation and enhancement, and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;
- pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the HNRFI including fencing and lighting;
- drainage works including groundwater retention ponds, underground attenuation tanks and swales;

*Highway works*

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- works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2.
- a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway under the Highways Act 1980.
- modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;
- works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between Burbage and Hinckley. In addition, pedestrian level crossings serving footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted;
- off-site (outside the Order Limits) railway infrastructure including signals, signage and electricity connections.

#### 4. CONSULTATIONS

4.1. The table below records the consultations that have taken place to date between the parties to this SoCG in connection with the Proposed Development.

4.2. Consultations between the parties in connection with the HNRFI

	Date	Form of contact (e.g. meeting, site visit, correspondence, consultation)	Main agenda
1.	August 2018	Discretionary Advice Service (DAS)	Pre-App response
2.	December 2022	Consultation	EIA Scoping Response
3.	April 2022	Consultation	Response to statutory consultation which took place between 12th of January 2022 and 8th of April 2022.
4.	August 2022	Consultation	Response to statutory consultation which took place between 12th of January 2022 and 8th of April 2022.

#### 5. DOCUMENTS CONSIDERED IN THIS SoCG

5.1. In reaching common ground on the matters covered in this SoCG, the parties made reference to the following documents:

- Environmental Statement Volume 1: Main Statement, Chapter 12: Ecology and Biodiversity; Revision 05 (Document reference: 6.1.12).
- Environmental Statement Volume 2, Appendix 17.1: Construction Environment Management Plan (CEMP); Revision 05 (Document reference: 17.1).
- Environmental Statement Volume 2, Appendix 12.4: Woodland Access Management Plan; Revision 02 (Document reference 6.2.12.4).
- Environmental Statement Volume 1, Appendix 12.2: Biodiversity Impact Assessment; Revision 05 (Document reference 6.2.12.2).

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- Environmental Statement Volume 1: Main Statement, Chapter 10: Noise and Vibration; Revision 07 (Document reference: 6.1.10).
- Environmental Statement Volume 1: Main Statement, Chapter 11: Landscape and Visual Effects; Revision 05 (Document reference: 6.1.11).
- Environmental Statement Volume 2, Appendix 11.1: Landscape and Visual Baseline Assessment (Document reference: 6.2.11.1).
- Environmental Statement Volume 2, Appendix 3.2: Lighting Strategy (Document reference: 6.2.3.2).
- Environmental Statement Volume 1: Main Statement, Chapter 9: Air Quality; Revision 04 (Document reference 6.1.9).
- Environmental Statement Volume 1: Main Statement, Chapter 14: Surface Water and Flood Risk; Revision 5. (Document reference 6.1.14).
- Environmental Statement Volume 1: Main Statement Appendix 12.3: Shadow Habitats Regulation Assessment; Revision 5 (Document reference: 6.2.12.3).

## Designated Sites

## Matters agreed

Ref.	Matter agreed	Record of agreement
1.	<p>Air modelling and assessment has been undertaken using the appropriate guidance and methodology (Chapter 9: Air Quality (document reference 6.1.9). No impacts on nationally or internationally designated sites anticipated as a result of changes to air quality from the development (Chapter 9: Air Quality – table 9.22) as confirmed within ES Chapter 12: Ecology and Biodiversity (Document reference: 6.1.12) Paragraphs 12.91, 12.185, 12.187 and 12.193).</p> <p>The wording of Requirement 7 (CEMP) has been amended to include dust measures following consultation with Natural England.</p>	Agreed through this SoCG
2.	<p>Potential adverse impacts on Burbage Wood and Aston Firs SSSI from dust during construction is considered unlikely subject to appropriate measures as outline within the CEMP. The wording of Requirement 7 (CEMP) has been amended following consultation with Natural England.</p> <p>Potential impacts from dust pollution have been fully assessed within ES Chapter 12: Ecology and Biodiversity (document reference: 6.1.12). Further details are included within the Construction Environment Management Plan (CEMP), (document reference: 17.1), which includes specific mitigation measures to ensure that noise, light and dust deposition during the construction phase will not adversely affect off-site habitats of value, including woodland.</p>	Agreed through this SoCG
3.	<p>Light spill during construction is unlikely to cause any direct adverse impacts on interest features of Burbage Wood and Aston Firs SSSI.</p> <p>Potential impacts from light pollution have been fully assessed within Appendix 3.2: Lighting</p>	Agreed through this SoCG

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	<p>Strategy (Document reference: 6.2.3.2) and ES Chapter 12: Ecology and Biodiversity (document reference: 6.1.12). Further details are included within the Construction Environment Management Plan (CEMP), (document reference: 17.1), which includes specific mitigation measures to ensure that noise, light and dust deposition during the construction phase will not adversely affect off-site habitats of value, including woodland.</p>	
4.	<p>No adverse noise or vibration impacts to any designated sites anticipated.</p> <p>Potential impacts from noise pollution have been fully assessed within ES Chapter 10: Noise and Vibration (document reference: 6.1.10) and ES Chapter 12: Ecology and Biodiversity (document reference: 6.1.12). Further details are included within the Construction Environment Management Plan (CEMP), (document reference: 17.1), which includes specific mitigation measures to ensure that noise, light and dust deposition during the construction phase will not adversely affect off-site habitats of value, including woodland.</p>	Agreed through this SoCG
5.	<p>The wildlife area and tree planting between Burbage Wood and Aston Firs SSSI and the development in the SW corner of the site will add appropriate noise buffering, along with its other obvious functions.</p> <p>Potential impacts from noise pollution have been fully assessed within ES Chapter 10: Noise and Vibration (document reference: 6.1.10) and ES Chapter 12: Ecology and Biodiversity (document reference: 6.1.12). Further details are included within the Construction Environment Management Plan (CEMP), (document reference: 17.1), which includes specific mitigation measures to ensure that noise, light and dust deposition during the construction phase will not adversely</p>	Agreed through this SoCG

	affect off-site habitats of value, including woodland.	
6.	<p>No impacts considered likely through surface water pollution events - including potential impacts on Narborough Bog SSSI - subject to standard mitigation practices as outlined within the CEMP.</p> <p>The wording of Requirement 7 (CEMP) has been amended to include specific reference to Narborough Bog SSSI following consultation with Natural England.</p> <p>Measures for the aquatic features (the stream corridor, pond and ditch network) include implementation of best practice to ensure that any discharge of surface water into the natural environment is of acceptable levels and quality, as further assessed within ES Chapter 14: Surface Water and Flood Risk (document reference 6.1.14), and the risk of likely pollution events including spills, leaks and other incidents during the construction phase will be minimised through adherence to best practice such as the 'former' Environment Agency's Pollution Prevention Guidance Notes (PPGs), which are still considered current best practice.</p> <p>The CEMP (document reference: 17.1) sets out more general environmental control measures (e.g. pollution control). A detailed CEMP will be secured by way of a suitably worded DCO requirement</p>	Agreed through this SoCG
7.	<p>There will be no significant recreational Impacts on off-site woodland / SSSI - The Woodland Management Plan (WMP) (document reference 6.2.12.4a) sets out outline measures for the long-term management and maintenance of retained woodland and associated new planting to ensure that such features are protected and enhanced over the long-term, and in so doing continue to</p>	Agreed through this SoCG

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	<p>deliver benefits to biodiversity, recreation and visual amenity.</p> <p>A detailed WMP will be produced at the detailed design stage and will be further informed by on meetings with relevant off-site management bodies and Natural England.</p>	
8.	<p>The Proposals include appropriate buffers from designated woodland sites. The proposed development is buffered at a minimum of 25m, with a buffer of at least 50m provided for most of the areas of ancient woodland and woodland within the SSSI (as shown on the parameter plans at Figure 3.2). These buffers will be maintained during both the construction and operational periods to ensure no adverse impacts to the SSSI.</p> <p>The wording of Requirement 7 (CEMP) has been amended to include construction and operational buffers, as a agreed with Natural England.</p>	Agreed through this SoCG
9.	<p>Tables 9.35 and 9.36 within the Air Quality Chapter (chapter 9) (document reference 6.1.9) show that at both the opening year and the future year 2036 at full operation the CHP will not give rise to an increase nitrogen deposition. Therefore, the CHP would not give rise to any additional deposition during the operational phase.</p>	Agreed through this SoCG
10.	<p>There is no route to likely significant effects on European level or internationally designated sites as a result of the development proposals. Potential effects have been scoped out in the Shadow Habitats Regulation Assessment (Appendix 12.3, Document reference: 6.2.12.3)</p>	Agreed through this SoCG

**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising



Soil and Agricultural Land  
Matters agreed.

Ref.	Matter agreed	Record of agreement
11.	The Agricultural Land Classification (ALC) survey methodology used is appropriate.	Agreed through this SoCG
12.	The development falls outside the scope of the Development Management Procedure Order (as amended) consultation arrangements, as the proposed development would not appear to lead to the loss of over 20 ha 'best and most versatile' (BMV) agricultural land.	Agreed through this SoCG

Matters not agreed.

Ref.	Matter not agreed	Any actions arising

Protected Species  
Matters agreed.

Ref.	Matter agreed	Record of agreement
13.	<p>The site supports a number of protected species for which suitable avoidance and mitigation measures have been proposed.</p> <p>Where protected species licencing is required to facilitate the proposals, draft licences have been submitted to Natural England during the examination through Natural England's Pre-Submission Screening service (PSS) with a view to obtaining a Letter of no Impediment (LoNI). This will ensure any potential issues are resolved prior to the DCO being determined.</p> <p>LoNIs have now been issued by Natural England in respect of bat and badger licencing.</p>	Agreed.

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**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising

## Veteran Trees

**Matters agreed.**

Ref.	Matter agreed	Record of agreement
14.	<p>The proposals include the loss of T486, a veteran oak tree.</p> <p>To facilitate the proposals (i.e. site clearance to ensure level plateaus), the loss of T486 cannot be avoided.</p> <p>To compensate for the loss of this tree, the trunk, stem, and significant limbs should be left intact (in large sections) at the edge of the woodland. This will allow them to decay and serve as a source of deadwood habitat.</p> <p>Additionally, Circa 600 new individual trees and 20ha of woodland will be delivered as part of the proposals.</p> <p>Natural England and the Forestry Commission's standing advice notes that compensation measures can include creation of new woodland. It should be noted that woodland creation, where being carried out in order to meet the Biodiversity Net Gain requirement, will not be able to be considered as compensation for loss of irreplaceable habitats. Compensation will need to be additional to the 10% Biodiversity Net Gain delivery. However, as BNG is not a statutory requirement for this project, the woodland planting noted could be considered as part of a compensation strategy for the proposal; Natural England raise no further concerns.</p>	Agreed through this SoCG

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**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising

**Biodiversity Net Gain**

**Matters agreed.**

Ref.	Matter agreed	Record of agreement
15.	<p>The proposals have aimed to reduce biodiversity impacts through the site layout and have looked at the onsite provision to ensure that the biodiversity gains can be maximised where possible. A potential off-site compensation area has been provided in the closest area possible to the site in order to provide the gains required in the locality. Off-site solutions, particularly those within the locality of the DCO site, will continue to be explored up to and through the detailed design stage to ensure a 10% net gain is achieved in biodiversity, hedgerow and river categories.</p> <p>Appendix 12.2: Biodiversity Impact Biodiversity Impact Assessment (Document reference 6.2.12.2) sets out all the measures that have been put in place in order to ensure that the BNG requirements are met.</p> <p>River unit net gain calculations have been undertaken, the results of which are included at Appendix 12.2 (document reference 6.2.12.2).</p> <p>Current calculations show a net loss of river habitat. Further River Corridor Assessment (RCA) Works and hydrology modelling works</p>	Agreed through this SoCG

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	<p>are underway in order to maximise river unit gains / minimise unit losses on site wherever possible. As above, off-site solutions are also being explored to ensure a 10% river net gain is achieved.</p> <p>As BNG is not yet mandatory, NE raise no issues with the above, and welcome the applicant's commitment to delivery of a 10% net gain across habitat, hedgerow and river units.</p>	
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**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising

## Landscape and Visual Baseline

**Matters agreed.**

Ref.	Matter agreed	Record of agreement
16.	Site location in NCA 94	S42 Response dated 5th April 2022.

**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising

## Landscape and Visual Effects

**Matters agreed.**

Ref.	Matter agreed	Record of agreement
17.	The development site lies a significant distance from any protected landscapes; thus no impacts on these are anticipated as a result of the development.	S42 Response dated 5th April 2022.

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**Matters not agreed.**


Ref.	Matter not agreed	Any actions arising



**7. AGREEMENT ON THIS SOCG**

This Statement of Common Ground has been jointly prepared and agreed by:

**Name:** Sinead Turnbull  
**Signature:**   
**Position:** Planning Director  
**On behalf of:** Tritax Symmetry (Hinckley) Limited  
**Date:** 08/01/2024

**Name:**   
**Signature:**   
**Position:** Planning & Environment Senior Adviser  
**On behalf of:** Natural England  
**Date:** 05/01/2024