



**PLANNING ACT 2008**

**WRITTEN REPRESENTATION SUBMISSION BY**  
**NATIONAL HIGHWAYS**

**Executive Summary**

**Reference:** TR050007

**Address:** Land to the north-west of M69 Junction 2

**Applicant:** Tritax Symmetry

**Proposal:** Application by Tritax Symmetry (Hinckley) Limited for an Order Granting Development Consent for the Hinckley National Rail Freight Interchange

**Date:** 23 October 2023



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## **Executive Summary**

National Highways (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Our written representation is National Highways Limited’s formal written response to the application submitted by Tritax Symmetry (“Applicant”) for an order granting development consent for the development of a Strategic Rail Freight Interchange to the north west of Hinckley, known as the Hinckley National Rail Freight Interchange (HNFRI).

We do not object to the principle of the Authorised Development subject to our objections being resolved and the inclusion of the National Highways protected provisions. For us to be able to withdraw our objections National Highways required the following matters to be fully addressed or mitigated.

1. The application of relevant national planning policy and guidance in regard to DfT Circular 01/2022.
2. Lack of consistency across the submission documentation.
3. Phasing of the development has not been clearly set out and how it would relate to the delivery of the associated infrastructure to support the development proposals.
4. The lack of a full and robust transport assessment and evidence base, due to the following matters.
  - a. Limited consideration of Active & Sustainable Transport, including the Travel Plan, which will lead to a car – dominated development.
  - b. The strategic modelling methodology and outputs are yet to be agreed by all the relevant Highway Authorities.

- c. The impact of the development on the SRN cannot be identified, as the strategic modelling is yet to be agreed.
  - d. The applicants have not provided a clear development mitigation strategy for the SRN.
  - e. National Highways have not been able to agree the design or deliverability of the access arrangements onto M69 Junction 2 due to the outstanding strategic modelling.
  - f. National Highways have not been able to agree the design or deliverability of the northbound off-slip and southbound on-slip at M69 Junction 2 due to the outstanding strategic modelling.
  - g. The deliverability of the railhead and capacity on the Nuneaton & Leicester Railway.
  - h. HGV Routing strategy & enforcement
  - i. Construction management plan
5. Various environmental considerations have not been fully considered within the application regarding the highway works at M69 Junction 2.
6. Landownership matters & compulsory acquisitions – National Highways does not agree to the compulsory acquisition or temporary possession of land in its ownership.
7. Development consent order (DCO) and protective provisions – National Highways' position that the draft protective provisions appended to the Written Representations submitted at Deadline 1 be included in their entirety on the DCO on the basis that without these there is a considerable risk of serious detriment to the SRN. If, however, the protective provisions cannot be accepted as appended and form part of the DCO then various articles of the DCO will be objected to by National Highways on the basis that they do not protect the safer and proper functioning of the SRN.



It is therefore important that these objections are resolved, and National Highways protective provisions are included to ensure the safe and efficient operation of the SRN.

National Highways is now in receipt of an initial draft of the Statement of Common Ground, and we are currently completing our review of the document. However, based on our initial appraisal the matters we raised in our letter dated the 31<sup>st</sup> August 2023 and subsequently at the Examination have not been included.

National Highways maintains its requirement to include the following matters into the SoCG.

- Sustainable Transport Strategy
- HGV Routing Strategy
- Potential impacts on landscape, biodiversity, air quality, emissions and contamination
- Various Environmental Management Plans, both during construction and operation; and
- The DCO, including requirements and protective provisions.

Active discussions continue between the applicant and National Highways on matters related to the submission including the development impact assessment in transport terms, M69 Junction 2 Design and the draft DCO and the protective provisions.

In conclusion, at present National Highways has objections to the proposed DCO which need to be fully resolved or mitigated before we are able to support the proposals.