

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Appendix A Highways Position Statement

Document reference: 18.2.1

Revision: 01

10 October 2023

PROJECT NAME	Hinckley Rail Freight Interchange		
DOCUMENT NUMBER	HNRFI-BWB-GEN-XX-RP-TR-0030	BWB REF	NTT2814
AUTHOR	Malcolm Ash	STATUS	S2
CHECKED	Shirley Dumigan	REVISION	P04
APPROVED	Shirley Dumigan	DATE	10/10/23

1. INTRODUCTION

Background

- 1.0 BWB Consulting (BWB) has been instructed by Tritax Symmetry (Hinckley) Ltd (“the Applicant”) to provide highways and transport advice) to support the DCO submission for the proposed National Rail Freight Interchange at Hinckley, Leicestershire (HNRFI).
- 1.1 The Main HNRFI Site lies 3 km to the north-east of Hinckley, in a level area of mixed farmland to the north-west of Junction 2 of the M69. The railway between Leicester and Hinckley on the north-western boundary of the site is on Network Rail's strategic freight network, linking the west coast and east coast main lines and forming a primary link between Felixstowe and the Midlands and North.
- 1.2 Hinckley National Rail Freight Interchange (NRFI) is a proposed B8 (warehousing) employment development and National Rail Freight Interchange located to the north-west of M69 Junction 2, to the north-east of Hinckley with a capacity of 850,000m2 of employment land.

Purpose of Statement

- 1.3 This document is a position statement following the submission of “relevant representations” to the Planning Inspectorate (PINS) by the key Highway Authorities. The note addresses points raised principally by Leicestershire County Council (LCC), National Highways (NH) and Warwickshire County Council (WCC). The Applicant is disappointed to note the points raised by the Highway Authorities in their relevant representations, particularly given the discussions held and agreements on certain matters reached through the extensive Technical Working Group meetings and this note is submitted to explain that progress and address the matters raised by the authorities.

- 1.4 An initial overview of the timeline of BWBs engagement on behalf of the Applicant is included below. This is to provide context to the process, level of consultation and changes accommodated into modelling agreements.
- 1.5 The following sections mirror the commentary from LCC, NH and WCC and seeks to address each point individually. There are significant overlaps in the points within commentary from both authorities, therefore a note is added after each comment stating the source- i.e NH, LCC and WCC.

2. TIMELINE OF CONSULTATION AND AGREEMENT

Overview

- 2.0 Throughout BWB's involvement with the HNRFI project, from September 2020, we have sought to engage with the main Authorities through the Transport Working Group (TWG). The TWG consists of the following authorities: Leicestershire County Council, National Highways, Warwickshire County Council, Leicester City Council and Coventry City Council. This has enabled monthly updates on the progress of the technical work and presentations from specialists when required.
- 2.1 Prior to BWB working on the HNRFI scheme predecessors, Hydrock, had engaged the TWG for approximately 18 months before a project hiatus in November 2019.
- 2.2 The initial objectives for the TWG were to agree the approach to modelling for the scheme and its respective inputs. This began with establishing the strategic model for use and then its inputs. Prior to BWB's involvement, it had been agreed by the authorities that LCC's Leicestershire Pan Regional Transport Model (PRTM) was the most appropriate tool to use as the basis for understanding future impacts on the local and strategic road networks.
- 2.3 During this period there had also been significant progress in agreeing inputs to the modelling, including the trip generation source data and trip distribution, the latter being produced by LCC's PRTM modelling consultants, AECOM.
- 2.4 The timeline summary can be seen graphically in **Appendix A** of this document for ease.

BWB Involvement

2.5 Following the project hiatus, BWB began the process by re-establishing the TWG and picking up detail of the overall position of the modelling with each of the authorities. The following summary provides an overview of the subsequent key points during the TWG engagement process. This provides important background to the technical points made in the relevant representations.

November 2020; Initial TWG meeting with BWB as chair. Re-establish position and model runs to date- existing runs had been performed on LCC’s PRTM v1.0 and had limited agreements with the Highway Authorities.

December 2020; Following significant discussion and exchange of data, it is agreed that a new model run using LCC’s PRTM 2.1 is required with new inputs to be agreed with the TWG. ‘Access Infrastructure’ identified as the new slips to Junction 2 M69 motorway and a link road from the Strategic Road Network (“SRN”) to the B4668 Leicester Road (now referred to as the A47 Link Road) which is to be tested through the model.

January 2021- June 2021 Base model, uncertainty logs, trip generation, trip distribution all subject to further work and scrutiny from members of the TWG. Preparation of LCC’s PRTM 2.1 modelling with LCC Network Data Intelligence (NDI)and AECOM. At NH’s request, the smart motorway scheme between J17 and 21 on the M1 motorway was removed from the model.

July/August 2021- NH announce the removal of Dodwells Longshoot improvements from NH’s Roads Improvement Strategy 2 (RIS2) programme, which sets out the Government’s priorities for the SRN in the subsequent 5 years, in favour of a whole route approach. This was unforeseen during the model period by NH and the TWG. LCC’s PRTM 2.1 forecast models were largely complete at the time. TWG discussions held regarding options for the model outputs. BWB suggest a sensitivity test and comparison using existing models and new outputs. Members of the TWG request a full new model run with LCC’s PRTM 2.2 and full sign off for all inputs. This is agreed with BWB and further work commences immediately.

August 2021 to February 2022- Renewed discussions on base model, uncertainty logs, trip generation, trip distribution- see Table 2.1 for key dates and sign off. BWB prepared Preliminary Environmental Information Report (“PEIR”) for January 2022 based on June model run (PRTM 2.1)with a caveat in the consultation that further discussions and agreements are ongoing.

Document	DCO Doc Ref	LCC Sign off Date	NH Sign Off Date
Trip Distribution TN1	6.2.8.1 pt 5 of 20	11/03/21	Email 12/03/21 stating suitability of gravity model in TN1 subject to Trip Generation, Uncertainty Log and validation of base model

Trip generation addendum note P04	6.2.8.1 pt 4 of 20	04/10/21	27/10/21
Uncertainty Log V8	6.2.8.1 pt 7 of 20	17/02/22	05/05/22
Base Year Model Review	6.2.8.1 pt 7 of 20	01/03/22 (v4 with local adjustments added for LCC)	01/12/21
Forecast Model Brief	6.2.8.1 pt 8 of 20	17/02/22	Via email- 03/12/21
Furnessing	6.2.8.1 pt 9 of 20	Comments received July 22; further update provided 11.09.23	03/09/21

February 22- April 22; Forecast Model is run, and reporting produced. Results are presented to the TWG in April 22. Further information is requested by NH and LCC in relation to provision of revised zoomable plots, including conversion to Passenger Car Unit (PCU) which allows for all vehicle sizes to be standardised measurement for modelling purposes- eg car = 1 PCU, HGV = 2.3PCU, journey time data and delay plots amongst others.

April 22- September 22; Revised Forecast Report is produced and issued. The additional outputs from the model are produced, checked, and shared with the TWG. A commentary from NH on the forecast model output is received 29/09/22, broadly accepting the information with recommendations. Furnessing adjustments are suggested by LCC due to the significant effect the proposed changes to Junction 2 would have on traffic flows at that junction. This is incorporated into the revised detailed junction models.

September 22-January 23; Full coordination with all Environmental disciplines to produce the suite of submission documents for the DCO Application in early 2023. Detailed models, drafting and coordination/ checking and legal review required. Comments from PEIR are addressed within the submission documents with greater level of detail within the Environmental Statement Chapter (Document Ref 6.1.8) and the Transport Assessment (Document Ref: 6.2.8.1, APP-) It also included subsequent discussions from the TWG meetings as indicated within Consultation Report (Document Ref 5.1 paragraph 13.2.7 and 13.2.8).

2.6 It is worth also noting that during BWB’s involvement with the project there has been a number of personnel changes at National Highways and their technical advisors resulting in agreements being revisited, adding to the robustness of the approach.

3. RELEVANT REPRESENTATION RESPONSES

3.0 Below are key responses received through relevant representation to PINS. Bullets from LCC have been used for concision. Key items that have been raised by more than one party are indicated in parenthesis.

1) Trip generation - including discrepancies in employee numbers and addition of a lorry park. (LCC/NH/WCC)

3.1 Trip generation figures had been agreed through substantial negotiation with the TWG and technical appendices including detailed review of the onward freight percentages and their derivation. The trip generation has always been based on floor area as per the standard approach to Transport Assessment. The following sub-sections explain why this approach is robust.

3.2 The base data was derived from other RFI applications and refined/amalgamated with other distribution sites to produce trip rates for both car and HGV movements. This is a standard first principles approach that has been used for other RFI sites. The employee numbers sit independent to this derivation as these are often uncertain at the time of submission. Estimates have been stated for the socio-economic purposes. The lower value being 8,400 and the socio-economic report stating an upper ceiling of up to 10,400 employees. This was based on the HCA Employment Density Guide 3rd edition, which crucially provides an estimate of the total number of staff employed at a site, not the number attending site at a particular time of day, which is the main requirement of the trip generation exercise.

3.3 On review of the absolute projected trip generation figures (Table 7 within the Trip Generation Addendum note Document Ref; 6.2.8.1 pt 4 of 20) these equate to approximately 8,200 light vehicle trips to and from the site. For either of the employment figures, this level of light vehicles is robust when allowing for the 24-7 shift patterns of many warehousing operators and a typical car driver mode share of between 70% to 80% in similar developments. Given that the agreed peak hour trip rates are derived from those used at other consented SRFIs (Northampton Gateway, West Midlands Interchange), they are considered to be an appropriate basis for assessment.

3.4 As set out in Chapter 3 of the PEIR during the statutory consultation process, the HGV Lorry Park is not for public use. It is a facility for drivers delivering to the warehousing and rail terminal to layover and prevent off-site HGV parking. It is to be strictly controlled

through a barrier access, ANPR system and will not change the trip generation profile for the site. Therefore, the use is totally ancillary to the development only and as such no additional traffic assessment is required for the Lorry Park. The Applicant is prepared for the ancillary use of the Lorry Park to be secured via the DCO.

- 3.5 All inputs were scrutinised and agreed with the key members of the TWG as outlined in the introduction of this note at the time of the modelling inputs for the final strategic model forecast run. Based on the above, it is therefore concluded that the figures are fit for purpose for the forecasting of the development impact on the highway network.
- 3.6 A further clarification note has been produced on Transport and Employment numbers at the request of the ExA following discussions in the Preliminary Hearing and ISH1 (see Appendix A to the Applicant's Post Hearing Submissions (Document 18.1.1)).

2) No agreement on access infrastructure including its design, capacity and deliverability (LCC/NH).

- 3.7 Access Infrastructure proposals have been shared with the TWG from the start of BWB's involvement in the process. The A47 Link Road was subject to discussions regarding the need for single or dualled carriageway. The link road connects to the B4668 and ultimately the A47 both of which are a single carriageway configuration.
- 3.8 The M69 Junction 2 improvements have also been shared with the TWG from Summer 2021. Highway Authorities would not engage with design discussions until strategic modelling had been run, but were given ample opportunity to do so. BWB have maintained throughout the consultation process that the proposed infrastructure not only provides access to the site, but also mitigates highway impact as it significantly improves traffic movement around Hinckley and Burbage by drawing SRN traffic out of the town and onto the new link road. This is borne out by the strategic modelling outputs.

3) Strategic model outputs including furnishing methodology and lack of phased testing. (LCC/NH/WCC)

Strategic Modelling

- 3.9 It should be noted that base model and forecast modelling brief were signed off by NH and LCC in late 2021 and early 2022 respectively, as indicated in Table 1.1.
- 3.10 Strategic modelling outputs were shared and commented on in April 2022. Further plots and details were requested by NH and LCC to inform their review. The presentation of

the forecast report was revised and issued in May 2022 and the further plots and information shared in August 2022. NH provided a written response in Sept 2022 and raised no significant concerns on the outputs of the model. Whilst LCC raised concerns in August 2022 around impact on local network and a desire to shift traffic to the SRN, it also requested the analysis of an additional 45 junctions within the study area. A review and analysis for all these requested junctions was included in the DCO TA submission.

Furnessing

- 3.11 The Furnessing is a process of deriving forecast turning matrices, the process used has utilised the strategic modelling outputs and observed traffic data.
- 3.12 The Furnessing methodology note has been through a review and accepted for all off-site junctions. However, both LCC and NH commented on the methodology for the furnessing of the two access junctions at either end of the new link road due to the addition of new arms. This was debated and discussions were held with LCC NDI and their consultants who agreed with the BWB approach to furnessing flows at the site access junctions, which was ultimately included in the DCO Application submission. All comments were incorporated into the final iteration of the furnessing spreadsheet and updated Methodology Note.
- 3.13 NH had provided a technical note from their call off consultant AECOM (unconnected with the LCC NDI modellers) on the Furnessing subject dated 03/09/21. This summarised that the *“Approach described is generally considered to be sound, the process for deriving inputs to the Furness process is reasonable and the proposed process itself is correct”* before describing specific observations and making clear recommendations, which were shared in an update to the TWG of the furnessing note at the time and have been addressed in the submission.
- 3.14 An updated Furnessing Methodology Note was submitted to the ExA on 11/09/23 which fully addressed the outstanding LCC points (which were for further clarification). The outputs from the furnessing calculations did not change.

Phasing

- 3.15 The delivery of the access infrastructure is predicted to result in a substantial redistribution of background traffic, as it offers a more direct route between the A47 and the M69 and draws traffic away from congested areas. Whilst this provides benefits to

areas such as Hinckley and Burbage, the highway mitigation package primarily addresses the negative effects of this re-routing on the local network. As a consequence, it is not related to the build out of the development and consequently will be required once the new access infrastructure is operational for the junctions closest to the site, including those on the B4669, A47 and B4114. This is reflected in the DCO application and secured through DCO requirements. Consequently, further phasing runs of the strategic models are not required.

4) Impact of the development and role of the access infrastructure in the interpretation of modelling results (LCC)

Scenarios for testing and understanding the impact of both the development and the proposed access infrastructure had been agreed through the Forecast Model Brief. This was used in the Transport Assessment to understand the critical impacts on background traffic movements created by the introduction of the new access infrastructure and therefore its secondary purpose as highway mitigation.

5) Mitigation strategy and package, including local and strategic junction assessments, design, and lack of testing of mitigation strategy in strategic model (LCC/NH)

- 3.16 It is acknowledged that the mitigation strategy has not been agreed with the TWG. This is because the authorities have not accepted the outputs of LCC's PRTM2.2 strategic modelling and have been unwilling to engage on the mitigation schemes proposed. However, the TWG members clearly required use of the LCC PRTM as the most appropriate modelling tool and have agreed to both the inputs and the methodology for producing PRTM2.2. The outputs are simply the product of these previously agreed matters.
- 3.17 Without formal acceptance of the outputs, the Applicant has proposed mitigation which BWB considers to be justified and appropriate for the identified highway impacts of the development. BWB has attempted to engage on the proposed mitigation since August 2021, but with limited success..
- 3.18 A list of 45 junctions was provided by LCC for review following the strategic model outputs in August 2022. The examination of the impact at all these junctions was included in the 55 junctions assessed within the TA submission as part of the DCO Application. A significant point of disagreement is the need for improvement or otherwise at Junction 21 of the M1 motorway.

- 3.19 BWB has maintained throughout the process that capacity improvements to address underlying and unresolved congestive problems at Junction 21 should not be the responsibility of the HNRFI mitigation package. This is the responsibility of LCC and NH and there is no scheme committed or even foreseeable to address these issues.
- 3.20 As agreed with the TWG, LCC's PRTM2.2 model reflects this situation and the HNRFI mitigation package accounts for the influence that congestion at Junction 21 has on the wider redistribution of traffic resulting from the proposed access infrastructure. To re-run models with unconstrained flows (a theoretical scenario whereby there is no congestion at J21 and traffic will choose its most convenient route) at Junction 21 as suggested by LCC and NH would not inform the assessment of the HNRFI and its mitigation package. Rather, it would assess a future theoretical scenario following the implementation of an unidentified, unfunded and uncommitted improvement scheme. Hence, this is an unreasonable requirement.
- 3.21 As predicted by LCC's PRTM2.2, the combined impact of development traffic and redistributed background traffic resulting from the HNRFI and its associated access infrastructure would be a net difference of -10 (0.2%) vehicles in the morning peak hour and +114 vehicles (1.8%) in the evening peak hour. Hence, there is predicted to be a small negative residual impact in the evening peak hour only, even when not accounting for the effects of the Travel Plan and the enhancement of the X6 bus service from Leicester to Coventry, which, in accordance with NH Circular 01/22, would seek to reduce both development and background traffic demand at Junction 21.
- 3.22 Current capacity constraints at Junction 21 are driven by underbridges of the M1 on the circulatory carriageway. Widening to address such constraints would be of a significant magnitude and require RIS levels of Government investment. Given the stated concerns, BWB has attempted to engage with both LCC and NH to identify a reasonable mitigation scheme at Junction 21 that is proportionate to the residual impact being predicted by LCC's PRTM2.2. However, a suitable scheme has not been identified and therefore the small residual impact remains. Albeit, this is considered to be neither severe or resulting in a safety issue
- 3.23 Offsite mitigation has been tested in the standalone junction capacity models, with the significant infrastructure changes already accounted for in the model for the development access infrastructure. The mitigation will be provided in the early construction phases due to the impact of the access infrastructure and background

redistribution of traffic on those junctions closest to the site, including the A47, B4114, B4669 and B4668. This is secured by DCO requirement 5.

6) Impacts on rail including Narborough crossing and future passenger provision. (LCC).

- 3.24 Network Rail have undertaken a detailed analysis of Narborough Station and the barrier down time. Based on the pre-pandemic timetable, in the morning peak hours 7 – 10 am, there is only one possible time an additional intermodal freight train could run. In the afternoon, between 4 – 7 pm only two. Each train would cause a maximum barrier downtime of 2.5mins. This is far less than a stopping passenger train coming from Leicester, which is 4-5 minutes. In each hour the total barrier down time would be approximately 20 minutes, with 40 minutes open which is well within Network Rail's acceptable barrier down time at a level crossing in a town centre location.
- 3.25 Network Rail is satisfied that sufficient capacity has been identified for HNRFI services in the Working Timetable. This allows for known passenger service development aspirations identified by Midlands Connect, to better link Birmingham, Nuneaton, Hinckley and Leicester.
- 3.26 Further details are being prepared ahead of Deadline 2 in relation to the change in train numbers and impacts at Narborough level crossing. This has been requested by the ExA through the Rule 17 response issued 22/09/23.

7) Management and Strategy Documents not approved (LCC/NH):

1. HGV Management Plan and Route Strategy including method of enforcement.
 2. Public Right of Way (PRoW) Strategy including rail crossings.
 3. Construction Traffic Management Plan and construction traffic routeing impacts.
 4. Framework Site Wide Travel Plan.
 5. Sustainable Transport Strategy.
- 3.27 Drafts of all of the above documents were shared with the TWG at various points within the engagement process. The PRoW Strategy was shared with LCC PRoW officers. Comments had been received on the draft Sustainable Transport Strategy and draft HGV Management Plan from LCC, which were accepted, updated and amended accordingly in preparation for the submission. DCO requirements will secure items 1-5 and items 4 & 5 will also have phase specific plans submitted providing additional detail.

- The Walking Cycling and Horse Riding Assessment and Review (WCHAR) was submitted with the DCO and is under the protective provisions.
- 3.28 A legal review had taken place by LCC in summer of 2022 of the enforcement methodology for the HGV routing strategy. This was based on precedents at Redditch Gateway in which both National Highways and Warwickshire are key contributors.
- 3.29 The draft public right of way strategy was largely agreed with the PRoW officer at LCC, though this was independent from the LCC Highways Development Management (HDM) team. Further discussions have been subsequently held, with additional information requested and clarifications from Leicestershire County Council. These are set out in a Tracker appended to this Highway Position statement in **Appendix B**.
- 3.30 Construction Traffic Management has been based on similar RFI sites and derivations of construction vehicles allied with the headline construction programme. This is consistent with the approach for management documents elsewhere in the Midlands.
- 3.31 The Site Wide Travel Plan and the Sustainable Transport Strategy and Plan have been developed from discussions with operators and officers at LCC. They align closely with suggested improvements made by LCC during initial reviews of the document.
- 3.32 Drafts of most of the above documents had been shared through the PEIR process in early 2022. All are independent from the strategic modelling outcomes; limited feedback was provided by members of the TWG on the basis that the strategic modelling had not been agreed.
- 8) Paragraph 2.26 of the submitted Transport Assessment it states that an addendum Transport Assessment will be prepared at a later date. As a consequence of the above there is also no agreement to: Red line order limits Draft Development Consent Order, s106 Heads of Terms (LCC/NH/WCC)**
- 3.33 The additional work referred to above relates to the Rugby Rural Area Model (RRAM) assessment to be carried out for Warwickshire County Council and NH. There were some delays in getting the outputs from this ahead of the DCO submission, but this has been run in parallel. Initial indications demonstrated minimal impacts on identified routes within the RRAM. But clarifications and updates were sought on re-based outputs. The outcomes of the model were shared with WCC, LCC and NH on 11/09/23. The outputs of this modelling does not show any further assessment is required over and above that in the Transport Assessment. Therefore, an addendum is no longer required. This

paragraph has been updated in version 8 of the Transport Assessment submitted at Deadline 1.

3.34 LCC requested Road Safety Audits to confirm no additional land is required around the mitigation proposed and hence the redline. Road Safety Audit Briefs were provided to LCC, NH and WCC in early July 2023. NH have responded that the review and approval of the RSA Briefs and Curriculum Vitae is premature at this time due to design parameters and or modelling outputs being agreed. LCC have requested updates to the brief to include a number of items which will be included in the information pack for the auditor, which is detailed in the Tracker in **Appendix B**. The additional information that will be provided includes a note and update on Collisions from 2020 and HGV tracking. These will be done ahead of Deadline 4 January 9.

9) DfT Circular 01/2022: Strategic Road Network and the delivery of sustainable development, now known as the Circular. The submission has not taken into consideration the new policy set out in the Circular and the implications it has in regard to the submission and development proposals identified (NH)

3.35 The Circular was released at the very end of 2022 as the DCO Application submission was undergoing its final reviews. The Circular was read and reviewed at the time to understand the fundamental changes within it. The Circular's emphasis has shifted significantly to the promotion of Active Travel and Sustainable modes ahead of direct infrastructure interventions. This aligns with aspirations to improve environmental impacts and sustainability of NH's network. BWB and the Applicant consider that the HNRFI proposals align with the guidance set out within the Circular.

3.36 A full sustainable transport strategy and WCHAR (Walking Cycling, Horse Riders Assessment and Review) forms part of the documents submitted with the Application. Mitigation, notably at Junction 21 of the M1 motorway, takes the form of enhanced frequency bus services to Leicester and Demand Responsive bus service to Leicestershire districts (should future staff live in these areas) and connecting to Hinckley Railway station ahead of direct infrastructure interventions.

3.37 New access infrastructure incorporates extensive cycling and pedestrian routes and the re-routed bridleways have been incorporated into the masterplan layouts. The site is close to built-up areas and connectivity to rail station and bus services is proposed to be enhanced as part of the mitigation strategy.

3.38 It is inevitable, when assessing a rail freight interchange, that new highway infrastructure will be required. However, this is proportionate to the impact of the scheme. Completing a higher capacity link road loop to the north of Hinckley and constructing the south facing slip roads has a clear benefit to the centre of Hinckley and Burbage. It draws southbound traffic routing to the M69 motorway and vice versa, out of the town centre and suburbs. The link also permits direct access to the SRN for HGVs minimising impacts on the local road network. This has been part of the HNRFI 'vision' from early in BWB's involvement on the project.

10) Active & Sustainable Transport (including Travel Plan): National Highways has significant concerns that the proposals for active and sustainable travel have not been fully considered, and what is provided is exceptionally limited. (NH)

3.39 A full Sustainable Transport Strategy has been submitted with the DCO Application. Routes through the site and connections to existing facilities are proposed as part of the strategy. The Strategy is not considered to be 'exceptionally limited', it is in line with projects of a similar scale.

3.40 Discussions have also been held with local bus providers to agree initial public transport enhancements to improve connectivity and develop travel habits that will ultimately support a financially viable bus provision, key areas for employee catchments and transport hubs. These improvements are proportionate to the scale of the HNRFI scheme.

11) Development impact on the SRN: As National Highways has been unable to agree the strategic modelling at present, we have been unable to identify the development impact on the SRN. (NH)

3.41 As per point 3 above. Strategic modelling outputs from LCC's PRTM2.2 were shared and commented on in April 2022. Further plots and details requested by NH in their review, were provided and shared in August 2022. NH provided a written response in September 2022 with no significant concerns raised on the outputs of the model.

3.42 It should be noted that base model and the forecast brief were signed off by NH in December 2021 see Table 1.1 above.

12) Design and deliverability of northbound off-slip and southbound on-slip at M69 Junction 2: National Highways has had limited discussion in the design of the proposed additional northbound off-slip and southbound on-slip at M69 Junction 2. (NH)

3.43 Designs for the M69 J2 layout were circulated to the TWG following the initial run of modelling BWB had directed in March 2021. The design of the slip roads themselves is

based on CD122 and therefore heavily dependent upon traffic flow numbers to influence the layout of the junctions proposed.

3.44 Consultation has taken place between the Applicant's highway designers and NH personnel in relation to the slip road proposals on several occasions. As well as various informal discussions with the third party works team at NH, formal meetings have been held with Warren Payne in July 2021 to discuss the layout and proposals for the slip roads and M69 J2, including abnormal design elements such as departures from standards, retaining walls. A further meeting focussed on potential departures from standards relating to the slip roads was held with Richard Webster of Safety, Engineering and Standards (SES) in August 2021 and more recently, there has been email correspondence relating to the scheme with Warren Payne, the East Midlands Operations Directorate (OD) team, and various asset management teams including structures and technology.

3.45 NH has since confirmed on the 13th of September 2023 that the formal process for the departures from standard can now be followed. This followed on from feedback NH received from the Department for Transport. A departure submission has subsequently been made on the 18th of September, assigned and awaiting agreement from Mr Simm to allow NH SES to review. A design meeting has now also been diarised with NH and further regular meetings are to be diarised to suit NH. LCC will be invited to these where appropriate.

13) It is National Highways opinion that the access arrangements and the provision of the proposed northbound off-slip and southbound on-slip at M69 Junction 2 could be potentially required prior to construction of the development proposals. (NH)

3.46 Outlined within the submission is an initial programme of construction (Document ref 17.1). This highlights that the access to the site and the construction of the slips at M69 Junction 2 will be in the earliest stages of the construction. The slips will be open ahead of the first building occupation.

14) The rail head should be provided from opening of the scheme to promote the sustainable movement of freight, as if it isn't provided at this stage it could potentially result in the development being road based. (NH)

3.47 The Applicant is disappointed to note NH's comment in respect of the trigger for the delivery of the rail terminal, and particularly that the proposed phasing could "result in a road based scheme". This is not the case and NH will be aware of its own submissions

made in respect of the trigger for the provision of rail terminals on other SRFI developments. The Applicant sets out below the position for clarity.

- 3.48 The Applicant proposes that 105,000 sq metres of floor space may be occupied, prior to the rail port becoming operational (DCO Requirement 10).
- 3.49 The Applicant considers that it is reasonable for construction (and occupation) to take place within construction Phase A as identified on illustrative works and phasing plan 1 (document reference 2.18.1). Details of the phase A works are set out in ES Chapter 3 Table 3.9 (document reference 6.2.3.1). This would amount to 12% of the proposed total floorspace at HNRFI. These early occupiers would be able to use the railport upon it becoming operational and would support the organic growth of the SRFI. Maritime, the Applicant's preferred operator for the rail port at HNRFI, state (Document Ref: 16.1 Appendix Letters of support): *'From our experience with other SRFIs start-ups, we believe that the opportunity to allow warehouse occupation and operations to take place ahead of rail terminal operations, is instrumental in allowing organic growth and encouragement of occupiers to utilise the SRFI to it full capacity'*.
- 3.50 The Applicant's proposed DCO requirement is clear that no additional floorspace would be permitted for occupation until the railport capable of handling four 775m trains per day has been completed.
- 3.51 The approach to the phasing for the delivery of the first phase of the railport, is consistent with other approved SRFI DCOs and specifically the approach taken by the Secretary of State for Transport, in the decision on the West Midlands Rail Freight Interchange Order 2020. The Secretary of State in his Decision Letter for that DCO acknowledged the *'realities of constructing and funding major projects and that it is entirely reasonable that a commercial undertaking should seek to generate income from warehousing, before the railway becomes operational'* (paragraph 29).
- 3.52 It is also consistent with the Secretary of State's acceptance in the recently approved Northampton Gateway Rail Freight Interchange Amendment Order 2023 where the timing for the opening of the rail terminal was varied to allow occupation of 232,260 sq.m of floorspace. The Secretary of State was clear in his Decision Letter, having considered paragraph 4.88 together with paragraphs 4.83 and 4.85 of NPS that the amendment to the trigger for delivering the rail terminal was compliant with the NPS and that it is *"entirely reasonable that a commercial undertaking should seek to*

generate income from the warehousing facilities before the rail connections becomes operational. The Secretary of State is satisfied that the Development as amended would comply with the policies of the NPSNN and its underlying objectives in respect of SRFI projects” (paragraph 24).

3.53 It should be noted that West Midlands Interchange and the Northampton Gateway Amendment Order were both determined pursuant to the extant NPS for National Networks, which is also the applicable policy for the HNRFI DCO Application.

3.54 Further, the Applicant’s approach is consistent with the draft revised National Policy Statement (“NPS”) for National Networks upon which the Department for Transport recently consulted. The draft NPS states at paragraph 4.86 that:

“...the Secretary of State recognises that applicants may need to deliver warehousing ahead of the final delivery and commissioning of connections to the rail network coming forward. In these circumstances the Secretary of State will want to ensure that operational rail connections are brought forward in a timely manner, which may include using requirements that secure operational rail connections after a specified period and/or before a development threshold is reached. The applicant should provide evidence of discussions and demonstrate agreement with Network Rail regarding the planned timeframe for the delivery and commissioning of rail network connections.”

3.55 The Applicant considers that the proposed timing for the rail delivery therefore is proportionate and reasonable.

3.56 In terms of the phasing of the HNRFI development DCO Requirement 10 allows for the construction of the railport to take place at the same time as the highways infrastructure and construction of the phase A buildings as identified on illustrative works and phasing plan 1 (document reference 2.18.1). Details of the phase A works are set out in ES Chapter 3 at Table 3.9 (document reference 6.2.3.1).

3.57 Phase A works would take place over a 3 year period. The initial phase A works would include the M69 junction improvements, the A47 link road and bulk earthworks including earthworks for the railport. Phase A buildings would commence when the earthworks are completed in this area. While the phase A buildings are under construction the highway works, railport with associated on-site rail linkage and further bulk earthworks would be ongoing alongside works in phase A. Buildings in Phase A could not be

operational until the necessary highways infrastructure completes. It is expected that Phase A warehousing could be operational ahead of the railport coming into operation due to the process for rail design approval from Network Rail and the programme required to deliver the rail terminal. By the end of Phase A it is anticipated Phase 1 of the railport and the off-site rail connections would be in place.

- 3.58 The Applicant has been working with Network Rail in detail since March 2019 and in doing so has secured a joint understanding of the deliverability of the mainline connections to a level beyond that previously secured prior to a DCO decision (normally to GRIP2 (now ES2)). Network Rail is satisfied that, on the basis of the development work undertaken to date, there are no rail obstacles to the development and taking into operational use of HNRFI.
- 3.59 The Applicant continues to work closely with Network Rail in planning for early delivery of the rail terminal in line with market demand and the above phasing. It is prudent given the complexities of such a major investment in infrastructure as well as the needs of the operating railway, which are beyond the Applicant's control, that the scheme is afforded the protection sought, in line with the previous decisions and the draft NPS.
- 3.60 In terms of the detail of the connections to the mainline and timescales for these works in light of the proposed programme for the construction of HNRFI. Network Rail has confirmed to the Applicant that it is confident that early connections can be delivered however the proposed DCO requirement provides flexibility and ensures that the development won't be stalled in the unlikely event of delays outside of the Applicant's control.
- 3.61 The requirement also protects against the risk that while Network Rail agree that connections can be delivered early there is an element of risk that the relevant Network Rail teams may have to postpone work for the HNRFI connections if Network Rail teams or rail possessions are needed elsewhere on the line to deal with an emergency.
- 15) Land Ownership Matters- There are several parcels of land shown on the Land Plans (Document series 2.20) of which National Highways is the registered owner but which are included at this stage within the Applicant's proposed compulsory acquisition powers. Not all of these parcels are land which is adopted highway and some of the highway is adopted by Leicestershire County Council. There are also several parcels which are unregistered but which are adopted highway for which National Highways is the relevant highway authority.**

3.62 As is reflected in the Statement of Reasons (Document 4.1), the highway authorities, including National Highways, advised the Applicant that necessary land arrangements will follow the detailed design discussions and in the absence of clarity from the authorities on whether freehold land will be needed for dedication purposes, the Applicant currently seeks compulsory acquisition in order to ensure certainty of deliverability. This was also discussed at Issue Specific Hearing 1 and Compulsory Acquisition Hearing 1 as explained in the Applicant's Post Hearing Submissions (Document 18.1), where the Applicant confirmed the position, of which NH was aware and agreed with. The Applicant is keen to progress these discussions with the authorities and now understands that National Highways is also agreeable to progressing these details; a meeting has been arranged to progress these matters for week commencing 09 October.

16) Modelling scenarios: the with infrastructure but without development (ii) is not considered relevant. (WCC)

3.63 The model brief was signed off by both LCC and NH prior to the completion of the modelling runs, WCC were aware of this being part of the TWG. The (ii) scenario is important as part of the technical case as it demonstrates the impact the access infrastructure has on background traffic movement in the vicinity of the site. It is this shift in movement which is more substantial than the development traffic impacts. To isolate these flows and compare against the 'with development with infrastructure' scenario is a useful comparator for the assessment. However, mitigation has been developed against the full 'with development with infrastructure' scenario.

17) Impact on viability of Nuneaton Parkway in WCC Rail Strategy not considered. If HNRFI use all rail capacity for freight, no capacity for passenger growth and/or new stations to be accommodated eg. Nuneaton Parkway (WCC)

3.64 See Point 6. NR has allowed for known passenger service development aspirations identified by Midlands Connect to link Birmingham, Nuneaton, Hinckley and Leicester., in assessing capacity and has confirmed that there is also capacity for HNRFI. A maximum of three HNRFI intermodal trains can be operated in any one hour, with a maximum of two in any one direction. This leaves ample capacity for passenger trains and passenger train growth. Freight train paths are allocated respecting the needs of the existing and new passenger services. Network capacity has been analysed to an established process that Network Rail applies to any SRFI development nationally and based on forecast traffic volumes provided by the promoter. This identifies available

paths within the Working Timetable (WTT) all of which dovetail without adverse impact on both existing freight or passenger traffic and any known train service enhancement.

18) Comparison required for turning counts derived and those in WCC Rugby Rural Area Model (RRAM) and National Highways (NH) VISSIM models for junctions within WCC network (WCC)

- 3.65 RRAM modelling has been carried out, WCC have been kept informed of this process, there have been some delays based on questions raised around the flows on the A5 within the RRAM. Survey information and comparisons with LCC's PRTM outputs have been communicated with WCC's modelling team.
- 3.66 VISSIM Models have been used for M69 J1 and J2. VISSIM 2018 base models provided by National Highways for Longshoots/Dodswell and Gibbet Hill Roundabout have not been used for the following reasons.
- 3.67 For the A5 Longshoot/Dodswells junctions the output from LCC's PRTM2.2 shows an overall reduction in total vehicles at these junctions. With a very small increase in PCU's on Longshoot due to a reduction in light vehicles and an increase in HGV's, Therefore the VISSIM model has not been used as there is no impact on Dodswells and limited impact on the Longshoot. Therefore, it is reasonable to conclude that no mitigation is required.
- 3.68 Further review of the modelling produced in connection with the Padge Hall Farm site has been discussed with NH, WCC and LCC. Further information is awaited from National Highways on the sensitivity requirements.
- 3.69 See the point below for Gibbet Hill.

19) Modelled queues in LinSig submitted (for Gibbett Hill Roundabout) don't reflect those in NH VISSIM model, nor is scheme assessed currently proposed; (WCC)

- 3.70 The VISSIM for Gibbett Hill was shared with the HNRFI team by NH. However, this formed part of a much larger area network which contained the following junctions:
- A426/Overview Way/Central Park Drive roundabout;
 - Overview Way/Waver Way/Skelhorn Avenue roundabout;
 - Central Park Drive/Coton Park Drive/Castle Mound Way roundabout;
 - M6 Junction 1 roundabout ;
 - A426 Coton Road/Arthur James Drive junction;

- A426/Arthur James Drive junction;
 - A426/Lutterworth Road junction;
 - Gibbet Roundabout; and
 - A5/Newton Lane junction.
- 3.71 The VISSIM model (VM) indicated that a total of 18 entry/exit points were modelled in VISSIM however a review of the strategic flows provided to BWB indicated that the team did not have flows for 10 of the 18 entry exit points. Therefore, given that only the assessment of Gibbet roundabout was required, it was deemed more appropriate to utilise LinSig for the capacity assessment.
- 3.72 The layout assessed within the LinSig was the National Highways in design proposals DIRFT 3 committed scheme used and identified by Magna Park in their recent applications and which we believe s106 contributions made. This is in line with the VM layout design that was provided by NH with the VISSIM model. The scheme provided by NH included proposed works from the Lutterworth East planning agreement. The Lutterworth East works were requested to be removed by the TWG due to the s106 not having been signed at the time.
- 3.73 National Highways confirmed on the 24th of July 2023 in a meeting that they are no longer taking that scheme forward, however, have an improved scheme which they are seeking funding for. Further discussions will be held with NH, LCC and WCC on the improved designs and if necessary agree a financial contribution based on modelling of the existing roundabout to mitigate the HNRFI.
- 20) Padge Hall Farm (consented development site south of A5 near Dodwells) not been considered. Whilst more recently consented, package of highway improvements will influence HNRFI traffic routings – impacts should be assessed. (WCC)**
- 3.74 Padge Hall Farm has been resolved to be approved by the Hinckley & Bosworth in June 2023 subject to S106 Agreement (no planning permission has been issued yet). The lead planning authority of Nuneaton BC has not confirmed that the scheme has consent subject to s106 and neither has Rugby Borough Council. However, as the scheme has not yet been formally approved this cannot be considered as committed for the purposes of modelling. If the Applicant agrees to review this, this will be a sensitivity test only and not form part of the HNRFI Assessment.
- 3.75 An assessment was made on the likelihood of projects across the authorities on the Supply (Infrastructure) and Demand (Planning Allocations) in some detail in the

uncertainty log. It has allocated a level of uncertainty to each which is based on robust estimates for future forecasting and was agreed through the TWG in terms of the Uncertainty Log as is standard for such models. Padge Hall Farm was not committed nor were the works foreseen by any of the highway authorities at that time. A 'line in the sand' was agreed for the model to proceed. The strategic modelling therefore remains valid.

3.76 The modelling had already been significantly delayed and renegotiated based on the RIS 2 scheme at Dodwells/Longshoot being removed without prior knowledge of the NH team.

21) Proposed HGV routing strategy & ANPR measures don't include all routes advised by WCC (29/09/2022). Proposal to establish a Community Liaison Group and Transport Review Group to address unforeseen impacts of HNRFI (WCC)

3.77 Routes through Wolvey and Rugby Road Pailton are included in the RRAM modelling for restricted HGV routes as input by WCC's modellers. The implementation of ANPR as part of the HGV routing strategy is proposed on those routes impacted by the HNRFI site only. There were extensive lengths of the WCC network within the RRAM which were not predicted to have a significant number of HGVs from HNRFI routing along them.

3.78 The HGV Routing Management Plan & Strategy submitted states that if other undesirable routes are identified in agreeing the final plan with LCC and WCC these can be incorporated.

3.79 A liaison group had been created as part of the DIRFT expansion scheme, which already has had some public meetings. The enforcement appears to be based on public reporting of transgressions. The proposed ANPR technology on the likely route of impact and engagement with WCC as LHA would be managed through the Travel Plan Coordinator at the HNRFI site once operational. This would be to ensure HNRFI vehicles are not having adverse impacts on the WCC rural communities and would have measurable and specific data for enforcement. This makes the scheme more readily accountable for transgressions of the routing strategy.

3.80 A Strategy Review Panel is proposed which will include the Developer, Travel Plan Co-ordinator and the relevant planning and Highway Authorities as set out in the Plan. This panel will review the reporting, breaches and if any interventions are required.

22) Reliance placed on improving X6 bus service between Coventry/Leicester via M69. Given proposed employee numbers, long-term travel provision must be made for employees from the larger towns ie. Hinckley, Rugby, Nuneaton, Bedworth, Bulkington, Atherstone, Tamworth (WCC)

3.81 The sustainable transport strategy identified key areas of likely employees through the distribution catchment produced from the PRTM. This highlighted Coventry and Leicester as the likely sources of the bulk of employees to the site. This has meant the initial bus provision has focused on the enhancement of the existing X6 and DRT services around Leicestershire as the basis for developing travel habits that will ultimately support a financially viable bus provision.

3.82 However, improved connections to Hinckley Rail station via DRT and bike are proposed to enable combined journeys to and from Hinckley, Nuneaton and connecting stations such as Atherstone, Tamworth, Rugby etc.

3.83 It should also be noted that when staff home locations are identified, the many to one DRT bus service will be refined to best reflect the distribution of staff with the potential development of scheduled bus routes to provide for demand.

4. SUMMARY

4.0 This note is intended to provide initial response to the comments received from the three key highway authorities connected with the HNRFI project – LCC, NH and WCC. All three authorities have been a key part of the TWG from the beginning of the engagement process.

4.1 The Applicant acknowledges that the mitigation strategy and supporting management plans have not been agreed with the TWG. This is because the authorities have not accepted the outputs of LCC's PRTM2.2 strategic modelling and have been unwilling to engage on the mitigation schemes proposed. However, the TWG members clearly required use of the LCC PRTM as the most appropriate modelling tool and have all agreed to both the inputs and the methodology for producing PRTM2.2 following two previous iterations of the model. BWB maintain that the outputs are simply the product of these previously agreed matters.

4.2 Throughout the process BWB has shared data, reporting and organised regular formal meetings, informal catch-ups and topic specific meetings in an attempt to gain agreement on key technical issues. The Applicant recognises that accommodating

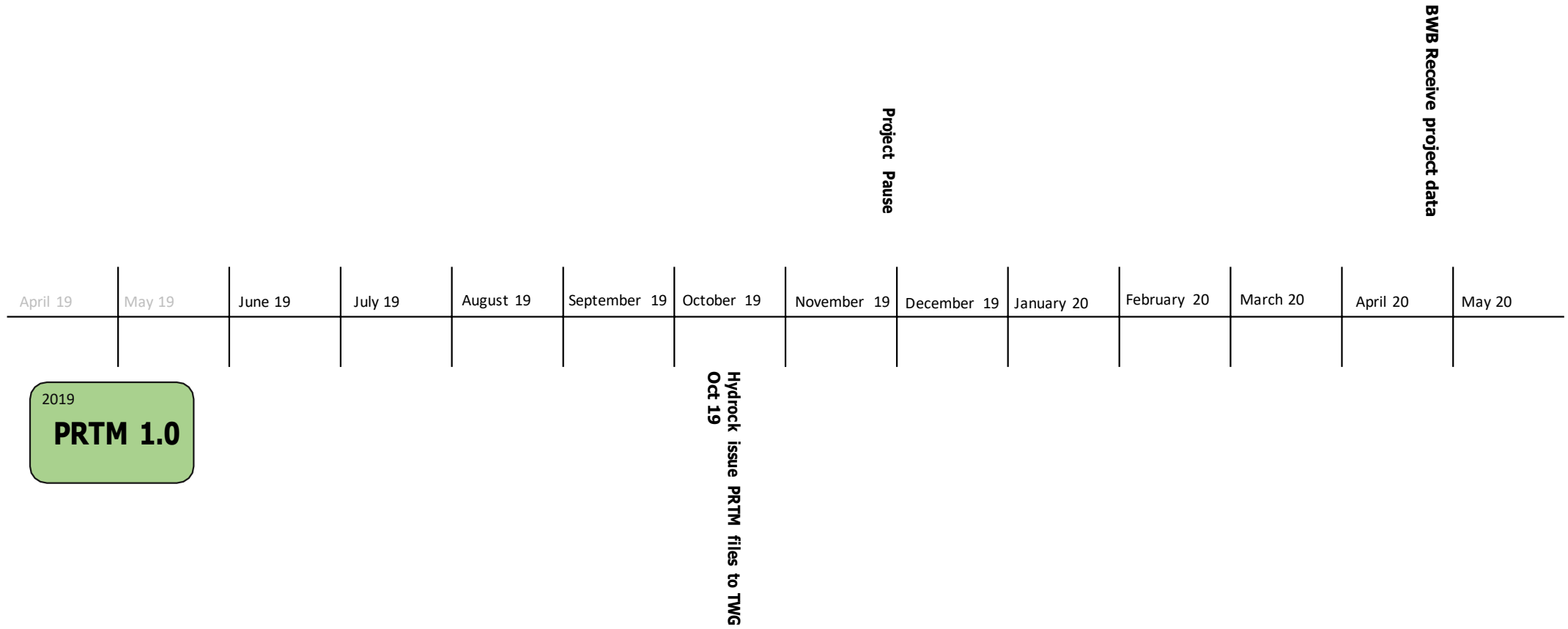
shifts in data and policy changes resulted in a dynamic technical environment. However, it is maintained that LCC's PRTM2.2 model runs remain fit for purpose and a reasonable basis for identifying the highway impact and mitigation strategy for the HNRFI scheme. This is based on BWB's reasonable professional judgement and experience.

- 4.3 The sustainable transport strategy has developed an initial bus plan and integration to existing rail services. This is intended to incorporate connectivity and to develop travel habits from early occupation, it will be adapted as employee numbers build on site.

Appendix A – HNRFI Timeline Graphics

Model	Trip Generation	Trip Distribution	Base Forecast Model	Forecast Model Brief
<p>2018</p> <p>PRTM 1.0</p> <p>HYDROCK</p>	<p>Agreed</p> <p>22.11.18</p>	<p>Agreed</p> <p>22.11.18</p>	<p>Agreed</p> <p>22.11.18</p>	<p>Agreed</p> <p>22.11.18</p>
<p>BWB APPOINTED 15.04.20</p> <p>July 21</p> <p>PRTM 2.1</p> <p>April 22</p> <p>PRTM 2.2</p> <p>BWB CONSULTING</p>	<p>Agreed LCC</p> <p>11.03.21</p> <p>12 trains increased to 16 trains</p> <p>Agreed</p> <p>27.10.21</p> <p>Clarifications on train paths</p> <p>Unchanged</p>	<p>Unchanged</p> <p>Unchanged</p>	<p>Amended</p> <p>18.03.21</p> <p>LCC Change in how large developments are represented</p> <p>Agreed</p> <p>01.03.22</p> <p>At LCC request Narborough Level Crossing barrier downtime added into model Sapcote and Stoney Speedflow Curves Amended</p>	<p>Amended</p> <p>18.03.21</p> <p>At LCC / NH request M1 Smart (19-24) cancelled Uncertainty log revisited</p> <p>Agreed</p> <p>17.02.22</p> <p>A5 RIS Dodwells/Longshoot removed</p> <p>Uncertainty Log revisited and updated</p>

INPUTS



OUTPUTS

INPUTS

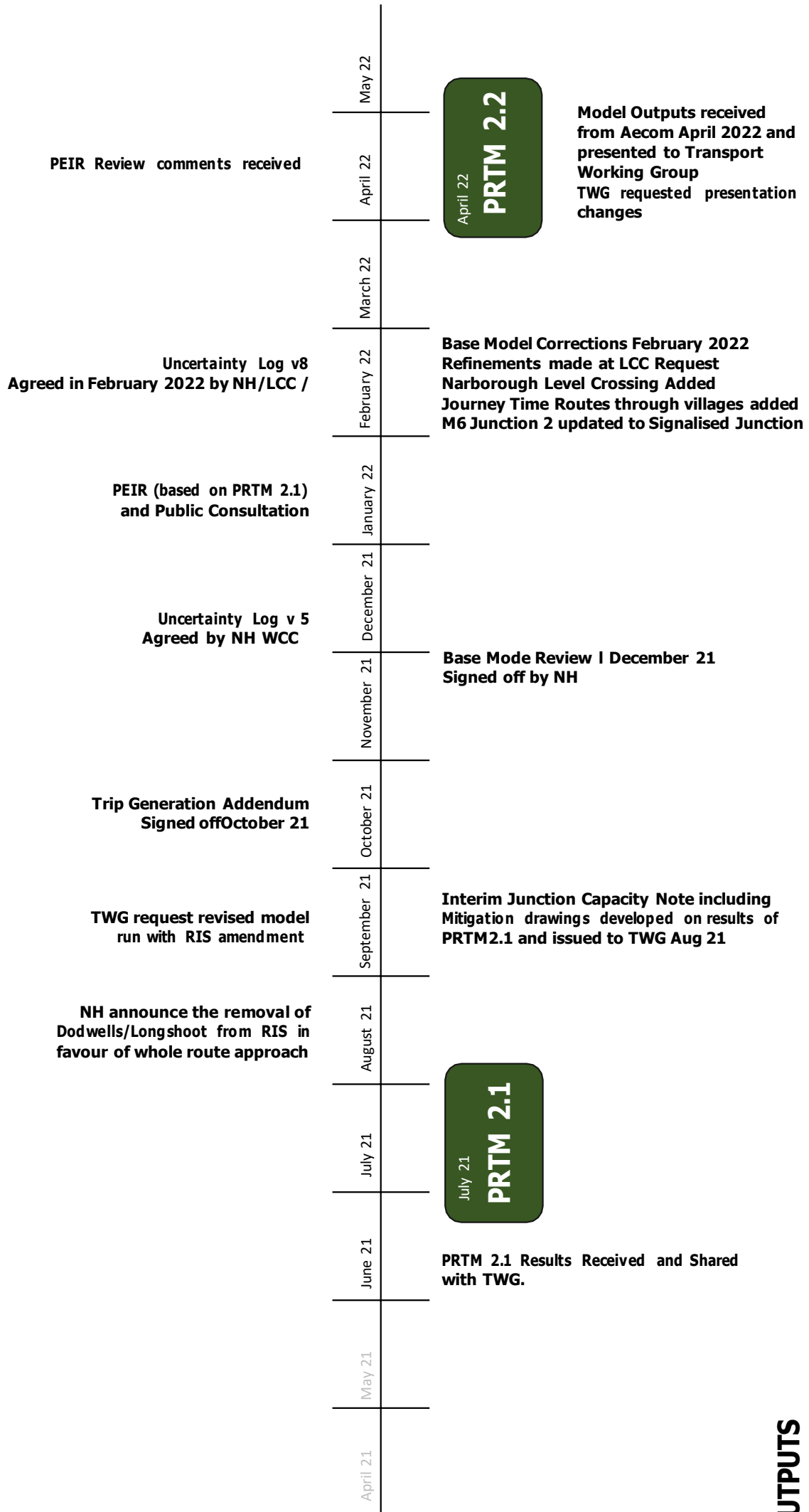
BWB Receive project data	April 20	
	May 20	
	June 20	
	July 20	
BWB Receive project data	August 20	
	September 20	
	October 20	
BWB Initial Meeting with TWG	November 20	
	December 20	
Informed of Model Change by LCC PRTM1.0 to PRTM2.1	January 21	
BWB Issue Draft Model Brief (PRTM2.1) Jan 21	February 21	
PRTM 2.1 Methodology (AECOM) Feb 21	March 21	
Trip Generation Addendum Feb 21	April 21	
Infrastructure and Planning Logs March 21	May 21	
Trip Distribution (signed off) March 21	June 21	

Ongoing commentary on documents
by TWG but no agreement



OUTPUTS

INPUTS



OUTPUTS

INPUTS

PEIR Review comments received

April 22



Model Outputs received from Aecom April 2022 and presented to Transport Working Group
TWG requested presentation changes

May 22

Aecom issued model outputs with requested presentation changes May 2022 to TWG

June 22

NH requested additional information (output plots) from the model June 2022

July 22

Junction list and commentary received from LCC- incorporated into the TA

August 22

Full suite of additional plot data as requested by NH issued

September 22

Commentary on PRTM2.2 outputs from NH received

RRAM Scoping Agreement with WCC on extents with Vectus

October 22

Critical path requirement for PINS submission- Environmental data.

J21 meeting to discuss impacts with NH and LCC

November 22

Environmental Statement and Transport Assessment finalised

January 23

Submission Deadline
Further J21 meeting to discuss impacts with NH and LCC

RRAM initial output from Vectus

February 23

RRAM, data provided and meeting held on initial outputs with Vectus

March 23

Re-submission

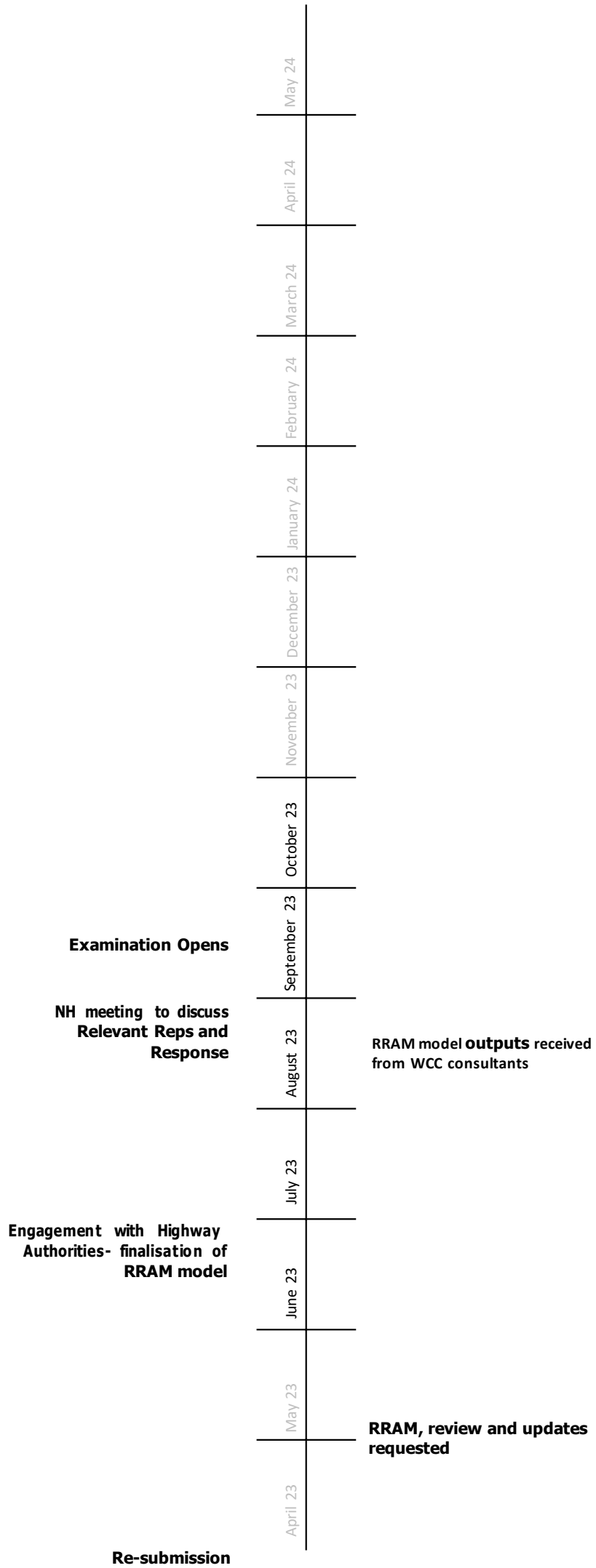
April 23

RRAM, review and updates requested

May 23

OUTPUTS

INPUTS



OUTPUTS

Appendix B – LHA and NH Action Tracker

