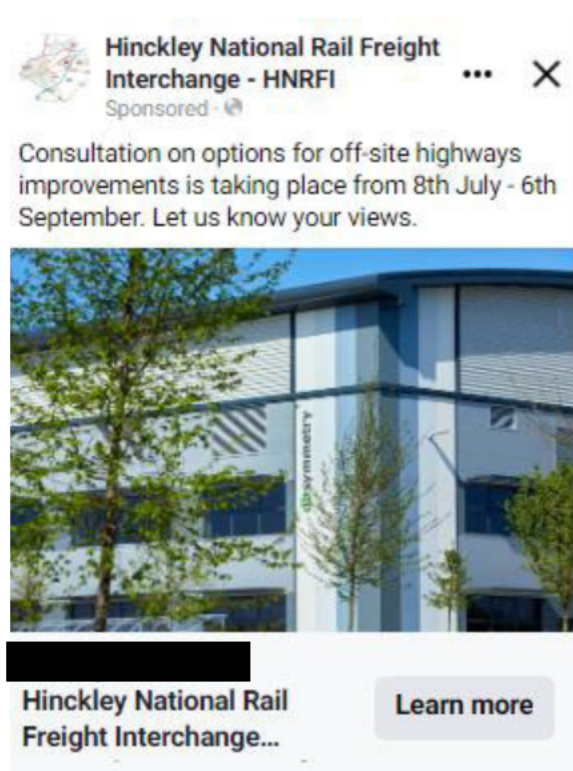



Appendix 6.7


Appendix 32 – Social Media Adverts

Social media adverts on Facebook and Instagram

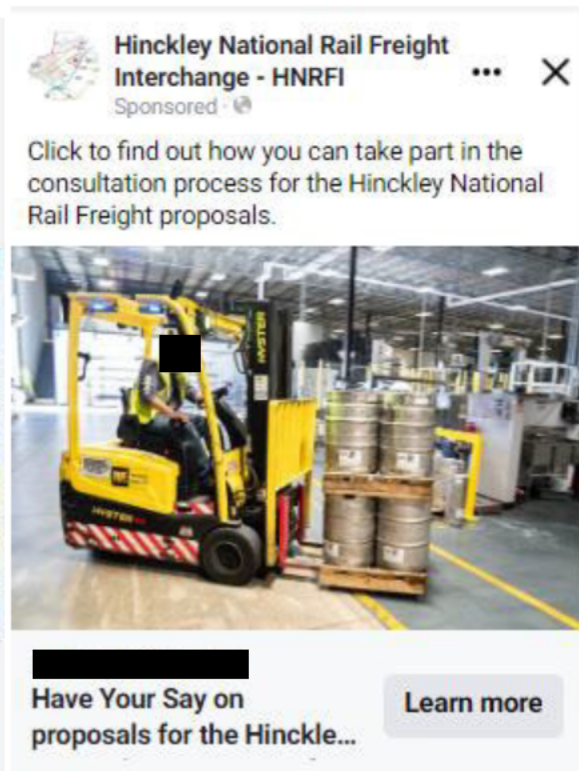



Hinckley National Rail Freight Interchange - HNRFI
Sponsored · 

Consultation on options for off-site highways improvements is taking place from 8th July - 6th September. Let us know your views.




Hinckley National Rail Freight Interchange... [Learn more](#)

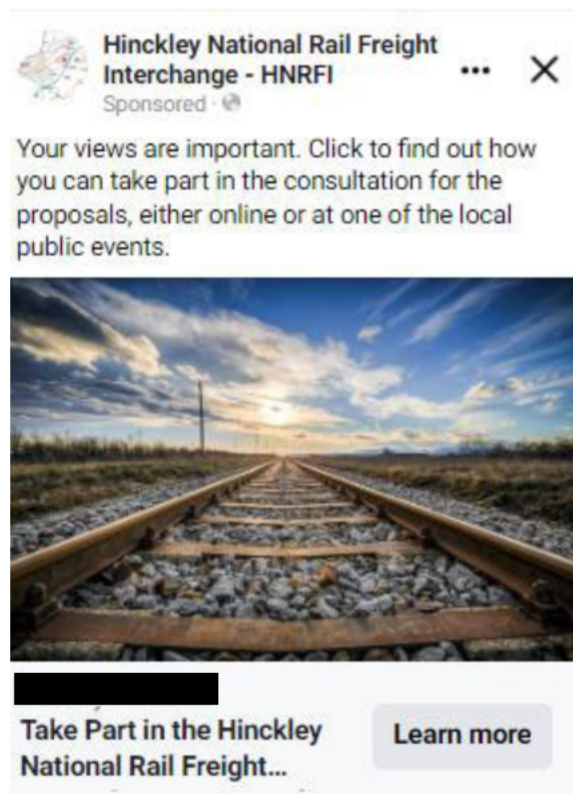



Hinckley National Rail Freight Interchange - HNRFI
Sponsored · 

Click to find out how you can take part in the consultation process for the Hinckley National Rail Freight proposals.




Have Your Say on proposals for the Hinckle... [Learn more](#)



Hinckley National Rail Freight Interchange - HNRFI
Sponsored · 

Your views are important. Click to find out how you can take part in the consultation for the proposals, either online or at one of the local public events.



Take Part in the Hinckley National Rail Freight... [Learn more](#)

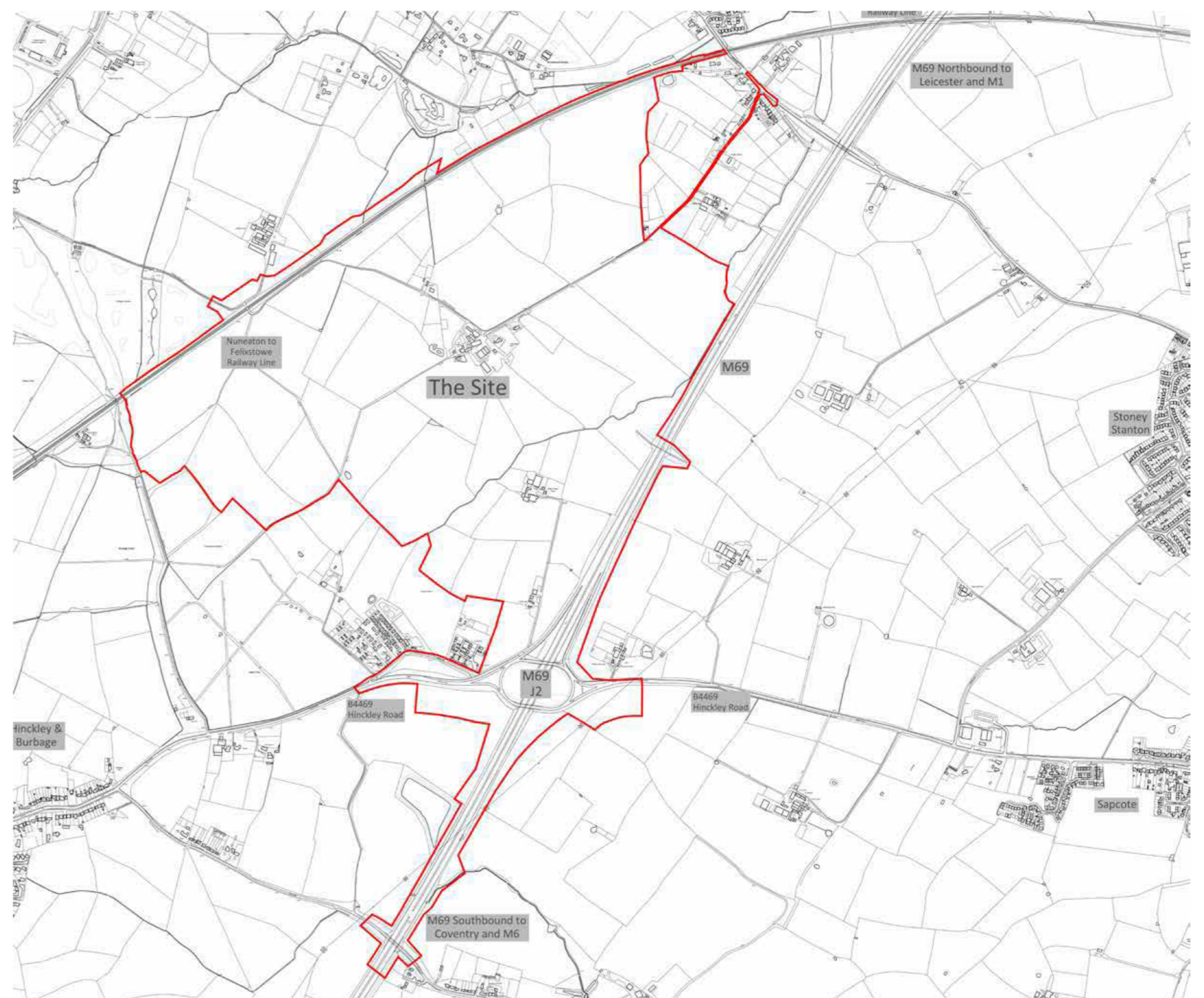
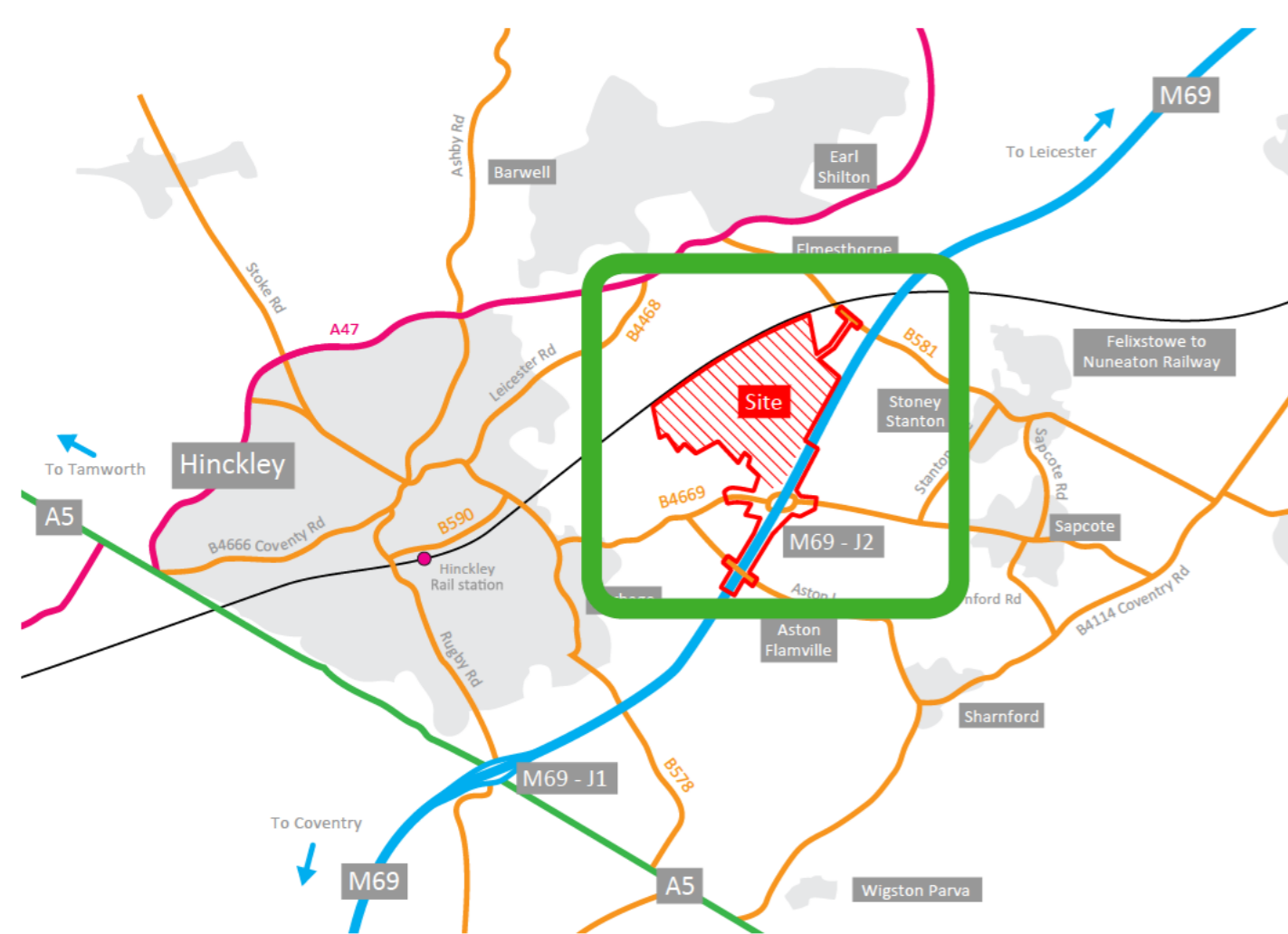
Tritax Symmetry - Highways Informal Consultation 2019 (non-statutory)

Appendix 6.8

Welcome

Hinckley National Rail Freight Interchange (HNRFI): *the journey so far*

db symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) close to Junction 2 of the M69, on land east of Hinckley, in Blaby District in Leicestershire.



An informal public consultation was held on the proposals between October and December 2018 and a series of exhibitions were held in six venues across the local area which were attended by approximately 1,500 residents. In response to the feedback received to the first informal consultation stage, a further round of informal consultation is now taking place, focussing specifically on highways issues and options for potential off-site highways improvements outside the main HNRFI development site – the main concern raised at the October-December 2018 consultation.

If you would like to see the exhibition boards from the previous consultation held last year then please speak to a member of the team here today. This consultation does not cover the proposed rail terminal itself or its economic impacts. These topics will be consulted on again at the formal consultation currently scheduled for late 2019.

What happens today?

We are keen to hear your views as part of our pre-application community consultation.

The purpose of this exhibition is to ensure that local people are aware of the emerging proposals for local road improvements and provide an opportunity for people to give their feedback and ask any questions.

This round of informal consultation on the proposed HNRFI will run from 8 July to 6 September 2019. Please let us know your views by speaking to a member of the team and completing a feedback form.

What happens next?

We are in the process of preparing our DCO application, which will involve detailed design work and extensive environmental assessment. Our preparation will be informed by your views on the materials you see today.

Ahead of submitting our DCO application we will formally consult the local community as well as other stakeholders. The formal consultation is currently expected to be in late 2019 and it will be carried out in accordance with Section 47 of the Planning Act 2008.

What is a Strategic Rail Freight Interchange?

Logistics may be defined as the management and movement of goods between manufacturers, suppliers and customers. This can involve the production, processing, batching, transport, recording and storage of products in secure environments.

At the heart of a modern logistics operation are storage and distribution buildings. 'Just-in-time' delivery and efficient low carbon operations are an important aspect of a logistics operation, requiring good links to the strategic transport network. Each tonne of freight transported by rail reduces carbon emissions by 76% compared to road and each freight train removes 43 to 76 lorries from the road. db symmetry has a proven track record in delivering large logistics developments.

The East Midlands is home to a fifth of the UK's manufacturing capability and 45% of the UK's rail freight goes through the Midlands. The region is a focus for UK logistics operations.

A Strategic Rail Freight Interchange (SRFI) is a type of logistics hub, with a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. The aim of an SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road.

db symmetry's SRFI project is known as the Hinckley National Rail Freight Interchange (HNRFI).

HNRFI is exceptionally well positioned on the rail network, in the heart of the Midlands. It is on the main Felixstowe to Nuneaton freight line that links the East Coast Main Line and the West Coast Main Line, as if in the centre of the letter 'H'.

With good rail connectivity to the main ports of Felixstowe, London Gateway, Southampton and Liverpool to the centre of the UK, HNRFI reduces the need for road traffic between ports and major towns and cities.

To this end, an SRFI has rail served warehousing and container handling facilities to enable freight to be transferred between different transport modes.

Government policy supports SRFI developments in view of their transport, environmental, and economic benefits.

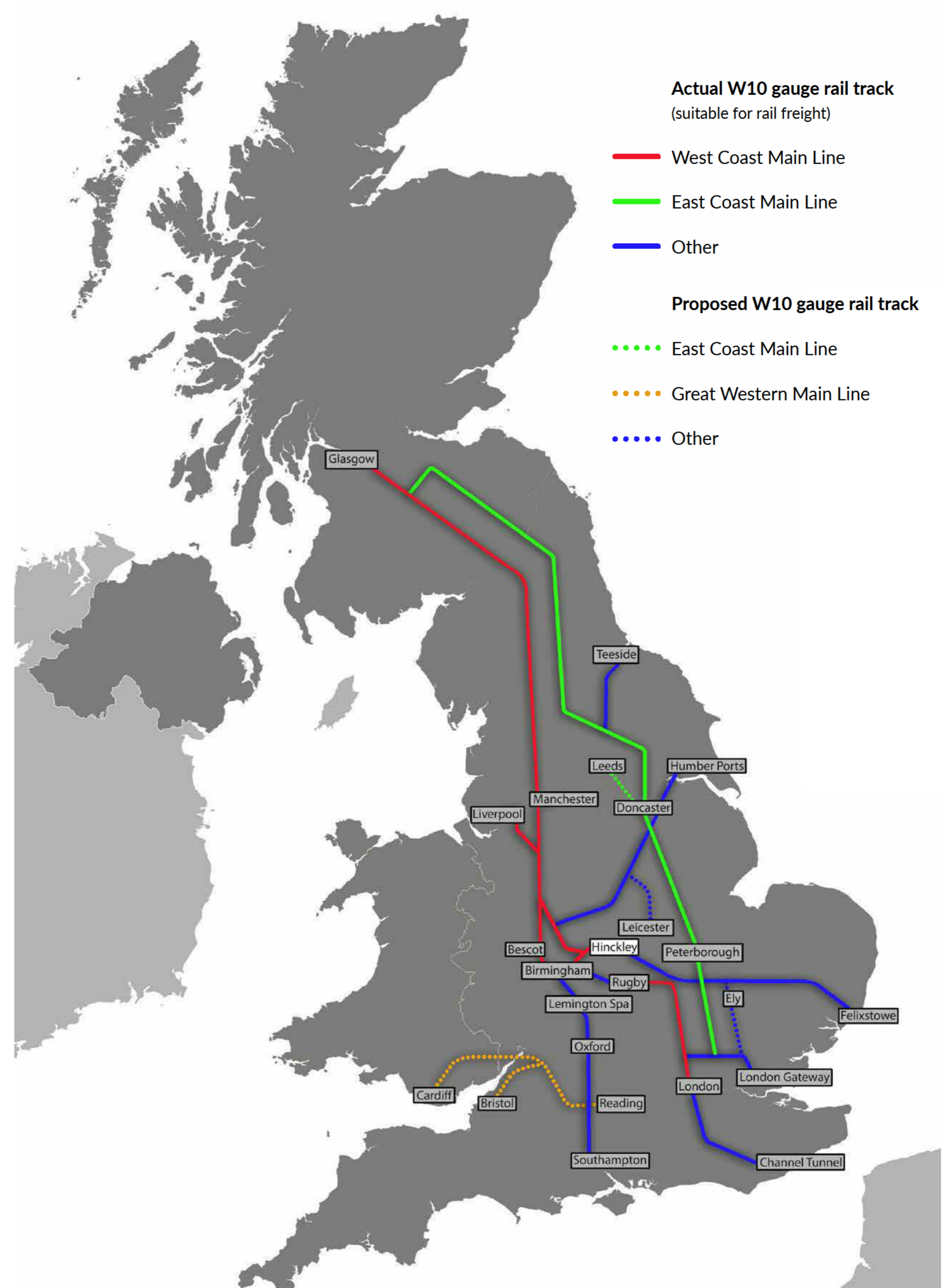
Nationally Significant Infrastructure Projects

Some types of development are considered by the Government to be Nationally Significant Infrastructure Projects (NSIPs). Permission for these projects is granted directly by the government instead of the local authority (Blaby District Council). Strategic Rail Freight Interchanges are NSIPs, so db symmetry will make its application to the government, with local authorities playing an important consultative role.

What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning permission for developments categorised as NSIPs. A DCO gives a developer the powers it needs to acquire land for and to construct and operate the development. After extensive public consultation, applications for a DCO are submitted to the Planning Inspectorate, which examines the proposals on behalf of the government and reports to the relevant government minister - in this case the Secretary of State for Transport - who will then decide whether to grant a DCO.

□ Illustrative map of UK rail lines



Transport and Access Arrangements

Location

The proposed SRFI is located at Junction 2 of the M69, in south-west Leicestershire, to the east of Hinckley. The M69 forms the eastern boundary of the site and links the M6 and A5 to the south-west with the M1 to the north-east. M69 Junction 2 lies at the southern edge of the site.

Why here?

The site is in the Leicestershire Local Enterprise Partnership's designated South-West Leicestershire Growth Area and offers:

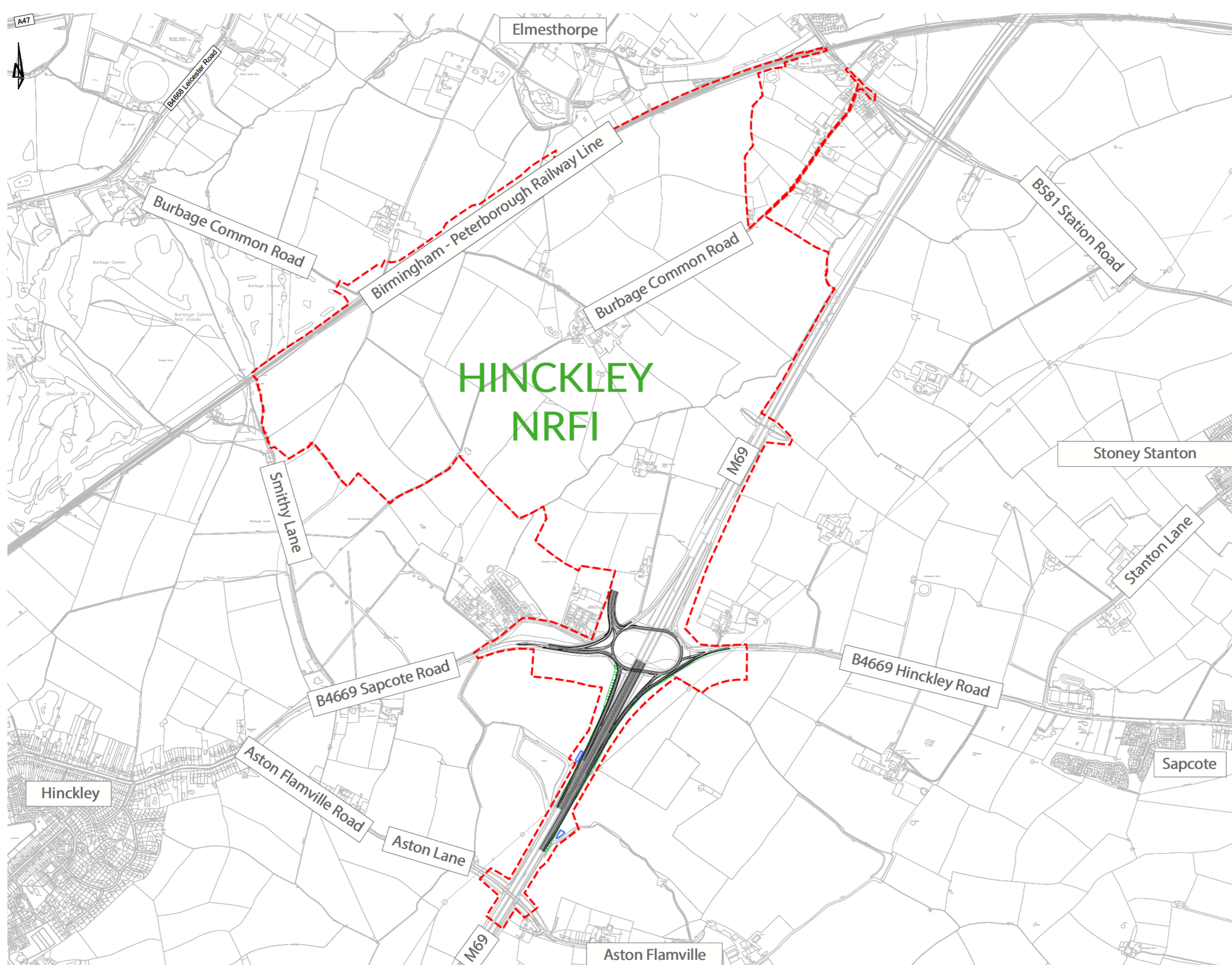
- Direct rail access to the Felixstowe to Nuneaton railway as part of the main rail freight network
- Rail links to the main ports of Felixstowe, London Gateway, Southampton and Liverpool
- Direct road access to the strategic highway network from M69 Junction 2, aided by the proposed addition of slips to the motorway south of Junction 2
- Separation from existing residential communities
- Land not subject to significant environmental designations

Site Access

The proposed development is situated in a highly accessible location and is extremely well served by the road as well as rail, with direct access onto the M69 motorway via Junction 2 and thereafter the wider Strategic Road Network (SRN).

The proposed site access would be created directly onto the north-western side of Junction 2 via a dual-carriageway connection to the junction and extending into the site. There is a significant amount of residual capacity existing in the current junction arrangement to accommodate traffic growth.

M69 Junction 2 currently only has slip roads to and from the north. This development will deliver new slip roads to and from the south and will make the junction an 'all-movements' junction. The introduction of southern slip roads will enable development traffic to be distributed across the junction and directly onto the wider SRN, minimising use of the local highway network.



Transport & Highways Modelling Overview

Highways modelling – where we stand to date

Public feedback from the consultation at the end of 2018 confirmed that the effects of the addition of the south facing slips at M69 Junction 2 and the HNRFI development on the local road network are a particular concern for nearby communities.

The highway network can be broadly categorised as the 'Strategic Road Network' (SRN) which consists of motorways and trunk roads, such as the M69, A5, M1, M6, A42 and M42, and the 'local highway network' such as the A47, B581, B4668, B4669, and B4114.

It is the responsibility of Highways England (HE) to operate, maintain and improve the SRN, and of Leicestershire County Council (LCC) for the immediate local highway network.

Highways modelling - what is it telling us?

db symmetry is reviewing all locations where traffic effects might occur, and we will be seeking to agree which locations require a more detailed analysis with the respective highway authorities. This process includes further detailed analysis of traffic flows and junction capacity.

In reviewing the modelling outputs, it is apparent that the villages of Sapcote and Stoney Stanton to the east of the HNRFI will be adversely affected without significant road improvements. In both cases it is largely the introduction of the new motorway slip-roads and the resulting diversion of existing background traffic, (approximately 80%) rather than trips to and from the HNRFI (approximately 20%) that is the primary cause for the increase in road traffic.

The Pan-Regional Transport Model (PRTM)

Leicestershire County Council has a strategic traffic model which it uses to assess the effects of all large developments in the County. In liaison with LCC and Highways England, db symmetry has commissioned an assessment to be undertaken using LCC's Pan-Regional Transport Model (PRTM) to assess changes to the road network as a result of the proposed HNRFI development.

The PRTM identifies where changes in traffic flows are likely to occur along roads and at junctions. Where potential adverse effects are identified detailed analysis is to be undertaken.

The PRTM also identifies traffic effects beyond Leicestershire's administrative boundaries and into neighbouring highway areas such as Leicester City or Warwickshire, the border of which runs broadly alongside the A5 Watling Street.



The PRTM is a model derived and extended from our LLITM. The model boundary covers a total of 24 authorities including the entire East Midlands and West Midlands. The model was initially constructed in order to ascertain the national significance of developments. The model has a great deal of enhancement outside of Leicestershire, including all SRN, A-Road and the major B-Roads across the model area.

The model is calibrated and validated to a level which is WebTAG compliant for both traffic flows and journey times. The PRTM also includes a fully-fledged Variable Demand Model (VDM)

It is used to assess schemes which have potential to have a national impact

Extract from Leicestershire County Council Highways modelling note



Transport & Highways

Modelling Trip Distribution

The redistribution of background traffic arises when drivers who are already on the road network divert away from their existing routes (e.g. those currently travelling to use M69 Junction 1 or 3) to use the upgraded M69 Junction 2 instead. The result is both positive and negative, with an increase in some locations, and a reduction in others.

Notable locations where a reduction in traffic is anticipated include:

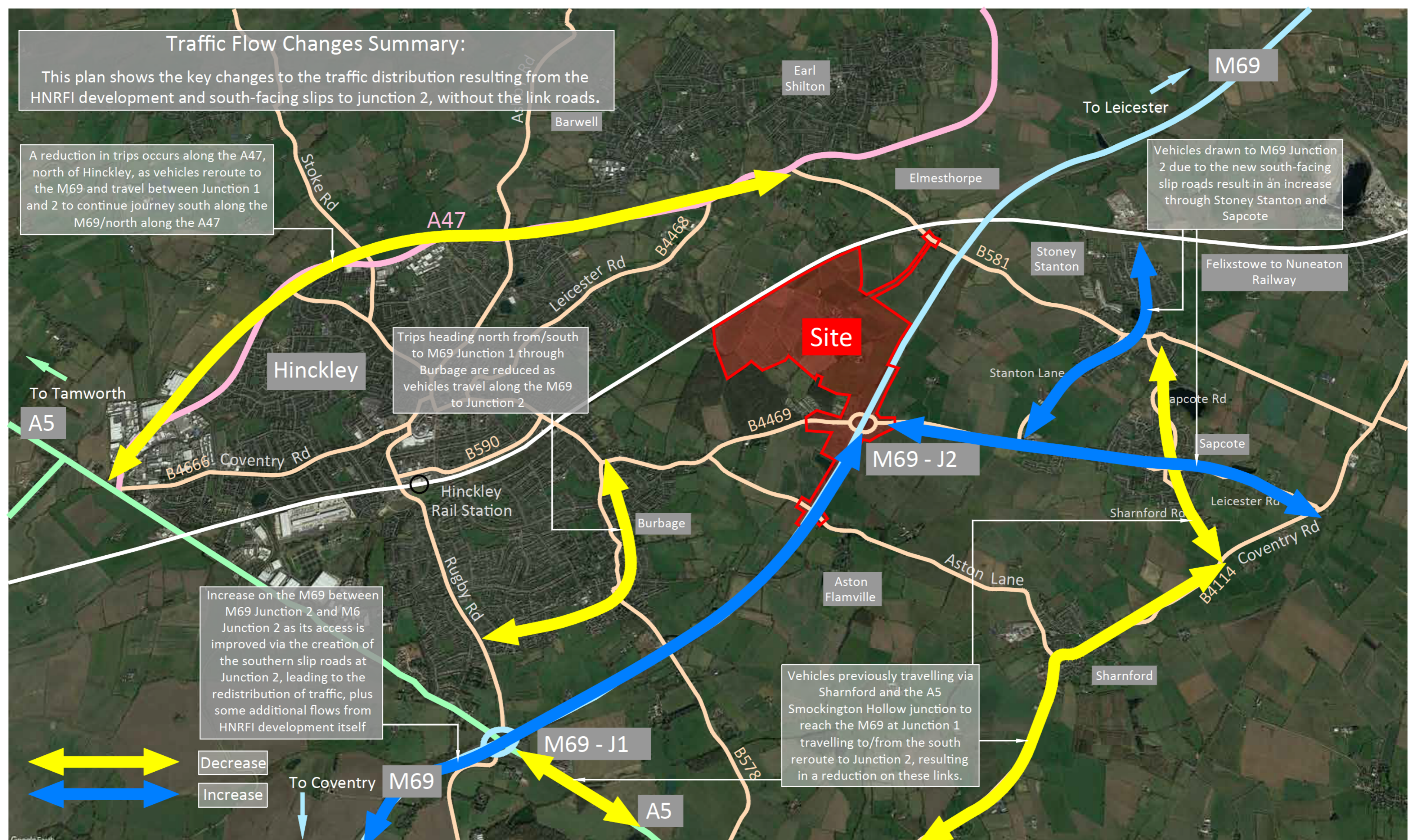
- Burbage
- Sharnford
- A47 west of Hinckley
- M69 Junction 1 circulatory
- A5 east of M69 Junction 1

Notable locations where an increase in traffic is anticipated include:

- Sapcote
- Stoney Stanton
- M69 (south of Junction 2)
- Rural areas/roads to the north

The image below provides an indication of the change in traffic flows arising from the PRTM modelling outputs provided by LCC and its modellers AECOM. This presents the estimated flow changes across the highway network once the development site is fully operational and the new south-facing slip roads at M69 Junction 2 are in place.

The following boards show our thoughts on potential off-site highways improvements to mitigate the adverse traffic impacts on surrounding communities.



Potential Mitigation Options

Based on the PRTM modelling to date, in order to mitigate adverse traffic effects in Sapcote, Stoney Stanton and the rural areas to the north, we are considering the provision of new link roads. The purpose of these links is to divert traffic away from sensitive areas and encourage the use of main roads rather than rural routes.

Two locations are under consideration for new road links. These are:

A47 Link

A new road between M69 Junction 2 and Leicester Road, before then connecting to the A47 Normandy Way/Clickers Way to the North West.

Eastern Villages Link

Link Road options for Stoney Stanton and Sapcote including:

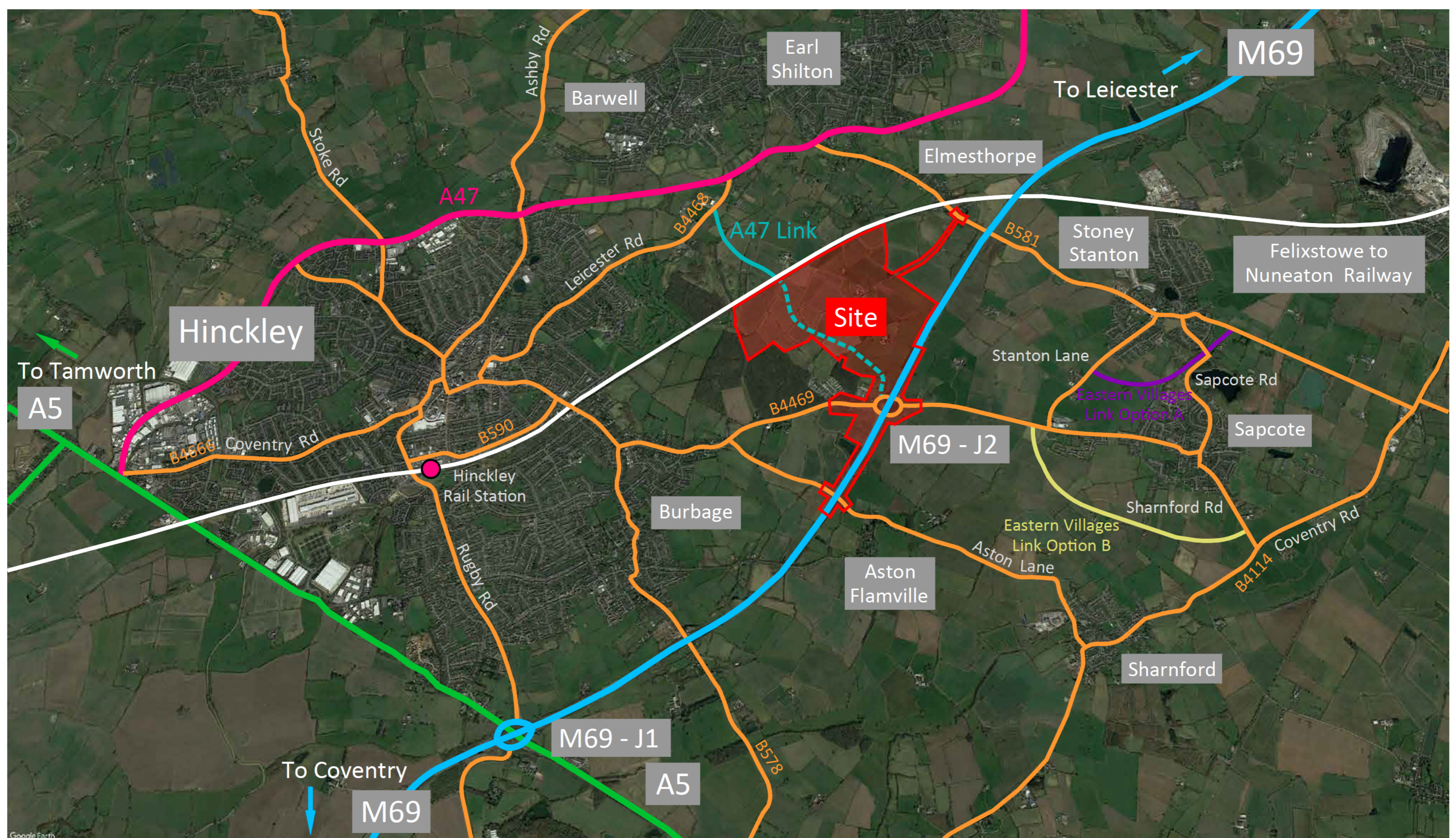
- **Option A (north)** - connecting Stanton Lane (south of Stoney Stanton) with Broughton Road (east of Stoney Stanton), routing between Stoney Stanton/Sapcote.
- **Option B (south)** - connecting Hinckley Road (west of Sapcote) to Sharnford Road (south of Sapcote), routing south of Sapcote.

Other road junctions in the locality might need to be improved. Works might include:

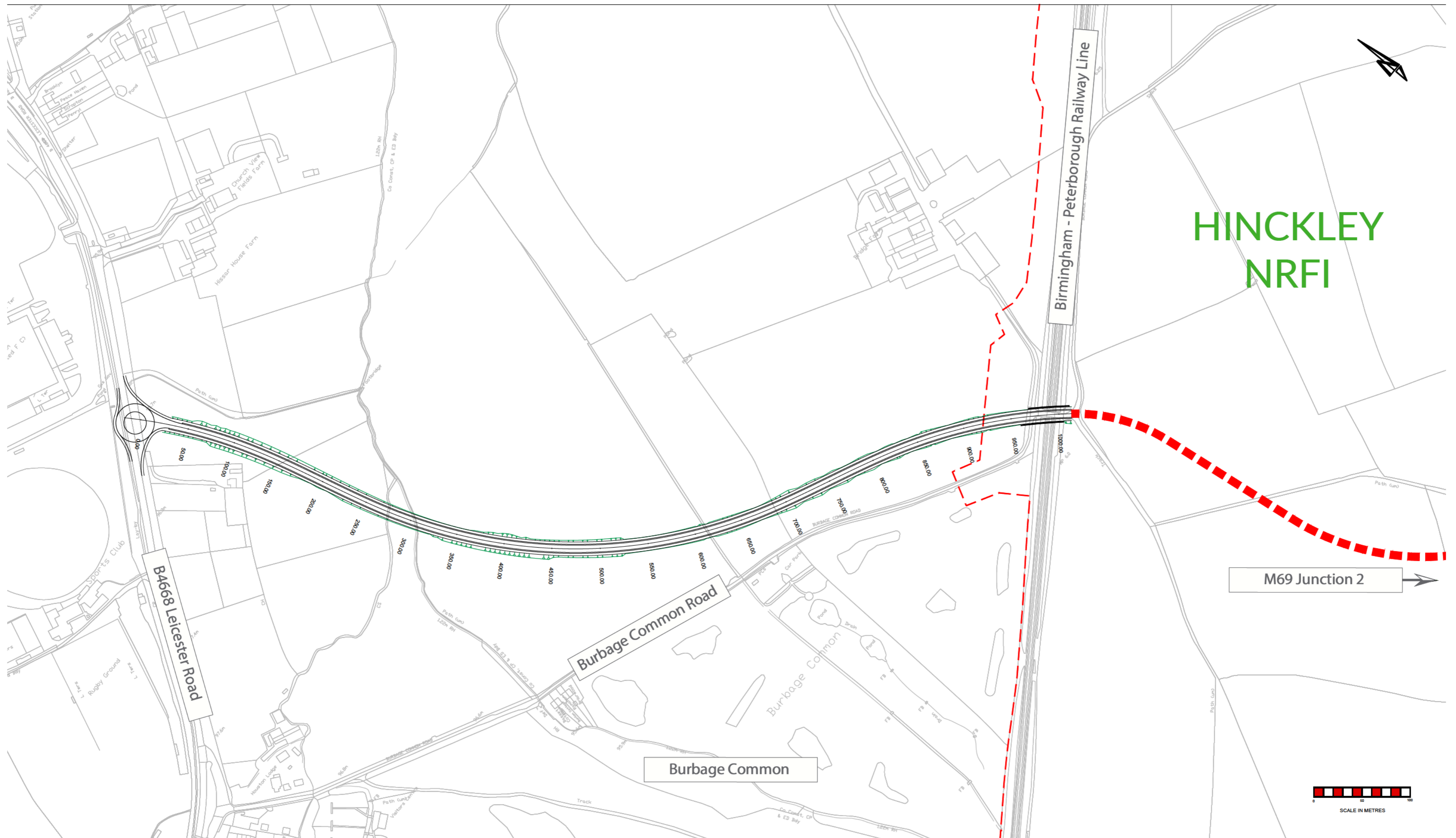
- Changing the junction type (e.g. conversion to a roundabout, or introducing traffic signals)
- Improving lane/driver discipline through road markings/signing
- Adjusting priorities, to ensure that priority is given to the higher traffic flow routes through a junction
- Additional lanes or increased width at give-ways/stop-lines
- Improved signal timings (for signalised junctions), to ensure that 'green-time' is allocated according to traffic flow demands
- Improved signal controller software (for signalised junctions) to provide an intelligent and reactive approach to real-time traffic conditions
- Pedestrian and cycling infrastructure improvements

We would be grateful for your views on these options. You can let us know what you think by completing a feedback form here today or by submitting comments online.

We will be considering the needs for such measures once we have modelled traffic at individual junctions and discussed mitigation requirements with the various highway authorities, and will consult on any proposals as part of the Formal Consultation process in late 2019.



A47 Link



A link from the HNRFI site westwards to the A47

The A47 link will provide a connection through the development site from M69 Junction 2 to Leicester Road, before then connecting to the A47. Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

The modelling indicates that a demand will exist from north and northwest to travel to M69 Junction 2 to use the new slip roads. Currently, those trips may be travelling along some of the following routes to access the M69 Junction 1 and head south: the A47/A5; through Hinckley; through Burbage; through Sharnford. However, with limited route choices to M69 Junction 2 without the A47 link those trips are expected to divert through Stoney Stanton and Sapcote.

The purpose of the 'A47 Link' is to provide a route that is on the desire-line of those trips originating from the north and northwest, and to encourage the use of main roads (primarily the A47), limiting the need or desire to travel through rural locations and small villages.

In effect the A47 link would complete a 'Ring Road' around Hinckley, (A5, A47, M69) reducing the need for traffic to route through the town centre and providing increased resilience along the A5, should there be any incidents of 'bridge strike' for example, on Dodwells Bridge.

The southern boundary of this road would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to Burbage Common.

The A47 link will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Hinckley, Barwell and Earl Shilton, and the HNRFI site.

In terms of the benefits there is potential for the A47 link to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Through Hinckley
- A5 west of M69 Junction 1
- A47 west of Hinckley
- Rural roads north/northeast of Hinckley/Earl Shilton

There is the potential for increased road traffic at the following locations as a result of the A47 Link Road connection:

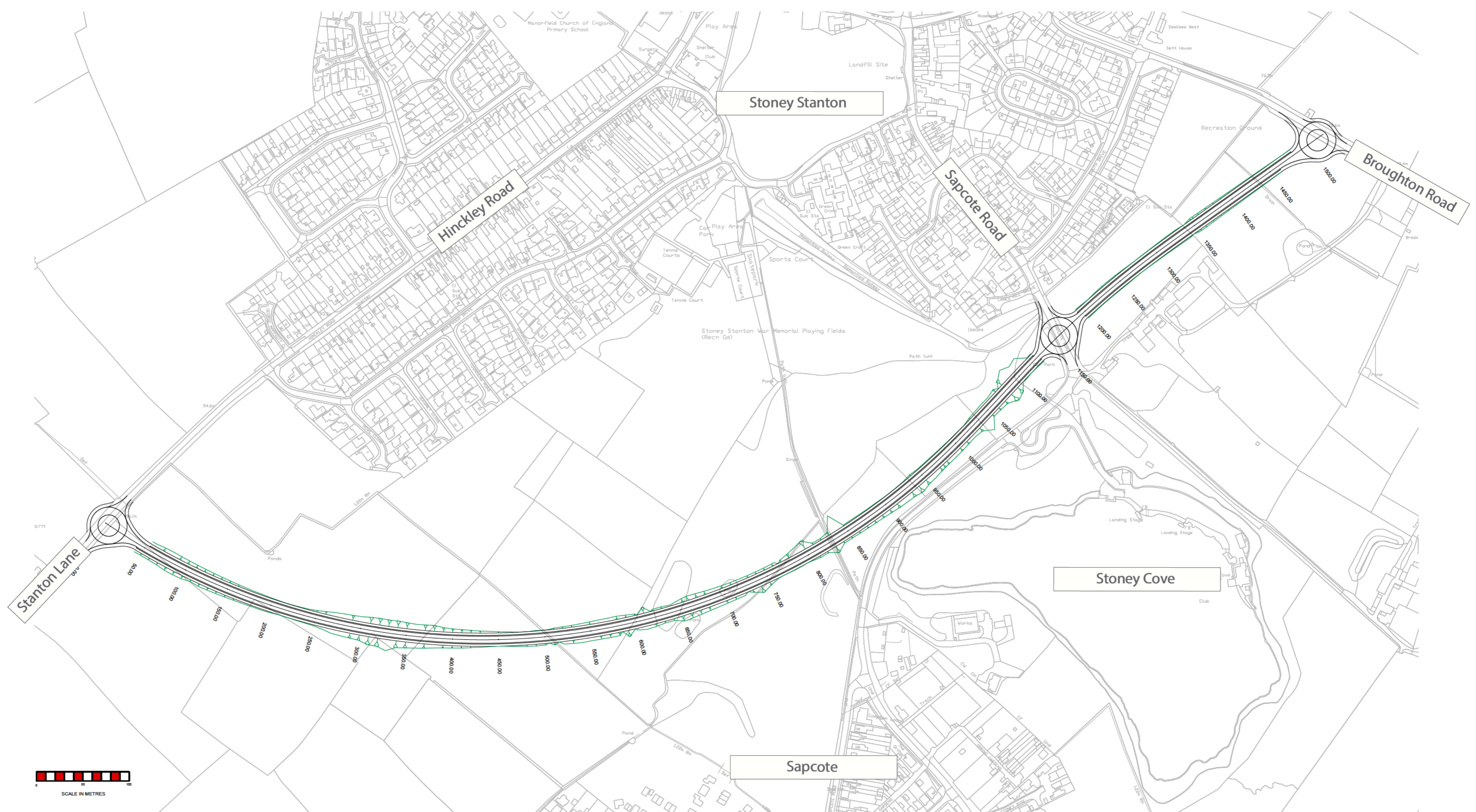
- M69 north and south of Junction 2
- Leicester Road north and south of the new connection to the link road
- Ashby Road/Barwell Lane/Stonegate Drive
- A47 east and west of the junction with Leicester Road
- The Common (leading towards Barwell)

The strategic modelling will identify changes in traffic flows at the above locations, as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Eastern Villages Link

Option A



Option A (north) - connecting Stanton Lane with Broughton Road, routing between Stoney Stanton/Sapcote

The Eastern Villages Link: Option A will provide a connection between Hinckley Road (south of Stoney Stanton) and B581 Broughton Road (east of Stoney Stanton). Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

Currently, two options exist for travelling east-west between M69 Junction 2 and the B4114 Coventry Road, and both are through either of Sapcote or Stoney Stanton. The modelling indicates that the demand to undertake this trip will increase upon implementation of the southern slip roads at M69 Junction 2, with an adverse impact arising within the villages.

The purpose of the Eastern Villages Link: Option A is to provide an alternative route that relieves the village centres, limiting the need or desire to travel through Sapcote or Stoney Stanton.

The boundaries of this link road option would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to existing residential properties in Stoney Stanton and Sapcote.

Subject to demand, this link road option will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Stoney Stanton and Sapcote, and the HNRFI site.

In terms of the benefits, Eastern Villages Link: Options A and B each have the potential to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Rural roads to the north

There is the potential for an increase in trips to arise in the following locations as a result of the Eastern Villages Link: Option A

- B4669 Hinckley Road west of M69 Junction 2
- Hinckley Road south of Stoney Stanton
- B581 Broughton Road
- B581 Coventry Road

The strategic modelling will identify any/all changes in traffic flows at the above locations as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Eastern Villages Link

Option B



Option B (south) - connecting Hinckley Road to Sharnford Road, routing south of Sapcote

The Eastern Villages Link: Option B will provide a connection between the B4669 Hinckley Road (west of Sapcote). Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

The need for this link, and its purpose is as stated in the Option A description on Board 8.

The northern boundary of this link road option would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to existing residential properties in Sapcote.

Subject to demand, this link road option will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Sapcote and the HNRFI site.

In terms of the benefits, Eastern Villages Link: Options A and B each have the potential to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Rural roads to the north

There is the potential for an increase in trips to arise in the following locations as a result of the Eastern Villages Link: Option B

- B4669 Hinckley Road west of M69 Junction 2
- Sharnford Road immediately south of Sapcote (between the connection to the Eastern Village Link: Option A and B581 Coventry Road)
- B581 Coventry Road (north of Sharnford Road)

The strategic modelling will identify any/all changes in traffic flows at the above locations as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Transport Highways Modelling Next Steps

We will continue to progress with the Pan-Regional Transport Model (PRTM) modelling process, to ensure that we have identified where any highway impacts occur, and where any potential additional highways mitigation measures are required.

We will also undertake the necessary environmental survey work and assessment of the potential link road options identified to date. Together with the feedback received from this consultation exercise, we hope to have reached final agreement on the full highways mitigation package when we undertake the Formal Consultation in late 2019.

The PRTM will determine the appropriate stage whereby any mitigation is required, fixing the timing of delivery of the associated mitigation and link roads.

The following highways work is also ongoing and further detail will be provided at the Formal Consultation stage:

Sustainable modes of travel

We are committed to encouraging travel to the site to be undertaken by all modes, and we will actively be promoting travel by modes other than single occupancy private motor car. A key component of this is the preparation of a Travel Plan, which will identify targets and measures to achieve this, including the promotion of walking and cycling, public transport, electric vehicles and car-sharing.

Emergency Access

- Primarily, access for emergency vehicles would be via the main site access at Junction 2. The proposed dual-carriageway arrangement affords good capacity and flexibility for managing traffic in the event of an emergency. However, Burbage Common Road naturally provides a highway connection to facilitate access to the site for emergency vehicles only, via both the existing rail bridge (linking to the B4668 Leicester Road), and via the B581 Station Road from Elmesthorpe.
- In the scenario with the A47 Link a second access opportunity is introduced, effectively replacing the emergency access on the western side of the site/Burbage Common Road. In this scenario, it is envisaged that the easternmost emergency access will still be provided, in addition to two accesses.
- Any emergency access points would be managed and physically restricted for use by the emergency services for access to the site itself only. It is not envisaged that any physical changes will be required to either the carriageway or verges at the B581 Station Road Junction, but a replacement rail bridge may be required.

Route Management strategies - construction and operational traffic

To minimise the impact on local roads, route management strategies will be implemented to ensure that HGV traffic uses the Strategic Road Network.

Overall Project Programme:

Summer/Autumn 2019 - Ongoing Highways Modelling and Environmental Assessment

Late 2019 - Formal Consultation

Summer 2020 - DCO Application submission and Acceptance Stage

Summer/Autumn 2020 - Pre-Examination

Winter 2020/Spring 2021 - Examination

Summer 2021 - Recommendation

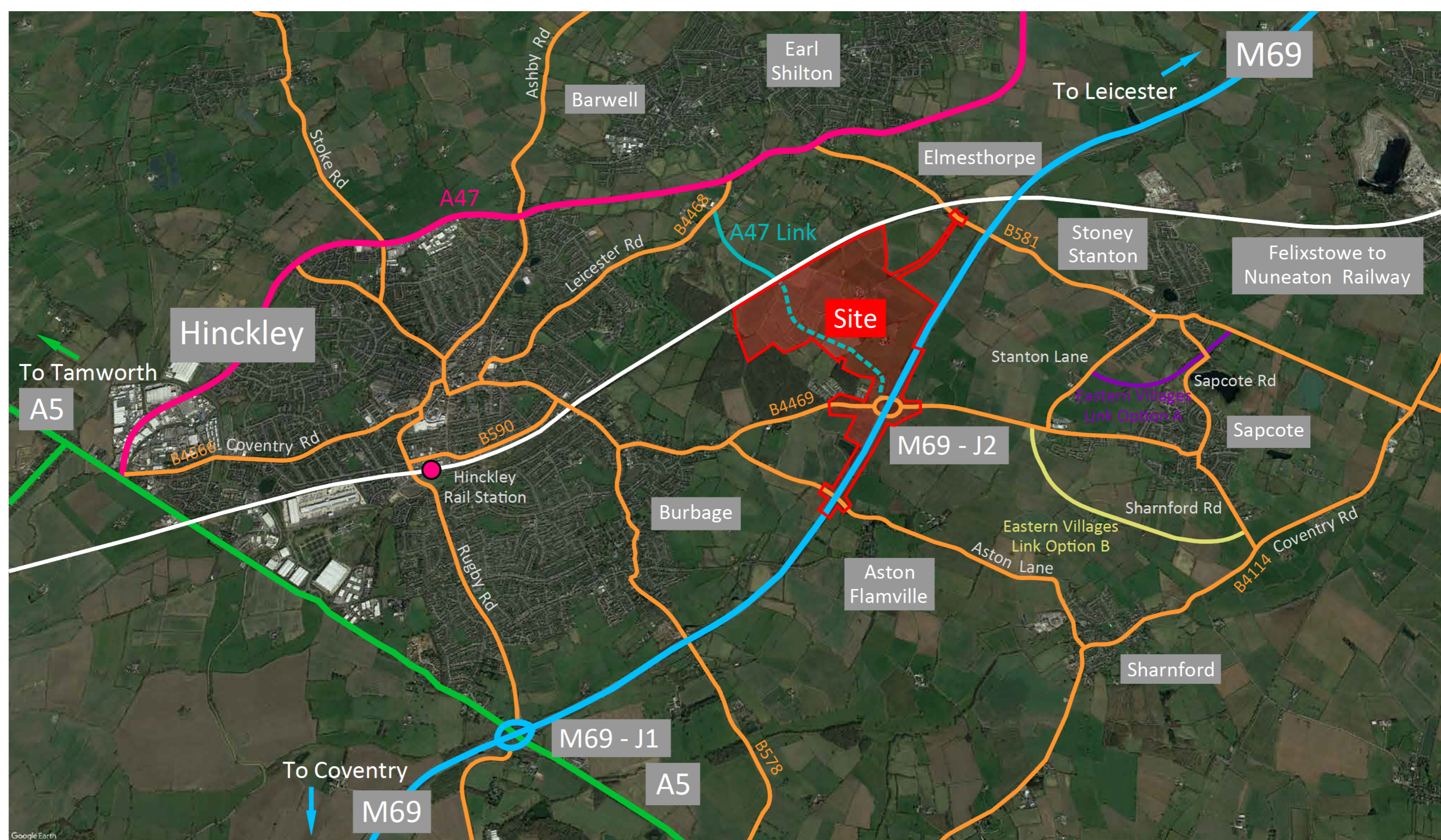
Autumn 2021 - Decision

Your Views Are Important

This stage of informal community consultation on the DCO application will run from

8 July to 6 September 2019

We will review all comments we receive and have regard to them as the plans for the HNRFI evolve.



Take Part in the consultation

For further technical information on the proposed development please refer to our offsite Highways Mitigation Background Paper that will be available on the project website www.hinckleynrfi.co.uk.

Complete a feedback form: Fill out a feedback form available today and leave it with our team or return by post.



Alternatively, complete the form online at [www.hinckleynrfi.co.uk](#)



Call our Community Information Line on **0844 556 3002** (Mon-Fri, 9am-5.30pm)



Email our designated consultation email address at hinckleynrfi@lexcomm.co.uk



Write to **C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT**

Appendix 6.9

Link to Stage 1A Consultation Materials

- [HNRFI OFF SITE HIGHWAYS MITIGATION BACKGROUND PAPER.](#)
- [HNRFI CONSULTATION MASTERPLAN.](#)
- [HNRFI CONSULTATION PARAMETERS PLAN.](#)

Appendix 6.10

Have your say on the Hinckley National Rail Freight Interchange (HNRFI)

We are currently consulting and listening to your views as part of our pre-application community consultation. This phase of the consultation will run from 8 July 2019 to 6 September 2019 and is focussing specifically on highways issues and options for potential off-site highways improvements outside the main HNRFI development site - the main concern raised at the October-December 2018 consultation. We welcome feedback prior to 6 September 2019. We will be hosting a further formal public consultation in late 2019.

Please let us know your views by speaking to a member of the team and completing a feedback form. Please put your completed feedback form in the feedback box provided. Alternatively write to C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT, email hinckleynrfi@lexcomm.co.uk or submit your feedback online at www.hinckleynrfi.co.uk.

All relevant feedback provided during the consultation will be considered. The Consultation Report will detail the consultation carried out, summarise the feedback and demonstrate how db symmetry has had regard to feedback.

It would be helpful in reporting the consultation process if you could please provide your details.

Title: Name:

Role: Company:

Address: Postcode:

Telephone: E-mail:

Data Protection: Your name and address are optional but are requested to support your comments. Copies will be shared with the Planning Inspectorate. Under the Data Protection Act 2018, we have a legal duty to protect any personal information we collect from you and will not pass your details to any third parties. Please fill out your details above to confirm you agree to your comments and personal details being forwarded to the Planning Inspectorate.

Q1. Do you agree with the principle of transferring freight from road to rail?

Please give reasons for your answer.

Yes Not Sure Reason

No

Q2. How frequently do you use local roads?

Daily Weekly Occasionally

Q3. Do you use local roads for (please tick as many as you like):

Driving to work (commuting)

Driving as part of your work

The school run

Other personal use

Q4. Are you likely to use the new south-facing slip roads proposed at M69 Junction 2?

Yes No Not Sure

Q5. Are you happy with the level of public transport provision currently in the area?

Yes No Not Sure

continued >>

Q6. - Generally speaking, do you feel that the proposed road improvements outlined in this consultation will benefit the local area? Please explain why/why not.

Yes No Not Sure

Tell us more

Q7. For each of the following proposed road improvements, do you believe they will benefit the local area? Please explain why/why not in each case.

A47 link road, between M69 Junction 2 and Leicester Road, connection to the A47 Normandy Way/Clickers Way.

Yes No Not Sure

Comments

Eastern Village Link, either between Stoney Stanton and Sapcote, or to the south of Sapcote.

Yes No Not Sure

Comments

Q8. There are two options for the Eastern Villages link. Please provide us with your view on each of these options:

A (North): Connecting Stanton Lane (South of Stoney Stanton) with Broughton Road (east of Stoney Stanton), routing between Stoney Stanton/Sapcote

B (South): Connecting Hinckley Road (West of Sapcote) to Sharnford Road (south of Sapcote)

Q9. Are there any other measures you think we should be considering to improve traffic conditions on local roads?

Thank you for your feedback.

Appendix 6.11

Feedback received to the stage 1 consultation (Stakeholders)

Responder: Hinckley & Bosworth Borough Council		
Response	Regard to response	Scheme change
Hinckley & Bosworth Borough Council commented that the Transport Topic Paper did not go into detail on the impacts on Hinckley and Burbage. Therefore, it was suggested that the impacts of increased trips needed further consideration.	Trip generation revisited and agreed with Transport Working Group.	Y
In particular, concerns were raised that the proposals would increase traffic through Hinckley, including along Sapcote Road, Leicester Road and Coventry Road, and through Burbage along Sketchley Road and Coventry Road. Questions were raised on the assumptions used for transport models for the years of 2026 to 2036 in relation to the scale of development.	PRTM model usage, base model inputs and assumptions all signed off by Highway Authorities.	Y
It was also noted that it remained unclear what the transport models assume with respect to the number of trains that would access the site and any sensitivity analysis around the impact on local highways networks if this was not achieved. Furthermore, comments were raised that it was	Further work and review of rail and road to rail impacts carried out. PRTM forecast models were adjusted to account for rail/highway interface.	Y

<p>unclear whether residential developments in Blaby had been considered in transport modelling.</p>		
<p>It was also suggested that further mitigation measures would be needed to alleviate the impacts in Hinckley and Burbage, particularly on the A5.</p>	<p>Mitigation is appropriate to the projected impacts of the Site.</p>	<p>N</p>
<p>Additionally, Hinckley & Bosworth Borough Council commented on the impacts of the A47 Link Road in the location. It was suggested that there would be an adverse impact around the signalised junctions on the Hinckley side of the new link road at Leicester Road/Spa Lane, Leicester Road/Derby Road, and Derby Road/Ashby Road. Concerns were raised about potential rat running traffic along Stoneygate Drive and Barwell Lane, and in right turning traffic from Barwell Lane onto Ashby Road.</p>	<p>The revised model indicates broad reductions in traffic around Hinckley and Barwell as a result of better accessibility to Junction 2 and the new south facing slip roads.</p>	<p>N</p>
<p>Hinckley & Bosworth Borough Council expressed a view that any link road mitigation should be accompanied by a Landscape and Visual Impact Assessment, considering such impacts of the A47 Link Road as well as the built development it serves, particularly in relation to Burbage Common. Severance of public footpaths, specifically at Burbage Common, was identified as a key issue which could affect the character of this area.</p>	<p>The LVIA assesses the landscape and visual effects of the A47 link road alongside the SRFI.</p>	<p>N</p>

<p>Other issues raised included air quality, with a suggestion that sensitive receptors in the vicinity of the proposed A47 Link Road should be included in modelling. Noise and vibration was identified as a key issue.</p>	<p>Existing sensitive human and ecological receptors in the vicinity of the affected road network to be included in the air quality assessment. The assessment will include the proposed infrastructure of the A47 Link Road and M69 Junction 2 southern slips to consider the impact of these on local air quality.</p>	
<p>Concerns were also raised in terms of ecological impacts, with a note that the Phase 1 habitat survey should be widened to include land served by the A47 Link Road. The Council also stated that it had been made aware that the proposed link could impact upon drainage.</p>	<p>The phase 1 survey was widened to include the impacts on the A47 link road as part of the baseline submitted with the PEIR ecological baseline report. This has recorded those ecological constraints within the A47 corridor and any impacts will be assessed as part of the ES and mitigation provided appropriately. The potential drainage and hydrogeological impacts of the A47 link road will be considered in the final application and suitable drainage details secured by a DCO requirement for each phase of the development.</p>	Y
<p>Finally, the Council stated that there was a lack of information about provision for HGV drivers in the form of lorry parks. It was also suggested that the Applicant should consider how rail station improvements could be delivered, as well as upgrades to footpaths and cycleways.</p>	<p>Indicative masterplan shows lorry parking provision. Impact on local passenger rail stations are minimal. Improvements are broadly connected with bus service provision.</p>	N

Responder: Warwickshire County Council

Response	Regard to response	Scheme change
Warwickshire County Council requested further information and engagement with the modelling team. Concerns were raised about the modelling used by the Applicant i.e. Pan-Regional Transport Model (PRTM) and it was suggested that the Paramics Model were instead considered the most suitable tools to assess impacts on local highways networks.	Further review and modelling has taken place with WCC modellers.	Y

Responder: Narborough and Littlethorpe Parish Council

Response	Regard to response	Scheme change
Narborough Parish Council raised concerns about increased rail traffic and the impact on the level crossing in Narborough.	The concern had been noted and Network Rail were asked specifically to consider the impacts of HNRFI on Narborough Station.	N

Responder: Stoney Stanton Parish Council

Response	Regard to response	Scheme change
<p>In its consultation response, Stoney Stanton Parish Council noted that the development would have a profound impact on the village and surrounding communities, in terms of the development's size, rail traffic. Noise, air pollution and road traffic.</p>	<p>Further assessment of the impacts of the development on the village have been carried out following consultation including traffic, noise and air quality impacts.</p>	<p>N</p>
<p>Firstly, it was noted that the impacts of the HNRFI would be compounded by any proposal to create south facing slip roads on Junction 2 M69. The mitigation measures proposed were described as not alleviating the impacts on Stoney Stanton, in terms of both traffic and air pollution. It was suggested that the routes proposed did not take into consideration the volumes of traffic and delays at the B4114 and B581 at peak volumes.</p>	<p>The proposals were based on early traffic modelling using the LCC strategic model. Further modelling following consultation subsequently found that an easter villages bypass would not be appropriate, instead the A47 link improved traffic conditions.</p>	<p>Y</p>
<p>Concerns were raised around the loss of the car park of Stoney Cove. Furthermore, concerns were expressed that a section of the road passes through land that is owned by Stoney Stanton Parish Council, which is currently used as a recreational space.</p>	<p>Stoney Stanton bypass option passed around the car park, this has since been dismissed.</p>	<p>Y</p>

<p>Other concerns related to the proposed highways measures included the impacts on businesses, with increased volumes of traffic making their business unviable, with specific reference to Cobleys Haulage, Stanton Lakes, Creete Cottages, Fossefield Egg Farm, Foot Way Farm, and others. Loss of farmhouses at Nuttingmore Farm and Boundary Farm was identified as another key issues. The response also suggested that extra HGV movements would be unacceptable in the context of other developments in the local area, whilst predictions for traffic volumes used in the consultation had little bearing on reality or the traffic counters used by the Parish Council. The proposed link road to the A47 was described as ill-conceived.</p>	<p>Development HGV movements will be minimal in the area and HGV routing controls are to be implemented through a HGV routing Strategy.</p>	<p>Y</p>
<p>Other comments related to demand for the development, quality of jobs created, with scepticism that these would be quality roles for local people, impacts on Burbage Common, visual impacts, loss of agricultural land and increased parking associated with the development.</p>	<p>Reference was made to the Leicester & Leicestershire Economic Partnerships Strategic Economic Plan 2014 –20 for South West Leicestershire (Growth Area 5), in which the LLEP identified that the success of significant opportunities depended largely on the delivery of supporting infrastructure and the use of the Felixstowe to Nuneaton freight line, which opens up longer term growth potential in this area.</p> <p>In terms of the quality of the jobs created, the I&L sector is facing an era of unprecedented change. New technologies have affected the sector significantly,</p>	<p>N (demand for development)</p>

	<p>changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, whilst accelerating the shift towards a higher-skilled labour force in the sector, creating new roles and inducing an occupational shift. Reviewing the change in the share of occupations in I&L in 2010 and 2019 shows that while at the beginning of the decade there is a more polarised distribution with a higher share of managers at one end of the spectrum and more routine occupations at the other end, there is now a higher share of Professional and Associate Professional and Technical roles. These roles are typically associated with higher-skilled engineering and technological professions in response to increased automation and robotics in the sector, and more advanced supply chain processes. This implies a shift to higher-wage employment opportunities, as engineers, programmers, and data analysts become more crucial.</p> <p>In terms of jobs for local people, the study area used for construction employment covers the local authorities of which the area primarily falls within a 30km radius from the Main Order Limits. The large majority of those employed in the construction sector in Leicestershire (86%) travelled less than 30km to their place of work at the time of the 2011 Census, justifying the use of the above radius as the study area. The operational employment study area is</p>	N (Land Use and Socio-Economic Effects)
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	<p>based on the modelled HNRFI Employee Trips which shows the likely location of HNRFI workers. The Local Employment and Skills plan details how the effects of operational employment will be captured locally as anticipated.</p> <p>Further landscape assessment was carried out following consultation including additional photo viewpoints and night time views.</p> <p>There will be loss of agricultural land however the majority of the site comprises low quality agricultural land.</p> <p>Parking has sought to be in line with the LCC parking standards.</p>	
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Responder: Burbage Parish Council		
Response	Regard to response	Scheme change
<p>Burbage Parish Council stated that the data available to assess traffic impacts, particularly through the village of Burbage, were insufficient to make judgements on whether impacts would be adequately mitigated. In particular, it was noted that A47 Link Road would have an unacceptable impact</p>	<p>Highway Authorities have approved the base model and inputs to the forecast model. The strategic model used is owned by LCC.</p>	<p>N</p>

on Burbage Common and could cause traffic impacts to the East of Hinckley.		
Furthermore, the response suggested that the traffic analysis that had been undertaken did not take into account potential plans for the A46 improvements through Leicestershire and the improvements to the A5 along the southern border of Leicestershire.	The model has accounted for the latest infrastructure changes in the modelled area and was subject to approval by the Transport Working Group.	N

Responder: Councillor David Bill		
Response	Regard to response	Scheme change
Councillor David Bill, Executive Member for Planning, for Planning at Hinckley & Bosworth Borough Council requested further information on certain aspects of the scheme ahead of formal Statutory consultation. Specifically, Councillor Bill asked for a more detailed explanation of the maps that demonstrated the impact on roads in Leicestershire, as well as the junctions that would bear most traffic.	Noted and would be provided for the Formal consultation.	N

Appendix 6.12

Feedback received to the stage 1 consultation (Community)

Theme: Transport and highways		
Response	Regard to response	Scheme change
<p>A substantial number of respondents indicated concerns around the impacts on roads as a result of increased vehicle movements associated with the development.</p>	<p>Traffic generation has been agreed with the Transport Working Group. We have put forward highly robust figures to test the surrounding infrastructure in a worst-case scenario. Trip generation has been assessed from a number of similar RFI and non RFI sites; taking the higher data values for both HGV traffic and private vehicles. There was a significant amount of discussion and work surrounding the rail to HGV figures. These have been benchmarked against other sites and use the latest efficiency ratios and split of internal to external movements.</p>	N
<p>During the Informal Highways Consultation 2019, the perceived increase in localised traffic was the main issue raised by respondents, with concerns around the impacts of congestion in the local area, with specific references to the need for improvements to the Dodwells roundabout in Hinckley, upgrades to the A5 and improvements to connectivity to the M69 motorway southbound. Other suggestions for highways mitigation measures included a new bypass for Sapcote Village, improved waiting times at the Narborough Station crossing gates, and improvements to junctions at the B4669.</p>	<p>Mitigation has focused on those links and junctions where there is a direct impact as a result of the access infrastructure and the development traffic. Upgrades to the A5 are being undertaken by National Highway as part of their Road Investment Strategy 3 (RIS3) . Modelling has taken account of the removal of improvements originally put forward under RIS 2. Southbound slips are proposed on to Junction 2 as part of the access strategy for the Site.</p> <p>The bypass has been reviewed, much of the new traffic is diverted from existing routes and local</p>	N

	<p>villages. The volumes are not high enough to justify a full bypass. The presence of the A47 link on the western side of the M69 also helps to move traffic away from the B581 and routes through Stoney Stanton. In addition, bypass options were presented in the 2019 consultation, close to 95% of consultees opposed the creation of the by-pass in Stoney Stanton and approximately 85-90% opposed a bypass around Sapcote.</p> <p>Waiting times at Narborough Station have been input to the modelling and agreed with Network Rail and LCC.</p>	
<p>A number of respondents suggested that they were unhappy with public transport provisions in the local area and wished to see these improved as part of any future development at the site.</p>	<p>Liaison with bus service providers has taken place with a two phased approach agreed in principle. This includes an enhanced X6 service providing connections to and from Leicester and Coventry for longer-distance trips, combined with a Demand Responsive Service for shorter trips to and from the site to cover areas closer to the site</p>	N
<p>Some respondents suggested that HGV will not use the site access and instead will cut through local villages. To this end, reassurance was sought that this would not be the case and that surrounding communities would not be adversely impacted by increased traffic.</p>	<p>As part of the HGV Route Management Strategy, drivers will be advised prior to their trip on the preferred and prohibited routes to the site. Furthermore mitigation measures will be put in place to ensure HGVs do not use routes through local</p>	Y

	villages, with penalties for non-compliance controlled by the site management.	
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Theme: Mitigation		
Response	Regard to response	Scheme change
There was scepticism amongst some respondents that any proposed highways mitigation measures would have a positive impact. In particular, there was a belief that further technical assessments were required to understand the impacts of congestion in the local area.	Modelling has been an ongoing and iterative process of refinement along with the Transport Working Group. This is to best represent the existing and forecast scenarios. Mitigation is based on addressing impacts of the development on the local and strategic network induced by the new access infrastructure and development traffic.	N

Theme: Travel Options		
Response	Regard to response	Scheme change
A number of respondents raised concerns around provisions for public transport in the local area, suggesting that this could be improved to support future development at the site.	Liaison with bus service providers has taken place with a two phased approach agreed in principle. This includes an enhanced X6 service providing connections to and from Leicester and Coventry for longer-distance trips, combined with a Demand Responsive Service for shorter trips to and from the site to cover areas closer to the site	N

Specifically, comments were raised around the need for increased bus provisions to support the future workforce, as well as the need to provide cycle lanes and pedestrian connections to the site. No specific locations for such amenities were identified in the feedback received.	See above and Cycleways are proposed on the length of the A47 Link Road and connect with the local highway network. Relocated footpaths and bridleways also present improved cycling opportunity around the site.	N

Theme: Localised impacts		
Response	Regard to response	Scheme change
Another key issue raised was in relation to the impacts of noise pollution associated with the development, specifically during the operation of the development. It was suggested that the site is located too close to communities and would therefore have an adverse impact on existing residents. Others raised concerns around vibration associated with the development and how this could impact neighbouring communities.	<p>For the PEIR, a noise and vibration assessment will be completed at noise sensitive receptors. Ambient noise levels will be recorded in the local area to define the baseline.</p> <p>The Site has been chosen in part due to its separation from existing residential settlements sufficient to avoid significant adverse effects on noise and visual amenity after mitigation.</p>	N
Furthermore, there was a belief that the development would have negative impacts due to increased light pollution, which would need to be		N

addressed through any future development proposals and associated mitigation measures.	A lighting strategy to be developed for the Proposal that will ensure lighting is kept to a minimum and in line with safety standards.	
In addition, some respondents suggested that the development would have an adverse impact on local property prices and that compensation should be provided to residents as a result.	The Site has been chosen in part due to its separation from existing residential settlements sufficient to avoid significant adverse effects on noise and visual amenity after mitigation. However the effect on house prices as a result of the Proposed Development, as with all types of development, is not material to its planning merits.	N

Theme: Scale of the development		
Response	Regard to response	Scheme change
There was a suggestion that the site location is not suitable for this scale of development, with various concerns around how this would impact on local communities for the reasons outlined earlier in this section. It was noted that due to the scale of the development any highways mitigation measures would not be sufficient.	Modelling of traffic numbers has allowed for highly robust figures based on similar sites in the Midlands. This has enabled a clearer picture of background redistribution of existing traffic and the development traffic on the local network. New infrastructure directly connecting to the M69 southbound and the A47 is proposed makes the site highly accessible for a development of this nature.	N

	Other junction improvements are proposed across the area, where new traffic is forecast to be impacting on the capacity of the junction or link.	
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Theme: Rural character		
Response	Regard to response	Scheme change
A number of respondents questioned the principle of development at the site in general, suggesting that the scheme is not in keeping with the rural character of the surrounding villages.	<p>The effects on the historic environment and cultural heritage of the site and surrounding landscape, including settlements, will be assessed in the upcoming PEIR.</p> <p>The practical requirements of an SRFI in terms of space for development to benefit and fund the scheme, with access to a rail line to serve 775m trains, means that open locations are an inevitable consequence. There are no suitable brownfield sites in the area.</p>	N

Theme: Environmental impacts		
Response	Regard to response	Scheme change
A proportion of feedback also focussed on the environmental impacts associated with the development, seeking reassurance that local wildlife and habitats would not be adversely impacted.	Following the 2018 consultation, ecological work continued to inform the later rounds of consultation > The final application will take full account of the local wildlife and habitats within the Site and surrounding area and look at the potential impacts from the scheme. The project has been designed and mitigation provided to ensure that the species on site are not adversely affected and that the 10 % biodiversity net gain will be delivered. This will be set out within an Ecological Mitigation and Management Plan (EMMP), a Landscape Ecological Management Plan (LEMP) (and a biodiversity impact assessment.	N

Theme: General opposition		
Response	Regard to response	Scheme change
A number of respondents to the consultation highlighted their opposition to the development in general, suggesting that this would have negative impacts on surrounding communities for those reasons outlined earlier in this section.	Noted and responded to in other comments.	N