

Tritax Symmetry (Hinckley) Limited

## **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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### **The Hinckley National Rail Freight Interchange Development Consent Order**

Project reference TR050007

### **M69 Closure Emergency Plan**

Document reference: 17.8

Revision: 1

**14 November 2023**

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009  
Regulation 5(2)(q)

## Hinckley National Rail Freight Interchange

### M69

1. Paragraph 48 states that a transport assessment should '*start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision*'.
2. The Proposed Development is specifically designed to meet the '*compelling need for SRFIs*' for which by reasoning of the locational requirements, it is acknowledged will '*restrict the scope for developers to identify viable alternative sites*'. (NPS – NN 2.56)
3. The Sustainable Transport Strategy (Document No 6.2.8.1 App-153) demonstrates that HNRFI, being located adjacent to Hinckley, is an area of high accessibility by sustainable transport modes (acknowledging that opportunities to maximise sustainable transport solutions will vary between urban and rural areas: Footnote 20).
4. No evidence has been presented by National Highways to suggest that HNRFI would create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites.
5. Paragraph 49 explains that the transport assessment must consider existing and forecast levels of traffic on the SRN. The scenarios to be assessed depend upon development and local circumstances. In so far as the occasional closure of the M69 may amount to a local circumstance, this situation is necessarily temporary, albeit giving rise to inconvenience to motorists diverted from the SRN and motorists, including HGV drivers seeking access to and from the SRN. It is considered that the inconvenience to drivers on the SRN would not be made materially worse as a consequence of additional traffic movement to/from HNRFI.
6. In so far as the occasional closure of the M69 would inevitably have an impact upon the operation of the Local Road Network, it is submitted that the inconvenience caused and

potential amenity impacts arising from unusually high vehicular flows, would not be made material worse by the operation of HNRFI.

### **Conclusion**

7. On occasions, on any part of the SRN, circumstances may arise where part of the network is closed for unforeseen circumstances. Such circumstances are not prevalent and ordinarily in the free flow of traffic on the SRN is maintained.
8. In circumstances where closure of the SRN occurs, the Emergency Routing Plan would come into force. It is a locational requirement for SRFIs to be close to major trunk roads. (NPS – NN 2.45) in order to primarily route the HGV short haul movement, via the SRN. The additional traffic associated with HNRFI will not have a direct bearing upon the frequency of closures of the SRN, which are not directly related to the volume of traffic. Accidents may happen for a range of reasons and cannot be modelled for frequency.
9. In acknowledging that inconvenience may be caused when the SRN is temporarily closed, the additional traffic movement from HNRFI will not have a significance to the frequency of such interruptions in the free flow of traffic, or the extent/duration of consequential inconvenience on the surrounding LRN.