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00:06

Thank you, everybody. I believe that the recording is starting. And could I could that just be confirmed to me from those at the back that that recording has started again? Thank you. case, the hearing is resumed. And we now move to item bought rail connectivity. There's a number of issues at light start with OS Network Rail and the applicant to confirm what level has been reached in respect of the pace approval process. And what that means Can we have the applicant please?

00:41

Afternoon, sir, David Baker for the applicant. The I'm not sure how much you want to go through between grip and and in case I don't exciting, I don't, essentially, a lot of historic schemes, work to grip two, which is a feasibility study, a very basic feasibility study and then go into an application, we've gone to what is effectively gripped through three nearly grip three, that pace system is designed to speed up the process of getting schemes approved and dealt with. Es stands for for engineering stage. And we're between es two and es three. And the definition of that is that the constraints have been identified and a project feasibility has been confirmed by Network Rail. And we're now into the single option identified and endorsed. And the particular reason we've spent the extra on gone the extra is because Northampton gateways you know, had difficulties and they have difficulties over signaling because they'd got to stage gripped to, they haven't identified the signaling solutions. And on that line, that became a major, major issue and a big delay. We've been through it and we've got right the way through to the signaling panel, approving the scheme that we're looking at doing obviously the details to be done to come through but we've got the principles agreed.

02:03

Thank you could Network Rail please confirm where they're understanding the situation.

02:12

Further, that's that's the that's the current position Thank you.

02:17

And similarly, what level of certainty is there that the project will receive would gain the remaining approvals and any other network reprovod rail approvals required both to connection and necessary rail paths on the line today to nail enable the initial rail terminal be constructed and operational as part of the first first phase of development Network Rail, please,

02:37

Network Rail have done a study which has investigated the ability to make the connections so as I've said in relation to the pace that Yes, they've done the connection side of it. They've also done a capacity study which was done in conjunction with with ourselves with W SP, providing the engineering time because they have constraints on their time. So it was developed by a WSOP was then went through by network friends own people. And that is the basis that we have been looking at, on all of the discussions in relation to Nobre and a generally fundamental principle is that we can get 10 trains a day, to 20 movements, through to the east, through to Alaska and on. And then the other way, we've got six that we can go through either water or in and down south, or southwest, or straight onto an uneven West Coast mainline and go north.

03:36

Again, work rail have any comment on that?

03:39

No further comments? No, that's the that's the position at the moment.

03:42

Thank you. Next to deal with the rail directional split, which you've sort of alluded to there. Obviously, you indicated a 7030 split to invade reflect, going towards less than naught. We've received a number of representations about congestion on the mainland in the non eastern direction, and the Reliance or otherwise, of the non Eastern crossover to allow traffic to travel south and west, which would as I understand is loud traffic from London and the South Coast supports and markets in the south and west. And by that I just been to the south and west of neaten. Sort of about half the country. Can we start here with Network Rail? And how asked them how much of a constraint the crossing the main line in the vicinity of Nuneaton would be to traffic coming from the south and west.

04:32

Yeah, on behalf of Network Rail, I don't have the technical information. That's enough to have to rely on what David Mr. Baker's saying there from his discussions with the technical team and Network Rail is there's nobody on the call here from the Network Rail technical team. So any further specific question ever I can I can take away but I'd have to have to go by David's comments.

04:53

I grateful if I could have. We could have those comments directly from Network Rail rather than via applicants it's not that we did it anyway dispute. We're being advised, but it's just in the interest of transparency.

05:07

So can I just explain that actually, we're not predicating much movement through that child that route at all that we're looking at. And we said all along that the primary routes are the southern deep sea ports of Felixstowe London Gateway, the East Coast ports, and commendations which have got service as RFIs and the northwest and Scotland, we're very well aware that it's not just a question of going

through water autoland, South Birmingham Lemington spa, but Oxford has significant constraints to get into Southampton, and I can explain my background. But I did a lot of work on the gestation and development the market for London Gatwick Airport. And so a huge amount of work in terms of the international movement of freight through the ports in the UK and where they go to come from. So Southampton is not a target market for Hinkley. When East West Rail comes on board, then it's highly probable that Southampton and durfte could benefit from that movement. But but it and that, that still has a struggle with Oxford, but from our perspective, they have Network Rail confirm the risk of personal capacity because it's in their report. But it's not predicated on any of our movements.

06:12

I think thank you. I would be it's not that I'm decried. And to ensure it's absolutely open and transparent. Network Rail could provide that information as well. Next one was Croft quarry, I think this there was a comment about this in the deadline two responses, just what discussions that there have been between the parties, including the operator of the quarry, as to the path of trains into cloth raft, worry, particularly as I understand it, there are construction of the southern section of HS to use, it will be the spoil we send to that site.

06:53

It will it won't actually now because they've missed the boat knows the tiling work has been done, he has to. And we've had a huge amount of involvement, not adding features to lighting for people affected by IHS Tucson wherever their program. So as far as draft, Cory is concerned, they've got consent to do some landfill. And they will be taking soil from various parts of the country. You're right, they had predicated on Southern HS to which they won't get people then hoping to get HS two to A to B which they won't get. So it's going to be quite a long drawn out system. And they're going to be in the market trying to get what they can just fine. It's good. We act for FCC as a business. And so I know that market well. And in the context of this particular position three to four trains a day is perfectly capable within this line, which is pretty likely used in rail terms.

07:40

Okay. Now I'd like to move on to passenger trips rain use, there have been some representations about traffic passing traffic online between London and Leicester. And there are two elements about it. Firstly, what effects increasing patient or train frequency would have? And secondly, what consideration if any, did the applicant give to providing a passenger train station stop at this at the application site? Right. So can we start I would like to start with Network Rail again, on any implications of increasing the frequency of passengers on the line, particularly whether it has an implication for the both the number of freight trains that can serve the site and or when those train journeys might take place.

08:25

Yeah, again, because they without without anybody from no URL from the technical team here on the way I'd have to take that away and come back with a written a written response to that question.

08:35

Thank you, could you could you please thank you.

08:39

Can I just say that in relation to that there is a report which Network Rail are finalizing, which will have all of that in there. And it will be attempt about attached to the statement of common ground so that you will have all of that supporting information from them, not me.

08:52

What that won't be that's the increase and then the increasing of the passenger train the passenger trains not stopping.

08:59

As I said at the outset, in terms of the capacity study, the assumption was that the middle and connect services to extra trains was was patched in and it does and it works

09:10

right and going and then moving on to the consideration if any that the applicant gave to providing a Rail Passenger Service to the application site.

09:19

We did and we had discussions with Network Rail and they pointed out that there was proposals as part of the Faust village local plan for a station at Stoney Stanton. And the net result of that was that that has actually been adopted as a plan and part of the plan adoption is that they would strongly resist any temptation for another term, another passenger station nearby, which I thought would be so you couldn't have it in terms of passenger services run a viable service between two points are so close because the end trends basically wouldn't gather enough speed and then it'd be decelerating again, in terms of times and part or

09:57

slightly lost me is that Have you already said there wouldn't be a digital station on first the fossil possibilities, neighborhood Plaza repetition or opposition to one? And then we haven't been provided with a copy of the neighborhood plan? We're going to, we're going to ask for it as part of the written question. So we obviously would need to see that, because obviously, we don't know where that would be. Notwithstanding that, obviously, this is this proposal is being considered under the national policies, national policy state and planning steams NPS is rather than the neighborhood plans and neighborhood plans obviously have are, whilst they're important and relevant, may have less a weight. And thus, of itself would not, in itself be a reason for not putting a bunch of services to the site.

10:47

Fine. The other side of the other issue is that one, just to the simple physicality of having a rail freight terminal, which is next to the railway line, and there isn't enough space to actually physically put in a passenger service and connect it for passengers to be capable of using in that location.

11:02

Couldn't it go to the north I eat to the other side from the rail freight interchange. Now there are plenty of one side stations.

11:10

There are stations which have one platform serving to with the spread

11:15

of No, there are plenty of stations that you are only access from one side. You got the bridge bridge or tunnel. Oh, I

11:21

see what you mean. Yes, yeah. It would involve considerable amount of engineering works in the context of the the terminal and and the main line. So it'd be very disruptive of the main line. But but the the position as far as Network Rail were concerned and they can confirm this separately, was that we did engage with them. And they said they wouldn't support it because of what has the discussions that Midland connect had. And Midland connect wanted to have something that they were looking at Stoney Stanton, and that that was then in the first round. So for us to put that proposal forward, our scheme would fly in the face of cooperation and consultation. Baby.

12:00

Thank you, Ed. Stacy blowby District Council just to clarify what this Stoney Stanton station is, and I don't have detailed knowledge of it other than I think it's in relation to development that's potentially coming forward at land west of Stoney Stanton. That's that's what it's referred to as that development isn't an allocated development at all it is in the very early stages of consideration at this stage, so it's, it's not in any allocated part of our development plan, etc. Okay.

12:35

I'm trying I'm trying to think what do you know what the minimum distance between stations could be on a line of this? I think there are plenty of very close ones that are taken away

12:44

with Network Rail. Yes, I would like

12:47

this is Brian, again, principally aimed at Network Rail? Are you able to provide us with a statement over the what your response would be to the provision of a passenger rail station at the application side? Clearly, it would have to be accessed entirely from the northwest of the railway line with a bridge perhaps at the top. But what the opportunities for that because obviously there are a whether that would be feasible, or and if not, why not?

13:22

Yes, so you can take away Thank you.

13:30

But yeah, sorry, yes. Come on, microphones coming.

13:37

Back. So sounds thought sounds together, I understand what you're saying about passenger rail, but it's a villager of arms thought that will cause us even more disruption that we're already going to have. Because then people will be accessing it from the other side, say, from an OnStar point of view, it's not something that we would be interested in. Thank you.

13:58

I'd now like to move on to number level crossing. In rail terms, this is rather than the Network Rail indicates its maximum permissible close time for vehicular traffic level crossing is 40 minutes in an urban location. Could network well please provide us with the source of that standard? And what different standards are applied in different settings explaining why what they are and why these standards are applied. Mr. Robinson from network row, can you help us with that?

14:35

Unfortunately, I sound like a broken record. I can't respond to that myself on this area, but it's again something I can I can take away and add to the written statement with the other points that have been raised there. Thank you.

14:52

So can I just say there is there is a statement from Network Rail that you should have had a deadline to

14:56

gentleman at the back there

15:02

Richard Chapman Narborough parish council. This was a point that I wanted to pick up earlier on. So thank you, I'll be brief. The applicants have quoted this policy from Network Rail, that there's no problem with a level crossing being closed for up to 14 minutes in an hour. I suppose that depends on your perspective. As I said earlier on norburn little thought are busy commuter villages. And this would seem to be a good example of a one size doesn't fit all policy. The level crossing at Nava is the only level crossing in a built up area on the main Birmingham Peterborough line. And if we got to the point where the level crossing was closed for 14 minutes, that will be a considerable inconvenience and have considerable impacts to the community of Nobre and impose some severe severance issues. So I would encourage the Secretary of State to consider that and disapply it in this instance.

16:17

Mrs. Davis, there's the lady at the front here.

16:30

And so to Janet Ferrari, I'm also a resident of the crossing is, has been, cause our village is different for open now, but lots of travel. And if this application goes ahead, as actually reinforces reinforcer, we said earlier all the time, it's gonna be even longer. And the traffic we're very far back an example this morning, it took me 10 minutes to drive about 50 yards from my home to the station. So if that's what it's like now, it's gonna be like, run me if this application years ahead. Thank you.

17:17

Thank you very much.

17:28

Thank you, Terry Richardson. Speaking of capacity as county councillor for the division, which includes Now Brian little Thorpe, just out of interest. We spoke earlier about the time the crossing is closed. And the backflow of traffic recently applies through the members fund for highways to county to put switch off your engine signs going all the way back from Narborough station, both ways ones, w 4114. And the other one all the way to Wexton. Because that is the length of queues. Now, of course, there is a legal requirement for people to switch off their engines when they're waiting across it. The problem is if you're stuck in Coventry road or Riverside, where you don't actually know the crossing is closed, so people don't switch off their engine. So you can't ignore the fact this will massively increase pollution in the area in an area where young children again turn from school or elderly people going to the doctors because all little thought residents use both the schools and the surgery. Now Barbara, can we write was forwards and this we know that pavement isn't wide enough to even take a buggy on one side. And it's very dangerous to come across so late in the crossing? And I do wonder because we're looking at what 14 trains they're talking about a day taking 76 lorries off, which is 1076 If my future is right, which is a minimal amount of freight traffic that's used in this site, which I think perhaps poses the question, is this a rail freight interchange? Or is it a warehouse development connected to a railway line masquerading as a rail freight development, which I think clearly is from the numbers of lorries being taken off the road? Thank you, sir.

19:08

Going back to the information you the applicant has provided us on the on the Narborough level crossing to date. There was one question which, which I think will make it useful for when you do do it. When you submitted the form with a further date data is on the table. You've the applicant is referred to the average minutes open between events. Could you please clarify in when you submit data in due course, wherever that averages the mode, the median or the mean that please.

19:40

David Baker for the applicant. I think the key part is because averages can be misleading and so can minimums is the amount of time that that is open overall and the length of time the longest periods that it's also open.

19:54

I think it's a bit more complicated than that because it also involves from the road information How about the queues are length the length is because the time when the possibility of clearing the clearing the crossing for those who are waiting in the queues?

20:09

I think we are going to come back with a full paper. Yeah. And I think in that context, we will also describe the alternative routes that are available. Yep. Thank

20:17

you. Yeah. And when that data is information is ready, could you please provide your name Excel spreadsheet, Ms. Excel spreadsheet as well? Yep. Certainly, this makes it really easy to manipulate it ourselves.

20:32

Just to further request about that information that the applicant is going to submit about novela number crossing, we make a plea that it is clear in terms of the days which are half term and those which aren't rather than averaging out yet each hour over the Monday Friday period. Because it's an important point because the outcomes because at the moment suggest the hour that has the greatest downtime is between three and four o'clock in the afternoon, which is obviously the school closing time.

21:00

If could it be would be useful if I think burries Blaby can provide us with school, the school hours of the schools in inner Barbara. Thank you.

21:17

Now, moving on to the rail level crossings which the pedestrian routes and gravel crossings we're talking about next. I note the master moved on to discussions between Network Rail and the applicant. The latest documentation is silent on contributions to work at the Durham's Heinz and twittens level crossings which Network Rail requested could the applicant please provide his response to that request.

21:44

And the response agreed with Network Rail is the other rail crossings. The number of rail has been have been reviewed outside the limits of DCO, which are the ones that you've identified sir. And the matter relating to above has now been resolved between the parties by negotiation and this will be reflected in the statement of common ground. As such Network Rail has now confirmed the next day that it will not be attending the issue specific hearing to the subject. Okay. Yep. So Patrick has been assaulted.

22:11

Right. Now, railway bridge design.

22:23

We, in our rule 17 letter, we raised the issue of the design of this bridge, as the illustrative linebacker indicated that the existing main lines were on one side north of the railway tracks. Could you just confirm the submission last deadline to shows a different relationship? Yes, sorry. I'll just do this one breakers? Because the factual answer.

22:45

Yes, it does. And I can explain the reason is what we were trying to do was to so you could get four tracks under there. Because when you do a bridge agreement, network rail's bridge agreement standard is that in the event that they tried to expand the railway, it's the owner of the bridge has to pay

for the cost of that change in that bridge. So for the benefit of the highway authority, or whoever owns a bridge, we've shown that you can actually get in without having to do any further works.

23:06

But thank you that explains that right. We'll go back to the

23:12

bass sounds dope sounds together. And this isn't about level crossing, but it is about a uncontrolled crossing. So I'm hoping it will kind of thing that we're talking about. Okay, fantastic. Obviously, there's discussions about closing ti 89, crossing on the railway and we route in the public right away on bus stop close, and then put in an uncontrolled crossing on the B five. B 581. At the entrance to Bostock lane. That is probably the accident hotspot within the village, I live in Boston house. And there's probably an average an accident every year and numerous near misses. That won't be on any data. Because, you know, the local authorities aren't called we hear people bouncing off the barriers going up and down the bridge in the early morning. If we put a crossing at that point, at the base of the bridge at bus stop close, we are going to have more accidents and possibly more fatalities. So I think we need to really consider where that's being rerouted to.

24:06

And the he was this gentleman was next.

24:12

Now John Harrison, chair of the Friends of Numbers Station. We did some counts a few years ago. And we wrote a report will Nobre be ready. And even before this application came in, it appears Nobre won't be ready. And this will just make things even worse. It is in a fairly high category of potentially dangerous now, and we just feel that a dangerous situation or potentially dangerous is this application is just going to make things even worse. We have capacity and resilience problems on the line now, there are no refuges, no adult bidirectional work again. And earlier this year, a freight train broke down between Hinkley, a knob and neat. And the line was closed for five hours. No trains went down the line or up the line, students missed their exams. And I asked for a report which Network Rail gave me and cross country because it was their trains affected. And basically, they say, there's nothing we can do about it. So if something does go wrong on the line, there isn't a system and efficient system in place, that's going to get the line reopened. So my concern is a lack of capacity. Whatever try to say that it's a main line, it is not a main line. It only has three aspects signal in it instead of four which we have on the main line. So don't let shy tax kid you that it is a main line. It is basically a line that links the West Coast Main Line at Nuneaton and the Midland main line at letter, so don't let us be convinced that it is a main line, the federal facilities there just don't exist and it never was built as a main line.

26:16

Thank you. Pass the microphone over please.

26:23

Becky Roper, on behalf of Alsop parish council is to hop back Alsop parish council are also concerned about the location of the uncontrolled crossing as a result of the rerouting of the public right of way from

ti 89. closure. It's a 40 mile an hour road, it's proposed to be on a junction of a residential road directly the bottom of a railway bridge, and the visibility approaching the railway bridge is really quite limited as well. It's a fairly simple solution to just move it five meters or so further down the road. I appreciate a lot of works been done on some parcels and things like that already, but just simply moving it around five to six meters would improve visibility and pedestrians safely quite considerably. Thank you.

27:09

Does the applicant respond to those points?

27:11

Yes, Sam Carter for the applicant, on the point of the Bostock close, and the diversion of the public right of way there. This is subject to the stage one road safety audit process that we're currently going through, it's been positioned with due regard to visibility to the crossing for users of the B 581. And will obviously take into account any recommendations that the Road Safety Audit puts forward. That obviously will take into account the point regarding accidents and collisions at that location as well. And I would also note that the current the current arrangement for for that particular public right of way, and we see this as a significant improvement, as there's steps in a style over Armco onto a very narrow piece of hard verge on the on the bridge, if you can one way and the level crossing over a railway with its own safety implications if you go another way. Alright,

28:23

going back neck to the illustrative rail port line diagram, a double p 067. Could you just get that up please?

28:44

It's easy.

28:44

This drawing shows sort of the phasing as to how the lines will be put in. And if you move, move down, this is sort of phase three, you're essentially would be putting additional lines in between operational lines. And I just wondering from a purely practical Operational Viewpoint, whether that was actually a good idea, or whether you'd actually have to shut the operational lines while you put the new, the last of the light siding lines in.

29:20

It's an overall master plan. And it's showing as an illustrative design scheme within the parameters and we have to meet to the scheme fits within the parameters. But the actual final configuration and timing of those parts going in is in discussion with the operator at the moment.

29:40

Could I ask you to go on out on the look at that just because I think we have Ubik because it just seemed to me that if you were gonna have to close the lines do allow you, you sort of defeated the object to the point or point

29:51

of view and I think on that particular one you could put them in because the use depends on which lines you go in. But yes, we have looked at it and we can make it work but I take viewpoint can thank you. Okay.

30:03

Now moving on to H quantum of rail connected rail accessible and rail set served house warehousing. As the proposal stands, there's no requirements any of the warehouse buildings would necessarily incorporate a radiant rate railway siding to allow enclosed transfer of goods to new containers from the rail or vice versa. I've grabbed the applicant, if the applicant expand on its justification for the split of the various types of accessibility and what measures were considered in the design process to maximize the potential for rail connected and rail accessible buildings.

30:39

Just some going back to the basics, I was involved in the original Daventry international rail freight terminal which has got rail connected buildings. And that terminal the strategic Rail Authority took as a view was ideal. So they've adopted that that eventually morphed into what we see now as an SR RFI, and the concept of having Rail Link buildings, raling buildings as a specialist market, there aren't that many people who can really benefit from them, you certainly wouldn't really want to put containers in, you couldn't really serve as containers in them directly. So, but there is a market there sometimes and obviously, Daventry has got those. So we have allowed for the ability to put those in. And what we have done is looked at opportunities to run the rail cord, which actually would also allow us to have an electrified terminal so that you can then run individual trains about to train Shankman to individual buildings and service them from the reception sightings. So all of the infrastructure is capable of going in and serving the benefit of a variety of different users subject to market demand.

31:46

Okay. Anybody else have any comments on any of that? Thank you. I just under i which is the relationship between the scale of warehouse floor space and the potential for road to rail transfer of freight. I'm grateful for the applicant to advise how it determined the split between those areas which to be used for warehousing compared with that was used for the rail port or the non non rail access. It's not clear how the extent of the area of the rail port was determined. Could you explain that just the area of the of the literally the rail port as opposed to anything else?

32:31

Right. Okay. Basically, what we've tried to design and succeeded in designing is a very efficient rail terminal, which allows us to bring a 775 meter train in straight under gantry or next to a slab for each stack has been early phases. And the net result of that is you then build your yard behind it in order to optimize the ability to use it for stacking containers, either separately, it's reached like as in the early years, and then Roberto gantries in later years, we worked with a port designer who actually did the real terminal and other things at London Gateway, and work to actually make it really, really efficient. So that's the promise, the premise that we were looking at is minimum handling maximum efficiency getting trains in and out because this is a hub location, this is a location that can really do well on the network.

33:23

The I'm just you know, what I'm saying is is this

33:32

I'm looking at if you're maximizing the rail port versus facility, is this at that point? Yes. All right. Thank you. Yes.

33:46

Finally, for the moment, I'd like to give both Network Rail and the applicant the opportunity to comment on any implications of the government's announcement of the cancellation of HS two to the north of Birmingham, as you'll be aware capacity Barrett, but bearing in mind paragraph 1.7 of the NPS nn which states that is in taking into account that capacity and connectivity that will be delivered through HS two, which I think must be taken us from in this context from London to Manchester and with the given the data bit to the cross as well to the east. Thus whether there will be any implications for the consideration the proposed development generally and pacifically in the light blue with line capacity. I'll start with that Network Rail, please.

34:29

I don't have anything so stage and part of the network row.

34:35

Sorry, could you repeat that we really got garbled. So

34:39

I don't have anything to say the stage apart from that we're out.

34:45

And about the outcome.

34:47

I think it's quite difficult for Netflix were able to comment on something when they're put owned by the department. I think in the context of HS two. As I've said I have been closely involved Built in various aspects of HS two and the rail freight group and understanding the freight movements. This scheme was not predicated on any capacity released from HS two and there are two reasons for that. One is that HS two to the North was not looking to come on stream until about 2041 On a good day, and they'd already dropped the golborne link which was the link through to the northwest Liverpool and Manchester and beyond to Scotland. And as far as the South is concerned, that is relief for the West Coast mainline, which we've discussed before. This scheme doesn't look to go down the West Coast mainline or off to Oxford, through to south to Southampton. So that will provide Western the southern strip when that comes on of HS two will benefit the terminals like Northampton, Gateway and turfed from us where we're predominantly an east west north to Midlands we are F two m and we're on the Felixstowe to Midlands and North line. That's that that's our bread and butter. And I think in terms of the announcements that have been made, because the money has been released, and it was he was tying

up a huge amount of funds, because money has been released into schemes, we've seen already that they're putting money into relay, which will increase the capacity of this particular line that services this will serve this site that's been long asked for the rail freight sector. And that's going in. And then the other side is that middle and connects are looking obviously at at the possibility of having their services come forward. They are actually only at the stage of doing an outlined business case. They've got the funding for that. But that's all it hasn't been proven or gone forward. So the announcement that it would come forward, and it's only outline business case at this point.

36:41

Okay, thank you very much. That comes as gentleman back.

36:52

Thank you, Teresa. And speaking as leader of blade, the District Council, can I just ask one very simple question and try attacks which I've been trying to get the answer for three or four years is, we know they're talking about up to a maximum of 14 trains a day going at? Can they give us an indication of by what period or what year they will be receiving 14 trains a day. And a bit of information I've always tried to find out is how many goods or how much goods are gonna go out by trains? Because surely if it's a rail freight interchange, there should be an interchange element not dressed totally on the road.

37:26

Thank you. I think perhaps some of that will be addressed tomorrow in the market needs discussion. But I think that's probably the best way that is that's dealt with.

37:34

Yes. Yeah.

37:42

Thank you, Catherine bass resident of Vostok place. And given that the rail freight interchange and the web web trains go into nice to be able to take a train at 775 meters long, but what will they have to slow down to enter the interchange?

37:58

Well, they will be slowing down going through absorb and in fact, if you look at the level crossings as being close the one that you're referring to. There's another one further on, which is the only fields from two and at the other way towards Hinkley, which is outwards. And both of those are being closed, because and diverted because if trains were to hold, which is unusual because they will be cleared right the way through but if they were to hold for some reason, like running passenger train or something, then they would be held there and then they would go in the park the speed at which they can enter the site is up to 25 miles an hour.

38:33

So that'd be passing the residential properties slow and taking longer to pass. Okay.

38:40

Okay, thank you. I'd now like to move on to Item five sustainable transport control connections. Like to move on to how non board for employees to get access to the application site. Firstly is active travel responsive DFT circular one 2022. And it's written representations national highways has written that it considers circular DFT one to resume quotes now supersedes the policy set out national policy statement like to consider this further. Our national highway saying that certain parts of the NPS are no longer relevant and important or that they are out of date, or that the circulars should have more weight than the MPs or something else. I've noticed that paragraph eight of the circular sent say paragraph eight of the circular states. The policies also may be considered an important and relevant decisions can a national significant infrastructure products M sips, in the absence of a stated position in the relevant national policy statement? Sim.

39:41

Thank you, sir. Mr. Benson for national highways. We're not saying that the circular should replace the NPS. However, we think the circular should be so given greater weight, because it places emphasis on vision and validate as the new way forward in terms of how we consider how development It's all delivered in a sustainable instead in a sustainable manner around transport. So moving away from predicting provide as a profession and moving to vision and validate. And that approach gives greater emphasis on sustainable and active travel modes to try and prevent a car dominated developments. We are concerned that the way this developments come forward is it has been car based and is car dominated over providing other modes of transport to mitigate some of that impact on the strategic road network, which may mean that we don't need to have highway mitigation, because it can be suitably dealt with by providing access to other modes of transport. And it's trying to do that and building that and we weren't trying to say this should take place at the MPs. It just needs some greater weight alongside the MPs, if that's helpful, so thank you.

40:53

I'm going to ask what other parties think about this, start the other highway bodies and then give others the opportunity and find the applicant? So goblin Leicestershire county council any any of us?

41:05

Mark residents with the county council? Yes. So we'd agree with that as a specific recent policy document, it is, in our view, important and relevant and be given weight. Obviously, it doesn't overtake the MPs, but the MPs needs to be read down in light of it.

41:27

Or actually County Council.

41:33

Thank you certainly customers you've worked to kind of counsel. Yes, I think it should be given I think it's relevant. And I think it should be given greater weight in the overall consideration of the application. Thank you.

41:45

Anybody anybody else want to be correct? CPRE?

41:50

Yes, we think this is important. And we just specifically draw your attention to Gd 140 to one of our concerns that we've raised previously is about the assessment of sustainable modes. And the walking and cycling strategy, we might come back to in a minute. But I just point out BT, if you look at the things that the GG one or two expect for people to do, that obviously the collision data and we've mentioned about

42:30

I'm sorry, um, so that's dmr. We were talking about the circular.

42:32

Ah, sorry.

42:36

Can we move on talking about circular here, not about dmr.

42:41

Sorry, the circular, though it might get me forgotten, the circular specifically referred to GG 142. Right. And it identifies that I think it's paragraph 25. It identified the importance of using GG 142 for your walking and cycling, which was why I linked it to that. And the point is, I was just going to say very briefly, in GG, one, four to be four is trip generators. So we haven't got that in the walking in strategy. Nobody's nobody's looked at where we're walking and cycling trips are generated. We've fixed, we've got liaison with local people, but also with interested parties. And I'm not aware of any liaison, for example, with cyclists, which would give us the basic data. But those are the things that are identified that among the things that are identified within that GG 142 We don't have in the walking and sustainable strategy at the moment, therefore, to fulfill that, do we need it as a thing to the missing from what the applicant has done?

44:09

I think shed my Parker Hengqin boss with Borough Council. Barkhouse was already set out in his representations, the shortcomings of the sustainable transport strategy, but I think particularly the lack of adequacy of the modal change away from car based transport, and I think it does bear consideration against the circular because I think that we'll also find the proposal wanting

44:37

does the applicant I want to make any comment on ASIC sector 122

44:42

and the pasman for the applicant. Circular 120 22 promotes the development and sustainable locations have a paragraph 28 states that the same excludes SRN dependent sectors, such as logistics and manufacturing, with paragraph 30. Acknowledging that some Observe regions as in this development and tends to be located out of town near the strategic road network. Paragraph 30 expands on this by acknowledging that the approved future of freight plan sets out that a joined up approach between the

planning system local authorities and industry can safeguard and prioritize the land needed for these uses. Footnote 14 states This may include opportunities for a rail network connection, in addition to having a close proximity to the SRM whilst there isn't a stated vision for the scheme, because obviously a lot of the transport work commenced in advance of circular 122 I think the the vision is clear, close to the SRN and rail connections, improvement of M 69 junction to to provide that strategic connection, focus on car sharing and public transport and encouraging active travel where it is reasonable to do so. As with other SF RFIs, such as East Midlands gateway, where less than 1% of staff walk and less than 1% cycle. Circular one Oh 22 recognizes that the requirements could be close to rail and strategic highways can often limit the scope to encourage significant numbers of active travel trips. Consequently, a balance must be struck between providing facilities to encourage travel by these modes, and recognizing that the travel distance can often preclude such movements and proposed development expecting to employ between circa 1000 410,400 staff with the majority working shifts, as with other large employment sites shift working lends itself to the successful implementation of both car sharing and financial financially sustainable public transport and demand responsive transport services. Consequently, in accordance with DFT, circular 122, the submitted sustainable transport strategy focused on these modes given the concerns raised by various stakeholders further examination of sustainable travel has been undertaken. And this will be provided within a refined sustainable transport strategy and framework travel plan in deadline three

47:03

sounds coming deadline three Thank you. So I think that have made will be in informed by some of the discussion that we're about to have. For example, we now move on to cycling. We've had discussions about suitability, there's local road network for cyclists, coming from the southwest of the site, there will tend to be two main routes to and from the site the new a 47 link road and the B four four or double six nine Hinkley road which runs from junction two towards Burbidge start with the board before six, double six nine include Road, can I ask the applicant what consideration was made to providing dedicated cycle facilities on this road? Noting there's quite a wide road and not lit.

47:48

I think in terms of the cycle strategy to date connections were primarily envisaged across to the A 47. And using the pedestrian cycle route on the western side of that, which I think he's identified.

48:03

We're going to come to that in a minute.

48:05

As a future as a future route one, I think in terms of other cycle facilities, into Hinkley. I think that that consideration has been has been limited in terms of the numbers of of cyclists that were predicted from that area. But as I say, we are looking to review that information.

48:30

I think I think that's less to share anything you want to say on that.

48:35

We welcome the applicant's revised review of the strategy and look forward to receiving it.

48:42

And across Africa, we would welcome discussions and and consultation on on that as well. If that's

48:50

possible to have those discussions.

48:52

I'm going to suggest given the nature of our Blaby and thinking and Bosworth interested, do you have any comments that they wish to make on this particular element four on this as the coming in on the V force, model six, nine.

49:06

At Stacey flavor District Council, that was a B, we believe we mentioned in our written representation as a potential useful for cycle routes. So we'd certainly welcome any revisions of that and whether there could be dedicated provision for cyclists to be able to get off pavements off the road, not sharing it with vehicles. So yeah, welcome any further discussion on that

49:32

hanging

49:35

from hinky castle? Yes, we also welcome that we appointed we pointed out this shortcoming a while ago to the African

49:42

so we move now on to the link road. We can appreciate that there's a three metre foot wide footpath footway cycleway, it's provided on the south side of highway plans on sheet four, but it doesn't appear to it's not quite clear how long far along to the northwest that extends there. doesn't appear to be an annotation for footway cycleway on sheet one, which is a double po two two that could be got up please

50:14

Norwich

50:15

whilst it's coming up is there any indication of what if any street lighting would apply along that link road since the lighting strategy documents relate to the main site

50:31

the comments

50:32

at Sam cards and I was waiting for the other way find the the intention is that the there is a shared footway cycleway with appropriate safety margin to the carriageway, which connects to the before 668 to the north, which has a shared facility running alongside it at present. We've touched on previously the provision of larger scale plans to Leicestershire deadline three, and I will make sure that that is clear on those plans. With respect to to the lighting of that particular area, I'm moving on. Don't worry.

51:14

I'm trying to keep an eye on the outside. I don't have to lightnings about No, don't worry. I just asked you to go away and have a look to make sure the drawing makes it clear that they split way cycle way runs all the way back to the four double six weeks,

51:27

we can update the highway plans.

51:29

Is that drawing there? There is it. I've been through each of the annotations along it. And there isn't a reference to a three meet two or three meter wide cycleway.

51:39

There's one there, but we will annotate it. Yes. There's definitely a

51:44

there's one on one. I think there may well be two lines. But yeah,

51:48

I'll annotate it. Absolutely.

51:51

And obviously, then I was looking at the suitability of the B A, B 46668. Ie, from the for the roundabout, down back into Hinkley. And whether again, that might be something that's not lit at present witness. I'm trying to move away, I don't think it is from memory.

52:12

And know that section isn't street lit. Just Just to add our concerns in respect of the connection back to Hinkley and indeed the connection to to Elmes thought, or that we can't see from the submission what the provision is on the south east side of the B 4668. Leicester Road, ie how that there is provision to connect into the existing footwear and cycle facilities. So hopefully in the large drawings, well, then we'll confirm that soup.

52:46

Thank you. Yes.

52:49

I'm thinking was just one of the other points you just mentioned is the focus on the crossings or the roads. I think we refer the applicant to LTN one stroke 20 Earlier on because with the A 47 B not being used for as I understand from today, for HGVs. There are issues about crossing those roads as well. Thank you,

53:08

thank you. Now we're gonna look at that place well. I'm also wondering about cycle routes from the site from the north from the Arca bow well, we'll shorten the arms thought on what provisions made for them. In the in this in the light of this sort of there's there's once you've got get down to the force for A or B force the before 668 Then along the new the potentially this section up to the A 47 And then you going into the Bowell il shells and Ark and what provision there is for that

53:51

if you're looking at this all again as to how much of this and then again also again, from the to the villages to the east isone Stanton, snapcode, Broughton, Astley in Sanford.

54:05

As I say we are reviewing the cycle strategy for this.

54:10

So it needs to be 360 degrees as it were, rather than just saying, I will look down at the sector, Hinkley and Basel and Barwell or it's 360 degrees. They're not saying good or bad right provision or 360 degrees, it's just the analysis needs to be 360 degrees. And finally on cycling, we noticed that the applicant isn't noted the existing roadways in the vicinity and my suggestion that they could use cyclists to get to and from the application sites. While cyclists can use bridleways can the applicant respond to the proposition such rider was a predominantly for leisure use rather than commuting? In any event not led to me they become less attractive during the hours of darkness

54:54

and the personal of the applicant yet? We will concur with that a number of the broader ways are Are are paved and therefore could be used. Obviously, there. There's no traffic on those routes. And so the cyclist would have their own lights. And therefore they could they could use that route should they they choose

55:21

Can I now move to bus connections and public transport? Sorry, sorry, yes.

55:31

No, I'm going to let the lady behind you first.

55:33

Thank you very Pam. So parish council. Just a question on cycling whilst we're on that point. Would it be expected or I'm gonna start that question again. The access from Burbidge common road is due to be cut off no access to for vehicles into the h&r fire site, would that be the same for cyclists? Or should

we expect a higher uptake of cyclists potentially entering the site via the Burbidge common road and access points? And if so, has road safety and on V 581, being considered in that aspect is considered dangerous for cyclists at the moment? They use our singular, very narrow footpath that generally tend to avoid cycling down the fiber. So it's just a question on access.

56:21

Though there would be it possible for the applicant, there would be the potential for cyclists to utilize that route. I think as we spoke about earlier on, traffic flows on that peak hour traffic flows are predicted to be reduced and HGVs are predicted to be reduced to but that is included within the review that we are undertaking.

56:42

And CPRF, because they've got a mic.

56:45

Yes, sir. You mentioned the before 669, the road that was brought to our attention by local people with Astin lane, which is the road that goes from chamfered. I'm going in front of me, but as I recall it also on the Strava heat data, that seems to me an important road, it's the road that have very large increases in traffic. But it does bring me to the question is, in this review, is any attempt going to be done to quantify beyond the Strava data, how much cyclists are using these roads, or to have discussions with cycle user groups who will be able to identify routes in the evidence I gave you for fat cut, I suggested routes that the village of the fat coats say that cyclists use, but I just wonder if there's any more work going to be done to that that can properly be assessed, because that's the basic thing behind all this is no youth providing the facilities where the cyclists don't want to use?

57:50

Anti personal for the applicant? I understand that the comment about cyclists, we would be looking at the cycle facilities needed to access our site, and how to get people from population centers to our sites, whilst the input from those groups who would be would be useful, whether we've got enough opportunity to do that within the timeframe of deadline, three. I think that's unlikely.

58:20

If I briefly say that the cyclist who go to your site will have the same attitude as cyclists who travel that now they will use cyclists will use the routes as they're presented. So if they want to use asked and if they want you to ask them like now, to get to Hinkley, they want you to act in line now to get to your site rather than the B 4669. That's that's but that that that would be a way of discovering that simple question. Yeah. And

58:51

your passport for the African I wasn't, I wasn't alluding to the fact that the input wouldn't be useful. In fact, I said their input would be useful, but I just wanted to clarify that the facilities that we will be providing would be to improve access to our site as in what we've done with with the link road.

59:13

Phone bass sounds thought sounds together as a resident of arms thought for almost 20 years that road, the B five, eight ones always been dangerous. So I understand that you're saying that you may see a reduction in traffic, but the speed and the width of the road means it's always going to be dangerous when when you've got HGVs crossing even some large cars because cars I've got larger over the years. It's not very wide in places. It's got some pinch points. There's no way of putting a cycle lane in so there's no way of making the B 581. Safe cyclists to then go up Burbidge common road if you've got any thoughts on that

59:45

underclassman in terms of the safety of that existing rope around for for cyclists. It is a road that cyclists could use I do appreciate that there may be some cyclists that would be discouraged from using that that route. But I think the Strava data that we've got shows that the cyclists do use it. We obviously as part of our work, have looked at accidents along that that route, and as we are required to do, and that hasn't indicated that that route is a particular problem for cyclists at the moment.

1:00:25

That's I'm sorry, we need to move on because we've got because the time we've got it now suddenly, it's like a bus bus connections. It's firstly reported that the services x 55 and the one or two have been withdrawn, because so should confirm that they are nodding so that answers that question. I've seen reference to a fox connect service can Leicestershire county council confirmed what that is, and whether he would be able to provide a suitable service to and from the application site?

1:00:52

Yes, sorry, sir. I was just going to make a point on Mr. pasamos comment about the tight deadline for submission of the revised sustainable transport strategy. With all due respect the applicants have been working on this scheme since 2018. We've asked for over protracted period of time for them to consider cycling walking provision to the site from the local area and they've had ample opportunity to do so so just wanted to make that point.

1:01:22

ballclub sodomy, I

1:01:24

forgotten your question and respect box Connect? I think what the applicant is referring I don't I

1:01:30

don't think it's coming from the applicant. I think it's going from other people. Like Boris right,

1:01:34

in which case, there is a deal to demand responsive transport scheme currently funded by the Department for Transport on trial within South Leicestershire mo moment, I think actually the buses are branded Fox Connect, which might make sense to that reference. So that's what it is two year trial funded by DRT, obviously, with you know, 10 may or may not continue to be dependent on each success.

1:02:08

Thank you. At the moment, there's, as I understand it, one route that utilizes junction two, which is the xx, between Coventry and Leicester and has a 90 minute frequency but only you only between the hours of approximately eight, eight o'clock in the morning and half past six in the afternoon. To make it unsuitable for shift workers. The applicants or suggested walking along the a 47 link road from from service 48 Can the applicant response proposition that as the distance between the proposed new roundabout and the first access to the size to about 100 1500 meters, this is unlikely to be an attractive option for many. And we've given them to take at least 20 minutes to walk to the stop and the current of hours of operation, which finish depending on the direction that either eight, nine or 10. But it wouldn't be a suitable service.

1:03:02

And the password for the applicant, that it is a service that would be suitable for certain people traveling at certain times to the development, however, is recognized that it's it's not something that they're not a service that would cater for, for for shift patterns. That's why we've looked at and discussed with local bus operators the best provision for initially servicing the site, which was deemed to be enhancement of the X six complemented by the DRT. Service what's currently operating and they had seen that with additional vehicles.

1:03:43

So where have you got to negotiations over over over procuring those services?

1:03:48

We've got to a position where we have quotes from both operators and the applicant is looking to to agree with Leicestershire county council on minimum levels of service operation

1:04:05

less to share any comments to make.

1:04:08

Thank you. So Rebecca and Celeste share county council from the information that we've seen which is only the information that we have in the within the submitted transport session version eight. It makes it clear and and the submitted sustainable transport strategy makes it clear that no discussions with the operators of those services have taken place since April 22. Therefore if that information is out of date, we welcome the revised information and we've also really welcome the details on the enhanced service costs, etc. And how they link with the proposed heads of terms in the 107 because

1:04:48

that was going to be my next question. But this gentleman the back he wants to ask, makes that make a comment. Thank you.

1:04:54

We can go back to the box connect service which is an on demand service Which means you either use the internet or phone call to arrange to be collected. It does operate in SAS, that's to share. It will take people to Hinkley railway station, or to the center and things like nowhere else in Hinckley and operates just in a few villages in South Leicestershire. The problem is, it operates between the hours of seven in the morning when he actually leaves its depo. And he gets back to the Depo. seven in the evening.

1:05:39

My understanding is that this warehouse developed that you've made the point is made as a three shift. Get the point tonight, you don't need to say any further get I'm trying to move the thing along and so the point is made? Thank you. I don't think it needs a response. But I would like the response to the point raised by the literature County Council, which is how the 500,000 pound figure was calculated. And what is it intended to do? Do because it bears to meet a figure without reference?

1:06:11

And that's correct, sir, can I just confirm as well on the basis that this service operates a limited stop from Leicester City, it wouldn't be something a contribution that the county council would take to procure that service.

1:06:32

In terms of the the 500,000, that was it was developed from the quotes we'd received from a river in terms of enhancement of that service to cover those those shift patents.

1:06:47

Peter Frampton for the applicant in terms of the sustainable transport review, we've listened to what our colleagues from the authorities are saying, and we're going to move towards a delivery of a service provision rather than try and deal with it as originally proposed through a financial contribution. Okay, fine, you would have that assurance at the level of cert, which are

1:07:10

probably next to a whole pile of questions, which I was about to do anyway, on that, which is what would be the start of that provision. And where is it going? What point would the service start being provided?

1:07:27

First occupations,

1:07:28

right, but for three years?

1:07:34

Yes, we're building a process. So as the occupancy builds up, the service levels will build that.

1:07:39

So it's not it's an in perpetuity service. Yes, it is. So that would have to be secured in a one in six, it would Yeah, fine.

1:07:46

And the password for the applicant, the intention of both the X six and the DRT services are to establish financially sustainable bus services as quickly as possible. The discussions with arriva were that the x six was a service that could be enhanced, and that not only will it give benefit to the development, but obviously, by having a more enhanced service, more frequent service between Coventry and Leicester, you're

1:08:15

now saying so you're now saying it's an enhancement to the Xs plus plus a demand response? It's both Yeah, we've always had which that's not quite what Mr. Frampton just said.

1:08:25

I said there will be a minimum level of service I was looking at the xx in terms of the shift time for the warehousing the shipping time for the offices. And we're also looking at the level of service between Hinkley station and include I've come to that

1:08:40

in a minute, then we're back to the 500,000 pounds, we're going to improve the x x six, we need transparency as to how that figure has been calculated. And it's not just good enough to say oh, it's a figure we come from our discussions with arriva we need documentary is banded

1:08:55

well. Sorry,

1:08:57

we will obligate in the section 106 to the delivery of the service. So if you

1:09:03

would actually specify what that delivery of service we're a absolute trek I can do. My Site concern is still how large are you considering that this would be because the the initial proposals were just from the north and north arc and what I'm getting the implications it's a wider than that. And of course, you just mentioned Hinkley railway service station. Again, I'm gonna need more need clarity as to what precisely is going to be proposed that we'll be clear in this review, sir, which will have a booster missing a deadline three corrects national highway.

1:09:39

Thank you, sir. Mr. Benson for national highways just focusing on the X six as focusing on Coventry to Leicester. We also raised to our discussions that greater consideration needed to other employment markets such as rugby, such as Boston, and other locations where people who work in warehousing we've got large amounts of warehousing we use a strategic road network to access as well. So

providing those people opportunities to travel by other modes, not just car based travel that needs to be picked up as well.

1:10:07

And the password for the applicant, the discussions with arriva are that the two main population centers with approximately half a million population are less than and and Coventry and therefore, as an initial service, that service is the most likely to cater for employees wanting to work at the site. Do appreciate your view on on other locations. However, until the site is is a particular size, it will be it will be impossible to provide bus services, scheduled bus services to all those locations, hence why we're using the DRT proposal. So that we can pick up people within Leicestershire and start getting the evidence to establish what permanent route should be. If I could come back,

1:10:57

so I think we need to get clarity from well, actually, I think the DRT only relates to Leicestershire, DRT, and worldship because would be another stunner based in Warwick. Sure, I can't speak on their behalf. But you know, we need clarity around this because the national highways perspective, the even improvement in bus services over time as the site develops, need to be built into that sustainable transport strategy.

1:11:17

You will appreciate obviously, that the site is relatively close to the county boundary. So clearly that is the point, going back to hinky railway station that I'm on now hearing that there's a proposal to put a link in a bustling in between Brinkley railway station and the site. Correct, sir, thank you. I've got a few people with hands up over in this general direction.

1:11:41

Back sorry, it's dirt biking from hunger parish council, just to get a clarity is the proposal there to sort of review the levels of unemployment within the area to then determine where the potential sort of travel is from or is it just a flat determination that they will come from

1:11:58

Leicester and Coventry. That's a discussion you need to have with the applicants outside the examination. I'm not being awkward, but they in there are employee figures, where they anticipate the employees will come from in the transport assessment. It's not for me to make their case for them, but that's what the information they would suggest Hinckley and Bosworth whilst the bikes being moved.

1:12:20

Yes, thank you. So Mike Parker Hinckley and Bosworth Borough Council. Um, can I just go back to the point about Hinkley rail station connectivity in the sustainable transport strategy at the moment on figure 13. It shows the connection also between Hinckley and El shorten and Barwell. And I'd be interested to know whether the proposed service that Mr. Frampton mentioned would include LCL to the bar well, as well as Hinkley station.

1:12:46

I think the answer is we're going to have to wait to see but this perhaps will that face there? That

1:12:51

is correct. So we know we're going to deliver a minimum level of service which will effectively provide genuine choice for modes of travel, I'll say right, and the gentleman

1:13:02

David Albert from Leicester City Council, clearly as a as a highway, local highway authority ourselves, we would welcome the the the emphasis on the X six of greater services, but and if you like the way that those are procured is of secondary importance at this point in time, but we I would like to make the point that that needs to be supported by measures to promote those services amongst the population of Leicester, similarly, in Coventry, no doubt, but also, to support multimodal trips, like, for instance, people traveling to key bus termini by bike. So we'd need storage and, and capacity for for for bike storage. And so really, that's just to just to say that that's an emphasis that needs to be covered in this in the supporting measures. Okay,

1:14:04

thank you. And there's a gentleman over this side.

1:14:15

Thank you, Tim Rose from NEC on behalf of say Stanton parish council, we heard earlier, that there'll be a robust travel plan to mitigate the impact in the center of Stoney Stanton. Obviously, I've listened to some concerns in terms of sustainable transport credentials. And that's one thing really some clarity on is from the eastern side of things, what are those sustainable improvements that will really enhance access to and from Stanton and Sapkota X actually reduced that traffic impacts that I mentioned earlier in terms of the sort of the long street junction where we've got a 75 vehicle Q and A 500 meter queue length? Thank you.

1:14:49

Andy, ideally, I would like on this point Poptropica what the case scenario would be in the event that we concluded that the non car modes were going to be less successful than the applicant anticipate It's clearly as with any forecasts, it will only be your best guess. And there will be degree of sensitivity as the outputs. What I'm trying to ascertain is at what point will it make a difference in outputs become material, in other words, so the amount the amount of material increase on the amount of car born traffic and thus, flow through everything else will start on national highways.

1:15:25

Thank you. So Mr. Benson for national highways, I should say we are keen to see the sustainable transport strategy works, we see it as a key mitigation tool. So therefore, in our eyes, if it wasn't to be successful, it's likely to have impacts upon the SRN, which we haven't accommodated for and would require further mitigation to the highway network. The key locations I will proceed that that would be under pressure are a five long shoot Dodwell B, a five A 47 junctions, and things like a five gibbet Hill, those sites which are further away from the site, which potentially if we get to sustainable transport strategy, like don't need mitigation. But if they, if it isn't vital, isn't successful, then do require mitigation.

And that's the balance. And that's why we're quite keen to see the sustainable transport strategy be robust and be successful. So I'm not going to say that the network falls over because I hope that isn't the case. But we want to see the sustainable transport strategy succeed. Okay,

1:16:25

let's move on. I'm gonna go around the highway authorities. Does this accounting us want to make it a guy's

1:16:31

Kenton Leicestershire county council? I guess. So this relates back to the trip generation and how that was calculated. And whether that took into account in a modal shift in the first place. And that comparability remains and it's just go around in circles, I'm afraid. But ultimately, if you don't provide the facilities, you'll never achieve that modal shift. So we're welcome the revised strategy in our review on

1:17:01

switch account accounts. That makes me want to make any comments.

1:17:04

Thank you. Yes, I think we raised our concerns about the lack of accessibility for residents of places like Atherstone, rugby, and non Eton. I think at the higher end of the employment projections, the 10,400. I think they the the applicant needs to achieve I think it's a 22% mode share. So if that for sustainable mode. So if that isn't achieved, the level of mopping believed on might not be sufficient.

1:17:35

You've gone to mute it as you go on mute. Sorry, no. Can you hear me that can now go back about said 10 seconds?

1:17:45

Okay. I think at the higher end of the the employment projections and 10,400. I think the applicant needs to achieve at 22% mode share for sustainable modes. So that if that isn't achieved, the level of modeling might not be sufficient.

1:18:07

I think it's lower for the 1400. But I can't remember the figure.

1:18:11

That's all right. That's no, that's fine. We were I'm sure the applicant can take that into account in in coming to their divisions. Excuse me just want a quick, less and less Lester also listened to the counselor was so in concert indicated that they wish to be involved in those discussions as well, because obviously, they're they're being a unitary authority, they will have interest in this.

1:18:39

And if possible for the applicant, I'd like to just tackle one misconception, which is that the traffic modelling that we've done at the moment does not include or does not account for any modal shift. So

it doesn't take the benefit of taking traffic off the roads. And therefore, the the the disk benefit of that not happening whilst we are obviously charged with identifying sustainable transport strategy that is fit for purpose for the site, that there is there isn't actually a linkage between the traffic modeling that's been undertaken and modal shift.

1:19:28

Think perhaps that CPRE

1:19:32

two very short points. The first one is, obviously welcome to improve the exits. I think one of the difficulties is fitting in with a rigid shift pattern and how you can make a bus service for both for people entering and leaving on the shift pattern is a particular issue and the issue of how it will affect those people currently using the service but One point and I'll come back to a point the point that I was going to make earlier, a lot of input on this does mitigation. It did mitigation for the carve is not going to be mitigation for the HGVs. And I'll just mention that in terms of the route to a to sack code. One of the things is that it will become less, you have a discouragement and people using that, ironically, if your bus is successful, and you reduce the number of cars, you might actually get them replaced by ATVs. So you're not mitigating the HGV thing. From using car fix the point I was gonna make earlier from from public transport,

1:20:46

and the personnel for the applicant in terms of, first of all, in terms of delays to existing passengers. Arriva have been clear that they have their route preference, which would be for the bus to come into the site and then slingshot around one of the internal roundabouts and go back out onto the 69 to maintain the existing route and minimize delay to existing existing passengers. In terms of your point on by the vehicles being replaced by HGVs? Obviously, we are we have a an HGV routing strategy that we've identified and we've discussed earlier on in terms of Sapkota, we're looking at traffic traffic management measures to to minimize that, that diversion of existing HGVs. But obviously, in terms of the replacement of those vehicles, that's not really something I think that we need to be particularly concerned about in this instance. Let me

1:21:59

make Newcastle I'm sorry, just return to the point the American just made that the trip generation doesn't include any effects of mode shift, we appreciate that the applicant could provide information as to the mode shares the trips generation represents, I don't think that information is actually available in the transport assessment. So in other words, you know, the trip generation has actually been used, what mode share was assuming for that, because I believe it's coming it came from a variety of sources. So I think it'd be nice to set that out. So we can then judge how the future mode share will will impact upon the thinking

1:22:35

I'm sorry, I need to we need to move on to Dummett to public rights of way networks. So we had just bombed imagine what other invoices that

1:22:45

were and the trip generation was based on highly robust flows from a number of different sites. One of the ones for light vehicles was Swan Valley, which is a very car dominated site so we've we've taken account of a very robust figure of those figures coming out of the Hinkley sighs as well.

1:23:02

Okay, thank you. I'd now like to move on a note we appreciate it's gone five o'clock, but I was going to think on that would be would be beneficial to get the audit rights and wait done today. And then we can then move on to the other topics tomorrow. number of elements including routers transport corridor as part of general administers the area and thus scope the effect and the proposed development on those using them. Start physical changes to the product rights away network simple terms the proposal in the right application system deleting all the rights away through the main site and the creation of effectively two New Brighton ways both to at at one end in the vicinity of junction to IBM 691 run in a broadly north south direction parallel to the motorway before running in northwest direction to the pros termination point of Berman Burbidge common road to the South Hills top. The second would be an east west route party roughly parallel to the proposed a 47 linked road ending in the vicinity of the carpark near Burbidge was the first question I have relates to those who would want to travel from ELMS wat say the post termination point of Burbidge common road to the bridge to go get across to the other side. These are apparently points one an X on the axis and writes away plans which 2.3 A and 2.3 be a present they would walk arrival on Burbidge common road. And but I'm wondering how suppose you would get between those two points. I'm looking at various different modes, so on foot, as he's a bridleway and finding as a car driver and how each far of those routes would be. Can I ask the application applicant to provide that information?

1:24:50

Hi, Ben Connelly on behalf of the applicant, the from Burbidge column, the existing road passes is through a three meter wide surface connection under the underpass on with a one meter Verge is a side. That's a Broadway line that crosses under the underpass to tie into the existing road network. Just to confirm the connection points that you wanted to tie one to x

1:25:24

on the axis and rights away power ones on 2.3 1.3 2.3 A and 2.3. B, on different plans just to cause confusion, essentially, from the end where the termination point a Burmese common road to the other side of the new railway bridge.

1:25:42

Wondering Yeah, so there's an underpass there that uses

1:25:46

what I'm interested in is how you would do it how far you do in each of the three modes identify foot cycling part.

1:25:55

So cyclists can use and as mentioned earlier, can use that the Broadway route and has can pedestrians on a car when using a vehicle, you wouldn't be able to use that and Broadway links that would route onto the main road.

1:26:11

Could you provide me with three with an Ordnance Survey plan showing the alternative routes from point one to point X with the distances involved on them? Yes.

1:26:30

Now, my understanding is that the site the bridleway route would be notably longer, obviously handled accurately. So that's no bad sort of B string type approach than the current route. How could you record how do you reconcile that answer with paragraph 5.216 of the national policy statement for national networks, which states where development would worsen accessibility, such impacts should be mitigated as far as reasonably possible. There is a very strong expectation that impacts on accessibility T for non motorized uses should be mitigated.

1:27:10

Ben karamba, the appellant right from the outset, we looked at the right subway network within the site and the starting point was to see if we could retain them on their existing alignment. Considering the different user groups within the site under the functionality of the proposed scheme. We consider that footways within the site work viable option. We liaise with the British Royal Society in terms of access through the site. And the decision was made given the number likely crossing points looking at functionality of the river interchange was to move that user group within a generous green corridor to the edge of the site which sits along M 69. And a corridor it's up to 50 meters wide. So that takes that user group off Burbidge common Road, which is a an open vehicle a route to ride that ride away within a dedicated green corridor that wraps around the site.

1:28:13

Given councillors the rights away authority for this, do you have any comments you wish to make on this diversion?

1:28:25

I think all our comments are covered in our room, our original representation. That's fine.

1:28:29

Thank you. The next one I'd like to discuss, which I've raised before, was the suitability of the proposed right away bridge over the railway line for use for those with mobility issues. The sponsors to date from the applicant are effectively twofold firstly, the due to the nature of the rights of way involved. The way to wait to and from the proposed bridges, they are likely to be used by those whose modes of transport involve wheels, whether wheelchairs or buggies and any event can be sorted out as part of the detailed design. Can I ask for the applicant response to the proposition that these days there are plenty of all terrain wheelchairs and buggies and not ensuring this route is fit for purpose could be argued to be not to be seeking to minimize in eliminate discrimination or advancement of equal opportunity? And an

equally well? That if it's going to be left to later how would the Secretary of State know that it was going to be secured

1:29:30

by Rebecca for the applicant? The relationship to the outwards bridge and network rail's position is that that bridge which would they would end up learning which should be the pedestrian bridge is a simple replacement for what is currently there. There is a bridge further up towards inquiry which is surfaced and perfectly capable of being close to people can get across if they've got wheeled vehicles at the moment. They can't in that location and network rail doesn't want to have that additional liability.

1:30:03

How what about how do you respond to replying to paragraph 5.216 of the NPS nm, which I have resisted there is

1:30:10

there is a diversionary route

1:30:12

that under Section 149 of the Equality Act.

1:30:18

I leave my policy colleagues to deal with us.

1:30:33

Can we take that away?

1:30:35

Thank you. I would say they were you said to take that away last time and the answer I got back I had was generally unsatisfactory. I'm hoping I don't have to have that answer back again. No,

1:30:46

sir, sir. Sorry. Can I just ask a question? Yes. The back ends in Leicestershire county council, Mr. Baker's just confirmed that Network Rail would be responsible for that footbridge over the railway and that was the clarification that Leicestershire county council was seeking. So I can I just confirm that Network Rail have confirmed that they will adopt a footbridge and be responsible for its future maintenance because that's something we'd like to stay in. Right And please,

1:31:12

we have had that discussion with Network Rail and as part of the report that will come in, in terms of the position that that is not a bridge that you as LCC could take, and that's understood.

1:31:28

Not sure whether less network router still on the line. Look at the screen I've gotten good looking at it's gotten God's got a name missing, you can't tell easily tell you where you won't be able to because the nature of the feed

1:31:43

will very well it will relatively firm

1:31:45

as that's fine.

1:31:49

I'd like to next look at the environment for those using the public rights away network. Do you accept that the replacement of the bridleway which currently runs from junction to past preop vulnerable does farm which is v 29. Seven and v 53. One with an comparing that with the new Broadway between the strategic rail freight interchange the 69 noisier and less rural environment than the current situation.

1:32:17

I've been calling on behalf of the applicant. Yes, we accept that there's a change in character to that route. It's inevitable given the current agricultural use of the land. The new route then sits within victory to our corridor, totally remote retailers green character as possible.

1:32:35

You would accept that therefore it is less good of environment than there is at the moment.

1:32:40

In terms of the character, Eric's change, usability and community there's opportunities to do so design stage to improve.

1:32:48

Okay, thank you. Alright, I think we've now finished and done all my questions on item six, which is good. So we can add concluding remarks. Give the give net net well into disappeared, highway authorities and the applicant opportunities, some of their positions in license discussions we have today. And you're will have the opposite, choose to follow this up in writing rt d3, which is 14th of November, given this give you this opportunity because they indicated the interaction between the ferries LS we've been discussing all day, which have and then after that, we will move on to the next steps and actions list. So we'll start with network, a national rail, national sorry, national highways.

1:33:30

Thank you. So Mr. Benson for national highways. I think from today's discussion, there is still a lot of work that needs to be done. But we are open and willing to work jointly with the applicant and the highway authorities to resolve the outstanding matters of clarification and hopefully move to a position where we are able to understand the impact of development and have a clear strategy of how the development could come forward in a sustainable manner that ensures the safe and efficient operation of the strategic road network.

1:34:01

Thank you. Leicestershire county council, I can send this check and cancel again. We will continue to work collaboratively with our colleagues at the at the highway authorities and indeed the applicant and we will make a written submission to you with our concluding remarks. Thank you.

1:34:19

I'm not sure whether we're actually counting counts is still on.

1:34:26

Thank you, sir. Yes, Nicholas. Dawn See, we will echo the comments made by both national highways and Leicestershire county council for collaborative working and particular focus on the issues we've highlighted today.

1:34:41

Thank you and the applicants.

1:34:45

Thank you, Sir Paul, male for the applicant. In terms of agenda item three. I don't think we need to add anything to these the summary that was given at the end of that session. on agenda item four. I think you've heard about good progress that's been made. We Network Rail around achieving the various approvals and also the capacity that lies within the network to deliver the project and we will respond on some of the details points that are outstanding round number level crossing deadline three. Then lastly on on sustainable transport connections, you've heard our response to circular 122 And how we're interpreting that in the context of the particular scheme that is being that is being proposed here. And we will be providing further details upon an updated sustainable transport strategy, add deadline three, which will include commitment to providing a minimum level of bus services. As you've heard, Mr. Mr. Branton describes us, so

1:35:59

thank you. All right. The Actually, Mr. Harun has been faithfully keeping a list I don't happen to know how long it is that we will find out the SEC has just run through all to make sure we've every understanding of what we're expect.

1:36:15

Thank you, Mr. Jackson. As always, we'll provide a full list of the actions in due course because I will outline the key ones now given it's, it's been a bit of a long day. So for the lorry Park and parking we have actions for the applicant, which include ongoing revisions to the draft DCO to account for how the private lorry park will be secured and enforced. And additionally, an explanation is to be provided as to how the quantum of surface level parking relates to the quantum of multi story parking and this has to be provided deadline three. In terms of phasing, the applicant is to provide a Gantt chart for the phasing of highway mitigation works by deadline for in terms of the patch Hall farm and a five A 47 junctions we have written information to be provided on the schemes consented at patch Hall farm and this includes informations on timetable for permission triggers restrictions, and what has to be granted we believe it

is it was agreed that drawings can be provided for these works. And this is for Hinckley and Bosworth Borough Council national highways and Network Rail at d3 if possible. We have ongoing review of background growth in relation to patch are found by the applicant and the applicant is to provide additional information of the effects of high sided vehicles in relation to the relevant junctions and can we have that by d3 Please. Or M 69 junction to national highways and other interested parties are to search for the documentation excuse me, in relation to the rationale for the design of this junction. Deadline three will be great soon as practicable. In relation to SAP cut village impact information is to be provided by Blaby District Council on how many dwellings are in the village to the east of Link 43 by deadline three. In relation to Stoney Stanton village impact the applicant is provide drawings at an appropriate scale showing highways mitigation at Stoney Stanton and other relevant villages to the relevant highways authority for deadline three. We have a written note from the applicant on how the HGV movement figure of 83 million was calculated by deadline three please. In relation to the a five a four to six given Hill junction, the applicant is to engage with the relevant highway authorities in relation to the additional vision modeling at gibbet Hill. In terms of HGV routing and enforcement, the applicant and national highways are to work together to outline an emergency plan for HGV routing should the M 69 be closed and consider its effects is this doable by deadline three

1:38:56

to the applicant

1:39:00

I think we will work with national highways and respond on that I think

1:39:05

I think if we can aim for deadline three we will do it

1:39:08

yeah because Okay, okay, thank you. In terms of lorry park in the facility Blaby district councillors to highlight any known issues with HCV ply parking by deadline through in terms of rail connectivity Network Rail allowed to provide a written response on any implications of increasing the frequency of passenger trains on the line between an Eaton and Leicester by deadline three. Again network relative provide us with a statement in relation to the possible provision of a passenger rail station at the application site. Together with a statement outlining the effect of the additional journeys at the novel level crossing with particular regard to its stated maximum permissible close times by deadline three. The applicant is to provide further information on Narborough level crossing in relation to the effects of traffic on the road, including information in the form of an Excel spreadsheet by deadline three In terms of sustainable transport connections, the applicant is to annotate highways plans, particularly sheet four in relation to the extent of a three meter wide footway cycleway with reference 20 lighting by deadline three, please. The applicant is to provide a revised sustainable transport strategy at deadline three, including amongst other things clarity in relation to financial contributions. In terms of public rights of way, the applicant is to provide an Ordnance Survey map illustrating how you will get between points one and X on the access and rights of way plan 2.3 A 2.3 B with appropriate distances annotated by deadline three, please. And the applicant is to provide further written comments in relation to the suitability of the proposed rights of way for use of those with mobility issues with particular regard to the

equalities, act, please, again by deadline three. Does anybody have anything else to add on these? Marvelous we're back to you, Mr. Jackson.

1:40:59

Thank you, Mr. Harun. And I think is there anything else before we close today? which case I thank everybody for your your participation today. It's been a long day. Appreciate but we do. I think we've actually done quite a lot today, which has been really useful. So thank you, everybody. We'll be back tomorrow morning at 10 o'clock or an issue specific hearing on environmental matters. Until that may. I hope you all have a good evening and night and we will see I suspect many of you tomorrow morning at 10 o'clock. Today's hearing is now closed.