

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: RE: Adequacy of Consultation Request- Hinckley National Rail Freight Interchange Project
Date: 30 March 2023 10:14:13
Attachments: [image001.png](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)

Good morning

I would like to confirm that Leicestershire County Council's Adequacy of Consultation response previously submitted in relation to the HNRFI application by Tritax Symmetry (Hinckley) Ltd, remains unchanged.

I reattach it here for convenience and look forward to hearing from you further in due course.

Regards
Rebecca

Rebecca Littlewood
Projects Manager
Growth Service
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Bart Bartkowiak
Case Manager
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Date: 21 February 2023
My ref: 909663.2
Your ref: TR050007
Contact: Tom Purnell
Phone: [REDACTED]
Email: [REDACTED]@eics.gov.uk

SENT VIA EMAIL TO:
HinckleySRFI@planninginspectorate.gov.uk

Dear Mr Bartkowiak

Hinckley Strategic Rail Freight Interchange: Adequacy of consultation under Section 55 of the 2008 Planning Act

I am responding on behalf of Leicestershire County Council (LCC) to your letter dated 7 February 2023 regarding the adequacy of consultation and publicity undertaken by the Applicant (Tritax Symmetry (Hinckley) Limited) at the pre-application stage.

This letter is confined to the Applicant's compliance with the statutory duties in relation to the pre-submission consultation. LCC will comment on the merits of the application, and impacts of the proposed development, at subsequent stages of the process.

I understand from your letter that the Planning Inspectorate has received an application for an Order granting development consent for works for the Hinckley Rail Freight Interchange (HNRFI). The Planning Inspectorate must now decide by 6 March 2023 if the application can be accepted.

LCC has been invited to inform the Planning Inspectorate whether it considers that the Applicant has complied with the following duties of the Planning Act 2008:

- Duty to consult (Section 42)
- Duty to consult the local community (Section 47)
- Duty to publicise (Section 48)

LCC has had regard to the Applicant's Consultation Report which sets out how it considers compliance with the procedures of the Planning Act 2008 relating to consultation and publicity has been achieved. The contents of the Consultation Report have been assessed and forms the basis for LCC's response to The Planning Inspectorate under section 55 of the Planning Act 2008. Additional Matters in relation to the nature and content of the consultation are also raised at this stage.

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Section 42 – Duty to Consult

Section 42 of the Planning Act 2008 is worded as follows:

The applicant must consult the following about the proposed application:

- a) Such persons as may be prescribed*
- b) Each local authority that is within section 43*
- c) The Greater London authority if the land is in Greater London, and*
- d) Each person who is within one or more of the categories set out in section 44.*

The Applicant has complied with subsection (b) of section 42 as it has consulted with LCC. It is considered in the opinion of LCC that the consultation under section 42 has been carried out in a proper manner and meets the requirements in the Planning Act 2008. The following paragraphs precis correspondence between the Applicant and LCC.

Early engagement on the proposed development started in 2018 and has continued on since. The Applicant requested LCC's consideration of its draft Statement of Community Consultation (SoCC) on 22 December 2020. LCC responded on 22 January 2021 and requested the inclusion of additional interested groups which were included in the final SoCC.

Further drafts of the SoCC were supplied on 20 July and 26 August 2021 and LCC responded on 23 September 2021 stressing the need for a wider distribution than the 3km limit and stressing that without a conclusion on the requirement for an Eastern Villages Link (EVL) the public will not have a fully informed view. LCC requested physical copies of the Community Explanation Document should not be limited to those unable to access it electronically and face to face events should be held covering all parishes. The comments were in part reflected in the final SoCC.

Following receipt of the final version of the SoCC on 7 December 2021, LCC requested on 22 December 2021 that the public consultation be delayed until likely highway modelling results and mitigation measures required to offset the impacts of the scheme were agreed. The Applicant responded the following day that the consultation materials would be extensive and there is no requirement to agree highway mitigation proposals, but to consider consultation responses and whether any changes are necessary as a consequence. Copies of these letters are enclosed.

Section 47 – Duty to consult local community

Section 47 of the Planning Act 2008 is worded as follows:

- 1) The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land.*
- 2) Before preparing the statement, the applicant must consult each local authority that is within section 43 about what is to be in the statement.*
- 3) The deadline for the receipt by the applicant of a local authority's response to consultation under subsection 2 is the end of the period of*

28 days that begins with the day after the day on which the local authority receives the consultation documents.

- 4) *In subsection 3 "the consultation documents" means the documents supplied to the local authority by the applicant for the purpose of consulting the local authority under subsection 2.*
- 5) *In preparing the statement the applicant must have regard to any response to consultation under subsection 2 that is received by the applicant before the deadline imposed by sub section 3.*
- 6) *Once the applicant has prepared the statement, the applicant must publish it –*
 - a. *In a newspaper circulating in the vicinity of the land and*
 - b. *In such other manner as may be prescribed.*
- 7) *The applicant must carry out consultation in accordance with the proposals set out in the statement.*

It is considered in the opinion of LCC that the consultation under section 47 has been carried out in a proper manner and meets the requirements in the Planning Act 2008.

The SoCC was published on the Applicant's bespoke website on 8 December 2021 and a presentation to LCC Members was undertaken on 7 January 2022. The Preliminary Environmental Information Report (PEIR) and Community Consultation Document were made available from 12 January 2022. Consultation ran from this date until 8 April 2022, following an extension due some consultees being missing from the initial notification list, including LCC Highways. The consultation was delivered as set out in the SoCC.

Section 48 – Duty to publicise

Section 48 of the Planning Act 2008 is worded as follows:

- 1) *The applicant must publicise the proposed application in the prescribed manner.*
- 2) *Regulations made for the purposes of subsection 1 must, in particular, make provision for publicity under subsection 1 to include a deadline for receipt by the applicant of responses to the publicity.*

It is considered in the opinion of LCC that the consultation under section 48 has been carried out in a proper manner and meets the requirements in the Planning Act 2008.

Publicity was undertaken as proposed and the deadline for responses was made clear, including in relation to the extended deadline where notices were amended.

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Additional Matters

Whilst the legal requirements of consultation may have been followed LCC considers more should have been done to clarify and expand elements of the proposal to facilitate meaningful consultation, which will be elaborated on in brief.

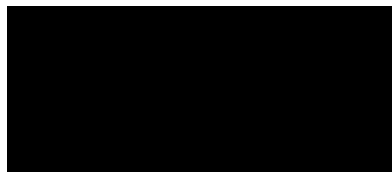
As noted above LCC raised concerns that neither the inputs nor the outputs of highway modelling had been agreed with the Highway Authority in advance of the public consultation. Without agreement to the baseline position or the potential impact of the proposed development it is difficult to judge with any certainty the scheme of mitigation measures proposed. It is contended on this basis that the highways mitigation package consulted upon was based on outdated evidence not supported by the Highway Authority. This therefore may have led public attention to mitigation that is potentially unnecessary and not proposed mitigation that could well be necessary to properly address the highway impacts from the proposed development. For information, LCC's consultation submission and the Applicant's response to the points raised is enclosed with this letter and tabulated in Appendix 9.8 of the Consultation Report, pages 144 to 150.

It should be recognised that engagement with the Applicant has continued in respect of highway and transportation matters post the formal public consultation period, including agreement to key stages of the highway modelling process. However, some stages are yet to be agreed and documents necessary for the Development Consent Order are yet to be seen. The additional information necessary to complete the Environmental Statement and to finalise the Transport Assessment are two further areas that will remain to be assessed when these details are made available. LCC must necessarily wait to see how the above matters have been resolved within the submitted application.

To conclude, it is LCC's considered view that whilst the Applicant may have met the process requirements of the consultation stages, LCC continues to have significant concerns and questions the quality, accuracy and completeness of the data, modelling and evidence used throughout the consultation process. In the event the Planning Inspectorate decides to accept the application LCC will expand on these concerns via its Relevant Representations and Local Impact Report submissions.

Thank you for the invitation to provide a representation and I trust the above will assist with the validation of the submitted application.

Yours Sincerely,



Tom Purnell
Assistant Chief Executive
Strategy and Business Intelligence
Chief Executive's Department

Attachments:

1. Letter from LCC to Applicant re. Public Consultation and Timeline (23 December 2021)
2. Letter from Applicant responding to LCC re. Public Consultation and Timeline (23 December 2021)
3. Letter from LCC as the LHA to Applicant re: Section 42 of the Planning Act 2008 (5 April 2022)
4. Letter from Applicant responding to LCC as the LHA: re: Section 42 of the Planning Act 2008 (25 July 2022)

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Mr Alex Reynolds
Tritax Symmetry
Unit 2 Roman Way
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Date: 23 December 2021
My ref: HNRFI – Tritax Symmetry_F
Your ref:
Contact: Simon Lawrence
Phone:
Email: [REDACTED]@eics.gov.uk

Dear Mr Reynolds

Hinckley Strategic National Rail Freight Interchange – Public Consultation content and timeline

Further to the 'Local Authority Officers' Working Group' meeting called by Tritax Symmetry (Hinckley) Ltd on 1 December, the County Council has reviewed the content of the public consultation (planned to commence w/c 12th January) and wishes to make the following observations:

- The proposed consultation material is extremely limited and skirts around the major issues to the extent that it is of little use to residents wishing to form a view on the scheme
- The scheme proposer is pursuing carbon offsetting and providing no attempt to reduce localised pollution from expected HGV and diesel train movements
- The consultation document presents information to the public based on modelling results that are not agreed with the Highways Authorities (and may be subject to change). This brings into question the validity of the public consultation as proposed as there is uncertainty on the extent of the highway impacts. Clearer descriptions of mitigation proposals are needed to allow residents to form views
- The Local Highway Authority is yet to be provided evidence to demonstrate that a bypass around Sapcote and Stoney Stanton is not needed, despite this option being excluded from the consultation material

As a result of the above, the County Council is unable to support the planned public consultation and is of the view that the proposer should delay it until agreement is reached on the likely mitigation measures required to offset the impacts of the scheme.

Yours sincerely

[REDACTED]

cc. Alberto Costa MP, Dr Luke Evans MP, Planning Inspectorate, Cllr Nick Rushton, Cllr Maggie Wright, Parish Councillors, officers at HBBC and BDC

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Mr John Sinnott, CBE
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23rd December 2021

Dear Mr Sinnott,

Hinckley National Rail Freight Interchange (HNRFI) – Public Consultation and Timeline

I refer to your letter of today's date. At the outset, I want to clarify what constitutes 'consultation material' that is referred to in your letter, as I believe there has been some confusion around what will be provided and presented for statutory consultation.

I have copied all recipients of your letter so that we can additionally provide clarity to them on this matter. I do so in bullet form for ease of understanding:

- To date the County Council has only reviewed the Statement of Community Consultation (SoCC) which sets out how Tritax Symmetry (Hinckley) Ltd (TSH), as Applicant, will undertake the statutory consultation on HNRFI. We thank you for your comments that were provided by your officers, however to be clear, the SoCC does not comprise the consultation material.
- The statutory consultation will present the consultation material and will be available to all from the 12th January 2022 until the 9th March 2022, during which time the County Council will be able to provide their full and reasoned consultation response.
- The consultation material (as you will have seen explained in the SoCC), will be comprehensive, and include a Preliminary Environmental Information Report (PEIR) and associated documents/plans/figures.
- The HNRFI PEIR will have separate chapter headings covering the following matters:
 1. Introduction
 2. Site description
 3. Scheme description
 4. Site selection, alternatives and scheme evolution
 5. Need and policy
 6. Environmental Impact Assessment (EIA) scope and general methodology
 7. Land use and socio-economic effects
 8. Transport and traffic
 9. Air quality

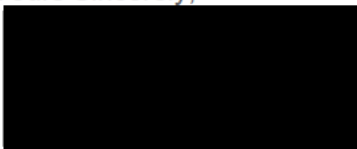
10. Noise and vibration
11. Landscape and visual effects
12. Ecology and biodiversity
13. Cultural heritage
14. Surface water and flood risk
15. Hydrogeology
16. Geology, soils and contaminated land
17. Materials and waste
18. Energy and climate change
19. Major Accidents and Disasters
20. Cumulative and transboundary effects
21. Conclusion
22. A Non-technical summary

- In addition to this, and in advance of the statutory consultation commencing on the 12th January 2022, we are arranging with the agreement of your officer's a presentation to Members precisising the consultation material on the 7th January 2022. We are additionally doing that same presentation to Blaby District Council and Hinckley and Bosworth Borough Council on the 5th and 6th respectively. Time for Q&A will be included as part of the presentation.
- In respect of the Eastern Villages By-pass (EVB) TSH is consulting on the basis that the transport modelling which has been undertaken to date does not demonstrate a requirement for the EVB to be provided in order to address the traffic impacts arising from HNRFI including the installation of the south-facing slips at M69, Junction 2.
- The DCLG Guidance on the Pre-Application Process does not require Applicants to reach agreement on likely mitigation measures prior to the statutory consultation. In the PEIR mitigation measures are proposed including offsite highway works. Consultation responses are invited upon the mitigation measures which have been identified.
- The purpose of statutory consultation is to establish the position of relevant consultees and the local community on the Proposed Development. TSH is then required to consider each and every response and determine whether changes be made to the proposals or conclude that no amendments are justified. The results of the statutory consultation will be set out in a Consultation Report which has to be submitted with the application to the Secretary of State.

I trust my response is of assistance to you.

I welcome engagement with your officers during the statutory consultation period and of course the informed position of the County Council when the consultation documents have been reviewed.

Yours Sincerely,



Alex Reynolds
Development Director
For and on behalf of Tritax Symmetry

T: + 

Ms Sinead Turnbull
 Planning Director
 Tritax Symmetry
 c/o Lexington Communications
 3rd Floor
 Queens House
 Queen Street
 Manchester
 M2 5HT

Date: 5th April 2022
 My Ref: RH/NRFIPUBCON
 Your 15/EL06LEX_2_R
 Ref:
 Contact: Rebecca Henson
 Phone: [REDACTED]
 Fax:
 Email: [REDACTED]@eics.gov.uk

Dear Sinead

Proposals for a strategic rail freight interchange-including warehousing-on the land south of Elmesthorpe, between the Leicester to Hinckley railway and the M69 motorway (known as the Hinckley National Rail Freight Interchange, (HNRFI)) and associated highway works.

Notice pursuant to Section 42 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Thank you for your letter dated 8th February 2022 consulting Leicestershire County Council (LCC) in its statutory role as Local Highway Authority (LHA) on the above proposals.

As you will be aware, LCC in its role as LHA entered into pre-application discussions for a Rail Freight Interchange in this location with DB Symmetry and their appointed transport consultant Hydrock in 2018. Following a lack of contact from the Applicant team for a significant period of time, the LHA were approached by Tritax Symmetry (TS) in late 2020 to engage in alternative proposals. The LHA has actively engaged with TS and their appointed transport consultants BWB since that time and has been an active member of the Transport Working Group (TWG).

The LHA has reviewed the PEIR, and in particular Appendix 8.1 Interim Transport Assessment, and has the following Observations to make:

<u>Appendix 8.1 Interim Transport Assessment (ITA) (January 2022 public consultation)</u>		
Section	ITA statement	LHA observations
Access infrastructure	The ITA at section 4 identifies the proposed access infrastructure	The ITA states that M69 J2 circulatory is proposed to be signalised. The LHA understands that the signalisation of this junction was not included in the model run on which the outputs of this ITA are based. In addition, the LHA have requested sensitivity tests of the A47 link dualled in its entirety. On this basis the LHA has not reviewed the proposed access designs in any detail.
Public Rights of Way (PROW)	The ITA at section 4 cross references a PROW Strategy (Also PEIR Appendix 11.2)	The LHA would welcome engagement with the Applicant's appointed consultants EDP on the PROW proposals including vertical and horizontal alignment, routeing, surfacing, and ongoing maintenance, ideally through the TWG as previously requested. At this stage limited engagement has taken place, and therefore there is currently no agreement on treatment of

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		<p>existing/future PROW. It is also worth noting that the submitted plans as presented do not appear to marry across the various documents resulting in some confusion.</p> <p>It would also be helpful for the LHA to have sight of Network Rail requirements where PROW's cross the rail line.</p>
Sustainable Transport Strategy	The ITA at section 4 states that a "Sustainable Transport Strategy" is being developed for the proposed development with the TWG.	The LHA welcomes the development of a Sustainable Transport Strategy given the substantial predicted trip generation to this site. The ITA states that the Sustainable Transport Strategy is being developed and does not appear to form part of the formal consultation documentation. It is noted that to date engagement and progress on this element has been limited. The LHA will continue to work with BWB (and the wider TWG) in this regard, noting that safe and appropriate access to the development for all users by sustainable modes should be prioritised.
PRTM v2.2 model	The ITA identifies the use of Leicestershire County Council's Pan Regional Transport Model (PRTM) to assess the impact of the proposed development on the local and strategic highway networks	<p>The use of PRTM v2.2 to assess the impact of the development on the local and strategic highway networks is agreed by the LHA.</p> <p>The LHA have agreed trip generation and distribution inputs.</p> <p>However, the ITA is based on other key input assumptions that have not been agreed by the TWG/have been subsequently superseded.</p> <p>For the avoidance of doubt, the following inputs have been identified as requiring updating:</p> <ul style="list-style-type: none"> • Planning assumptions and trajectories • Network assumptions • Network coding (e.g. routes through the eastern villages not meeting DfT WebTag criteria, signal timing changes at Narborough level crossing) • Model brief (including signal timings at Narborough level crossing subsequently revised by Network Rail) • Access assumptions (M69 J2 previously modelled as priority junction i.e., not signalised) <p>Based on the above, the findings in the ITA are not accepted by the LHA. For the avoidance of doubt, the LHA does not accept the impacts of development as defined in the ITA, nor therefore does it accept the proposed mitigation measures identified in the ITA.</p>

		The LHA continues to work with BWB (and the wider TWG) to agree input assumptions ahead of new model runs and will follow the agreed formal “sign off procedure” developed by BWB.
Baseline traffic surveys	The ITA states that a range of traffic surveys have been collected between 2017 and 2019	The appropriateness of these traffic surveys for use in local junction models will be considered by the LHA at the appropriate time in the assessment process. Normally, traffic surveys should be no older than 3 years and carried out in a neutral period. However, relaxations have been applied during the Covid-19 pandemic. On the basis that the impacts of the development are not agreed (see comments above and below), it remains unclear if all junctions requiring further assessment have been surveyed.
Assessment years	The ITA proposes assessment years of opening year 2026 and future year 2036.	The LHA agrees with these assessment years. However, it is noted that additional interim assessment years may need to be agreed with the TWG to allow for phased testing to be carried out.
Assessment scenarios	The ITA identifies the following scenarios for both assessment years: <ul style="list-style-type: none"> • Without development • Without development with proposed access infrastructure • With development with proposed access infrastructure 	The LHA agrees with these principal scenarios. However, it is noted that additional interim assessment scenarios may need to be agreed with the TWG to allow for phased testing to be carried out.
Area of Influence (AOI)	The ITA identifies a series of parameters to identify the AOI at paragraph 6.28.	The LHA (and wider TWG) will agree the AOI at the appropriate time i.e., once revised forecast modelling (based on agreed assumptions) has been undertaken.
Furnessing methodology	The ITA states that the furnessing methodology used in the assessment is “largely accepted” by LCC	The LHA await responses to queries raised on the proposed methodology and will continue to work with BWB (and the wider TWG) to agree an appropriate approach. Agreement to furnessing methodology must be reached prior to flows being inputted into local junction models on the basis that PRTM does not validate at turning count level.
Highway Impact	The ITA at section 7 identifies the predicted	As above, on the basis that the input assumptions to this modelling exercise were

	impact of the development on the local and strategic highway networks	not agreed/have subsequently been superseded, the highway impacts as set out are not accepted/agreed by LCC as LHA. The LHA will of course review the identified highway impacts in detail at the appropriate time.
Highway mitigation	The ITA at section 8 identifies schemes of mitigation on the local and strategic highway networks	As above, on the basis that the input assumptions to this modelling exercise were not agreed/have subsequently been superseded, and the highway impacts as set out are not accepted/agreed, the LHA has not reviewed the proposed mitigation measures in any detail at this stage. However, there is currently insufficient robust evidence to eliminate the need for a Sapcote bypass at this stage. The LHA will of course review any proposed mitigation in detail at the appropriate stage in the assessment process.
HGV Route Management Plan & Strategy	Included in the ITA at Appendix 12	The LHA has raised concerns with this Strategy not least of which include its deliverability, legality and enforceability. The LHA will continue to engage with BWB (and the wider TWG) on this Strategy, noting that it is awaiting a response to comments dated April 2021.
Framework Site Wide Travel Plan	Included at PIER Appendix 8.2	It is stated in the ITA that the Framework Site Wide Travel Plan sits alongside the Sustainable Transport Strategy. The relationship between the two documents remains unclear. The ITA states that the Sustainable Transport Strategy is being developed and does not appear to form part of the formal consultation documentation. It is noted that to date engagement on this element has been limited. The LHA will continue to work with BWB (and the wider TWG) in this regard, noting that safe and appropriate access to the development for all users by sustainable modes should be prioritised.

Any Transport Assessment submitted would be expected to reference and explain all agreed inputs and outputs to the assessment process in full, as opposed to simply appending technical documents to a summary report. This will allow all readers to fully understand the technical assessment that has taken place.

Hinckley Strategic Rail Freight Interchange Rail Report December 2021

Whilst the LHA has no direct rail responsibilities, through its [Rail Strategy](#) (developed jointly with Leicester City Council) it does have priorities that seek to promote modal shift from road to rail (including freight), but also priorities to significantly enhance Leicester and Leicestershire's rail passenger connectivity to cities elsewhere across the UK, including in the West Midlands (which would use the same rail corridor as the HNRFI). In that context, the LHA has the following Observations to make on the above report:

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- Further work is required to ensure that the analysis of rail impacts takes proper account of the Midlands Engine Rail proposals being promoted through Midlands Connect, which include proposal to enhance passenger rail connectivity between Leicester and Birmingham and to reinstate direct services to Coventry
- It is understood that the signalling system between Hinckley and Croft (the section on which the HNRFI would be located) is a relatively low capacity one. A more thorough assessment is required to identified to what extent additional signalling capacity would be required to accommodate the HNRFI proposals
- The development of the HNRFI proposals should be considered alongside the Midlands Engine Rail proposals to ensure that they can be jointly accommodated, including a detailed review of timetabling
- The geographical scope of any analysis should include the Leicester City area, which is a known capacity rail capacity constraint for accommodating both increased passenger and freight services.

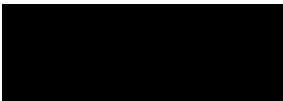
The Hinckley National Rail Freight Interchange Order (Draft DCO)

Neither the LHA, nor LCC Legal Services were invited to input into the development of the Draft DCO. Whilst in general terms the Draft DCO contains the general headline provisions required, the detail is subject to further comment and the LHA would welcome engagement from Eversheds. Amendments will be required to align the document with the standard requirements of LCC to ensure no risk to LCC and the wider public, financial or otherwise, from the development proposals.

It should be noted that based on the comments on the PEIR submission above, none of the site-specific details in the Schedules can be agreed at this stage.

We trust that you find the above information helpful in the further development of any proposals for this site, and we look forward to continued and further engagement with you and your team in this regard.

Yours sincerely,



Rebecca Henson
Team Manager – Highway Development Management

On behalf of the Director of Environment and Transport

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Rebecca Henson
Leicestershire County Council
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25/07/2022

Dear Rebecca

Section 42 response to Proposals for a strategic rail freight interchange - including warehousing - on the land south of Elmesthorpe, between the Leicester to Hinckley railway and the M69 motorway (known as Hinckley National Rail Freight Interchange, (HNRFI)) and associated highway works.

Thank you for your response dated 05th April 2022 to the formal statutory consultation on HNRFI which took place between 12th of January 2022 and 8^h of April 2022.

Following the close of consultation, Tritax Symmetry have been reviewing the responses received to inform the final design for submission of the application.

In consideration of your comments made in response to the formal statutory consultation and inputs to the HNRFI Transport Working Group (TWG) the following matters are considered agreed:

- Trip generation;
- Opening (2026) and Future (2036) Years of assessment;
- Assessment scenarios;
- Suitability of the base year PRTM model; and
- PRTM Forecast Modelling Brief including planning and network assumptions.

See below responses to the individual items raised by you. It would however be most helpful to engage in further discussions on these matters.

Item	LCC Comment	Response
Access Infrastructure	The ITA states that M69 J2 circulatory is proposed to be signalised. The LHA understands that the signalisation of this junction was not included in the model run on which the	Modelling for the consultation submission was based on the Jul 2021 run of the model. Subsequently work with the TWG has been ongoing to remodel with all data requirements

	<p>outputs of this ITA are based. In addition, the LHA have requested sensitivity tests of the A47 link dualled in its entirety. On this basis the LHA has not reviewed the proposed access designs in any detail</p>	<p>signed off ahead of the model run. LCC as LHA have now agreed to all inputs including the signalisation of J2 and a sensitivity test looking at the dualling of the A47 link road This has been modelled in the latest run.</p>
Public Rights of Way	<p>The LHA would welcome engagement with the Applicant's appointed consultants EDP on the PROW proposals including vertical and horizontal alignment, routeing, surfacing, and ongoing maintenance, ideally through the TWG as previously requested. At this stage limited engagement has taken place, and therefore there is currently no agreement on treatment or existing/future PROW. It is also worth noting that the submitted plans as presented do not appear to marry across the various documents resulting in some confusion. It would also be helpful for the LHA to have sight of Network Rail requirements where PROW's cross the rail line.</p>	<p>EDP had engaged with the PROW officers at LCC for advice on the routes through the site. They have committed to providing further response through the LCC HDM team in future engagement. PROW proposals were in development at the time of the consultation submission and these will be fully aligned for other sections of the ES and associated appendices.</p>
Sustainable Transport Strategy	<p>The LHA welcomes the development of a Sustainable Transport Strategy given the substantial predicted trip generation to this site. The ITA states that the Sustainable Transport Strategy is being developed and does not</p>	<p>Noted, much of the information from the Sustainable Transport Strategy was put into the TA and Travel Plan. This is being developed further and will be submitted as a separate document with the ES.</p>

	<p>appear to form part of the formal consultation documentation. It is noted that to date engagement and progress on this element has been limited. The LHA will continue to work with BWB (and the wider TWG) in this regard, noting that safe and appropriate access to the development for all users by sustainable modes should be prioritised.</p>	
<p>PRTM v2.2 Model</p>	<p>The use of PRTM v2.2 to assess the impact of the development on the local and strategic highway networks is agreed by the LHA.</p> <p>The LHA have agreed trip generation and distribution inputs.</p> <p>However, the ITA is based on other key input assumptions that have not been agreed by the TWG/have been subsequently superseded.</p> <p>For the avoidance of doubt, the following inputs have been identified as requiring updating:</p> <ul style="list-style-type: none"> • Planning assumptions and trajectories • Network assumptions • Network coding (e.g. routes through the eastern villages not meeting DfT WebTag criteria, signal timing changes at Narborough level crossing) 	<p>Noted, at the time of submission to the consultation, and to supply respective disciplines with transport data, the July model run was the only dataset which had meaningful outputs to approximate the impacts from the site.</p> <p>We have worked with the TWG following this to agree all the respective elements to the modelling including the bullets listed in LCC comment.</p> <p>The Transport Assessment and the mitigation put forward for the PEIR was labelled as 'interim' for the avoidance of doubt.</p>

	<ul style="list-style-type: none"> • Model brief (including signal timings at Narborough level crossing subsequently revised by Network Rail) • Access assumptions (M69 J2 previously modelled as priority junction i.e., not signalised) <p>Based on the above, the findings in the ITA are not accepted by the LHA. For the avoidance of doubt, the LHA does not accept the impacts of development as defined in the ITA, nor therefore does it accept the proposed mitigation measures identified in the ITA.</p>	
Baseline traffic Surveys	<p>The appropriateness of these traffic surveys for use in local junction models will be considered by the LHA at the appropriate time in the assessment process. Normally, traffic surveys should be no older than 3 years and carried out in a neutral period. However, relaxations have been applied during the Covid 19 pandemic. On the basis that the impacts of the development are not agreed (see comments above and below), it remains unclear if all junctions requiring further assessment have been surveyed.</p>	<p>Surveys had taken place during neutral months in 2018. The significant disruption of transport and traffic during the Covid 19 pandemic has meant that counts during this period were subject to factoring based on advice from DfT. The survey results obtained for the junctions subject to mitigation measures are more robust than those which would have been taken following March 2020. It is our view that these remain acceptable despite being marginally older than recommended surveys under normal conditions.</p>
Assessment years	<p>The LHA agrees with these assessment years. However, it is noted that additional interim</p>	Noted

	assessment years may need to be agreed with the TWG to allow for phased testing to be carried out	
Assessment scenarios	The LHA agrees with these principal scenarios. However, it is noted that additional interim assessment scenarios may need to be agreed with the TWG to allow for phased testing to be carried out.	Noted
Area of Influence (AOI)	The LHA (and wider TWG) will agree the AOI at the appropriate time i.e., once revised forecast modelling (based on agreed assumptions) has been undertaken	Noted- this is now under scrutiny with the latest model outputs.
Furnessing methodology	The LHA await responses to queries raised on the proposed methodology and will continue to work with BWB (and the wider TWG) to agree an appropriate approach. Agreement to furnessing methodology must be reached prior to flows being inputted into local junction models on the basis that PRTM does not validate at turning count level	Further information has been shared regarding the methodology and we will ensure sign-off prior to detailed models are completed.
Highway Impact	As above, on the basis that the input assumptions to this modelling exercise were not agreed/have subsequently been superseded, the highway impacts as set out are not accepted/agreed by LCC as LHA. The LHA will of course review the identified highway impacts in detail at the appropriate time	Highway impacts were modelled with the data available at the time (July 21 run). These have subsequently been re-run with the revised model and shared with the TWG.

Highway mitigation	As above, on the basis that the input assumptions to this modelling exercise were not agreed/have subsequently been superseded, and the highway impacts as set out are not accepted/agreed, the LHA has not reviewed the proposed mitigation measures in any detail at this stage. However, there is currently insufficient robust evidence to eliminate the need for a Sapcote bypass at this stage. The LHA will of course review any proposed mitigation in detail at the appropriate stage in the assessment process	Noted, new model runs have been done as above. The evidence from the previous run in relation to the Sapcote bypass was sufficient for the team to understand that the overall flows both existing and projected would not typically warrant a bypass of the size and configuration suggested.
HGV Route Management Plan & Strategy	The LHA has raised concerns with this Strategy not least of which include its deliverability, legality and enforceability. The LHA will continue to engage with BWB (and the wider TWG) on this Strategy, noting that it is awaiting a response to comments dated April 2021	Legal precedents have been shared following discussion with TWG about enforcement measures, the routing strategy will be a key document in the suite of supporting information for the Transport Chapter.
Framework Site Wide Travel Plan	It is stated in the ITA that the Framework Site Wide Travel Plan sits alongside the Sustainable Transport Strategy. The relationship between the two documents remains unclear. The ITA states that the Sustainable Transport Strategy is being developed and does not appear to form part of the formal consultation documentation. It is noted that to date engagement on this element has been limited. The LHA will	Further development of the Sustainable Transport Strategy and its links with the travel Plan are ongoing, these will be fully shared with the TWG in due course.

	continue to work with BWB (and the wider TWG) in this regard, noting that safe and appropriate access to the development for all users by sustainable modes should be prioritised.	
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Should you have any queries on the above please do not hesitate to contact me.

Yours sincerely,

Sinead Turnbull

Planning Director

For and on behalf of Tritax Symmetry

