

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Applicant's Response to Deadline 4 Submissions [part 3 - LCC]

Document reference: 18.17

Revision: 01

9 February 2024

Planning Act 2008

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

Applicant's Response to LCC Deadline 4 Submission - Comments on any additional submissions received by Deadline 3

No	ExQ	Question to	Question Response	Applicant's Response
1	REP3-003	2.4A Hinckley NRFI Highway Plan - sheet 1 of 8	This annotated drawing confirms that footway/cycleway provision is only made on one side of the A47 link road (albeit it crosses the link road in various locations). It is unclear why a consistent footway/cycleway is not provided along either both sides of the A47 link road, or indeed consistently on the development side of the road.	The presence of a segregated left turn lane (SLTL) at the B4668/link road junction and the restrictions in CD116 para 8.6 to provision of crossings on SLTL mean that the footway/cycleway connection from the link road to the B4668 is best made from the west of the link road to the existing footway/cycleway on the north side of the B4668. Existing footway/cycleway links to Hinckley and Barwell are accessed from the northern side of the B4668 and the new facilities on the link road connect to those existing using a crossing point on the B4668 at the most convenient and least heavily trafficked arm of the new roundabout. From the junction with the B4668 travelling south, there is an uninterrupted length of 1.5km of footway/cycleway along the new link road which does not require users to cross any roads or private means of access. Once the 'urban' section of the link road is reached around the development, there are crossing points provided (both controlled

No	ExQ	Question to	Question Response	Applicant's Response
				<p>and uncontrolled) to access the development. The design proposed does not provide a footway/cycleway along both sides of the link road north of the railway due to the rural nature of the link and the lack of desire line for users on the eastern side given the point above regarding access to the B4668. There are several examples of similar rural sections of link road providing footway/cycleway facilities on a single side such as the A47 near Earl Shilton and the Kegworth bypass provided as part of the East Midlands Gateway development. Footway/cycleway facilities are provided along both sides of the link road for the majority of the 'urban' section south of the railway. The Applicant considers that the routes provided cater appropriately for people using the link road to travel between likely origins and the development site with long lengths of uninterrupted, good quality footway/cycleway and appropriate crossing points provided where required. A plan illustrating the key routes to the development via the link road is appended to this document (document reference 18.15.3)</p>

No	ExQ	Question to	Question Response	Applicant's Response
2	REP3-004	2.4D Hinckley NRFI Highway Plan Sheet 4 of 8	This annotated drawing confirms that footway/cycleway provision is only made on one side of the A47 link road in some locations. It is unclear why a consistent footway/cycleway is not provided along both sides of the road.	See response to REP3-003, response 1 above.
3	REP3-005	2.29 Hinckley NRFI Geometric Design Strategy Record	LCC welcomes submission of this document. LCC will review the document in line with a detailed design review prior to ISH6. It was not possible for LCC to carry out any detailed design review prior to Deadline 3 submissions on the basis of the scale of drawings submitted. This was referenced throughout the LCC Written Representations (REP1-152).	As discussed at Issue Specific Hearing 2, the Applicant has for some time been asking LCC to undertake more detailed reviews of the highway proposals and it was acknowledged at this hearing that LCC have been resistant to reviewing the link road proposals due to not having the complete modelling to understand what the traffic impacts were. Modelling data and outputs have been shared with LCC throughout the pre-submission process. Inputs were agreed, but outputs and furnishing have been subject to ongoing discussion and amendment. However, this did not preclude the ability to review the proposed designs. At this hearing, the ExA asked LCC whether they would be able to review the design from a geometric perspective and LCC undertook to do so upon receipt of 1:500 plans, which were provided on 10th November 2023. These have been discussed over several meetings, with numerous changes being

No	ExQ	Question to	Question Response	Applicant's Response
				made based on comments and discussions with LCC.
4	REP3-017	6.2.8.1A Hinckley NRFI ES Appendix 8.1 Transport Assessment - part 15 of 20 - Sustainable Transport Strategy and Plan	<p>LCC note the minor changes made by the Applicant to this document to reflect details of existing public transport provision. LCC note that further engagement has been made with a bus operator, with the addition of reference to the no.8 bus service. This is welcomed. However, Figure 14 does not show this service accessing the site, nor its extension to serve Nuneaton.</p> <p>However, these limited changes do not address the concerns of LCC as raised in our Written Representations (REP1-152). Moreover, LCC met with the Applicant team and NH and WCC on 13th November 2023. At that meeting the Applicant verbally committed to inclusion of new requirements in the DCO for to provision of bus services based on defined routes, times, days etc. in perpetuity (as verbally confirmed to the ExA by Mr Peter Frampton on behalf of the Applicant at ISH2). In addition, the Applicant verbally committed to new requirements securing a DRT service in perpetuity, appointment of a Travel Plan Co-ordinator and Travel Plan monitoring in perpetuity, and details of how Travel Plan responsibilities would be transferred to future</p>	<p>An updated Sustainable Transport Strategy was submitted at Deadline 4 (document reference:6.2.8.1B, REP4-052) which has further details in relation to public transport and active travel provision. Figures have been updated within the new version.</p> <p>It is confirmed that new bus services will be based on defined routes and times. Indicative timetables are included with the Sustainable Transport Strategy (STS)revision submitted at Deadline 4 (document reference: 6.2.8.1B, REP4-053) and as explained in that document, correspondence with the providers has been positive. The Applicant has always been clear that the delivery of the bus services is secured through the Requirement within the DCO to deliver the commitments within the STS.</p> <p>Commitments to review services and provision every year allows for adjustments to be made and is set out in</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>occupants. There was also commitment to provision of travel packs and passes for employees to be secured through the s106 Agreement.</p> <p>At the meeting on 13th November the Applicant also verbally committed to reviewing the proposed walking and cycling provision to/from the site from surrounding towns and villages including Hinckley, Burbage, Barwell, Earl Shilton, Elmesthorpe, Stoney Stanton and Sapcote as referenced in paragraph 8.1.</p> <p>However, whilst we await the Deadline 4 revisions to the Sustainable Transport Strategy and Plan LCC attended a follow up meeting with the Applicant team and NH on 12th December 2023. At that meeting the Applicant confirmed they were no longer proposing the additional Requirements as set out above, provided no commitment on Packs and Passes (see comments on s106 Agreement below), and have concluded that they will provide limited walking and cycling improvements to the network. Limited to the upgrade of an existing pedestrian crossing to a toucan (no assessment provided), a short stretch of footway/cycleway into Barwell village and a short incomplete footway/cycleway connection</p>	<p>the Travel Plan (document reference: 6.2.8.2B, REP4-055) and Sustainable Transport Strategy (document reference: 6.2.8.1B, REP4-052) and compliance with which is secured through Requirement 8 of the DCO. This will be based on survey information of staff as the site begins to populate. The intention is to adapt and adjust according to the actual origins of journeys of staff, to ensure the most effective use of bus services to facilitate mode share projections.</p> <p>The Applicant reviewed the walking and cycling provision as discussed in the meeting referred to by LCC and this is reflected in the revised STS (document reference: 6.2.8.1B, REP4-053) which details the proposed enhanced routes in further detail with estimates of population catchments and likely cycling journeys over a 24-hour period to the site. The result has been a clear focus on the largest population centres within 5km of the site where a mode share shift to cycling is most feasible. The Applicant has been clear that the commitment to the routes is secured through a requirement to comply with the relevant documents and no</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>on Sapcote Road, Burbage. Therefore, it is unlikely that LCC will be in a position to confirm agreement to the revised Sustainable Transport Strategy and Plan when submitted by the Applicant at Deadline 4. LCC also note the reliance of the Applicant on this Strategy and Plan in lieu of detailed assessment and mitigation at M1J21.</p> <p>Please also see LCC response to ExA question 1.11.31.</p>	<p>additional requirements are needed.</p> <p>The Applicant confirmed at the meeting on the 12 December 2023 that the proposals would be subject to monitoring and that a travel plan coordinator would be servicing the travel plan for the lifetime of the development, as was raised as a clarification in the early phases of the examination by the ExA.</p> <p>The commitment from the Applicant is to a travel website or web-based travel app instead of travel 'packs' , as is common for sites of this nature. This will be accessible by employees and will offer a practical solution to information sharing which will be more effective than physical travel packs. This is secured through commitment to comply with the Travel Plan (document reference: 6.2.8.2B, REP4-055).</p> <p>The walking and cycling provision has been reviewed in detail with a series of drawings and catchment reviews. These were discussed with LCC on the 12 December. Current provision enhances the cycling connectivity to those areas where walking and cycling are most feasible, and the solutions cost effectively provide links to the</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>largest population bases. Adjustments were made following the meeting to extend the cycle provision on the B4669 to enable better access to the cycle routes on the proposed link road. However, enhancements that do not offer proportionate solutions to accessibility where other alternatives are available, such as the DRT, have not been taken forward.</p> <p>The Applicant maintains that the update provides significant alternative transport provision to the Site and is in line with NPPF and Circular 01/22 guidance. Notably Paragraph 30 of the NH Circular which relates to logistics and transport hubs.</p>
5	REP3-019	6.2.8.2 Hinckley NRFI ES Appendix 8.2 Framework Travel Plan	<p>The submitted document does not appear to marry with the Sustainable Transport Strategy (REP3-017) particularly in regard to existing and proposed bus service provision and does not cross reference in respect of the Arriva 8 service relied upon in REP3-017. The document remains silent on commitment to delivery of these services (see comments below in respect of s106 and DCO requirements).</p> <p>In addition, it remains unclear if the documents cross reference in respect of modal share. It is also</p>	<p>The Sustainable Transport Strategy (document reference: 6.2.8.1B, REP4-052) and the Framework Travel Plan (document reference: 6.2.8.2B, REP4-055) have been updated to reflect the mode share and additional services to the site and have been inconsistencies corrected.</p> <p>The commitment to delivery is secured through requirements (8 and 9) set out in the DCO (document reference: 3.1C, REP4-027) with additional points included within the Draft Unilateral Undertaking to LCC .</p>

No	ExQ	Question to	Question Response	Applicant's Response
			unclear how modal shift targets will be achieved given the limited commitments to sustainable travel provision, and walking and cycling infrastructure in particular (see comments above on REP3-017).	(document reference: 9.2). The documents cross reference the mode share and the targets set out within the STS are used in the Travel Plan. Bus provision, car share, active travel and DRT commitments all provide opportunity for mode shift away from single occupancy car trips and are secured through Requirements 8 and 9 of the DCO.
6	REP3-035	7.1A Hinckley NRFI Planning Statement	This document does not appear to include any tracked changes and therefore LCC is unable to identify revisions.	At deadline 3, a clean document was incorrectly submitted where track changes were intended to be shown. At deadline 4, this was rectified in the submission of the tracked version of the Planning Statement (document reference: 7.1B, REP4-087).
7	REP3-041	17.6B Construction Traffic Management Plan	At ISH3 the Applicant team referenced construction traffic modelling. At ISH3 the Highway Authorities requested site of this modelling. The document remains silent in this regard. In addition, the Applicant has circulated a revised document to LCC subsequent to Deadline 3 that includes revisions to working hours on site to address concerns raised by BDC and HBBC. Whilst LCC welcomes this change, it remains unclear what impact this will have on the works programme as presented in REP3-048 and LCC has sought clarification from the Applicant. LCC	A spreadsheet model was produced to quantify construction traffic figures this is summarised within the Construction Traffic Management Plan Para 1.75 to 1.80 and Tables 1-3 (document reference: 17.6B, REP3-040) This was based on trip rates used at the East Midlands Gateway site as a proxy for likely construction traffic movements. The figures were then mapped on to the likely construction programme from the projected phasing and included in the

No	ExQ	Question to	Question Response	Applicant's Response
			<p>therefore anticipates that a revised Construction Traffic Management Plan and associated revised Gantt Chart will be submitted at Deadline 4. LCC reserves comments at this stage.</p> <p>In addition, the document continues to remain silent on construction access to the Local Road Network despite information being requested by LCC in its Written Representations (REP1-152) at ISH2, and at subsequent meetings with the Applicant.</p>	<p>GANTT chart submitted at Deadline 3 (document reference: 18.6.3 REP3-048)</p> <p>Further commentary is included within Applicant's response to ExA Written Questions [Appendix I - Construction Traffic Derivation] (document reference: 20.1.9, REP4-150) which addresses the changes and the robustness of the original approach.</p> <p>With regards to the Construction site access to the Local Road Network, the access will be provided at the point of connection of the new A47 link road with the Local Road Network which will be constructed utilising an approved temporary traffic management scheme which will be required for the remodeling of the existing Highways. Detailed temporary traffic management plans will be produced, submitted and implemented by the Principal Contractor. Early construction of the permanent off site highway works is envisaged to minimize any potential disruption.</p>
8	REP3-042	17.7 Hinckley NRFI Lorry Park Management Plan	The Lorry Park Management Plan includes measures designed to prevent use by non-HNRFI traffic. However, this is not supported by any firm commitment to implement i.e., a Requirement	As discussed in ISH5, the Applicant confirmed that it would be adding a DCO requirement to secure compliance with the Lorry Park Management Plan in the dDCO to

No	ExQ	Question to	Question Response	Applicant's Response
			<p>that limits the use of the lorry park to HNRFI traffic in perpetuity. The Plan alone does not address LCC concerns as expressed in its Written representations (REP1-152) paragraphs 2.31 and 2.51.</p>	<p>be submitted at Deadline 4. The Applicant has now done this as indicated (document reference: 3.1C, REP4-027) relating to non-HNRFI traffic use:</p> <p>Lorry park management plan – Requirement 33-The lorry park management plan must be complied with at all times following the first occupation of any warehouse floorspace on the authorised development.</p>
9	REP3-043	17.8 Hinckley NRFI M69 Closure Emergency Plan	<p>The Applicant has not involved LCC in the development of this Plan. LCC do not agree that the additional traffic movements from the HNRFI will not have a significance to the frequency of interruptions to the free flow of traffic or consequential inconvenience on the LRN. No evidence has been provided by the Applicant to demonstrate that this would be the case. Moreover, a simple assumption would be that the additional vehicular traffic generated by the HNRFI and effected by any temporary closures would inevitably have a significance in respect of the free flow of traffic and associated inconvenience. Please also refer to response to ExA question 1.11.9.</p>	<p>The incorrect document was inadvertently submitted with the correct front cover at Deadline 3 for the M69 Closure Emergency Plan for which the Applicant apologises. The correct M69 Closure Emergency Plan was submitted at Deadline 4 can be found at document reference: 17.8.1, REP4-115).</p> <p>In terms of the significance the Applicant maintains that the additional traffic movements from the HNRFI will not have significance to the frequency of interruptions, as is also confirmed by NH through their inputs to the Strategic Road Network Incident Plan (document reference: 17.8.1, REP4-115) Paragraph 8.</p>
10	REP3-044	18.5.3 Narborough Level Crossing Note	<p>At the aforementioned meeting on 13th November 2023, the Applicant team advised LCC and the other Highway Authorities of the</p>	<p>The original survey was done in October and provided a mix of term time and non-term time observed traffic, which the Applicant</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>methodology that they had used to generate assumptions regarding traffic queues when the level crossing barrier at Narborough Station is down. These assumptions provide the basis of this Note. LCC confirmed that these assumptions derived from a simple survey of a single camera over a period of a week which included days that Leicestershire schools were closed for October half term was unacceptable. In order to capture the full extent of existing queuing LCC have agreed a series of camera locations on all approaches to Narborough level crossing, and associated feeder roads to allow the Applicant team to commission further surveys and provide an accurate evidence-based representation of traffic queues. LCC look forward to reviewing further submissions including survey analysis and modelling as per our Written Representations (REP1-152) paragraphs 2.81-2.84</p>	<p>believed to be appropriate within the survey window available. Following discussions on the 13 November, the Applicant recognised the concerns raised by LCC and commissioned further multiple camera locations around Narborough to fully record queue lengths- LCC were consulted on the locations and days to ensure this aligned with expectations.</p> <p>The original Narborough Crossing Note (document reference: 18.6.8, REP3-053) has been updated and submitted at Deadline 4 (document reference: 18.6.8A. REP4-118) with the revised observed queue data.</p>
11	REP3-046	18.6.1 Appendix A - Transport General Update Note	<p>LCC were not aware of the existence of this document until its submission at Deadline 3.</p> <p>LCC, WCC, NH suggested an in person all day meeting with the Applicant team. This was held on 13th November 2023. At that meeting the Applicant committed to addressing a number of concerns raised by the Highway Authorities in respect of submitted Plans and Strategies</p>	<p>The Applicant was pleased to secure a commitment from the Highway Authorities to an all day meeting shortly prior to the Deadline 3 submission. Many commitments were discussed including the Applicant team undertaking a significant volume of work ahead of Deadline 4 to meet the demands of the LCC team. This is highlighted in Appendix A – Transport</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>including the Construction Environmental Management Plan, Travel Plan, Sustainable Transport Strategy, HGV Route Management Plan and Strategy, Construction Traffic Management Plan, and Public Rights of Way Strategy.</p> <p>A follow up in person meeting was scheduled for 12th December 2023 which was attended once again by all Highway Authorities. At this meeting LCC noted that whilst some commitments made at the November meeting had been acted upon, a number had not, and a number of commitments made at the November meeting were subsequently withdrawn. This is disappointing given the resource commitments made by LCC and the other Highway Authorities to date and the impact of this is reflected in our comments on the Plans and Strategies in this document.</p> <p>The document states that “LCC confirmed that it would not accept a funding ‘pot’ for the delivery of cycle facilities around Hinckley”. To provide context to the ExA this statement was made on the basis that if measures are identified to mitigate the impact of the development these should be delivered in full by the Applicant and at no cost to the public purse. They should also be justified and CIL compliant. LCC will simply</p>	<p>General Update Note (document reference: 18.6.1, REP3-046).</p> <p>The update note was produced immediately after the meeting on the 13 November to enable submission at Deadline 3, the content of which was based on the discussions within the meeting. It was considered that the update would be useful for the ExA to understand the position of highway discussions up to Deadline 3.</p> <p>A follow up meeting on the 12 December 2023 provided an update on mitigation designs, further surveys and models that were in progress ahead of the Deadline 4 submission. Active Travel Enhancements put forward in the Deadline 3 Sustainable Transport Strategy (document reference: 6.2.8.1A, REP3-016) were suggested for review ahead of Deadline 4 and not specific delivery commitments. These were discussed during the 12 December Meeting and were the points of disagreement.</p> <p>Suggestions on the delivery mechanism for</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>not accept a pot of monies to do "something".</p> <p>In respect of comments made in the document in relation to "Post Covid PRTM Update" please refer to LCC's response to ExA question 1.0.3 which corrects the Applicants assumptions.</p> <p>In respect of M1 J21/M69 J3 the document states that "the Applicant team has carried out additional theoretical analysis". However, it is worthy of note that this "theoretical" analysis does not appear to have been submitted at Deadline 3. With regard to the promised Linsig junction modelling for M1J21/M69 J3, this has not been shared with the Highway Authorities to date and we assume that this will be submitted by the Applicant at Deadline 4.</p>	<p>works were tabled , but it was made clear by LCC that they were unwilling to hold monies. The Applicant would provide funds at no cost to the public purse. The Applicant agrees that both LCC and the Applicant would need to agree the works were justified on the basis of CiL compliance. It is the Applicant's view that the proposed measures within the new Sustainable Transport Strategy are proportionate and deliverable through requirement in the DCO specific to commitments in the STS</p> <p>Revisions and extensions have been made to the Deadline 4 submission, specifically with respect to the enhancement on the B4669 and based on discussions with LCC. The analysis for M1 J21/M69 J3 has been submitted as part of the Transport Update 2023 document (document reference: 18.13.2, REP4-131) submitted at Deadline 4. This has incorporated all new surveys discussed and agreed with LCC on the 13 November and as set out in Response to Point 38 of this document.</p>
12	REP3-048	18.6.3 Written Statement of Oral Case ISH2 - Appendix C - Phasing	See comments above in respect of REP3-041.	See response at Row 7 of this document.

No	ExQ	Question to	Question Response	Applicant's Response
		Gantt Chart		
13	REP3-049	18.6.4 Written Statement of Oral Case ISH2 - Appendix D - Car parking strategy note	The Note cross references parking numbers identified in REP1-011 Transport Assessment. However, the numbers identified in REP1-011 do not match those shown on the Illustrative Masterplan (APP-043). It is appreciated that the Masterplan is indicative, but it does not include for multi-storey parking provision. Consequently, LCC remains unclear what parking provision is proposed and in what form.	Parking numbers are identical in the documents quoted in the text. Written Statement of Oral Case ISH2 [Appendix D - Car parking strategy note] (document reference: 18.6.4, REP3 049) highlights that 'the Applicant has now specifically made the point that parking will be at grade, and decked parking would only be provided to address specific occupier needs. This does not affect the maximum parking numbers as reported within the Transport Assessment'.
14	REP3-053	18.6.8 Written Statement of Oral Case ISH2 - Appendix H - Narborough Level Crossing Traffic Modelling	At the aforementioned meeting on 13 th November 2023, the Applicant team advised LCC and the other Highway Authorities of the methodology that they had used to generate assumptions regarding traffic queues when the level crossing barrier at Narborough Station is down. These assumptions provide the basis of this Note. LCC confirmed that these assumptions derived from a simple survey of a single camera over a period of a week which included days that Leicestershire schools were closed for October half term was unacceptable. In order to capture the full extent of existing queuing LCC have agreed a series of camera locations on all approaches to Narborough level crossing, and	Surveys were carried out ahead of the ISH3 to respond to Reg 17 questions regarding Narborough Level Crossing. The Data provided information across term time and non-term time and was reviewed in detail for the Deadline 3 submission. It was agreed in the meeting on the 13 November by the Applicant that further queue surveys during a neutral period (during school term) would be performed. As mentioned in response 10 a revised note has been produced for Deadline 4 (document reference: 18.6.8A, REP4-118) based on new survey results for which the

No	ExQ	Question to	Question Response	Applicant's Response
			<p>associated feeder roads to allow the Applicant team to commission further surveys and provide an accurate evidence-based representation of traffic queues. LCC look forward to reviewing further submissions including survey analysis and modelling as per our Written Representations (REP1-152) paragraphs 2.81-2.84.</p>	<p>positions and number of cameras/days were agreed with LCC.</p>
15	REP3-062	18.7.7 Written Statement of Oral Case ISH3 - Appendix G - M69 Lighting Proposals and associated effects	LCC will review the suggested street lighting responsibilities as set out in section 5 of REP3-062 as part of its detailed design review.	The Applicant has consulted with National Highways on the lighting of their new slip roads and received their acceptance to the principle of the lighting proposals put forward. Junction 2 itself (the section for which LCC have responsibility) is currently lit and the submitted document provides an assessment of the junction in line with British Standards and industry best practice to propose a lighting level suitable for the junction type and level of traffic forecast.
16	REP3-080	19.3A SoCG between the Applicant and Leicestershire County	The Applicant shared a Statement of Common Ground with LCC on the afternoon of the 22 nd December 2023. LCC in its capacity as Local Highway Authority have provided comment. It is unfortunate that despite investing a significant amount of time in discussions with the Applicant team, LCC have moved some matters from "amber" to "red" category, and no matters have	See responses on the Statement of Common Ground with LCC submitted at Deadline 4 (document reference: 19.3B, REP4-136). There are elements within the SoCGs which had not been discussed with the Applicant team or had been raised very early in the process and had been dismissed. It is concerning that LCC has

No	ExQ	Question to	Question Response	Applicant's Response
			<p>moved from amber to green. This is as a consequence of the Applicant withdrawing commitments to progressing matters as listed in the SoCG.</p>	<p>also reneged on agreements on trip generation, as signed off prior to the PRTM runs, at this late stage in the process.</p> <p>Contrary to withdrawing from Commitments, the Applicant has sought to address all significant points within the SoCG relating to outstanding modelling issues and the Sustainable Transport Strategy. It is the Applicant's view that the addition of further modelling requirements not discussed or raised in any detail during the extensive consultation phase should not be included in the SoCG. This relates specifically to the VISSIM at Narborough Crossroads and micro-simulation modelling at M1 Junction 21.</p>
17	<p>REP3-158 6.2.8.1A Hinckley NRFI ES Appendix 8.1 Transport Assessment [Part 1 of 20]</p> <p>REP3-160 6.2.8.1A Hinckley NRFI ES Appendix 8.1 Transport Assessment [part 12a of 20]</p>		<p>LCC welcome the inclusion of junction assessments missing from previous versions of the Transport Assessment. However, LCC do not agree with the Applicant's conclusions in respect of Junction 9 – Desford Crossroads. The development will have an identified impact on the capacity of this junction in respect of queuing and delay. LCC have a preferred scheme of improvements for this junction that could be implemented pending availability of funding. The Applicant is invited to discuss this</p>	<p>The Applicant does not agree that HNRFI will have impacts to the extent that mitigation is necessary.</p> <p>Impacts at Desford Crossroads are minimal as outlined within the Transport Assessment (document reference: 6.2.8.1A, REP3-158) paragraph 8.84 and contributions are not proportionate to the level of impact forecast.</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>with LCC in respect of a proportionate contribution to be secured through a s106 Agreement.</p>	<p>Forecast Development Flows through the Desford Crossroads junction were included in Table 7-2 of the Transport Assessment (REP3-157). The absolute figures are 17 vehicles in the AM and -7 in the PM (<1% total junction flow). These did not trigger the filtering process included in Table 7-3 and 7-4, though it was modelled at the request of LCC (as per Note 1 of Table 7-4).</p> <p>As shown in Table 8-24 within the Transport Assessment (REP3-157), the A47 / B582 Desford Road junction would operate over capacity in <u>all</u> 2036 Scenarios. However, the proposed impact associated with the HNRFI development is limited to 0.6% Practical Reserve Capacity (PRC) in the AM Peak and 2.1% in the PM Peak. The differences in PRC at this junction are volatile as it is already operating at its capacity as indicated by reduced nett traffic in the PM though larger change in PRC being recorded. The flow change from the development is well below expected daily fluctuation for this location (between 5-</p>

No	ExQ	Question to	Question Response	Applicant's Response
				10%). It is therefore not proposed to be included within the mitigation package for the development.
18	REP3-162	17.4B - HGV Route Management Plan & Strategy	<p>The Highway Authorities have been consistently asking where ANPR cameras are to be proposed on the public highway, and indeed for supporting legal information in respect of their implementation and GDPR implications. The locations are described in this revised document however no plan is appended, and the document remains silent on GDPR implications.</p> <p>LCC have consistently advised (including it its Written Representations REP1-152) that if the Applicant is to provide ANPR cameras and the associated legal implications of these being located within the public highway can be overcome, it is for the Applicant to administer the monitoring and enforcement of HGV activity associated with the site, and not for LCC or Leicestershire Police. However, the document continues to place responsibilities on LCC, WCC and now in addition BDC in this regard. This is not a role that LCC will undertake and indeed LCC do not have the financial resource to support. The Applicant has been silent in respect of s106 (see comments below), however there has been no</p>	<p>The revised HGV Route Management Plan and Strategy (Para 5.14-5.18) (document reference: 17.4C,) which sets out indicative positions of ANPR cameras in the appendices, accounting for highway boundaries and existing highway apparatus, however the Applicant believes this level of detail is not normally provided at this stage.- s . Paragraph 5.39 explicitly sets out GDPR commitments and examples have been shared with LCC.</p> <p>Under this code of practice it has been identified that there is a need for a DPA (Data Processing Agreement) and a DPIA (Data Protection Impact Assessment) for the HNRFI HGV Management Plan and Route Strategy. Both the DPA and the DPIA will be produced by the data processor and agreed with the Data Controller (Applicant) and will be in place before the ANPR camera system goes live.</p> <p>The Applicant has maintained throughout the introduction of the strategy that the</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>indication of financial support to LCC, WCC or BDC to fund commitments assumed by the Applicant.</p> <p>At ISH2 and at a subsequent meeting on 13th November 2023, the Applicant committed to providing a Select Link Analysis to identify HGV use through the village of Sapcote. To date LCC can find no record of this being submitted. Indeed, paragraph 5.48 makes estimates of percentages of HGV usage through the villages but does not provide the definitive numbers requested that include total numbers of HGVs through the villages brought about by the development (including the impact of introducing south facing slip roads as M69 J2).</p> <p>Please be advised that a Decision Notice has now been issued for the Padge Hall Farm development. Planning Permission is dated 21st December 2023.</p>	<p>ANPR monitoring will be carried out by competent persons. This is outlined within Paragraphs 5.27-5.57 of the revised strategy as submitted at Deadline 4. Any obligation on LCC has been removed. The HGV Route Management Plan and Strategy (document reference: 17.4B, REP4-113)_is secured through Requirements in the DCO.</p> <p>As the Applicant committed on the 13 November, Select Link Analysis information has been shared at Deadline 4. These documents are of a significant size and summaries had been provided in the original PRTM Forecast Model Report (APP-148). Furthermore a more detailed assessment of HGV traffic through Sapcote and the Eastern Villages was submitted at Deadline 3- Appendix F Assessment of HGV Impacts (document reference: 18.6.6, REP3-051)</p> <p>The Applicant notes the decision notice shortly before Christmas 2023.As agreed on the 13 November, full assessment of the Padge Hall Farm within the VISSIM protocol set out by National Highways (NH) has been conducted. This is included within Deadline 4 Submission document</p>

No	ExQ	Question to	Question Response	Applicant's Response
				Transport 2023Update (document reference: 18.13.2, REP4-131).
19	S106		<p>LCC forwarded an indicative list of s106 requirements in respect of highways and transport to the Applicant on 22nd September 2023. This list was based on information submitted in support of the application to that date. Whilst not a definitive list considering outstanding submissions it comprised:</p> <ul style="list-style-type: none"> • employee travel packs (one pack per employee. Indicative cost £52.85/pack, or applicant can elect to provide their own with a minimum £500 admin checking fee); • employee bus passes (one 6-month bus pass per employee – approx. £360-£510/pass depending on the bus operator); • travel plan monitoring fee (indicative cost £11,337.50); • provision of a travel plan co-ordinator/s; • sustainable travel offer – £500,000 contribution towards the X6 service a matter of discussion between Tritax and Leicester City Council. Further consideration of DRT/alternative provision is required to serve the development based 	<p>Employee travel packs will be provided and are secured in the Framework Travel Plan. The administration checking fee to LCC is secured in the unilateral Undertaking for LCC.</p> <p>Employee 6 month free bus passes are secured in the Sustainable Transport Strategy which is secured by Requirement 9.</p> <p>The proposed Travel Plan Monitoring Fee is secured in the unilateral Undertaking for LCC.</p> <p>The travel plan Co-Ordinator is secured in the unilateral Undertaking for LCC.</p> <p>The sustainable travel offer has been substantially enhanced following more detailed engagement with the authorities.</p> <p>The Sustainable Transport Strategy</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>on evidence of employee locations and consideration of shift working patterns</p> <ul style="list-style-type: none"> • Traffic Regulation Order's – restrictions (maximum 3 roads) £8,756 per Order, speed limit changes £9,392 per Order • Construction traffic routeing – on the basis that construction traffic routeing does not currently appear in the CEMP requirement • Permanent HGV routeing – defining ANPR monitoring, enforcement, and reporting <p>Unfortunately, the Applicant did not respond to the above until the afternoon of 3rd January 2024. This contact was not preceded by any discussions. Consequently, LCC have not to date been in a position to fully review and consider the revised Heads of Terms presented. However, having had an initial review it would appear that a number of requests have been omitted with no explanation. In addition, on the basis of the Strategies and revised Transport Assessment submitted to date, LCC will be requesting additional contributions.</p> <p>In addition, LCC note that Warwickshire County Council (WCC) and Leicester City Council (LCiC) no longer appear as parties to the Agreement. This is most concerning on the basis of the</p>	<p>Commitments are summarised at Table 1 of the strategy (document reference: 6.2.8.1C).</p> <p>Commitments to additional bus services covering a wider geographical area has been included in the Sustainable Transport Strategy which is secured by Requirement 9.</p> <p>Contributions for Traffic Regulation Orders as requested by LCC are secured in the unilateral Undertaking for LCC.</p> <p>Construction traffic routing is secured in the CTMP (document reference: 17.6B, REP3-040) which is secured by Requirement 23.</p> <p>HGV routing, ANPR monitoring, enforcement and reporting is set out in the HGV Route Management Plan and Strategy (document reference: 17.4C).</p> <p>At a meeting 18 December 2023 attended by LCC it was explained that where items</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>Applicants commitment as referenced in paragraph 10.6 of REP3-046, and LCiC are requesting contributions to sustainable transport measures within the City boundary.</p>	<p>did not appear in the S106 they are secured by management plans which in turn are secured by requirements set out in the dDCO. This has been set out to the local authorities on various occasions and it is hoped that the insertion of commitments trackers into the Sustainable Transport Strategy and HGV Route Management Plan and Strategy will make clear that none of the required obligations / mitigations are missed.</p> <p>All of the items requested are either proposed to be secured in S106, the Unilateral Undertaking or a Management Plan which is secured by Requirement. The contribution to the bus service was not palatable to LCC as they did not wish to hold funds for a bus service; instead the Applicant has committed to increasing capacity and operating hours on two public bus routes which will directly serve the development. Leicester City Council (LCiC) were in favour of the bus service however as there is no land to bind in LCiC (LCiC) therefore an alternative means to secure the bus service for the site is set out in the STS. Following discussions with the</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>highway authorities the bus service has been enhanced substantially and this is set out in further detail in the STS (document reference: 6.2.8.1C).</p>
20	DCO	REP2-003	<p>As discussed at ISH5 LCC has concerns with the drafting of the DCO as submitted. LCC has requested amendments to Protective Provisions to reflect its standard s38 and s278 Highways Act 1980 Agreements. The Applicant provided draft revised Protective Provisions wording to LCC on 11th December 2023 (based on information supplied by LCC on 19th September 2023). LCC provided a response to the Applicant on 5th January 2024. The current drafting proposed by the Applicant remains unacceptable to LCC. It is hoped our proposed amendments will be reflected in the Applicant's Deadline 4 submission to allow this matter to move forward.</p> <p>In addition, LCC await the revised DCO submission from the Applicant at Deadline 4 which LCC expect to include revisions to Requirements as discussed at ISH2 and ISH5. These revisions include clarity in respect of Requirement 10 – Rail in relation to occupation of floorspace, as well as a commitment to use the Rail Freight Terminal; simplified wording in respect of Requirement 5 – Design and</p>	<p>The ExA will be aware from discussions at various ISH and from the Applicant's Post Hearing Submissions that the Applicant agreed to amend the protective provisions following LCC's indication shortly before the Examination commenced that it was seeking inclusion of its s278/38 standard provisions. The Applicant has been clear since the beginning of the Examination that it was open to considering such provisions and has sought to include these provisions as far as it is able to and considers reasonable and appropriate for the provision of and delivery of a NSIP. Discussions have therefore been ongoing with LCC and the Applicant confirms that LCC provided comments in the Protective Provisions on the afternoon of 5 January. This did not provide the Applicant with sufficient time to consider the comments made and make any necessary updates to the revised DCO submitted at Deadline 4, however the Applicant has continued to consider and progress these comments and</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>phasing of highway works i.e., all works to be completed and available for use pre-occupation; and an additional Requirement as suggested by Mr Peter Frampton at ISH2 defining commitments to delivery of bus services serving the site and as also referenced in paragraph 10.4 of REP3-017, and commitment to a Requirement to limit use of the lorry park to users of the HNRFI in perpetuity.</p> <p>In addition, LCC have raised concerns with the Applicant in respect of Requirements that refer to the implementation of Plans/Strategies where the contents of those Plans/Strategies and associated commitments, monitoring and enforcement remain inadequate, absent or unclear as discussed at ISH2 and documented in LCC Written Representations (REP1-152) and LCC Deadline 3 response (REP3-127) i.e. Requirement 7 - Construction Environmental Management Plan, Requirement 8 - Travel Plan, Requirement 9 – Sustainable transport strategy, Requirement 18 – HGV Route Management Plan and Strategy, Requirement 23 – Construction traffic management plan, Requirement 25 – Public Rights of Way Strategy (LCC note that no update to the Strate has been provided at Deadline 3).</p>	<p>seek to reach an agreed position on the Protective Provisions with LCC. The position as at Deadline 5 is included in the Applicant's Protective Provisions Table in Appendix B of the Applicant's Responses to ExQ2 (Document Reference 18.16.2).</p> <p>As discussed in ISH[4]. the Applicant th has amended requirement 10 to clarify that ancillary office space is included in the restriction on the occupation of floorspace. The ExA is aware of the Applicant's position on a requirement to use the rail and the absence of any policy basis to impose such a requirement.</p> <p>In relation to Requirement 5, the Applicant has updated the drafting to include details of the relevant discharging body. It is not considered necessary that the Requirement be further simplified.</p> <p>The Applicant's commitment to the delivery of bus services serving the site is now secured through the Sustatinable Transport Strategy and requirement 9 in the DCO.</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>The Applicant has also added a new requirement 33 to the revised DCO which requires compliance with the lorry park management plan at all times following first occupation of the warehousing.</p> <p>The Public Rights of Way Strategy was updated at Deadline 4 (document reference: 6.2.11.2B, REP4-059) and the Design Code (document reference:13.1B, REP4-093) was updated at Deadline 4 to set out that rights of way would be constructed in accordance with the LCC rights of Way Standards. The Design Code (document reference:13.1B, REP4-093) is secured by Requirement 4. Further clarity has been provided in an updated Public Rights of Way Strategy submitted at Deadline 5 (Document reference: 6.2.11.2C)</p>
Response to questions posed by the Examining Authority				
21	1.0.3.	<p>Covid-19 pandemic</p> <p>a) Does any party have any view as to whether the Covid-19 pandemic has had any material implication as to how the Proposed Development should be</p>	<p>COVID-19 has exacerbated health inequalities experienced by vulnerable groups. Evidence indicates the COVID-19 pandemic had a disproportionate impact on vulnerable groups including Traveller communities.</p> <p>A full health impact assessment would have</p>	<p>The Covid-19 pandemic continues to have a profound effect on health burdens globally, and is no longer a novel virus, but one that is endemic, a permanent feature of our viral profile, and has changed the way we live and work, including accelerating e-commerce.</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>considered, particularly in relation to demand and trends in all aspects of the submission following the pandemic?</p> <p>b) If so, they should explain why they hold that view, evidenced where possible.</p> <p>Note: This is a separate matter to the question asked of the Applicant in the Rule 17 letter of 22 September 2022 [PD-007] which was responded at D2 [REP2-077] by the Applicant. The Applicant does not need to respond further, but other IPs may respond both to this question and the D2 response</p>	<p>identified likely impacts in detail and considered mitigation to alleviate significant health impacts to a population group already impacted by COVID-19 and at risk of health inequalities in Leicestershire</p> <p>For highway impacts please refer to the response to question 1.11.2</p>	<p>Yes, in the early stages of the pandemic response, a disproportionate effect was more evident amongst the elderly. This was largely a factor of heightened exposure circumstance, co-morbidity and limited access to health care, as opposed to any known pathophysiological variation (i.e. any biological differences modifying response or resilience).</p> <p>Similar hazard circumstance exists for the traveller community and gypsies, where the lockdown hindered their ability to pursue a nomadic lifestyle, limited income generation compounding socio-economic circumstance and existing burdens of poor health. This was compounded further by typically lower access and accessibility to health care than comparative permanent residential residents.</p> <p>The construction and operation of the facility does not alter viral pathophysiology or any of these wider factors modifying exposure and care, nor does it create any barriers to applying the knowledge gained during the height of the pandemic, including the need for a greater public</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>sector focus on traveller communities during national emergencies.</p> <p>A Health Impact Assessment scoped for, and intended to inform a planning application would not delve into alleviating “significant health impacts to a population group already impacted by COVID–19 and at risk of health inequalities in Leicestershire”, as it is beyond the influence of the project and planning. This is a wider Public Sector Duty that would exist with or without the project.</p> <p>Where the proposed facility does have an influence, and should be considered further in relation to pandemic response, resilience and recovery, is how important supply chains and logistics are.</p> <p>The pandemic had a substantial negative effect on supply chains, highlighting capacity, capability and vulnerability issues, impacting the provision and cost of staple products through to food, equipment, medicine and even Personal Protection Equipment.</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>Leicestershire's logistical capability is already recognised for its contribution in keeping the nation moving, and the GL Hearn report on managing growth and change in Leicestershire indicates Covid-19 has accelerated e-commerce and that the logistical "trends will almost certainly continue and will potentially accelerate".</p> <p>While all sectors experienced different levels of disruption, impact and cost, the effect was the same, a significant impact to national and local supply, and the urgent need for greater capacity, disruption transparency, resilience and autonomous logistics. In short, the need to modernise and improve logistics, including intermodal freight facilities.</p> <p>This is essential to not only respond to and facilitate economic recovery, but is central to improving resilience to future challenges.</p>
22	1.0.4.	Equality Impact Assessment Could all interested parties provide the Examination with	The Proposed Development would impact persons with protected characteristics in relation to ethnicity/race and disability.	LCC states that the Proposed Development would impact persons with a protected characteristics, specifically in relation to

No	ExQ	Question to	Question Response	Applicant's Response
		<p>their views as to how the Proposed Development would affect any person with any protected characteristics set out in section 4 of the Equality Act and whether it would (in line with s149 of this Act):</p> <p>a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;</p> <p>b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</p> <p>c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</p>	<p>Appendix 7.1: Health and Equalities Briefing Note (REP3-012) and Appendix 7.2: Equalities Impact Assessment Statement (REP3-014) attempts to address how the proposed development could potentially affect persons with protected characteristics and sets out the requirements of S149 of the Equalities Act. However, it is considered deficient for the following reasons:</p> <p>Firstly, REP3-012 (para 1.27 to 1.36) tackle the PSED, however it is plainly incorrect to state the duty has been considered through the Local Plan process, since HNRFI is not an allocation within any current development plan. For instance, para 1.33 states:</p> <p><i>"In this instance, the project is identified in both the Blaby District Local Plan and the Hinckley & Bosworth Local Plan, and no credible evidence has been presented to suggest any discrimination from what is proposed.</i></p> <p><i>Furthermore, there is limited opportunity to advance equality opportunity during the construction and operation of the HNRFI, and similarly, limited opportunity to foster relations</i></p>	<p>ethnicity/race and disability, but do not contextualise or substantiate how, where or why.</p> <p>Instead the response to the Inspectors' question is to offer a critique of the Health and Equalities Briefing Note submitted, with the following key points.</p> <p>1) "It is plainly incorrect to state the duty has been considered through the Local Plan process, since HNRFI is not an allocation within any current development plan.</p> <p>Noted.</p> <p>2) The approach to the appraisal is to reconsider the impacts identified through the various chapters of the environmental statement -para 1.22 of Hinckley NRFI Appendix 7.1 Health and Equality Briefing Note (document reference: 6.2.7.1C, REP4-050)</p> <p>Yet it is not sufficient to meet the PSED to simply state to that <i>"each technical</i></p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p><i>between those that share a protected characteristic and those that don't."</i></p> <p>Secondly, the approach to the appraisal is to reconsider the impacts identified through the various chapters of the environmental statement (para 1.22 of REP3-012). Yet it is not sufficient to meet the PSED to simply state to that <i>"each technical discipline considers the most sensitive receptors pertinent to the topic"</i>.</p> <p>Thirdly, Table 2 of REP3-014 in relation to noise and vibration receptors at the construction stage fails to recognise the Aston Firs gypsy and traveller site, immediately adjacent to the proposed development as home to persons with protected characteristics (see also response to question 1.0.3 above). The second column is only limited to age and disability. Project specific evidence relates to 6.1.10 Environmental Statement - Chapter 10 - Noise and Vibration (APP-119). The assessment identifies Receptor 15 as Aston Firs Caravan Park, Table 10.28 (p57 of APP-119) highlights that the worst case scenario for Phase 1 & 2 is 90db and 79db for Phase 4. Therefore, it is incorrect to state in the Equalities Effect column that noise impacts</p>	<p><i>discipline considers the most sensitive receptors pertinent to the topic"</i>.</p> <p>As detailed in Hinckley NRFI Appendix 7.1 Health and Equality Briefing Note (document reference: 6.2.7.1C, REP4-050), a source, pathway receptor model is applied to consider all credible activities with the potential to influence health and equality. This is the basis to any robust assessment, and where there is a credible pathway, the pertinent technical discipline is considered to explore any illegal discrimination, disproportionate impact or opportunity, i.e. due regard as to the impact on the protected characteristic and wider community. The Equalities Impact Assessment Statement (REP3-014) was provided as a supplementary document to provide more clarity and transparency on how/where equality impacts have been considered.</p> <p>3) Table 2 of Appendix 7.2: Equalities Impact Assessment Statement (document reference: 6.2.7.2B, REP3-014) in relation to noise and vibration receptors at the</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>“are unlikely to result in adverse effects on people with protected characteristics due to the distance to the nearest noise sensitive receptors and the mitigation measures put in place.”</p> <p>Finally, Table 3 of REP3-014 in relation to the changes to the pedestrian and cycle environment does not take account of the issues that LCC LHA has identified in relation to accessibility for all users, including those with disabilities. This includes appropriate crossing points as part of the link road between the j2 M69 and the A47, and across the railway in the vicinity of the development (see response to 1.11.33 below).</p> <p>Critically, there is also no reference in REP3-014 to the increased amount of downtime at Narborough Rail Crossing as a consequence of HNRFI. Whilst pedestrians can use the footbridge to cross between Littlethorpe and Narborough, this is not an option to those persons who are unable to traverse stairs.</p> <p>The level crossing does not currently provide step-free access, therefore, making it inaccessible to people with disabilities or pushchairs and difficult for people with mobility issues (Age and</p>	<p>construction stage fails to recognise the Aston Firs gypsy and traveller site,</p> <p>The second column is only limited to age and disability. Project specific evidence relates to 6.1.10 Environmental Statement - Chapter 10 - Noise and Vibration (document reference: 6.1.10A, REP4-039).</p> <p>The assessment identifies Receptor 15 as Aston Firs Caravan Park, Table 10.28 Environmental Statement - Chapter 10 - Noise and Vibration (document reference: 6.1.10A, REP4-039, p57) highlights that the worst case scenario for Phase 1 & 2 is 90db and 79db for Phase 4. Therefore, it is incorrect to state in the Equalities Effect column that noise impacts “are unlikely to result in adverse effects on people with protected characteristics due to the distance to the nearest noise sensitive receptors and the mitigation measures put in place.”</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>Disability protected characteristics). Alongside this, there is potential for additional delays and increased barrier downtime associated with this project, which may contribute to community severance issues as it will impact how easily residents can access key services including schools, pharmacies and medical centre and key amenities including shops which are located in Narborough village this will impact people unable to navigate the stairs at Narborough station.</p> <p>Data from Office for National Statistics, Census 2021 shows the disability rate Blaby District (of which Narborough is situated within) to be 6.1% of the population to be Disabled under the Equality Act with day-to-day activities limited a lot.</p>	<p>a) Point a is incorrect, where the Travelling Community has been identified as a sensitive receptor in the noise assessment and is specifically referred to in Table 2 of REP3-014 as Receptor 15 - Aston Firs Caravan Park, Smithy Lane, Sapcote, Leicester LE9 4LH.</p> <p>b) The second column does identify age and disability as being sensitive to changes in noise, which is correct. There is no evidence to indicate that gypsies and travellers are particularly sensitive to changes in noise, but there is for age and disability, which are protected characteristics that can form within any community group (including gypsies and travellers). Therefore, the potential equality impact on elderly/disabled people within Receptor 15 - Aston Firs Caravan Park have been considered, but not for gypsies and travellers as a whole protected characteristic group.</p> <p>c) Table 10.28 of Environmental Statement - Chapter 10 - Noise and Vibration (document reference: 6.1.10A, REP4-039) provides unmitigated</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>average/worst case construction phase noise levels. It shows that at Receptor 15, there would be no exceedance of the relevant noise limit during the average case scenario. Only during the worst-case scenario would there be an exceedance of the relevant noise limit at Receptor 15. Environmental Statement - Chapter 10 - Noise and Vibration (document reference: 6.1.10A, REP4-039) has provided a range of recommended mitigation measures (helpfully summarised in column 5 of Table 2 of REP3-014) to reduce the potential for exceedances of the noise limit. Paragraph 10.343 of Environmental Statement - Chapter 10 - Noise and Vibration (document reference: 6.1.10A, REP4-039) concludes that with this mitigation in place, the residual effects would be between temporary, minor adverse significance and temporary, moderate adverse significance at worst. Therefore, in reality, the noise effect at Receptor 15 would not be significant, and if it were significant, this impact would not persist for a length of time sufficient to cause an adverse equality impact at Receptor 15.</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>4) "there is also no reference in Appendix 7.2: Equalities Impact Assessment Statement (document reference: 6.2.7.2B, REP3-014) to the increased amount of downtime at Narborough Rail Crossing as a consequence of HNRFI. Whilst pedestrians can use the footbridge to cross between Littlethorpe and Narborough, this is not an option to those persons who are unable to traverse stairs".</p> <p>Firstly, there is no illegal discrimination from the increased downtime at Narborough Level Crossing, where the crossing opens and closes based on rail movement, not on user protected characteristic. This represents no change from the existing scenario.</p> <p>The proposed development would result in one additional train in peak morning hours (7 am – 10am) and two trains in the afternoon (4 pm and 7 pm). Each train would cause a maximum barrier downtime of 2 minutes and 30 seconds. This increase in downtime does not represent a significant severance impact for any community member (including those with</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>protected characteristics) not using the footbridge.</p> <p>This position is corroborated in the BDC Narborough Social, Health & Wellbeing Impact Report (Iceni), which concludes that: "the increased downtime of the barrier at Narborough Crossing is not considered to have an overall material impact on quality of life of residents".</p>
23	1.1.2.	<p>Air Quality</p> <p>Could the parties advise if the East Midlands Air Quality Network have been consulted as part of the application? If so, what was its response to the Proposed Development.</p>	<p>LCC have no comment to make on this matter as this is outside of our remit.</p>	<p>Noted</p> <p><i>The Applicant has not consulted the East Midlands Air Quality Network (EMAQN) directly. The EMAQN is not a prescribed s42 consultee nor was it identified as a body with whom the Applicant were requested to consult during the consultation process with the Environmental Health Departments at Blaby District Council and Hinckley and Bosworth Borough Council, nor as part of the scoping responses, nor was the Applicant requested to consult with them as part of PINS s51 advice following acceptance. We understand however that Blaby District Council are part of the EMAQN and the Applicant has consulted with the Blaby District Council</i></p>

No	ExQ	Question to	Question Response	Applicant's Response
				<i>Environmental Health Department.</i>
24	1.2.2.	<p>ES Appendix 11.4: Arboriculture Impact Assessment [APP- 194] Please confirm or otherwise your comments on the Arboriculture Assessment and the loss of trees, particularly the loss of Category A specimens. In addition, please comment on the compensatory provisions proposed.</p>	<p>The development proposes to remove:</p> <ul style="list-style-type: none"> • 7 category A trees out of 33 • 98 category B out of 261 • 182 category C out of 448 <p>Full removal of woodland 188 and partial removal of woodland 323 and the removal of Tree Groups 596 and 597 is also anticipated. Tree 486 is classified as veteran and scheduled for removal. Given the extent of the development and the proposed replacement schedule to re plant over 600 new trees and 20 hectares of new woodland with circa 1000 trees per hectare replanted, LCC would view the losses as minimal and acceptable. Newly planted trees should be included in a long-term management plan to see the trees become established and included in a replacement schedule for those which die. Efforts should be made to connect existing groups and woodlands to the new plantations to increase wildlife and habitat corridors.</p>	<p>It should be noted that the numbers stated include the woodland and tree groups referred to and are not in addition to those. To be clear – four of the 7 category A items to be lost are Woodland 188, partial removal of Woodland 323 and tree groups 596 and 597.</p> <p>Mitigation for tree losses is provided in the form of approximately 600 street trees and 20,000 woodland trees as noted at paragraph 3.12 in the Arboricultural Impact Assessment (document reference: 6.2.11.4, APP-194).</p>
25	1.5.4.	<p>Article 4 – Parameters of authorised development Could NR and LCC confirm they are content with the drafting of this provision in respect of the matters which they have an</p>	<p>LCC are not content with the wording of Article 4. The deviation of highway works either laterally or vertically would only be acceptable if those works continued to meet the design standards as set out in the Leicestershire Highway Design Guide.</p>	<p>The requirement for the highway works to meet the design standards set out in the Leicestershire Highway Design Guide is set out in the Protective Provisions in the DCO (Part 3 of Schedule 13) which require that the design, carrying out and maintenance</p>

No	ExQ	Question to	Question Response	Applicant's Response
		operational interest?	<p>Therefore, the wording of Article 4 should be amended to reflect.</p> <p>Similarly, the deviation of railway works either laterally or vertically could have an impact on the highway e.g. where the line passes beneath the A47 link road if this is raised it will impact on the design and deliverability of the bridge and underpass. Therefore, deviations would only be acceptable if the design standards as set out in the Leicestershire Highway Design Guide could be complied with. This position has not been reflected in the Applicant's submission to date. Therefore, the wording of Article 4 should be amended by the Applicant to reflect.</p>	of the highway works are approved by LCC and so the Applicant's position is that there is no need to amend Article 4. Article 4 is simply providing a permissive mechanism for deviation, but does not circumvent the rest of the Order, including the protective provisions. The Protective Provisions provide for the highway works to be carried out in accordance with the approved detailed design information and require the Applicant to take into account the design standards set out in the Leicestershire Highway Design Guide when preparing the detailed design information to be submitted to LCC. The Applicant therefore respectfully disagrees with LCC's comments in this regard.
26	1.5.12	<p>Article 49 - Disapplication, application and modification of legislative provisions</p> <p>a) Could the Applicant please check the referencing in the EM as this refers to Article 48</p> <p>b) Do the EA, NE, NR, LCC as LLFA, BDC and HBBC agree with the provisions as cited? If not, could you</p>	As stated in the DCO answer (REP2-003) within LCC's Deadline 4 response, LCC still has concerns with regard to the drafting of the DCO as submitted and has requested further amendments to the Protective Provisions. In light of this, LCC would like to reserve its right to make further comments on Article 49.	Noted, and as explained above in response to [insert ref], the Applicant is continuing to progress the Protective Provisions with LCC with the intention of reaching an agreed position at the earliest opportunity.

No	ExQ	Question to	Question Response	Applicant's Response
		<p>please explain why or, if it considers alternative drafting is necessary, please provide it, making particular reference to the Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015 (as amended).</p>		
27	1.5.13.	<p>Schedule 2, Part 1 – Requirement 5 Could NH, LCC, BDC and HBBC confirm that they are content to be the relevant approval bodies as set out in this table, and whether they are content with the drafting or whether they should be considered via the relevant planning authority? If they consider alternative drafting should be utilised, could they please provide it, explaining why they prefer this drafting</p>	<p>LCC are not content with the drafting of Requirement 5. LCC have consistently advised the Applicant that the wording of Requirement 5 could be simplified significantly if their intention is for all access and off-site highway infrastructure works to be completed pre-occupation of any part of the development (noting the absence of phased modelling). Therefore, the Applicant should re-word this Requirement to specify all access and off-site highway infrastructure is to be delivered pre-occupation of any part of the development.</p> <p>In respect of approval bodies, it is not clear why National Highways would need to issue approvals for the A47 link road. In addition, the Cross in Hand roundabout is within the boundaries of LCC, National Highways and WCC. It is suggested that the lead approval body should be National Highways. In addition, LCC have suggested to the</p>	<p>In relation to Requirement 5, the Applicant has updated the drafting to include details of the relevant discharging body. It is not considered necessary that the Requirement be further simplified as this clearly sets out the stages of the Authorised Development by which the relevant highway works will be completed. It is noted that the drafting of Requirement 5 follows that of a number of made DCOs including Requirement 5 of The Northampton Gateway Rail Freight Interchange Order 2019/1358 and Requirement 25 of The West Midlands Rail Freight Interchange Order 2020/511.</p> <p>The Applicant has updated Requirement 5 to remove the reference to National</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>Applicant that they may wish to discuss rationalisation of highway boundaries in this location with all 3 Highway Authorities. To date this has not happened.</p>	<p>Highways as the approval body for the A47 link road works.</p> <p>The Applicant has considered whether the “rationalisation of the highway boundaries” is possible through the DCO and does not consider this to be possible, however, it is considering the possibility of amending the protective provisions to allow for one highway authority (or just WCC and NH) to approve the details as it had raised with the highway authorities prior to the commencement of the Examination which LCC has now indicated it would consider (as opposed to its initial indication to the Applicant that it wouldn't be possible or agreeable).</p>
28	1.5.15.	<p>Schedule 2, Part 1 – Requirement 12</p> <p>Please advise whether you consider the drafting of this requirement is appropriate. If not, please provide any amendments you consider necessary to this requirement to make it detailed to specific parts of the site, rather than, as set out currently, referring to the</p>	<p>12.—(1) No phase is to commence until such time as a written scheme of investigation for that phase, informed by the provisions of the archaeological mitigation strategy, has been submitted to and approved in writing by the relevant planning authority.</p> <p>(2) For land that is included within each phase, no demolition/development shall take place other than in accordance with the provisions of the</p>	<p>The Applicant has agreed to amend Requirement 12 to accord with the amendments requested in BDC's Deadline 4 Submission, as set out below, where the highlighted text comprises the additional text from BDC (the relevant planning authority with responsibility for approval of the archaeological WSIs):</p>

No	ExQ	Question to	Question Response	Applicant's Response
		Mitigation Strategy	<p>agreed WSI, which shall include the statement of significance and research objectives, and</p> <ul style="list-style-type: none"> (a) details of the on-site recording methodology; (b) details of sampling, analysis and reporting strategy; (c) details of monitoring arrangements; details of timetable and personnel, and; (e) details of post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI <p>(3) No part of the authorised development on the main site is to commence until a level 3 record of the buildings of historic interest identified in the archaeological mitigation strategy has been undertaken. The survey, analysis, reporting and archive deposition, must be carried out in accordance with a written specification first agreed with the relevant planning authority in consultation with Leicestershire County Council and prepared by a competent building recorder in accordance with Historic England</p>	<p>12.—(1) No phase is to commence until such time as a written scheme of investigation for that phase, informed by the provisions of the archaeological mitigation strategy, has been submitted to and approved in writing by the relevant planning authority.</p> <p>(2) The written scheme of investigation submitted for approval must include -</p> <ul style="list-style-type: none"> (a) the statement of significance and research objectives, (b) details of the on-site recording methodology; (b) details of sampling, analysis and reporting strategy; (d) details of monitoring arrangements; (e) details of timetable and personnel, and; (f) details of post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. <p>(3) No part of the authorised development on the main site is to commence until a level 3 record of the buildings of historic interest identified in the archaeological mitigation strategy has been undertaken.</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>Understanding Historic Buildings, A Guide to Good Recording Practice, 2016.</p> <p>(4) A copy of any analysis, reporting and publication required as part of the written scheme of investigation must be deposited with the Leicestershire and Rutland Historic Environment Record within one year of the date of completion of the authorised development or such other period as may be agreed in writing by the relevant planning authority or specified in the written scheme of investigation.</p>	<p><i>The survey, analysis, reporting and archive deposition, must be carried out in accordance with a written specification first agreed with the relevant planning authority in consultation with Leicestershire County Council and prepared by a competent building recorder in accordance with Historic England Understanding Historic Buildings, A Guide to Good Recording Practice, 2016.</i></p> <p><i>(4) A copy of any analysis, reporting and publication required as part of the written scheme of investigation must be deposited with the Leicestershire and Rutland Historic Environment Record within one year of the date of completion of the authorised development or such other period as may be agreed in writing by the relevant planning authority or specified in the written scheme of investigation. Each phase must be carried out in accordance with details in the approved written scheme of investigation.</i></p>
29	1.6.1.	Appendix 11.1 - Landscape Visualisation baseline report [APP- 191]	Several rural businesses are currently based at the site will be displaced should the NRFI be granted consent. It is understood that the site is	There appears to be some confusion around the nature of the question here. The Landscape and Visual baseline report

No	ExQ	Question to	Question Response	Applicant's Response
		Please comment on the economic value of the landscape and the impact on such as a result of the proposal.	<p>predominantly used for the grazing of animals.</p> <p>A broad brush estimate of the current economic value of the land from an agricultural output perspective is being prepared. In addition, we wish to estimate the economic value from the public perspective as well as looking into a broader approach set out in Natural England's Leicestershire and Rutland Natural Capital Atlas: Mapping Indicators (Oct 2021) regarding the use of Asset Quantity Indicators for farmland habitat quantity. It is the intention to submit a substantive response by Deadline 5 on 9 February 2024.</p>	<p>includes an assessment of landscape value in landscape and visual amenity assessment terms and not in terms of economic value.</p> <p>To better understand the 'economic impact' of the 'landscape' a natural capital accounting metric would be run to evaluate the broad ecosystem services value from the land and habitats. This has not been discussed at any stage in the process, particularly as the metrics have been evolving in recent years and are not yet enshrined in policy.</p>
30	1.7.11.	<p>Logistics Demand and Supply Assessment [REP3-036] – Industrial and Logistics demand</p> <p>Page 7 of the Executive Summary states that previous employment studies have significantly underestimated Industrial and Logistics demand. Could Local Authorities comment on this and provide any data to support your statements</p>	<p>Previous employment studies undertaken for L&L have not significantly underestimated industrial and logistics demand. They have included demand analysis for strategic warehousing (also referred to as large-scale distribution space) and have all followed recognised robust methodologies to arrive at future demand estimates.</p> <p>The most recent study was published in April 2021 (amended March 2022) with the previous study published in November 2014 (entitled</p>	<p>Firstly, it is important to recognise both the Council's employment need evidence and the applicants (Document Reference REP3-036) conclude HNRFI is needed. The difference between both parties is the level of overall logistics need.</p> <p>The point raised in the Logistics Demand & Supply Assessment (document reference: 16.2A, REP3-036), around previous demand being underestimated is based on market evidence namely -</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>“Leicester and Leicestershire Strategic Distribution Sector Study”(L&L SDS)). In addition, in June 2016 Harborough District Council commissioned a re-refresh of some of the outputs contained in the L&L SDS reports, to inform preparatory work on their Local Plan.</p> <p>It is considered that the most recent study provides a comprehensive and up to date analysis of the strategic distribution sector, includes data from a wide range of sources, noting the consultant team also engaged with developers and agents to gain insight into the operation of the property market. An important output of the study was the assessment of how much additional floorspace is likely to be needed for rail-served and road-served strategic distribution covering the period 2020 to 2041.</p> <p>The methodologies included estimating future strategic warehousing need using labour demand and completion trends, and also considering the replacement of existing capacity which has become life-expired and additional floorspace to handle freight traffic growth. Sensitivity testing was also undertaken to ensure the outcomes</p>	<ul style="list-style-type: none"> • Figure 5.1 showing availability has been below the equilibrium rate for most of the last decade; • Figure 5.3 which shows net absorption (leasing demand) has been higher than the uplift in new supply (net deliveries) between 2011 to 2021; and • Strong rental growth well above the rate of inflation (Paragraph 5.2.26) which indicates occupiers have had to compete with each for limited available stock which has push up rents. <p>The Logistics Demand & Supply Assessment (document reference: 16.2A, REP3-036) is specific to NHRFI and the Suppressed Demand methodology used is market facing in that it seeks to respond directly to market demand and supply data. It includes a critique of the regional and local employment evidence in Chapter 4.</p>

No	ExQ	Question to	Question Response	Applicant's Response
			from the methodologies were robust. Various future warehouse floorspace growth scenarios were than considered (Completions Trend model, Labour Demand model and Replacement and Traffic Growth model). In addition a 'margin for flexibility' was included, equivalent to 5 years of completions, adding 643,000 sq m (approximately 25% above the base need forecast).	
31	1.7.12.	<p>Logistics Demand and Supply Assessment [REP3-036] – Employment evidence base</p> <p>a) Paragraph 1.1.5 and Table 4.2 indicate the Applicant has reviewed the employment evidence base of the 12 planning authorities. Given that some of the studies have been prepared a number of years ago, have any local authorities updated their evidence base or are in the process of doing so?</p> <p>b) If so, how does this relate to the methodology and the assessment made by</p>	<p>a) Seven of the twelve local planning authorities identified by the Applicant in their Property Market Area (PMA) are located within Leicester and Leicestershire. Of these seven local planning authorities none have completed updated local employment studies since the “Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change” study was prepared by GL Hearn with MDS Transmodal and Icen Projects in April 2021 (amended March 2022). Known in short as the L&L Strategic Warehousing study.</p> <p>The new piece of evidence since the L&L Strategic Warehousing study (April 2021, amended March 2022) is the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA, April 2022, updated June 2022) prepared by Icen with Cambridge Econometrics and Justin Gardner</p>	<p>a) Noted</p> <p>b) Noted</p> <p>c) Noted</p> <p>d) Noted</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>the Applicant.</p> <p>c) In addition, if updated evidence bases have or are being prepared, do these acknowledge a future warehouse supply of 1,781,000m² in the LLEP area as cited by the Applicant at paragraph 7.75 of Land Use and Socio-Economic Effects statement [APP-116]?</p> <p>d) If not, what supply do they indicate? If appropriate, could an analysis of any difference be made.</p>	<p>Consulting.</p> <p>The HENA recognises the earlier work undertaken in the L&L Strategic Warehousing study which focuses on the current and future needs of strategic warehousing (defined for the study as a warehouse floorspace greater than 9,000 sq m in total), with an emphasis in particular on future floorspace and land needs to 2041. Leicestershire County Council and partner local authorities consider the two studies to be complimentary to each other, providing a logical and robust evidence base and approach to planning for the delivery of strategic warehousing.</p> <p>It is important to note that both the L&L Strategic Warehousing study (April 2021, amended March 2022) and the HENA (April 2022, updated June 2022) are both current and relevant to the consideration of the HNRFI proposal.</p> <p>Outside of L&L it is understood that the Coventry & Warwickshire Housing & Economic Development Needs Assessment (November 2022) forms the most recent evidence base covering strategic warehousing. This includes Coventry City Council, Rugby Borough Council,</p>	

No	ExQ	Question to	Question Response	Applicant's Response
			<p>North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council, Stratford-on-Avon District Council and Warwick District Council. (N.B. Rugby BC undertaking Local Plan Review Issues and Options consultation closing 2nd Feb 2024.).</p> <p>For Tamworth it is understood that the Lichfield & Tamworth HEDNA Update (2020) is the most recent employment land evidence.</p> <p>b) N/A.</p> <p>c) The 1,781,000 sqm figure is the current pipeline figure for largescale warehousing included in the L&L Strategic Warehousing study (April 2021, amended March 2022). Regular monitoring of residential and employment land supply is undertaken by local planning authorities and the most up to date pipeline figure for strategic warehousing in L&L will be prepared and submitted to the Examining Authority for Deadline 5.</p> <p>N/A.</p>	
32	1.7.17.	Logistics Demand and Supply Assessment [REP3-036] –	National Planning Policy Guidance clearly indicates that development completions are to be used as	They key point here, as noted in the Council's response is: <i>'it is recognised that</i>

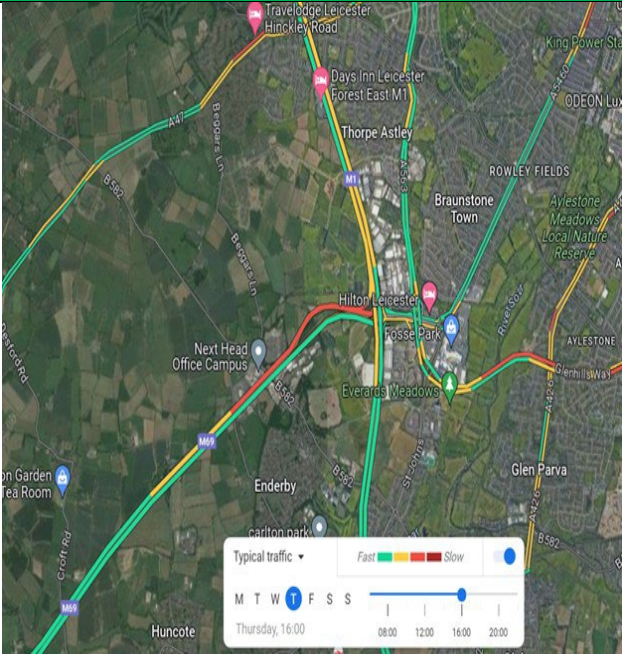
No	ExQ	Question to	Question Response	Applicant's Response
		<p>Development completions</p> <p>The Applicant's report in paragraph 4.3.8 considers development completions not as an indicator of demand, but rather as a supply measure. Could Local Authorities comment on whether they consider this appropriate? If not, could they give justification for their reasoning.</p>	<p>one indicator of future needs, "It is important to consider recent employment land take-up and projections (based on past trends) and forecasts (based on future scenarios)" Paragraph: 029 Reference ID: 2a-02920190220.</p> <p>Past completions form an indicator of demand as they help to demonstrate the degree of market interest, although it is recognised that significant land supply constraints can reduce the effectiveness of past completions as an effective indicator. This strengthens the approach to use methodologies and sensitivity testing as undertaken in the most recent L&L Strategic Warehousing Study (April 2021, amended March 2022), and the use of a substantial margin for flexibility above the completions trend.</p>	<p><i>significant land supply constraints can reduce the effectiveness of past completions as an effective indicator.'</i></p> <p>The Applicants completely agrees with this statement and has discussed the limitations of this approach in Logistics Demand & Supply Assessment (document reference: 16.2A, REP3-036, paragraph 4.2.12 and 4.3.7 to 4.3.9. In effect you can't accommodate demand without available supply. Past take-up only tells you what has been built, which is inextricably linked to how much land has been allocated. It doesn't tell you what true demand would have been if more supply was made available. The Savills model helps to answer this question by estimating how much demand has been lost due to historic supply constraints (ie 'suppressed demand).</p> <p>We agree with the principle of sensitivity testing, but this process needs to be meaningful. For instance, the preferred demand model within the L&L Strategic Warehousing study is "High replacement, sensitivity test traffic growth". As</p>

No	ExQ	Question to	Question Response	Applicant's Response
				discussed in Paragraph 4.2.9 to 4.2.13 and Section 4.2 more generally, we do not consider this model to be accurate as it estimates less demand than the supply constrained past take up trend.
33	1.7.25	<p>Overall Need</p> <p>An assertion is made in a number of the RRs (for example, [RR-0080], [RR-0550] and [RR-0745]) that there is no need for a SRFI in this location and that other existing locations over a wider area should be considered so that these are used to full capacity before this project is considered. The parties are requested to comment and respond to this assertion.</p> <p>In addition, could the Applicant provide a written note commenting on the availability of all these suggested alternatives and their capacity/ suitability to meet some or all of the identified need for SRFI capacity in the Region?</p>	LCC has no objection to the principle of SRFIs and acknowledges the need for a SRFI in Leicestershire. However, based on the information submitted to date the HNRFI cannot be endorsed as an appropriate location given the issues raised by LCC.	<p>The position of LCC appears to be:</p> <ol style="list-style-type: none"> 1. acknowledge the need for a SRFI in Leicestershire 2. consider that HNRFI is not a sustainable site. <p>The NPS-NN explains that by the very nature of a SRFI, there will necessarily be residual impacts which are to be weighed in the planning balance that is required to be undertaken by the provision of Section 104(7). In particular the NPS (paragraph 4.30) that: <i>'given the nature of much national network infrastructure development, particularly SRFI's, there may be a limit on the extent to which it can contribute to the enhancement of the quality of the area.'</i></p> <p>The Applicant's position is that in the preparation of the application for a DCO for</p>

No	ExQ	Question to	Question Response	Applicant's Response
				HNRFI, adverse impacts have been minimised. The residual impacts are clearly outweighed by the national and local benefits from HNRFI which have been set out in Hinckley NRFI Consolidated Note on the Benefits of HNRFI to the Local Community (document reference: 18.10, REP3-075).
34	1.11.5.	<p>TA – Part 5 [APP-142] – Trip Distribution</p> <p>Table 3 uses the Census Occupational Categories and sets those 'in scope'. Do IPs consider that this is appropriate given that managerial staff, some of whom may work in the office elements, have been excluded?</p>	LCC consider that managerial staff should be in scope and that a 10% allowance for managerial staff would be an appropriate figure to utilise.	The Managerial roles were excluded within the original Trip Distribution document signed off by all parties prior to the model run. Further engagement with LCC NDI consultant team however, confirms that Census JTW data for similar sites, DIRFT and Magna Park are used in the analysis of commuter travel distances, combined with planning uncertainty logs used within the PRTM. These take account of likely trips on the network and include a number of managerial staff, this will be in the region of the 10%. Trip generation also is based on similar SRFIs with corresponding levels of managerial role and therefore managerial roles were not excluded in the overall analysis.

No	ExQ	Question to	Question Response	Applicant's Response
35	1.11.9.	<p>M69 Closure</p> <p>In the M69 Closure Plan submitted by the Applicant [REP3-043] the Applicant states “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”.</p> <p>Do the NH, LCC and WCC concur with this view. If not, could they explain why they hold a differing view and what this may have on the effects of the Proposed Development?</p>	<p>The Applicant has not involved LCC in the development of this Plan. LCC do not agree that the additional traffic movements from the HNRFI will not have a significance to the frequency of interruptions to the free flow of traffic or consequential inconvenience on the LRN. No evidence has been provided by the Applicant to demonstrate that this would be the case.</p> <p>Moreover, a simple assumption would be that the additional vehicular traffic generated by the HNRFI and affected by any temporary closures would inevitably have a significance in respect of the free flow of traffic and associated inconvenience, as well as potential associated highway safety implications. Indeed, on the basis of the approach to mitigation taken by the Applicant i.e. displacing traffic from the SRN onto the LRN, this would exacerbate the magnitude and extent of impacts of any closure of the M69. LCC note that in the absence of information provided by the Applicant the impacts remain unclear.</p>	<p>The incorrect document was inadvertently submitted with the correct front cover at Deadline 3 for the M69 Closure Emergency Plan for which the Applicant apologises. The correct M69 Closure Emergency Plan was submitted at Deadline 4 can be found at document reference: 17.8.1, REP4-115).</p> <p>I SRN closures are an unavoidable issue in the management of such a network. Capacity on LRN is invariably much less than the SRN itself and is the case across the country.</p> <p>As mentioned in the document (REP3-043) In circumstances where closure of the SRN occurs, the Emergency Routing Plan would come into force. A further document has been submitted at Deadline 4 which outlines the Incident Plan in more detail (document reference: 17.8.1, REP4-115) 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</p>

No	ExQ	Question to	Question Response	Applicant's Response
				<p>reasons and cannot be modelled for frequency.</p> <p>The future Site management will have opportunity to communicate to the occupiers to limit or stop trips onto the LRN while the SRN closures are in place. Further detail is included within the HGV Route Management Plan and Strategy (document reference: 17.4B, rep4-113) paragraphs 4.11-4.17 Delays associated with the closures or diversions onto inappropriate routes would not be commercially attractive to logistics operators.</p>
36	1.11.1 2.	<p>Junction of M1 and M69</p> <p>As set out in the Note of USI3 [EV1-003] the ExA noted the length of the northbound queue on the M69 towards the M1 junction at around 16:00 hours on Thursday 2 November.</p> <p>Could NH and LCC advise the ExA as to whether there were any particular traffic events that may have affected the length of the queue on that occasion? If there were such events, could NH and LCC provide details so that the</p>	<p>LCC can find no evidence of traffic events on Thursday 2nd November 2023 that would impact the M69 on its approach to M1 J21. It is likely that the ExA experienced typical traffic conditions. Typical traffic conditions in this location at 16:00 on Thursday's are demonstrated in the Google typical traffic image below:</p>	<p>Details on the analysis of M1 Junction 21 have been included within the 2023 Transport Update submission (document reference: 18.13.2, REP4-131). This includes revised observed flows at the junction along with assessments using capacity modelling outputs (LinSIG) approved as part of the Lutterworth East Sustainable Urban Extension (SUE). Analysis has also reviewed the impact of the Sustainable Transport Strategy. Conclusions drawn from the analysis remain as per all iterations of the Transport Assessment from original</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>ExA can appreciate the context of what it saw.</p>	 <p>The ExA will note the significant extent of queuing on the M69 to its junction with M1 J21. It is unfortunate that at a meeting held on 13th November 2023, the Applicant re-affirmed their position in respect of M1 J21 and this remains that they will not commit to modelling this junction in VISSIM nor will they commit to provision of mitigation.</p>	<p>submission to the latest version of the report (document reference: 6.2.8.1A, REP3-157)- that proportionate interventions are not available, given the limited scale of impact from the HNRFI scheme.</p> <p>At no point in the process has the LCC requested a VISSIM model prior to the submission of the application. A PARAMICS model was referred to in a meeting with the Transport Working Group in April 2021, but this was not validated with National Highways.</p>
37	1.11.13.	<p>HGV Routeing a) How would the Applicant, NH, LCC and WCC respond to a</p>	<p>LCC would welcome a pre-occupation requirement for the lowering of the carriageway under the A5 railway bridge at Nutts Lane.</p>	<p>The lowering of the carriageway under the A5 Nuts Lane Rail Bridge was not modelled within the PRTM run for the application.</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>proposition that there should be either no development or no occupations until the proposed lowering of the height of the carriageway on the A5 under the railway bridge has been completed?</p> <p>Could the Applicant, if necessary on a without prejudice basis, provide a draft Requirement to this effect?</p>	<p>Based on designs submitted by the Applicant of the Padge Hall Farm development, the lowering of the carriageway requires drainage works beyond the extents of the existing public highway. The Applicant would need to demonstrate that this scheme of lowering the carriageway could be achieved within the extents of the public highway or alternatively amend the red line boundary of their application to facilitate.</p>	<p>The mitigation was not within the uncertainty log as this was agreed with the Authorities prior to the works to the highway under the bridge being recommended for approval by the relevant planning authorities as part of the Padge Hall Farm development proposals, albeit the S106 for the Padge Hall Farm development was approved on 21 December 2023 The HNRFI development is not dependent on the delivery of the alterations, as an alternative route for High-Sided vehicles was identified at the time of submission for vehicles heading north-west on the A5 and vice-versa. This is via the A47 and the new link the access infrastructure provides. The lowering of the A5 is therefore not necessary mitigation for HNRFI.</p> <p>On the basis that there is an alternative access that avoids this route it is considered that that there is no need for a Requirement of the form suggested. S120 Planning Act 2008 states: 120 What may be included in order granting development consent</p> <p>(1) An order granting development consent</p>

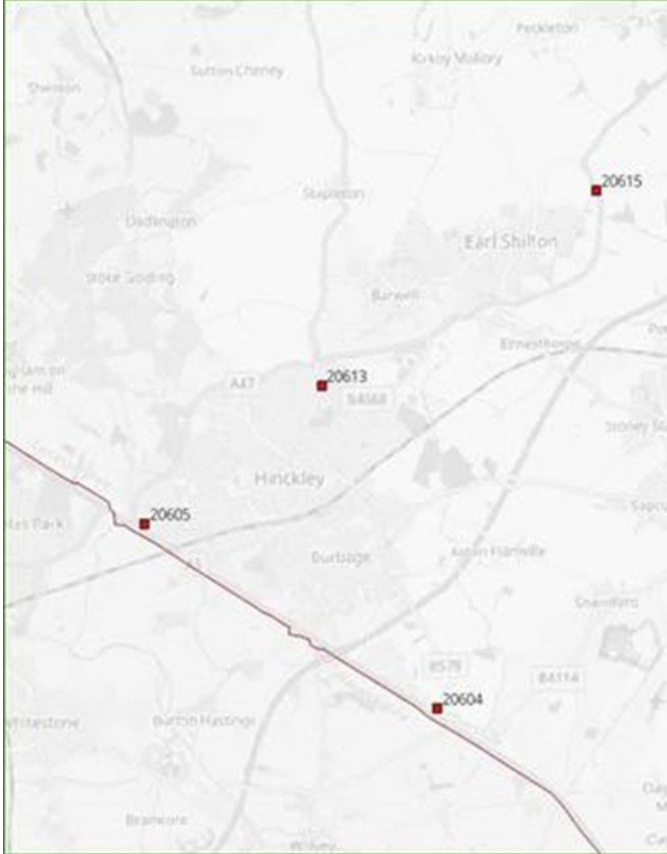
No	ExQ	Question to	Question Response	Applicant's Response
				<p>may impose requirements in connection with the development for which consent is granted.</p> <p>(2) The requirements may in particular include: (a) requirements corresponding to conditions which could have been imposed on the grant of any permission, consent or authorisation, or the giving of any notice, which (but for section 33(1)) would have been required for the development;</p> <p>(b) requirements to obtain the approval of the Secretary of State or any other person, so far as not within paragraph (a).</p> <p>The tests for a valid planning condition are set out in paragraph 4.9 of the NPS for National Networks: , the Secretary of State should only impose, requirements in relation to a development consent, that are necessary, relevant to planning, relevant to the development to be consented, enforceable, precise, and reasonable in all other respects..</p> <p>The proposed requirement would fail the tests of necessity and would not be</p>

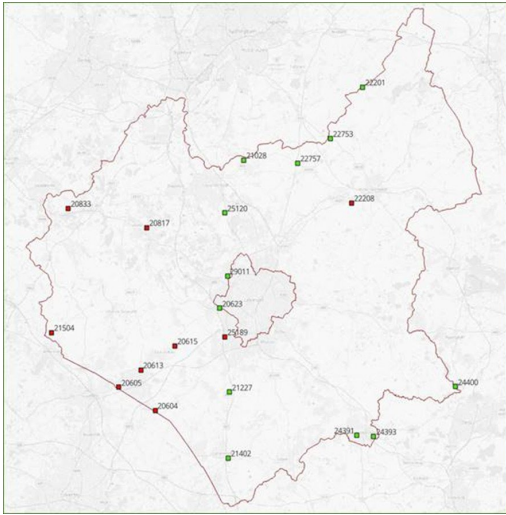
No	ExQ	Question to	Question Response	Applicant's Response
				<p>reasonable. This is because:</p> <ul style="list-style-type: none"> • The applicant's transport assessment does not consider the lowering of the carriageway under the Nutts Lane bridge as being committed development and so its outputs are not contingent upon those works having been completed. The applicant's transport assessment assumes that all high-sided vehicles from the development would use the A47 and the A47 Link Road. The applicant's mitigation package (a) was therefore not proposed on the assumption that those works would be completed; and (b) did not propose those works being undertaken as part of that mitigation package. The Proposed Development is therefore in no way reliant upon those works being completed in order to make the associated traffic impacts acceptable. • The applicant's transport assessment was based upon the PRTM model which as discussed at ISH2. This model does not distinguish between HGVs and high-sided HGVs and is based upon observed data. Consequently, far from saying that the

No	ExQ	Question to	Question Response	Applicant's Response
				<p>applicant was reliant upon the completion of the works for lowering the carriageway under the Nuts Lane bridge, it was LCC's position that the applicant had not adequately modelled the consequences of high sided vehicles being able to use the A5 following completion of those works. For any of the authorities to now suggest that those works are somehow necessary to make the Proposed Development acceptable is therefore nonsensical.</p> <ul style="list-style-type: none"> • In any event those works are undertaken by the developer of the Padge Hall Farm scheme, the applicant has now completed an analysis for Deadline 4 which demonstrates that the traffic impacts are acceptable based upon its existing proposed package of offsite highways mitigation measures secured through the dDCO. <p>(b) On the basis of the above the Applicant has not provided a draft requirement as it would be unlawful.</p>

No	ExQ	Question to	Question Response	Applicant's Response
38	1.11.24.	<p>Applicant's Response to DfT and IEMA Guidance [REP2-077]</p> <p>Page 4 of the document states.' LCC NDI Modelling team as part of this review has undertaken analysis using existing available Automatic Travel Count (ATC) data for March 2019 and March 2023 in Leicestershire to understand the traffic volume changes pre- and post-COVID-19. Subsequent analysis shows that there is a reduction of 5.8% and 8.1% in traffic volume between 2019 and 2023 for the AM Peak (08:00 to 09:00) and PM Peak (17:00 to 18:00) hour respectively.'</p> <p>Can the Council provide any additional data to illustrate the vehicle typology reductions within these figures?</p>	<p>LCC NDI Modelling team were not directly involved with the extraction and processing of data presented in "<i>Response to DfT and IEMA Guidance – Revision: 01</i>". The values presented were prepared by AECOM via commission through the LCC Environment and Transport Commissioning Framework (ET-CF), now the Environment and Transport Modelling Services Contract (ET-MSC), which is distinct from the LCC NDI modelling team.</p> <p>Therefore, the statement in the Applicant's submission is incorrect.</p> <p>However, to assist the ExA LCC have undertaken independent analysis using ATC counts available from both March 2019 and March 2023. We have completed this at a 'local' (Hinckley) level as well utilising County-wide data. We have only used ATC counts which included a full month of data. It is important to note that there were two days of snow on 9th and 10th March 2023. Given the weather conditions will have impacted traffic counts, the first week of each month has been removed from analysis for consistency and to provide a representative picture. Therefore, the data presented below covers the data ranges of 11th-31st March 2019 and 13th-31st March</p>	<p>AECOM were commissioned through LCC's NDI team, who are custodians of the PRTM and were party to discussions. The Applicant cannot engage directly with AECOM without the inclusion of NDI representatives.</p> <p>As agreed at ISH3 the 'Global Factor' approach outlined in REP2- 077 was deemed appropriate by all Highway Authorities for addressing the post Covid changes to the PRTM within the timescales available during examination. This used flows that were available at the time of production and were commissioned through the LCC NDI team.</p> <p>During the meeting on the 13 November, the Highway Authorities again agreed that the approach was acceptable, but that updated local surveys at the mitigation junctions were of more interest. The Applicant commissioned the counts within the neutral month of November 2023 to ensure this was assessed in the agreed analysis for Deadline 4. The summary of which is included within the 2023 Update (Ref 18.3.2). This approach adds robustness to the post Covid review.</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>2023.</p> <p><u>Local' Hinckley Level:</u></p> <p>The counts used to inform the 'local' review of traffic conditions are shown below in Figure 1.1:</p>	

No	ExQ	Question to	Question Response	Applicant's Response
			 <p data-bbox="853 1145 1518 1214"><i>Figure 1.1: Location of 'local' traffic counts to the Hinckley NRFI</i></p> <p data-bbox="853 1278 1518 1390">By vehicle type the percentage differences between March 2019 and 2023 are shown below in Table 1.1 below. The peak hours are highlighted to enable</p>	

No	ExQ	Question to	Question Response	Applicant's Response																																			
			<p>comparison to the Applicant' figures.</p> <table border="1" data-bbox="864 347 1514 676"> <thead> <tr> <th></th> <th colspan="3">AM-Peak-Period</th> <th colspan="3">PM-Peak-Period</th> </tr> <tr> <th>Time</th> <th>0700-0800</th> <th>0800-0900</th> <th>0900-1000</th> <th>1600-1700</th> <th>1700-1800</th> <th>1800-1900</th> </tr> </thead> <tbody> <tr> <td>Total Vehicles</td> <td>-8.9%</td> <td>3.9%</td> <td>-1.5%</td> <td>-0.2%</td> <td>-1.4%</td> <td>-1.5%</td> </tr> <tr> <td>Heavy Vehicles</td> <td>1.6%</td> <td>1.3%</td> <td>2.1%</td> <td>12.3%</td> <td>-12.6%</td> <td>-8.7%</td> </tr> <tr> <td>Light Vehicles</td> <td>-9.1%</td> <td>4.3%</td> <td>-1.5%</td> <td>-0.5%</td> <td>-0.9%</td> <td>-1.1%</td> </tr> </tbody> </table> <p>Table 1.1: 'Local' percentage differences by vehicle type</p> <p><u>County-wide Level:</u></p> 		AM-Peak-Period			PM-Peak-Period			Time	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900	Total Vehicles	-8.9%	3.9%	-1.5%	-0.2%	-1.4%	-1.5%	Heavy Vehicles	1.6%	1.3%	2.1%	12.3%	-12.6%	-8.7%	Light Vehicles	-9.1%	4.3%	-1.5%	-0.5%	-0.9%	-1.1%	
	AM-Peak-Period			PM-Peak-Period																																			
Time	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900																																	
Total Vehicles	-8.9%	3.9%	-1.5%	-0.2%	-1.4%	-1.5%																																	
Heavy Vehicles	1.6%	1.3%	2.1%	12.3%	-12.6%	-8.7%																																	
Light Vehicles	-9.1%	4.3%	-1.5%	-0.5%	-0.9%	-1.1%																																	

No	ExQ	Question to	Question Response	Applicant's Response																																		
			<p>By vehicle type, the percentage differences between March 2019 and 2023 are shown below in Table 2.1. The peak hours are highlighted to enable comparison to the Applicant's figures</p> <table border="1"> <thead> <tr> <th rowspan="2">Time</th> <th colspan="3">AM-Peak-Period</th> <th colspan="3">PM-Peak-Period</th> </tr> <tr> <th>0700-0800</th> <th>0800-0900</th> <th>0900-1000</th> <th>1600-1700</th> <th>1700-1800</th> <th>1800-1900</th> </tr> </thead> <tbody> <tr> <td>Total Vehicles</td> <td>-9.3%</td> <td>-5.2%</td> <td>-5.3%</td> <td>-3.7%</td> <td>-7.5%</td> <td>-8.3%</td> </tr> <tr> <td>Heavy Vehicles</td> <td>-1.9%</td> <td>-2.7%</td> <td>-0.7%</td> <td>2.2%</td> <td>-5.0%</td> <td>-2.9%</td> </tr> <tr> <td>Light Vehicles</td> <td>-8.9%</td> <td>-4.8%</td> <td>-5.0%</td> <td>-3.8%</td> <td>-7.4%</td> <td>-8.3%</td> </tr> </tbody> </table> <p><i>Table 2.1: County-wide percentage differences by vehicle type</i></p> <p>The ExA will note that based on ATC held by LCC, that the figures above do not align with those presented by the Applicant. Indeed, they demonstrate that traffic has not reduced to the extent suggested. In short, the Applicant states a reduction of 5.8% in the AM peak, LCC local data confirms the contrary i.e. a 3.9% increase. In the PM peak, the Applicant states a 8.1% reduction, LCC local data confirms a much smaller 1.4% reduction.</p>	Time	AM-Peak-Period			PM-Peak-Period			0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900	Total Vehicles	-9.3%	-5.2%	-5.3%	-3.7%	-7.5%	-8.3%	Heavy Vehicles	-1.9%	-2.7%	-0.7%	2.2%	-5.0%	-2.9%	Light Vehicles	-8.9%	-4.8%	-5.0%	-3.8%	-7.4%	-8.3%	
Time	AM-Peak-Period				PM-Peak-Period																																	
	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900																																
Total Vehicles	-9.3%	-5.2%	-5.3%	-3.7%	-7.5%	-8.3%																																
Heavy Vehicles	-1.9%	-2.7%	-0.7%	2.2%	-5.0%	-2.9%																																
Light Vehicles	-8.9%	-4.8%	-5.0%	-3.8%	-7.4%	-8.3%																																
39	1.11.31.	Non-Car mode enhancements Revision 5 of the Sustainable	LCC consider that significant weight should ordinarily be given to the provision of sustainable	The Sustainable Transport Strategy has been through significant amendments, additional																																		

No	ExQ	Question to	Question Response	Applicant's Response
		<p>Transport Strategy and Plan [REP3-022] sets out several proposals and options for enhancement to non-car facilities and modes. While appreciating that further work is to be done on the proposals:</p> <p>a) Could the Applicant confirm how the committed proposals are to be secured?</p> <p>b) Could the Applicant explain how the potential proposals for post decision would be evaluated and, where appropriate, how they would be secured.</p> <p>c) Could the Applicant please undertake an analysis on the operation of the A47/B4668 roundabout in relation to the introduction of a Toucan crossing as shown (Enhancement 1) and what effect it would have on capacity and queuing.</p> <p>d) Could IPs comment on the</p>	<p>transport measures consistent with the National Planning Policy Framework (December 2023) paragraphs 114 and 116 and the National Policy Statement for National Networks paragraphs 5.205 and 5.208. However, in the instance sustainable transport provision has not been prioritised by the Applicant and therefore little weight can be attached to these elements within the Applicant's submission.</p> <p>It is unfortunate that the sustainable transport proposals submitted by the Applicant to date are significantly limited relative to the scale and location of the proposed development, and there does not appear to be a firm commitment to delivery. LCC have requested details of delivery mechanism from the Applicant, who have advised this will be set out in a further revision of the Sustainable Transport Strategy and Plan at Deadline 4. Therefore, LCC do not consider that the Applicant has afforded significant weight to sustainable measures in line with the policy requirements set out above.</p> <p>Moreover, in discussions with the Highway Authorities, the Applicant's justification for not assessing M1 J21 in detail, nor proposing</p>	<p>information and evidence was included within the Deadline 4 submission (document reference: 6.2.8.1B, REP4-052). The report reviews the active travel provision in light of population numbers and connections to main settlements within an acceptable cycling distance from the site. Where this is not achieved a commitment to a Demand Response Transport service is included in the STS which secured through Requirement in the DCO.</p> <p>Full analysis of the projected mode shift is included along with commitments to monitor on a biannual basis.</p> <p>Additional bus service and extension to Nuneaton is now included, along with car shared commitments for the Site and the wider area all of which is to be secured through the DCO Requirements.</p> <p>For a site of this nature it is the Applicant's view that the offer within the STS is proportionate and provides significant incentive for the target mode shift outlined within the report. The location of the site is dictated by accessibility to the Rail and Strategic Road network as discussed in Paragraph 30 of National Highways Circular</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>weight that should be given to these elements, particularly in relation to elements that are not definitely secured?</p>	<p>mitigation, is a reliance upon a "robust" Sustainable Transport Strategy and Plan.</p>	<p>01/22: <i>The NPPF is clear that planning policies should recognise the specific locational requirements of different economic sectors, including for storage and distribution operations at a variety of scales and in suitably accessible locations.</i></p> <p>It is contended that the inputs to active travel, car sharing, bus services and DRT are robust.</p> <p>Analysis of the M1 J21 junction has shown that the impacts of the development are minimal when compared with the substantial traffic already routing through it. Forecast junction amendments from the Lutterworth SUE have been incorporated into the Deadline 4 response which demonstrate the order of impact.</p> <p>Throughout the process no alternative or developing scheme has been shared by either National Highways or LCC. The source of congestion, in our understanding, is largely connected with mainline flow capacity on the M1 and the circulatory carriageway underbridges. Interventions on such issues would require a DCO in themselves and are not proportionate to the impact the HNRFI development has on the</p>

No	ExQ	Question to	Question Response	Applicant's Response
				network.
40	1.11.33.	<p>Proposed Outwoods Replacement Bridge</p> <p>In its draft report [REP3-050] NR indicates that it requires LCC to assume “responsibility for maintenance and replacement of surfacing to the bridge deck and stairway treads and, to the extent required, public footway lighting”. Could LCC confirm whether it is willing to assume this responsibility.</p>	<p>LCC are not in a position to confirm that they would assume responsibility for the maintenance of the surfacing and stairway treads on the proposed Outwoods footbridge. This is on the basis that despite several requests, and having been advised that a design is available, the Applicant is yet to provide details of the design of this bridge, including materials and safety assessment. Moreover, LCC are concerned to note that NR only reference stair treads in their response, suggesting the bridge is not to be ramped to allow access for all users. (Note LCC’s response to question 1.0.4 above).</p>	<p>Hinckley NRFI Outwood Level Crossing Footbridge – Illustrative Design is submitted at Deadline 5 (document reference 2.32) and has been provided to LCC on 6th February 2024 in advance of Deadline 5 (document reference 2.32). The design is to Network Rail standards and is ramped with details of the surface treatment set out on the plan.</p>
41	1.11.35.	<p>Public Rights of Way</p> <p>Could LCC and BDC please confirm whether they consider changes to the Public Rights of Way network as set out in paragraph 1.97 of ES Appendix 11.2 ‘Public Rights of Way Appraisal and Strategy’ [APP-192] and shown within Figure 11.14 [APP-298] to be appropriate. If not, could they explain why, and</p>	<p>LCC has considered the contents of paragraph 1.97 of APP-192 and Figure 11.14 of APP-298, and comments below on each bullet point proposal from the Applicant:</p> <ul style="list-style-type: none"> • Provide new permissive shared use routes to create direct access across the Proposed Development on the Main HNRFI Site; <p>LCC have no comment to make on the acceptability of these routes within the development site. These will not form part of the adopted highway network and will</p>	<p>Figure 11.14 (doc ref 6.3.11.14) has been updated to clarify the footpath/cycleway along the A47 link road as adopted public highway.</p> <p>The proposed bridleway is detailed on the Access and Rights of Way Plans (Doc Ref 2.3) and within the Design Code and will be subject to detailed design approval via Requirements 6 and 21.</p> <p>Deliverability and safety concerns have been addressed as set out in a meeting with LCC</p>

No	ExQ	Question to	Question Response	Applicant's Response
		<p>what, if anything, would make it acceptable.</p>	<p>remain the responsibility of the Applicant. However, Figure 11.14 appears to be inaccurately drawn to include footway provision that is proposed to be adopted public highway along the length of the A47 link road as a permissive path. Therefore, for this proposal to be acceptable to LCC, Figure 11.14 requires amendment.</p> <ul style="list-style-type: none"> Provide a shared use green route connection between Burbage Common Road North and Burbage Common and Woods Country Park, around the eastern and southern boundaries of the Main HNRFI Site, connecting to the Bridleway network in the eastern area of the Main HNRFI Site; <p>LCC are not in a position to comment on this on the basis that the green route connection is not identified in Figure 11.14. For LCC to comment further and confirm acceptability, the Applicant would need to submit further details of this proposal. If this green route is the proposed bridleway around the eastern perimeter of the development site, as per paragraph 2.104 of LCC Written Representations (REP1-152), further details are required to demonstrate deliverability</p>	<p>on 23rd November 2023. In response to comments made by LCC in this meeting, the Applicant produced larger scale plan and section drawings of the new rights of way within the main development and provided these to LCC on 7th December 2023. These were further discussed at a meeting on 12th December 2023 and no further specific comments have been received by LCC on the documents provided. Furthermore, details of the alternative routes over the railway were provided for Elmesthorpe level crossing in the form of a large scale plan provided to LCC on 10th November and updated on 12th December 2023, and for Outwoods level crossing details of the proposed replacement bridge structure were provided to LCC on 6th February 2024 and are included within the Deadline 5 submission (document reference 2.32)</p>

No	ExQ	Question to	Question Response	Applicant's Response
			<p>and to alleviate highway safety concerns.</p> <ul style="list-style-type: none"> Strategically upgrade a number of footpath routes to bridleway status to allow a connection between the bridleway networks north-west, south-west and south-east of the Main HNRFI Site; <p>LCC confirm that the principal is acceptable. However, as per paragraph 2.104 of LCC Written Representations (REP1-152), further details are required to demonstrate deliverability and to alleviate highway safety concerns.</p> <ul style="list-style-type: none"> Close four pedestrian level crossings on the railway and provide safer alternative routes over the railway line as part of a new network of upgraded routes <p>LCC confirm that the principal of closure of level crossings is acceptable. However, the Applicant has not demonstrated to LCC that safe alternatives are to be provided. As per paragraphs 2.103-2.112 of LCC Written Representations (REP1-152), further details are required to demonstrate deliverability and to alleviate highway safety concerns.</p> <ul style="list-style-type: none"> Create a new area of IOS within the Main HNRFI Site and A47 Link Road, connected to Burbage Common and Woods Country 	

No	ExQ	Question to	Question Response	Applicant's Response
			Park to provide additional recreational provision LCC has no comment to make on this proposal.	