

**Tritax Symmetry (Hinckley) Limited**  
**HINCKLEY NATIONAL**  
**RAIL FREIGHT INTERCHANGE**

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

Project reference TR050007

**SoCG between the Applicant and National**  
**Highways [Signed]**

Document reference: 19.7B

Revision: 4

**8 March 2024**

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Planning Act 2008

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

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## STATEMENT OF COMMON GROUND♦ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

### GLOSSARY

| <b>Term</b> | <b>Definition</b>   |
|-------------|---|
| ANPR        | Automatic Number Plate Recognition  |
| ES          | Environmental Statement   |
| HGV         | Heavy Goods Vehicle   |
| LCC         | Leicestershire County Council   |
| LINSIG      | Traffic modelling software tool used to assess the capacity of signalised junctions and small / medium sized networks, including roundabouts. |
| NH          | National Highways   |
| NPSNN       | National Policy Statement for National Networks   |
| PRTM        | Pan Regional Transport Model  |
| SoCG        | Statement of Common ground  |
| STS         | Sustainable Transport Strategy  |
| TSL         | Tritax Symmetry Limited   |
| VISSIM      | Microscopic multi-modal traffic flow simulation software package  |
| WCC         | Warwickshire County Council   |

**STATEMENT OF COMMON GROUND HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

**1. MATTERS OF AGREEMENT AND DISAGREEMENT**

**Traffic and Transport Matters agreed**

| <b>Ref.</b> | <b>Matter agreed</b>  | <b>Record of agreement</b>  |
|-------------|---|---|
| 1.          | The Transport Assessment and Environmental Statement (ES) Chapter 8 (document reference: 6.1.8, APP-117) have been prepared in accordance with the National Policy Statement for National Networks (NPSNN).                               | Agreed through this SoCG  |
| 2.          | Development Trip distribution as produced by AECOM (TN1) APP  | Agreement from National Highways Limited (“NH”) original AECOM distribution received 12.03.21 |
| 3.          | Development Traffic generation (Including Rail Freight to HGV Movements)  | Agreement from NH received 27.10.21   |
| 4.          | PRTM 2.2 Uncertainty Log V8, dated 02/02/2022   | Agreement from NH received 05.05.22   |
| 5.          | PRTM 2.2 Forecast Modelling Brief-inclusive of assessment years and scenarios   | Agreement from NH received 03.12.21   |
| 6.          | PRTM 2.2 Hinckley National Rail Freight Interchange Transport Modelling: Base year Model Review and Refinements   | Agreement from NH received 01.12.21   |
| 7.          | Barrier downtime impacts at Narborough  | Through base model sign-off as above.   |
| 8.          | Rugby Rural Area Model  | Resolved, TR050007 14/11/2023   |
| 9.          | Landscape Impact<br>Landscape agreed subject to Requirement 19- Landscape Ecological Management Plan.   |   |
| 10.         | Biodiversity Impacts<br>Biodiversity agreed subject to Requirement 20: Ecological mitigation management plan.   |   |
| 11.         | Lighting agreed subject to Requirement 30: Lighting.  |   |
| 12.         | Furness methodology has been agreed. Furnessed flows at the following junctions have been agreed: <ul style="list-style-type: none"> <li>- A5/A47 Longshoot</li> <li>- A5/A47 Dodwells</li> <li>- M69J1</li> <li>- M1J21/M69J3</li> </ul> |   |

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|     |  |  |
|-----|--|--|
|     | <ul style="list-style-type: none"> <li>- A5 Gibbet Hill</li> <li>- A5 Cross in Hand</li> </ul> |  |
| 13. | Base VISSIM modelling M69 J1 and J2  |  |
| 14. | RAM Modelling  |  |
| 15. | Construction Traffic Management Plan<br>As agreed at Deadline 5 response                       |  |
| 16. | Output from PRTM 2.2 Model   |  |

**Matters not agreed.**

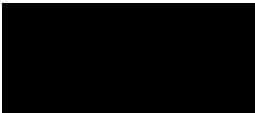
| Ref.                                     | Matter not agreed  | Rating | Actions   |
|--|--|--------|---|
| 1.                                       | Off-Site Mitigation strategy and package                           |        | Off-Site Mitigation strategy and package not agreed.  |
| 2.                                       | Preliminary design of access infrastructure (M69 J2 and slips)     |        | <p>Principles of design discussed.</p> <p>GDSR (Document Reference: 2.29.1, REP7-010).</p> <p>Details of preliminary design are not yet agreed due to unresolved traffic modelling issues, and formal RSA cannot be undertaken until this point is reached.</p>                                       |
| 3.                                       | Sustainable Transport Strategy and Site Wide Framework Travel Plan |        | <p>Principles of tiered approach to sustainable travel agreed.</p> <p>The frequency (annual) of review is agreed.</p> <p>Timescales for commitment to measures (Day 1) is agreed.</p> <p>Disagreement relating to pedestrian provision/measures, and details for achieving aspirational measures.</p> |
| 4.                                       | HNRFI HGV Route Management Plan and Strategy                       |        | The management of high-sided vehicles and the low bridge on the A5 is not agreed.   |
| 5.                                       | Road Safety Audit Stage 1  |        | Interim audits undertaken. Full RSA1 to GG119 not completed – see Point 2.  |
| <b>Furnessing Matrices spreadsheets.</b> |  |        |   |
| 6.                                       | Response to outstanding information at Deadline 5                  |        | Furnished flows at the M69 Jct 2 have not been agreed.  |

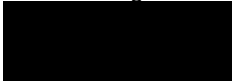
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| Forecast Models |   |  |  |
|-----------------|---|--|--|
| 7.              | A5 Longshoot and Dodwells VISSIM Modelling methodology and outputs                    |  | Forecast modelling methodology and outputs not agreed.   |
| 8.              | A5 / A426 Gibbet Hill   |  | There is disagreement on the approach to modelling (VISSIM vs Junctions 10) at the A5 Gibbet Hill Roundabout.  |
| 9.              | M69 J1 and M69 J2 (Development access)  |  | Forecast modelling methodology and outputs not agreed.   |
| 10.             | M1 J21/M69 J3   |  | There is disagreement on the approach to modelling (VISSIM vs LINSIG) at M1 J21/M69 J3.  |
| 11.             | Landownership matters & compulsory acquisitions                                       |  | These have been subject to discussion by the legal teams, but a number of points of disagreement relating to CPO outstanding.                                    |
| 12.             | The draft Development Consent Order, including requirements and protective provisions |  | These have been subject to discussion by the legal teams, but a number of points of disagreement relating to requirements and protective provisions outstanding. |
| 13.             | A5 Cross-in-hand Roundabout   |  | Disagreement on mitigation requirements.   |

2. AGREEMENT ON THIS SOCG

This Statement of Common Ground has been jointly prepared and agreed by:

**Name:** Sinead Turnbull  
**Signature:**   
**Position:** Planning Director  
**On behalf of:** Tritax Symmetry (Hinckley) Limited  
**Date:** 8<sup>th</sup> March 2024

**Name:** Eri Wong  
**Signature:**   
**Position:** Spatial Planning Manager, Operations (Midlands)  
**On behalf of:** National Highways  
**Date:** 8 March 2024