

February 2024

Planning Act 2008

TRITAX SYMMETRY (HINCKLEY) LIMITED

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

DOC REF 19.3

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Statement of Common Ground between  
Tritax Symmetry (Hinckley) Limited and Leicestershire County Council

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## 1. MATTERS OF AGREEMENT AND DISAGREEMENT

### 1.1 Planning

Version	Date	Issued by
01	May 2023	TSH
02	23/06/23	LCC
03	03/07/23	TSH
04	08/09/23	LCC
05	11/10/23	TSH
06	18/10/23	LCC
07	09/02/24	LCC

#### Matters agreed – Principle of Development

Ref.	Matter agreed	RAG rating
	N/A	

#### Matters not agreed – Principle of Development

Ref.	Matter not agreed	RAG rating
1.	<p>The County Council has no objection to the principle of SRFIs, accepts the need for a SRFI is to be located in south Leicestershire. However, based on the information submitted to date (9 February 2024) the HNRFI site in Blaby District cannot be endorsed as an appropriate location given the issues raised by the County Council, including in its role as the Local Highway Authority.</p> <p>Given the significant concerns, which remain unresolved, particularly in relation to highways and transport matters, the Council objects to the HNRFI proposal as submitted by Tritax Symmetry to the Planning Inspectorate in March 2023 and considers the Examining Authority should recommend refusal to the SoS.</p>	

**Matters agreed – Master Planning Options for The Main HNRFI Site**

Ref.	Matter agreed	RAG rating
1.	Chapter 4 of the submitted Environmental Statement (document reference APP-113) outlines the alternative locations studied and has provided indication by the Applicant as to the reasons for the selection of HNRFI.	

**Matters not agreed – Master Planning Options for The Main HNRFI Site**

Ref.	Matters not agreed	RAG rating
1.	The Applicant has set out the alternative considerations in the evolution of the design of HNRFI on the main HNRFI site by reference to the issues identified at paragraph 4.133 of chapter 4 of the Environmental Statement (document reference APP-113).	
2.	The County Council in its role as the Local Highway Authority has concerns regarding the design of the access and egress to the site, the access road and proposed bridge, having regard to the 'Criteria for 'good design' for national network infrastructure' in the NPS (4.28 to 4.35).	

**Matters agreed – Need for HNRFI**

Ref.	Matters agreed	RAG rating
1.	The need for a SRFI has been established within the joint authority evidence base <i>'Warehousing and Logistics at Leicester and Leicestershire: managing growth and change'</i> (April 2021, amended March 2022)	
2.	The Study above identifies a shortfall of 718,875 sqm of rail served sites which should be planned for the period to 2041 – and a supply shortfall for rail served sites 'starts to emerge around the mid 2020s' (Leicester and Leicestershire Authorities' <i>'Statement of Common Ground relating to Strategic Warehousing and Logistics Needs'</i> (September 2021 paragraphs 3.4-3.5).	
3.	The identified business market for HNRFI is not fully served by existing and committed SFRIs within Leicester and Leicestershire as established in the joint evidence report <i>'Warehousing and Logistics in Leicester and Leicestershire: managing growth and change'</i> (April 2021, amended March 2022).	
4.	Both the <i>'Warehousing and Logistics at Leicester and Leicestershire: managing</i>	

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	<p><i>growth and change</i>' (April 2021 amended March 2022) jointly commissioned by the local authorities in Leicestershire and the <i>'Market Needs Assessment</i>' commissioned by the Applicant, identify a need for rail serviced logistics sites but the differing methodologies give different results. In principle HNRFI would meet this rail-related need.</p>	
5.	<p>The <i>'Warehousing and Logistics at Leicester and Leicestershire: managing growth and change</i>' (April 2021, amended March 2022) will form part of the evidence base for Leicester and Leicestershire planning authorities in the preparation of the reviews of their development plans in meeting future development needs.</p>	
6.	<p>The Applicant has undertaken a <i>'Market Needs Assessment</i>' (APP-357) which has demonstrated that HNRFI is located near to the business market it will serve and is linked to key supply chain routes.</p>	
7.	<p>The Applicant considers that the provisions of the development plan have been given appropriate consideration with preparation of the proposals for HNRFI.</p>	

**Matters not agreed – Need HNRFI**

Ref.	Matters not agreed	RAG rating
	N/A	

**Matters agreed – Strategic Rail Freight Interchanges**

Ref.	Matters agreed	RAG rating
1.	HNRFI will be developed in a form that can accommodate both rail and non-rail activities. (NPS NN paragraph 4.83)	
2.	Requirement 10. Rail which supports the construction and occupation of up to 105,000 sqm of logistics floorspace is reasonable and proportionate prior to the Rail Port (Phase 1) becoming operational as set out within the submitted Planning Statement (APP-347).	

**Matters not agreed – Strategic Rail Freight Interchanges**

Ref.	Matters not agreed	RAG rating
1.	There is disagreement between the parties whether the proposals for HNRFI satisfy the guidance for good design in the NPS (paragraphs 4.28-4.35) with particular reference to the alleged impact of HNRFI on the surrounding landscape.	
2.	HNRFI acknowledges the criteria set out in the NPS (paragraphs 4.28 to 4.35) which constitutes 'good design'	
3.	The recent Government announcement regarding the curtailing of High Speed 2 (HS2) at Birmingham and the introduction of Network North give rise to questions as to whether there will be sufficient capacity on the network to serve additional strategic rail freight as the NPSNN envisages (para 1.7): <i>This NPS sets out the Government's policy for development of the road and rail networks and strategic rail freight interchanges, taking into account the capacity and connectivity that will be</i>	

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	<p><i>delivered through HS2.</i></p> <p>Furthermore, the new proposals for the East Midlands include increased rail capacity by increasing the number of trains between Birmingham and Leicester from two to four per hour (which will itself increase the amount that Narborough crossing is closed).</p>	
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**Matters agreed – Other matters arising from the policy provision of the development plan**

Ref.	Matters agreed	RAG rating
1.	<p>That the development plan comprises:</p> <ul style="list-style-type: none"> <li>i. <b>Leicestershire Minerals &amp; Waste Local Plan 2019</b></li> <li>ii. <b>District/Borough Wide Development Plans</b> Blaby District Local Plan Core Strategy 2013 Blaby Local Plan Delivery DPD 2019 Hinckley and Bosworth Core Strategy DPD 2009 Hinckley and Bosworth Site Allocations and Development Management Policies 2016</li> <li>iii. <b>Neighbourhood Plans</b> Fosse Villages' Neighbourhood Plan</li> </ul>	
2.	<p>Minerals and Waste Local Plan (MWLP)</p> <p>The development of HNRFI does not offend any of the policy provisions within the Minerals and Waste Local Plan.</p>	
3.	<p>HNRFI does not adversely impact the safeguarding of mineral resources.</p>	
4.	<p>The development of HNRFI will not adversely impact committed or consented operations for minerals extraction or waste management.</p>	

**Matters not agreed – Other matters arising from the policy provision of the development plan**



Ref.	Matter not agreed	RAG rating
1.	Although it is accepted that the NPS is the primary basis for making decisions on development consent applications for national networks, nationally significant infrastructure projects, LCC consider 'greater weight' must be given to the policies and proposals in the relevant development plan documents.	

#### Matters agreed – Draft Policy Statement National Networks

Ref.	Matters agreed	RAG rating
1.	The Draft NPS is an important and relevant consideration to the decision taking on HNFRI and represents the current thinking of the Government on the policy provision for national networks.	
2.	The Draft NPS maintains a consistency of policy approach towards the provision of new national networks including SRFIs.	
3.	In meeting the Government's ambitions for rail freight growth there remains a continuing need for appropriately located SRFIs across all regions to enable further unlocking of the benefits. (Draft NPS paragraph 3.103)	

#### Matters not agreed – Draft Policy Statement National Networks

Ref.	Matters not agreed	RAG rating
	N/A	

## 1.2 Waste

Version	Date	Issued by
01	19.05.23	TSH
02	27.06.23	LCC
03	14.07.23	TSH
04	13.08.23	LCC
05	05.02.24	LCC

### Matters agreed

Ref.	Matters agreed	RAG rating
1.	ES Chapter 17 (APP-126) has been prepared in accordance with the National Policy Statement for National Networks (NPSNN).	
2.	ES Chapter 17 (APP-126) has been prepared in accordance with the Waste Management Plan for England, inclusive of the principles of the 'Waste Hierarchy'.	
3.	ES Chapter 17 (APP-126) agrees with the ambitions to reuse most demolition materials from existing buildings and barns within the development. Off-site removal to landfill is to be minimised, with the exception of any contaminants (e.g. asbestos). This is included as an aim within a Site Waste Management Plan/Materials Management Plan.	
4.	ES Chapter 17 (APP-126) agrees locally sourced materials should be used where appropriate/possible in order to reduce travel miles/CO2 footprint for construction. This aim can be included within a Materials Management Plan. This also generates potential localised economic benefits.	
5.	ES Chapter 17 (APP-126) provides a sufficient assessment of the nature and quantity of materials and natural resources, to the extent that such information is available, by applying knowledge of similar developments and	

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	the Rochdale envelope approach to uncertainty.	
6.	ES Chapter 17 (APP-126) considers the baseline and future baseline waste disposal capacity.	
7.	The Spatial scope of the assessment is considered within keeping with best practice, proportionate and acceptable.	
8.	The proposed Site Waste and Materials Management Plan (SWMMP) (APP-361) is sufficient to provide a framework for lead contractors and compliant with National and Local objectives. Implementation of the SWMMP would ensure that material reuse is maximised by minimising waste at source (reducing the requirement for new construction materials) and during construction. It would be regularly updated during the lifetime of HNRFI.	
9.	Excavated material is classified as waste and this will be managed in accordance with the Definition of Waste: Development Industry Code of Practice (CL:AIRE, 2011).	
10.	The HNRFI site benefits from a range of waste facilities in close proximity. With the adherence to the Material Management Plan and the associated reuse of material, the quantity of waste would not have a significant impact on the capacity of the landfill sites in the region with the impact assessed as slightly adverse.	
11.	Waste generated during operation by HNRFI which cannot be reused will be disposed of offsite by licensed contractors. A recycling rate of 65% is targeted.	
12.	The overarching principles of the Site Waste and Materials Management Plan submitted with the DCO application are agreed (APP-361)	
13.	Requirement 22. Prior to the commencement of construction work on each phase of the development a detailed site waste and materials arrangement plan for that phase in accordance with the	

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	principles set out in the Site Waste and Materials Management Plan (APP-361) must be submitted to and approved by the relevant planning authority.	
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**Matters not agreed**

<b>Ref.</b>	<b>Matters not agreed</b>	<b>RAG rating</b>
	N/A	

### 1.3 Highways

#### Traffic and Transport

Version	Date	Issued by
01	09.10.2023	TSH
02	22.12.2023	LCC
03	09.02.2024	LCC
04	20.02.2024	LCC
05	27.02.2024	LCC

#### Matters agreed

Ref.	Matters agreed	RAG rating
1.	Development trip distribution as produced by AECOM (TN1) v2.1 dated 10.12.2018	
2.	PRTM 2.2 Hinckley National Rail Freight Interchange Transport Modelling: Base Year Model Review and Refinements, Report v4.0 dated 11.02.2022	
3.	Base VISSIM modelling Audit Response J1 M69	
4.	Structural integrity of M69 J2 bridges.	

#### Matters not agreed

Ref.	Matters not agreed	RAG rating
1.	The Transport Assessment (REP3-157) and ES Chapter 8 (APP-117) have been prepared in accordance with the National Policy Statement for National Networks (NPSNN)	
2.	PRTM input: Trip generation - comparability to site selection, and inclusion of managerial posts	
3.	PRTM input: Uncertainty Log V8 dated 02.02.2022 – omission of Padge Hall Farm	

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4.	PRTM outputs: including no sensitivity testing of a fully dualled link road, no modelling of an unconstrained scenario at M1 J21/M69 J3, and no sensitivity test for Padge Hall Farm	
5.	PRTM outputs: Off-Site Mitigation strategy including no phased development testing and no strategic modelling of mitigation package in PRTM	
6.	Furnessing methodology	
7.	VISSIM modelling M69 J1	
8.	VISSIM modelling M69 J2	
9.	VISSIM modelling M1 J21/M69 J3	
10.	VISSIM modelling Gibbet roundabout	
11.	VISSIM modelling A5 Longshoot/Dodwells	
12.	Off-site local junction modelling including methodology, unmitigated impacts, and schemes of mitigation	
13.	Provision of adequate infrastructure to the site for all users including walking, cycling and public transport	
14.	Stage 1 Road Safety Audits and Designer's Responses for access arrangements and off site junction improvements	
15.	Stage 1 Road Safety Audits and Designer's Responses for active travel proposals	
16.	Sustainable Transport Strategy and Plan (REP6-006)	
17.	Site Wide Framework Travel Plan (REP5-013)	
18.	Ongoing maintenance responsibilities in respect of A47 link road bridge and underpass	
19.	Assessment of impact of Narborough Level Crossing downtime on the Local Road Network and NMUs, including VISSIM modelling (REP5-027)	
20.	HGV Routeing Strategy (REP6-016) including ANPR	
21.	Construction Traffic Management Plan including access to the Local Road Network, impacts, and routeing (REP3-040)	

**1.4 PROW**

Version	Date	Issued by
01	09.10.2023	TSH
02	22.12.2023	LCC
03	09.02.2024	LCC
04	20.02.2024	LCC
05	27.02.2024	LCC

**Matters agreed**

Ref.	Matters agreed	RAG rating
1.	Details of Outwoods footbridge and its future maintenance	

**Matters not agreed**

Ref.	Matters not agreed	RAG rating
1.	PRoW proposals are deliverable	
2.	PRoW proposals can be designed fully in accordance with LCC adopted standards	
3.	Details of A47 underpass	
4.	Details of PRoW connections to link road footway provision	
5.	Stopping up of duplicated bridleway V35/1	
6.	Risk assessment of Thorney Fields Farm bridge	
7.	Stage 1 Road Safety Audit of B581 Elmesthorpe railway bridge footway provision	
8.	Details of private access to Bridge Farm	

## 1.5 Climate

Version	Date	Issued by
01	19/05/23	MW
02	23/06/23	MW
03	26/07/23	TM
04	24/10/23	LCC
05	09/02/24	LCC

### Matters agreed

Ref.	Matters agreed	RAG rating
1.	ES Chapter 18 Energy and Climate Change (APP-127) has been prepared in accordance with the National Policy Statement for National Networks (NPSNN).	
2.	ES Chapter 18 Energy and Climate Change (APP-127) has been prepared in accordance with the National Planning Policy Statement (NPPS) (2021) by mitigating and adapting to climate change, including moving to a low carbon economy (paragraph 7).	
3.	The assessment methodology has been accepted comprising: <ul style="list-style-type: none"> <li>• A Study of the baseline characteristics using both survey data and third-party information;</li> <li>• An Assessment of the resilience to likely climatic changes;</li> </ul>	
4.	Although the Proposed Development is not an Energy NSIP, the provision of roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts peak (MWp) providing direct electricity supply to the building or exporting power to battery storage, and also incorporating provision of an energy centre, HNRFI supports the Draft National Policy Statement for Renewable Energy Infrastructure 2021 (NPS EN-1 – draft)	



5.	ES Chapter 18 Energy and Climate Change (APP-127) acknowledges and supports Leicestershire County Council's own commitments to acknowledging a climate emergency. TSL are committed to the principles of the ' <i>Leicestershire Climate and Nature Pact</i> '.	
6.	Prior to their implementation, the energy efficiency and sustainability measures will be assessed to determine their applicability to the detailed design. This will be considered in the early detailed design stages and written into the building specifications.	
7.	The materials demand of the development will be addressed by maximising the use of reclaimed and recycled materials where practicable throughout the construction process. The demand upon the development for the provision of recycling and waste storage will be addressed in the early detailed design stages and when detailed discussions can be held with prospective operators regarding the specific operations of the proposed units. In addition, recycling and waste will be considered for the Construction Stage. Provision has been made in the scheme for the inclusion of recycling and waste storage / compaction within the identified service areas.	
8.	This commitment by TSH to deliver net-zero buildings should result in a significant reduction in embodied carbon sources during construction that are not anticipated to materially affect the ability of the UK to achieve its carbon reduction targets, and thus are not predicted to have a significant effect on the global climate. Opportunities for further reduction during operation will be encouraged and captured through the incorporation of carbon targets within the procurement process.	
9.	A Construction Traffic Management Plan (CTMP) (REP3-040) will minimise and mitigate the environmental impacts of construction activities, including the reduction of GHG emissions.	

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10.	<p>The Framework CEMP (REP4-109) includes best practice mitigation measures to reduce emissions during construction, including from construction plant, for example:</p> <ul style="list-style-type: none"> <li>• Training employees in how to handle machinery to reduce GHGs;</li> <li>• Switching off machinery and vehicles when not in use;</li> <li>• Regular maintenance of machinery to ensure they work efficiently;</li> <li>• Using electric or alternative low/zero carbon emission machinery where possible;</li> <li>• Reducing water consumption where possible; and</li> <li>• Using efficient vehicles and machinery where possible.</li> </ul>	
11.	<p>During the demolition of on-site structures, the re-use, recycling and reduction of construction waste will be promoted to reduce HNRFI's overall carbon footprint by reducing the need to extract raw materials.</p>	
12.	<p>Embedded emissions of HNRFI will be calculated at each stage of design as it develops to ensure that it is meeting its project specific targets and legal requirements including Building Regulations Part L and to seek to achieve a BREEAM 'Very Good' rating. This will consider both operational CO<sub>2</sub>e emissions affected by design and embodied carbon. HNRFI will source building materials from sustainable and, where possible, local sources whilst restricting materials which cause environmental harm. Ultimately, this strategy will reduce the overall carbon footprint and lead to a potential reduction in GHG emissions associated with HNRFI over its lifetime.</p>	
13.	<p>The increase in electrical vehicles throughout the lifespan of HNRFI will result in a decrease of direct emissions, though it will in turn increase the demand on the national grid where indirect emissions may result depending on the energy source.</p>	

14.	The impacts of climate change on HNRFI during the construction stage would be managed through the outline CEMP (REP4-109), which would contain detailed procedures to mitigate any potential impacts associated with extreme weather events, as listed in Appendix 18.6 (APP-222). This will complement best practice mitigation measures employed in the construction industry. The lead contractor will ensure appropriate measures within this outline CEMP are implemented and, as appropriate, additional measures to ensure the resilience of the proposed mitigation of impacts during extreme weather events.	
15.	The lead contractor's Environmental Management System will consider all measures deemed necessary and appropriate to manage extreme weather events and should specifically cover training of personnel and prevention and monitoring arrangements.	
16.	During operational circumstances, adaptation and resilience to climate and weather-related risks would be considered periodically through maintenance regimes. A schedule of general inspections and principal inspections of each structure should be carried out to determine the condition of the structure and identify any potential maintenance requirements.	
17.	Requirement 17 Energy Strategy	
18.	<p>The assessment is sufficient to estimate the effects on GHG emissions sources, including:</p> <ul style="list-style-type: none"> <li>• Vehicular emissions during the construction stage;</li> <li>• Embodied carbon in construction materials;</li> <li>• Vehicular emissions during the operational stage; and</li> </ul> <p>Energy demand during the operational stage.</p>	

**Matters not agreed**

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Ref.	Matters not agreed	RAG rating
1.	<p>The proposal supports the DfT’s NPS for National Networks by providing sustainable development through the reduction of transport-based GHG emissions by encouraging a modal shift of freight from road to rail. Furthermore, this modal shift will help to reduce traffic congestion and contribute towards improving air quality in the wider East Midlands region.</p>	
2.	<p>The development has been designed in ways to:</p> <ul style="list-style-type: none"> <li>a) avoid increased vulnerability to the range of impacts arising from climate change;</li> <li>b) help to reduce greenhouse gas emissions (paragraph 154).</li> </ul> <p>To help increase the use and supply of renewable and low carbon energy and heat, the development:</p> <ul style="list-style-type: none"> <li>a) provides a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);</li> <li>b) considers suitable areas for renewable and low carbon energy sources, and</li> <li>c) identifies opportunities to draw its energy supply from renewable or low carbon energy supply systems (paragraph 155).</li> </ul>	
3.	<p>The assessment methodology has been accepted comprising:</p> <ul style="list-style-type: none"> <li>• An Assessment of the likely effects on climatic change;</li> <li>• Recommendations to mitigate likely significant effects</li> </ul>	
4.	<p>HNRFI proposes a suite of transport and access improvements which will help reduce GHG emissions associated with the transport of employees to and from the Main HNRFI Site during the operational phase.</p>	

## 1.6 Drainage

Version	Date	Issued by
01	16/05/2023	TSH
02	22/06/2023	LCC
03	30/06/2023	TSH
04	06/10/2023	TSH
05	09/02/2024	LCC

### Matters agreed

Ref.	Matters agreed	RAG rating
1.	The Flood Risk Assessment (APP-209) has been prepared in accordance with the National Policy Statement for National Networks (NPSNN)	
2.	The submitted surface water and flood risk ES Chapter 14 (APP-123) includes an agreed methodology and approach to assessment of surface water and flood risk, including the effects of climate change.	
3.	The proposed scheme is at an acceptable level of surface water flood risk and, subject to the implementation of the surface water flood risk management principles outlined in the Flood Risk Assessment, and the flood risk management principles agreed with the Environment Agency, the proposed scheme will seek to appropriately mitigate flood risk within Leicestershire in line with best practice guidance.	
4.	The surface water drainage strategy shall be implemented in accordance with the principles outlined in the concept drainage plans ES Figure 14.4 (REP4-083), ES Figure 14.6 (APP-341) and ES Figure 14.7 (APP-342), and in accordance with Requirement 13 and 14 of the Draft DCO (3.1D).	
5.	Matters contained in the CEMP (17.1B ) in relation to water resources and flood risk (paragraphs 1.93 – 1.109) are considered appropriate to address the	

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	construction phase of the Proposed Development.	
6.	In accordance with requirement 7 of the draft DCO (3.1D), phase specific CEMPs to be prepared prior to the construction of each development phase. This will include details of any necessary temporary (or otherwise) flood risk and surface water quantity and quality management measures. The performance of implemented measures should be monitored and changes made where appropriate in order to maintain water quality and adequately mitigate flood risk during the construction period.	
7.	The Lead Local Flood Authority are comfortable with the content of the draft DCO (3.1D) relating to flood risk and water environment. This includes approval of Part 6(47) of the draft DCO which sets out disapplication, application and modification of legislative provisions in relation to Ordinary Watercourses.	

**Matters not agreed**

<b>Ref.</b>	<b>Matters not agreed</b>	<b>RAG rating</b>
	N/A	

## 1.7 Health

Version	Date	Issued by
01		TSL
02		BDC
03		TSL
04	28.07.2022	BDC
05	15/08/2023	TSL
06	10.11.2023	BDC (without LCC comment)
07	14/11/2023	TSL
08	09/02/2024	LCC

### Matters agreed

Ref.	Matter agreed	RAG Rating
1.	As agreed during the formal Scoping Process with the Planning Inspectorate, the approach to considering the health and wellbeing of communities, was to focus on environmental socio, cultural and economic precursors protective of the environment and health.	
2.	Appendix 7.1 Health and Equality Briefing Note (REP4-050)) was prepared to aid signposting as to how and where health was addressed and assessed in the DCO ES.	
3.	A supplementary statement on equality was prepared in Appendix 7.2 (REP1-009) to respond to the PINS s51 Advice letter and more clearly demonstrates the effects of the Proposed Development on those persons with protected characteristics as defined under the Equality Act 2010 (as amended). A Rule 17 response was received from the Planning Inspectorate regarding preferred terminology, and the Applicant has confirmed that the revised Equality Statement made no changes to the assessment or conclusion.	
4.	Potential impacts on local water supply, foul	

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	<p>water, surface water, flood risk and electric and magnetic fields are addressed through planning and the regulatory planning process to preclude any risk or impact to health. These items can be deferred to the pertinent technical disciplines and does not need to be addressed through a health topic at the Issue Specific Hearing.</p> <p>In the event that further technical assessments pertaining to these topics result in the identification of significant impacts, the potential for health impacts should be reconsidered.</p>	
5.	<p>Potential changes in local air quality during both construction and operation remain within air quality objective thresholds set specifically to be protective of health for vulnerable members of the population, and the absolute change in concentration and exposure remains orders of magnitude lower than is required to quantify any measurable adverse health outcome.</p> <p>As such, this item can be retained under the air quality technical disciplines and does not need to be addressed through a health topic at the Issue Specific Hearing.</p> <p>LCC has requested further clarification on this point in the form of high-level Quantitative Exposure Response Assessment. The Applicant’s position is that this request is excessive given the negligible effect of the proposal on air quality. The Applicant will prepare a separate technical note clarifying its position at the ExA’s request.</p>	
6.	<p>Changes in visual impact are not of an order to result in any measurable adverse health outcome. The more subjective potential effect of visual impact is adequately addressed within the Landscape and Visual Effects technical discipline to recognised methods and an agreed scope.</p>	
7.	<p>Income and employment are key determinants of health, which are addressed through the socio-economic Technical Discipline.</p> <p>The item can be deferred to the socio-economic Impact technical discipline and does not need to be addressed through any additional considerations of health at Issue Specific Hearing.</p>	
8.	<p>The health baseline applied in the Health Briefing Note (REP4-050) was to provide further context</p>	



	<p>and awareness of local circumstance priority and need. It complements the appropriate topic specific baselines contained in the ES, whose geographical scopes were agreed during scoping and vary by topic, depending on the nature of varying focus, scope, distribution characteristics and effect.</p> <p>The Public Health Team have reviewed the contextual health baseline in the Health and Equality Briefing Note (REP4-050), and while minor discrepancies exist due to the granularity of data applied (ward, Super Output Area etc) and temporal periods, these are not material. This contextual information, which complements the topic specific baseline data, has no impact on the assessment conclusions or assessment of significance.</p>	
9.	The updated Health and Equality Briefing Note, (REP4-050)) includes a reference to a Health Impact Assessment.	

**Matters not agreed**

Ref.	Matters not agreed	RAG Rating
1.	<p>Mental Health: In the Health and Equalities Briefing Note (REP4-050) consideration is only given to the provision of net additional long-term employment and the working environment for employees. It does not consider the impacts associated with noise, vibration and landscape and visual effects which are all known to affect mental health.</p>	
2.	<p>Good quality public rights of way and open space enhances community wellbeing by offering areas for recreation, relaxation and social interaction which contribute to physical and mental health.</p> <p>Further clarification is required how good quality open space will be achieved. The LEMP document (REP4-111) describes habitat creation/enhancement and does not provide an understanding of how the open spaces will be accessed by the public and well maintained.</p>	

**1.8 Land Use and Socio-Economic Effects**

Version	Date	Issued by
01	22/05/23	TSL
02	20/06/23	HBBC
03	23/06/23	TSL
04	28/07/23	MP
05	10/10/23	TSL
06	23/10/23	BDC and HBBC
07	14/11/23	TSL
08	09/02/2024	LCC

**MATTERS AGREED AND NOT AGREED****Matters agreed.**

Ref.	Matter agreed	Record of agreement
1.	Up to date employment rates have been provided in the ES (APP-116)	
2.	The effect of the Proposed Development on community land and assets (including access to Burbage Woods and Common) has been updated to report a minor adverse effect over the long term.	


**Matters not agreed.**

Ref.	Matter not agreed	Any actions arising
1	N/A	

**2. AGREEMENT ON THIS SOCG**

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

**Name:** Sinead Turnbull

**Signature:**  \_\_\_\_\_

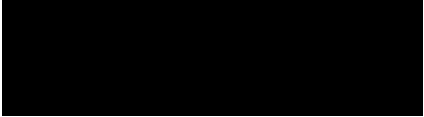
**Position:** Planning Director  
\_\_\_\_\_

**On behalf of:** Tritax Symmetry (Hinckley) Limited  
\_\_\_\_\_

**Date:** \_\_\_\_\_

**Name:** Julie Thomas

**Signature:**  \_\_\_\_\_

**Position:** Head of Planning, Historic and Natural Environment  
\_\_\_\_\_

**On behalf of:** Leicestershire County Council  
\_\_\_\_\_

**Date:** 6<sup>th</sup> March 2024  
\_\_\_\_\_