

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Appendix 8 - HGV Route Management Plan and Strategy (Tracked)

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Planning Act 2008

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

**The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14**

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1. INTRODUCTION

Background

- 1.1. The Hinckley National Rail Freight Interchange (HNRFI) site is proposed to be located on land directly adjacent to M69 Junction 2, with access to be gained directly from the motorway junction. M69 Junction 2 only has northern slip roads currently, with southern slip roads to be delivered as part of the development proposals.
- 1.2. The HNRFI is a proposed B8 (warehousing) employment development and National Rail Freight Terminal located to the north-west of M69 Junction 2, to the east of Hinckley. With a capacity of 850,000m² of employment land, this development is expected to generate around 8,400 jobs.
- 1.3. The development is considered to be a Nationally Significant Infrastructure Project (NSIP). As such a Development Consent Order (DCO) application is to be submitted to the Secretary of State, with the local authorities (planning and highways) and National Highways being important consultees to the process.
- 1.4. The illustrative masterplan layout is shown in Plan Document Reference 2.8B.
- 1.5. This document has been amended to address matters raised by the Examining Authority (“ExA”) in its Recommendation Report (“ExAR”). The ExA proposed at Table 11 of the Recommendation Report (ExA’s recommended changes to the dDCO) that requirement 18 of the DCO be amended to allow the HGV Route Management Plan and Strategy to be based on the version submitted with the Application, but also to include:
 - (a) triggers based on a proportional approach to the overall floorspace and the use of the rail freight terminal;
 - (b) financial penalties set based on fixed sums; and
 - (c) revised measures to deliver mitigations.
- 1.6. The Applicant has therefore reviewed the HGV Route Management Plan and Strategy and addressed those points with the following actions.
 - (a) Triggers: The Applicant has removed the Triggers for Stage 1 and 2 and instead ALL occupiers of the Warehousing/Distribution floorspace and the Rail Freight Terminal will be subject to a financial penalty each time an HGV is recorded on a prohibited route and entering or exiting their premises, unless a mitigation circumstance can be evidenced to the Site Wide Travel Plan Coordinator. This process has been detailed further in 6.41 to 6.44 and will remove the likelihood of undesirable travel patterns during the life of the development.
 - This addresses the EXA concerns raised at paragraph 3.3.435 of the ExAR that the Applicant’s proposal would result in the triggers being less likely to be reached during the first phase and therefore intervention would not occur leading to

undesirable travel patterns in the initial phases. As set out above the applicant has removed Triggers to include a financial penalty for all development HGVs using the prohibited routes, which will result in minimising undesirable travel patterns throughout the life of the development.

- The removal of the Triggers and clarification that all occupiers including the Rail Freight Terminal will be subject to a financial penalty addresses the ExA's concerns also in paragraph 3.3.435 of the ExAR.

(b) Penalties: The HNRFI financial penalty is set at £1000 per breach, which will be consumer price index linked from 2026.

- This addresses the concern raised by the ExA at paragraph 3.3.436 of the ExAR and all penalties are now fixed.

(c) Revised Measures: The ExA noted a concern that it was unclear how the proposed HGVRP fund of £200,000 for possible further mitigation measures was derived. To address this matter, examples of mitigation measures previously recorded in the HGVRP have been designed (as set out in Appendix 2) and costed (provided under separate cover as part of the Applicant's Response to the Secretary of State) demonstrating that the £200,000 fund would be more than adequate to implement a range of measures in a number of villages if necessary. Clarification is also set out in the HGVRP that the fund would not just be for Sapcote but could be utilised by other locations adversely affected by development HGV traffic. The mechanism for securing this fund has been moved from the HGVRP to a new Unilateral Undertaking.

- This addresses the concern raised by the ExA at paragraph 3.3.438 of the ExAR.
- In addition, the removal of the Triggers and the imposition of a fixed financial penalty for ALL development HGVs using the prohibited routes, will result in minimising undesirable travel patterns throughout the life of the development. Therefore, reducing the likelihood that intervention and works will be required and funds drawn down. Also as previously set out any funds raised from the financial penalties will also top up this fund. All of which results in the fund being of a reasonable scale to mitigate the effects of any development HGVs breaching the HNRFI prohibited routes.
- Traffic regulation orders are no longer part of the general mitigation examples which will remove the concerns of the ExA regarding introduction of TROs post consent to mitigate effects of the proposed development in paragraph 3.3.439 of the ExAR.
- The gateway measures detailed in the mitigation examples are generic physical measures that can be introduced in any location to reinforce the gateway speed limit entry to villages on any route. Any measures agreed through the HGV Steering Group would be subject to S278, consultation and road safety audit. This should remove the concerns of the ExA in paragraph 3.3.440 of the ExAR.

1.7. Further to addressing the ExA's required amendments, the Applicant has taken the opportunity to incorporate further suggestions from the local authorities and local highway authorities where practicable.

- As outlined by the ExA in 3.3.332 of the ExAR, we have had further discussions with WCC regarding clarity on proportional, cumulative and persistent triggers. Subsequently the approach outlined in paragraph 1.6 above has been set out to all authorities and removes the need for further clarification, simplifying the process and ensuring a robust plan in place from the outset. This addresses a number of concerns raised by BDC also.
- In addition to the above, a few minor amendments to road numbers (road naming) were confirmed by WCC and addressed in this update.
- National Highways remaining concern is in regard to the bridge on the A5 and risk of high sided vehicles travelling to and from the HNRFI striking the bridge. They state that any effects on the operation of the SRN are of significant concern until the Padge Hall Farm scheme is implemented (ExAR report 3.3.305 and 3.3.306), while recognising there are "limited opportunities for the Applicant to remedy the situation". Whilst the Applicant does not agree with National Highways, it has sought to provide further warning within this plan and make the alternative route clear for occupiers who could have high sided vehicles using the A5 heading northwest to and from the HNRFI. The Applicant also notes that the ExA (ExAR 3.3.431) was satisfied with the HGVRP when considering this issue--

~~1.5.1.8.~~ This HNRFI HGV Route Management Plan and Strategy aims to set out the principles of a plan and HGV Route Management Strategy to promote desirable routes and identify and manage the Prohibited routes for HGVs associated with the proposed development during the operational phase of the HNRFI and for the HGV Route Management Plan and Strategy to be implemented for all occupiers at the proposed HNRFI.

~~1.6.1.9.~~ The DCO submission ~~includes~~included a Transport Assessment (document reference 6.2.8.1A, REP3-157) and the updated Sustainable Transport Strategy and Framework Site Wide Travel Plan (document reference 6.2.8.1D and 6.2.8.2D) that identifies and mitigates the impact of the development on the highway network. ~~These documents and subsequent mitigation proposed are to be agreed with both local highway authorities, Warwickshire County Council and Leicestershire County Council.~~

~~1.7.1.10.~~ However, there are local concerns ~~remain~~ in relation to the potential impact of HGVs routing via the B4669 through Sapcote, B581 through Elmesthorpe and Stoney Stanton in Leicestershire and villages of Wolvey, Ansty, Shilton, Withybrook, Street Ashton, Monks Kirby, Stretton-under-Fosse and Pailton in Warwickshire. In addition, the A5 ~~Dodswell~~Watling Street Railway Bridge (southeast of Dodwells Roundabout) which has a height restriction of ~~4.6 m~~6m is of concern. These concerns are reviewed further in document reference 18.6.6, REP3-051 Appendix F Assessment of HGV Impacts submitted to PINS and alternative route advised to occupiers for high sided

vehicles and a process for communicating this with drivers and occupiers until such time as the works to the bridge have been carried out by others is within this document.

1.8.1.11. Consequently, in the interests of the safe and efficient operation of the highway network and to protect the amenity of residential properties in these areas, the DCO ~~will contain~~contains a requirement for ~~an~~ HGV Route Management Plan and Strategy to be ~~discharged~~implemented prior to operational use.

1.9.1.12. Once ~~agreed and~~ implemented, this HGV Route Management Plan and Strategy is intended to supplement Leicestershire County Council and neighbouring Warwickshire County Council's role as highway authority and their ability to implement traffic regulation orders in accordance with due process and procedures.

1.10.1.13. This document provides details of:

- The proposed HGV Route Management Strategy identifying routes to and from HNRFI before and after the delivery of new highway infrastructure associated with the site.
- The proposed enforcement mechanisms and monitoring of the HGV Route Management, using ANPR technology and procedures.

Summary of HGV Route Management Plan and Strategy Commitments

1.11.1.14. The following table provides a summary of the commitments within this HGV Route Management Plan and Strategy, ~~trigger points~~ and relevant paragraph references and DCO requirements.

Table 1: HNRFI HGV Route Management Plan and Strategy Commitments

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
1	<p>HNRFI Prohibited Routes</p> <p>Travel Plan Co-ordinator to make occupiers aware of the prohibited routes set out in the HGV Route Management Plan and Strategy.</p> <p>To / from M1 J21 via:</p> <ul style="list-style-type: none"> • B4669 Sapcote, B4114 Narborough <p>To / from M1 J20 via:</p> <ul style="list-style-type: none"> • B581 Stoney Stanton, Primethorpe, Broughton Astley, A426 Lutterworth; or • B4669 Sapcote, B4114 Sharnford; or • B4669, B578 Burbage <p>To / from A5 west via:</p> <ul style="list-style-type: none"> • B4668 and B4669 towards Hinckley, All routes through Hinckley and Burbage <p>To / from Leicester via:</p> <ul style="list-style-type: none"> • B581 Stoney Stanton, B4114 Narborough; or • B4669 Sapcote, B4114 Narborough <p>Stapleton Lane has a weight restriction in place, so</p>	<p>On first and every subsequent occupation of each unit</p>	<p>For the lifetime of the development</p>	<p>3.14 and 3.15 (prohibited routes) and 6.21 (monitoring)</p>	<p>Requirement 18 (Document reference: 3.1D)</p>

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<p>HGVs cannot use the Common/Chapel Street to route through to the A447.</p> <p>The following routes through these Warwickshire villages:</p> <ul style="list-style-type: none"> • The B4065 through Ansty and Shilton, • The B4108B4109 and B4065 through Wolvey; • The B4112 through Withybrook and Street Ashton, • Unclassified Road through Monks Kirby (north of B4112) • B4207B4027 through Pailton and Stretton-under-Fosse • B4112 through Pailton 				
2	<p>HNRFI HGV Strategic Road Network Incident Plan</p> <p>In case of an incident on the Strategic Road Network (SRN), a live document (Document Ref 17.8.1 REP4-115 Hinckley NRFI Strategic Road Network Incident Plan) has been created in collaboration with National Highways that sets out protocols and procedures for HNRFI. This document sets out the procedures and notification protocols National Highways follow and appropriate routes to/from the main HNRFI site should there be a closure on the M69.</p> <p>The coordination of information will be the Site Management Company's responsibility in accordance with the HNRFI HGV Strategic Road Network Incident Plan.</p>	From first occupation	For the lifetime of the development	3.16 – 3.17 (diversion) and 4.11 - 4.17 (Control of HGVs)	Requirement 18 (Document reference: 3.1D)

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	When incidents occur on the SRN, the Site Management Company will advise occupiers through the site. Vehicle Route Management (VRM) and notify occupiers to remain on site where possible using spare capacity in layover areas within unit demises or the lorry park while congestion clears.				
3	Vehicle Booking System Occupational agreements will include a requirement for the occupier to operate an electronic vehicle booking system (VBS) as part of the supply chain management process.	On first and subsequent occupation of each unit	For the lifetime of the development	4.2 (vehicle booking system)	Requirement 18 (Document reference: 3.1C)
4	Driver Welfare Facilities Provision of on-site driver welfare facilities: <ul style="list-style-type: none"> • Provision of toilets; • Rest areas including facilities for heating / cooking food and vending machines • Electric power points for recharging electric devices 	On first occupation	For the lifetime of the development	4.6 (driver welfare facilities)	Requirements 4 and 18 (Document reference: 3.1D)
5	Provision of Early arrival bays, proportionate to the size of units, within the demise of each unit; and 104 bays at the Lorry Park	On first occupation of each unit On first occupation	For the lifetime of the development	4.7-4.8 (early arrival bays)	Requirement 4 (Document reference: 3.1D)
6	The link road between Junction 2 of M69 and the B4668 will be a public highway and it will be made a designated clearway through a specific Traffic Regulation Order.	Prior to the opening of the road to traffic	The link road will become public highway following issue of the provisional certificate by LCC	4.9-4.10 (restricted parking)	Requirement 18 (Document reference: 3.1D) and the Unilateral Undertaking

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
			pursuant to the protective provisions in Part 3 of Schedule 2 of the DCO, thereafter it will be the responsibility of LCC.		to LCC for Traffic Regulation Order funding.
7	<p>Parking controls on estate roads</p> <p>The link road between Junction 2 of M69 and the B4668 will be a public highway and it will be made a designated clearway through a specific Traffic Regulation Order.</p> <p>Double yellow lines will be put in place to prevent indiscriminate lorry parking. These roads will be patrolled by the Site Management Company (which can be secured through DCO requirement 4 during detailed design) and enforcement action could be taken against vehicles if necessary.</p>	On first occupation	For the lifetime of the development	4.9 and 4.10 (parking controls)	Requirement 4 and 18 (Document reference: 3.1D)
ANPR					

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
8	<p>An ANPR system to monitor compliance with the HNRFI HGV Route Management Strategy and any breaches of use of the prohibited routes arising <u>resulting in a breach that arises</u> from the development will be managed by the Site Management Company and reported to the HGV Strategy Steering Group through quarterly HNRFI HGV Review reports issued for the first year of occupation and annually thereafter.</p> <p>The HGV Strategy Steering Group is made up of the following:</p> <ul style="list-style-type: none"> • The Applicant • The Site Wide Travel Plan Co-ordinator • LCC • WCC • BDC • HBBC <p>The group will meet annually to review the HNRFI HGV Review report findings and agree on any remedial measures needed.</p> <p>The first meeting is to be attended within one year of first Occupation (unless requested sooner by one of the parties) and thereafter annually (unless the group agrees to meet more than once annually), for a period of no less than 10 years from the date of the first meeting.</p>	From first occupation	<p>Meetings and reporting to be in place for the duration of the HGV Strategy Steering Group, comprising 10 years from the date of the first meeting.</p> <p>ANPR system will be in place <u>for the</u> lifetime of the development</p>	6. 4112 – 6. 1516 (ANPR) and 6. 6261 -6. 6665 (HGV Strategy Steering Group)	Requirement 18 (Document reference: 3.1D)

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
9	<p>Occupational Agreements¹</p> <p>Each occupier will have the following built into their occupational agreement:</p> <ul style="list-style-type: none"> • All occupiers are required to agree and implement the HNRFI HGV Route Management Strategy; • Provide a series of information points and/or measures to encourage HGVs to utilise the identified Advisory routes; • Occupiers monitor HGV movement patterns and introduce constructive dialogue with persistent offenders to understand why these non-compliant movements are occurring. • Occupiers and operators are required to make available the details below to local planning authorities, should it be requested from the Site Management Company or Site Wide Travel Plan Co-ordinator: <ul style="list-style-type: none"> - vehicle route plans, - written policy maps, - driver training briefings or 	On first and every subsequent occupation of each unit	For the lifetime of the development	Paragraph 3.3- 3.9 <u>(Advisory routes) and 3.15</u> (Prohibited routes) , 6.6 (occupational agreements), 6.3536 – 6.3637 (private management framework), 6.39–40 to 6.42 (ANPR breach) , 6.51-45 <u>Notification of breaches, evidence of mitigation circumstance, penalty charge notice and payment/appeal process,</u> 6.54 (site management measures), 6.5455 – 6.5657 (private fining) and 6.61 (Private Daily Breach Thresholds)	Requirement 18 (Document reference: 3.1D)

¹ Occupational Agreements, can be in the form of either a lease contract or sales purchase agreement depending on the tenure.

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<ul style="list-style-type: none"> - pre-programmed navigation systems to ensure the drivers are aware of the specified routes, - the circumstances (if any) of deviating from the route and the resulting consequences of not adhering to the route. • There is also a requirement to provide clear evidence that any deviations from the route as notified to the occupier are addressed by the occupier. • Identification of a suitable occupier representative to liaise with the Site Wide Travel Plan Co-ordinator on HGV routing matters. • The Site wide Travel Plan Co-ordinator will contact the occupier should a HGV Route Management Plan and Strategy breach occur. • Occupiers will be contacted and given 10 <u>working 14</u> days to <u>lodge a mitigation circumstance and</u> provide evidenced explanation of why the HGV was travelling via a prohibited route <u>and why mitigation circumstances existed.</u> • Should no satisfactory evidence be provided, the Travel Plan Co-ordinator will inform the occupier that it is operating in contravention of the HGV Route Management Strategy and Management Plan, breaching terms of their occupational agreement and that Stage 1 management intervention is required. <u>agreement and a private Penalty Charge Notice (PCN) issued.</u> 				

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<p><u>The occupier will have 28 days to pay the penalty notice or appeal.</u></p> <ul style="list-style-type: none"> The details of the HGV Route Management Strategy breach will be provided via the HNRFI HGV Review report to the HGV Strategy Steering Group. Stage 2 financial penalties will be incurred for those occupiers considered to be persistently breaching the HGV Route Management Plan and Strategy (and over 4 daily breaches).The HNRFI financial penalty is set at £1000 per breach and, <u>which will be</u> consumer price index linked <u>from 2026.</u> 				
10	<p>Site Management Company</p> <p>The Main HNRFI Site Management Company will provide:</p> <ul style="list-style-type: none"> A reporting system to record the enforcement of the HGV Route Management Plan and Strategy. This HGV Route Management Plan and Strategy will support any statutory traffic enforcement measures, such as traffic regulation orders that limit vehicle type use on particular or sensitive roads if required. The HGV Route Management Plan and Strategy will be managed through the Site Management Company, with the Travel Plan Co-ordinator. The structure of the HGV Route Management Plan and Strategy is flexible so it can be adapted over time in agreement with the HGV Strategy Steering Group. 	From first occupation	For the lifetime of the development	6.6 (Site Management Company responsibilities)	Requirement 18 (Document reference: 3.1D) and S106 for Traffic Regulation Order funding

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
11	<p>The Travel Plan Co-ordinator’s details will be on the HNRFI website and a link provided to LCC, WCC, HBBC and BDC as the local Planning and Highway Authorities.</p> <p>The relevant parish councils will also be provided with a link containing the contact details of the nominated individual.</p> <p>The link would take those using it directly to the HNRFI website area for contacting the Travel Plan Co-ordinator to display on their websites should they choose, to enable any concerns to be raised directly with the Travel Plan Co-ordinator.</p>	From first occupation	For the lifetime of the development	Paragraph 6. 78 and 6. 3738-6.39 (Travel Plan Co-ordinator)	Requirement 18 (Document reference: 3.1D)
12	<p>HGV background traffic levels on the B581 through Stoney Stanton and the B4669 through Sapcote will be measured quarterly and annually using the ANPR cameras as part of the HGV Route Management Plan and Strategy.</p> <p>The results will be reported via HNRFI HGV Review reports to the HGV Strategy Steering Group on a quarterly basis for the first year of occupation and annually thereafter for the duration of the HGV Strategy Steering Group.</p>	From first occupation	Up until 2036	Paragraph 6. 2829	Requirement 18 (Document reference: 3.1D)
13	<p>The Applicant will <u>either (i) manage a fund of £200,000</u> to or (ii) if requested by Leicestershire County Council, pay for a contribution of £200,000 to Leicestershire County Council (which is secured by planning obligation), the fund is to be used towards additional</p>	From first occupation <u>Fund – fund to be set up in a holding account prior to commencement of development or, if the fund is to be paid to Leicestershire</u>	For the lifetime of the development	Paragraph 6. 2930 and 6. 3031 (additional measures)	Requirement 18 (Document reference: 3.1D)

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<p>measures that the HGV Strategy Steering Group considers necessary to further discourage HGVs routing via any of the prohibited routes and/or other measures such as strategic signage/Traffic Regulation Orders etc on any other routes. This fund would be topped up on an annual basis <u>until the date which is 5 years from the first occupation of the final unit on the site</u> with any occupier fines collected for breaching the HGV Route Management Plan and Strategy. and <u>The Applicant will top up the fund, if increases are agreed by all members of the HGV Strategy Steering Group from time to time. Any fines or increases to the fund will either (i) be transferred to the holding account set up by the Applicant or (ii) paid directly to Leicestershire County Council.</u></p> <p><u>In the event that the Applicant is to administer the fund,</u> the Applicant will place £200,000 in a holding account. In the event of that the HGV Strategy Steering Group agrees that additional measures are necessary, the Applicant will enter into a s278 agreement with the relevant highway authority and draw down funds from the holding account to cover the cost of the additional measures. or, if the fund is paid directly to Leicestershire County Council, the fund can be utilised by the County Council to secure the agreed additional measures .</p>	<p><u>County Council, the fund is to be paid prior to the opening of the slip roads;</u> <u>-Fines – any fines collected to be paid into the holding account or paid to Leicestershire County Council (as appropriate) annually, with the first payment due on the first anniversary of first occupation of the first unit.</u> <u>Any top up agreed increases to the fund of the account to the fund - to be paid annually into the holding account or paid to Leicestershire County Council (as appropriate) within 30 days of the HGV Strategy Steering group agreeing the increase until the date which is 5 years from the first occupation of the final unit.</u></p>			

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
14	Installation and maintenance of the ANPR systems will be the Applicant's responsibility	Prior to first occupation and ongoing.	For the lifetime of the development	6.2 (ANPR system)	Requirement 18 (Document reference: 3.1D)
15	The Information Commissioners Code of Practice for Surveillance Cameras and Personal Information (the Code) will be complied with. This code reflects the regulatory environment: GDPR, The Freedom of Information Act 2000, the Protection of Freedoms Act 2012, the Human Rights Act 1998 and the surveillance camera code of practice issued under the Protection of Freedoms Act.	Before first installation and operation	For the lifetime of the development	6.4649-6.5053 (data protection)	Requirement 18 (Document reference: 3.1D)
16	Stage 1—Management Interventions—Actions Management interventions <u>Actions</u> are intended to ensure that the occupier, its staff and supply chain understand the HGV Route Management Plan and Strategy and are actively seeking to adhere to it. This Stage applies to situations where there are isolated or low-level <u>Where</u> breaches that can have occurred, <u>action will be resolved by supporting</u> <u>taken to support</u> the occupiers management processes. Typical management interventions <u>actions</u> will include the need for the occupier to: i.— <u>Evidence Evidence</u> that the occupier is actively seeking to manage the specific breach of the HGV Route Management Strategy. ii.— <u>Evidence Evidence</u> that the HGV Route Management Plan and Strategy have been effectively	A breach requiring management intervention <u>action and support</u>	For the lifetime of the development	Paragraph 6.52-6.53 (Stage 1 management interventions)	Requirement 18 (Document reference: 3.1D)

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<p>communicated to staff and supply chain such as by mail shots etc-</p> <p>iii.—Organise and Fund an event for the Travel Plan Co-ordinator to directly <u>organise and</u> communicate to staff and supply chain such as by mail shots etetc</p> <p>iv. — Communicate the HGV Route Management Plan and Strategy to its staff and supply chain</p> <p>v. — Analysis of occupier breach patterns and potential amenity implication <u>by the Travel Plan Coordinator</u></p> <p>vi.—Evidence that action is being taken <u>Occupier to avoid breaches provide the evidence of management actions if requested by the Travel Plan Coordinator for review, comment and include in the monitoring report when necessary. .</u></p>				
17	<p>Stage 2 Private Fining</p> <p>In accordance with the occupational agreements, a system of private fining is in place for occupiers persistently in breach of the HGV Route Management Strategy.</p> <p>In keeping with existing legal penalties for contravening a weight restriction order, the HNRFI financial penalty will be set to a maximum of at £1,000 per breach and <u>this will</u> be Consumer Price indexed linked <u>from 2026</u>.</p> <p>These occupier fines collected for breaching the HGV Route Management Plan and Strategy will be added to</p>	A persistent breach requiring financial penalty	For the lifetime of the development	6.5455-6.56 (private fining) and 6.2930 (additional measures fund)	Requirement 18 (Document reference: 3.1D)

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	the additional measures fund (para 6.28) on an annual basis.				
18	<p>Reporting to the Planning and Highways Authorities:</p> <p>The Travel Plan Co-ordinator will issue details of all breach notifications, <u>evidence and appeals</u> in a HNRFI HGV Review report to the HGV Strategy Steering Group, which comprises the Developer, Site Management Company, Blaby District Council, Hinckley & Bosworth Borough Council and Leicestershire County Council Highway and Warwickshire County Council Highway Authorities on a quarterly basis for the first year of occupation and annually thereafter for the duration of the HGV Strategy Steering Group. Additional requests may be made by the local planning and highway authorities.</p> <p>HNRFI HGV Review Reports will include:</p> <ul style="list-style-type: none"> • Evidence of each notification; • Details of the occupier responsible/involved; • Explanation given by the occupier and decision on whether a breach occurred <u>mitigation circumstances apply and evidence provided</u>; • Details of the Stage 1 and 2 enforcement measures used; • Analysis of breach patterns and potential amenity implications; 	From first occupation	For the lifetime of the development	Paragraph 6.62 (HNRFI HGV Review reports)	Requirement 18 (Document reference: 3.1D)

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	<ul style="list-style-type: none"> Occupier’s overall compliance with the HGV Route Management Plan and Strategy; and Average HGV figures through Sapcote. 				
19	<p>HGV Strategy Steering Group</p> <p>The HGV Strategy Steering Group, which consists of the Developer, Site Wide Travel Plan Coordinator, Site Management Company, Blaby District Council, Hinckley & Bosworth Borough Council and Leicestershire County Council Highway and Warwickshire County Council Highway Authorities, will be set up to:</p> <ul style="list-style-type: none"> Review any breach patterns and potential related amenity implications to establish the effectiveness of the HGV Route Management Plan and Strategy and recommend required changes; Discuss the effectiveness and changes required to the enforcement measures; Identify the need for measures requiring funding; and Agree the frequency and content of future reporting. <p>The HGV Strategy Steering Group will meet annually. The first meeting is will be held within one year of first occupation (unless requested sooner by one of the parties) and thereafter annually (unless the group agrees to meet more than once annually), for a period of no less than 10 years from the date of the first meeting.</p>	Within one year of first occupation	For a period accommodating 10 annual meeting occurrences following occupation.	6. 6263 -6. 6665 (steering group)	Requirement 18 (Document reference: 3.1D)

Management Plan 17.4: HGV Route Management Plan and Strategy

No.	Measure / Commitment	Trigger	Duration	Paragraph Reference	Secured by
	The HGV Strategy Steering Group can agree to meet more frequently than once annually if reported breaches are considered unacceptable.				

2. MAIN HNRFI SITE

Location

- 2.1. The Main HNRFI site is located to the north-east of Hinckley in the Blaby district of Leicestershire. The site is bound by the Felixstowe to Nuneaton rail line which forms its north-western boundary and the M69 motorway to the east (including Junction 2 at the southeast corner of the site). Burbage Common Road routes through the site currently connecting the B581 Station Road to the east with the B4668 Leicester Road in the west.
- 2.2. Settlements in the wider locality include Burbage and Hinckley to the south-west, Barwell and Earl Shilton to the north and Stoney Stanton and Sapcote to the east. Figure 1 below displays the indicative location of the proposed development in its local context.

Figure 1: Main HNRFI Site location





Strategic Road Network

- 2.3. The Main HNRFI site is well served by road and rail, with direct vehicular access onto the M69 via Junction 2 and thereafter the wider Strategic Road Network (SRN).

M69

- 2.4. The M69 is the motorway across approximately 26km (16 miles) between Leicester and Coventry, passing Nuneaton and Hinckley with connections available to the M1 and M6. The M69 connects to the M1 via Junction 21, approximately 11km (7 miles) to the north-east of the site and at the southern end of the M69, there are free-flowing slip roads onto the M6 towards Birmingham. Further connections are also available to the A5 via Junction 1 of the A5, approximately 4km (2.5 miles) to the south-west of the site.

- 2.5. The nearest point of access in relation to the site is located at the southern extent of the site via Junction 2 of the M69.

M1

- 2.6. The M1 is a north-south arterial route stretching the 311km (193 miles) between London and Leeds. The M1 passes Northampton, Leicester, Nottingham, Derby, Sheffield and Wakefield. The nearest point of access in relation to the site is approximately 7.2 miles to the north-east at Junction 21.

M6

- 2.7. The M6 extends from Junction 19 of the M1 at the Catthorpe interchange, near Rugby via Birmingham then heads north, passing Stoke-on-Trent, Liverpool, Manchester, Preston, Lancaster, Carlisle and terminating at the Gretna Junction (J45). The nearest point of access to the M6 in relation to the site is approximately 9.5 miles to the south of the site via Junction 2, known as the Ansty Interchange.
- 2.8. The M6 Toll, also known as the Birmingham North Relief Road or the Midland Expressway, connects M6 Junction 3a at the Coleshill Interchange to M6 Junction 11A at Wolverhampton with 27 miles of six-lane motorway. The M6 Toll is the northern bypass for the West Midlands, designed to relieve traffic congestion along the M6 through the urban area.

M42

- 2.9. The M42 routes north-east from Bromsgrove in Worcestershire to the south-west of Ashby-de-la-Zouch in Leicestershire, passing Redditch, Solihull, the National Exhibition Centre (NEC) and Tamworth on the way. The M42 is a road of two parts. Its southern section forms part of the box of motorways around Birmingham, traversing the southern and eastern sides of the city and linking the M5 and M6; it then strikes off to the north-east, towards Nottingham and the East Midlands. The A42 is a direct continuation of the motorway route that carries traffic through to the M1.
- 2.10. The nearest point of access to the M42 in relation to the site is located approximately 25km (15.5 miles) to the north-west via Junction 10 of the M42.

A5

- 2.11. The A5 trunk road connects with M69 Junction 1 approximately 4.2k south of the site access (and Junction 2), and acts as a key north – south link between the M42/Tamworth and the M1/M45/Milton Keynes. The A5 is a single carriageway road within the vicinity of Hinckley. To the north of the M69 the road is subject to a speed limit of 40mph and to the south it is subject to a speed limit of 60mph (national speed limit).
- 2.12. Around 2 miles to the south of the M69 the A5 turns into a grade separated dual carriageway. To the north the A5 provides access from the M69 to both the recently developed Hinckley Commercial Park and the Teal Business Park.
- 2.13. The A5 passes below the Nuneaton-Leicester Rail line approximately 750m to the south-east of the Dodwells Roundabout. It is allegedly the most struck bridge on the SRN in England and has a clearance height of 4.6m (15ft), which is clearly signed at the location. The bridge has been identified as a concern for the HGV Route Management Plan.

Local Highway Network

- 2.14. In addition to the site's accessibility to the SRN, the site is also accessible from the local highway network.

B4669 Sapcote Rd/ Hinckley Road

- 2.15. The B4669 runs in an east-west alignment immediate south of the site and forms a grade-separated junction with the M69 motorway at Junction 2. Access to the site is to be derived from this location. To the west, the B4669 Sapcote Road provides a connection into Hinckley and to the east the B4669 Hinckley Road provides connections to the villages of Sapcote and Stoney Stanton.
- 2.16. The B4469 is a single carriageway road and within the vicinity of the site is subject to the national speed limit (60mph). On entry to the urban area of Hinckley this reduces to 40 and then 30mph. There are various side road junctions along the B4469 including the B578, Brookside and Park Road which serve residential areas in the southern part of Hinckley.
- 2.17. At the side road junction with Park Road the B4469 continues as the B590. In the urban area of Hinckley there is generally footway provision on both sides of the road, and in the vicinity of the site a footway on the northern side of the carriageway links Hinckley with M69 Junction 2.
- 2.18. To the east of M69 Junction 2 the B4669 provides a connection with the village of Sapcote and the B4114 Coventry Road to the south. In this location the road is generally rural in nature and is subject to the national speed limit. When the road enters the village of Sapcote the speed limit reduces to 30mph.

B581

- 2.19. The B581 runs from the A47 and the village of Barwell to the village of Stoney Stanton passing over the M69. The road is primarily rural in nature with some intermittent residential frontage. It is subject to a 40mph speed limit to the north of the M69, the national speed limit (60mph) to the south of the M69 and 30mph within the village of Stoney Stanton. It provides secondary access to the site via Burbage Common Road or via a connection with Hinckley Road/B4669 to the south of the site.

A47

- 2.20. The A47 is a major road which runs along the northern boundary of Hinckley. This is likely to act as a local route for vehicular movements accessing the site from the surrounding area which are not as well connected to the strategic highway network. This would include villages such as Barwell and Kirkby Mallory and industrial sites such as the Caterpillar UK Ltd plant in the village of Peckleton.
- 2.21. To the west the A47 connects with the A5 and Nuneaton with Leicester City Centre

to the east. Within the area of Hinckley, the A47 is a 9-metre-wide single carriageway road with no direct frontage. It has a segregated walking and cycling route on its southern boundary. The A47 connects with amongst others the B4666, Stoke Road, B4667, B4668 and B581 via either roundabout or signalised junctions.

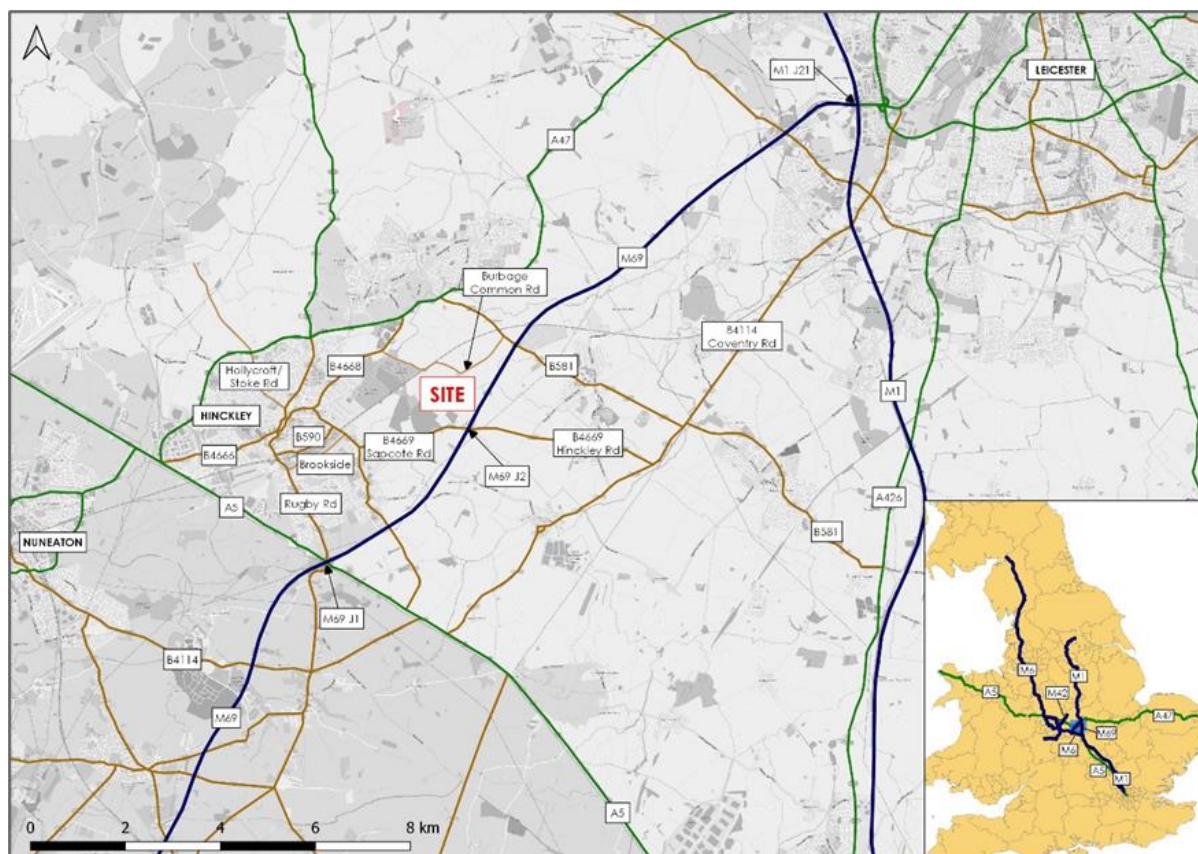
B4114 Coventry Road

- 2.22. The B4114 is an arterial road to the south of the site. It connects with the A5 to the west via a complex priority junction and to the east with the outskirts of Leicester and M1 Junction 21. This connects with the development site via a simple priority junction with the B4669.
- 2.23. The B4114 provides access to several villages along the route including Sharnford, Primethorpe, Croft, Littlethorpe and Narborough. The road is generally a single carriageway road except for a small section within the vicinity of the village of Croft, which widens to a dual carriageway with a central reservation. The speed limit along the road varies from 30 mph to the 70 mph national speed limit. There are no weight limit restrictions on the road with various lay-bys along the side of the carriageway.

Burbage Common Road

- 2.24. Burbage Common Road is a rural lane which links the B4668 and the B581 passing through the northern part of the site. The majority of the carriageway consists of a single-track lane (3m wide) with intermittent passing places. It is primarily fronted by open fields with the occasional residential property and Woodhouse farm butchery. It is unlit pedestrians/vehicles share the space.
- 2.25. On the northern boundary of the site, it passes over the Birmingham – Peterborough rail line via a railway bridge. It is proposed that as part of the development Burbage Common Road will be stopped-up within the site boundary. Access will be retained for existing properties but movements within the site will be restricted.
- 2.26. A detailed plan of the SRN and local highway network is shown in Figure 2.

Figure 2: Highway Network



Development Proposals

Main HNRFI Site Vehicular Access Infrastructure

- 2.27. The Main HNRFI site access is to be created directly onto the north-western side of M69 Junction 2, via a dual carriageway connecting to the junction and extending into the site.
- 2.28. M69 Junction 2 is a grade separated roundabout connecting the M69 motorway and the B4669 Hinckley Road.
- 2.29. M69 Junction 2 currently only has northern slip roads (northbound-on, southbound-off). Southern slip roads (southbound-on, northbound-off) are proposed which will make the junction 'all-movements'.
- 2.30. A new link road between M69 Junction 2 and the B4668 Leicester Road will be provided. The link road will be a dual carriageway along its southern section (between the M69 J2 gyratory and the main site access junction) and single carriageway along its northern section as it crosses the railway line emerging on the B4668 Leicester Road close to its junction with the A47 south of Barwell.
- 2.31. Burbage Common Road, a minor road which traverses the site east – west between the B4668 Leicester Road in the west and the B581 Station Road in the east will be closed for through traffic.

Main HNRFI Site layout and operation

- 2.32. The layout/operation of the Main HNRFI site is expected to set out the following principles:
- The access roads will be designed to adoptable standards in accordance with local guidance/standards (LCC Highways Design Guide/DMRB).
 - Pedestrian and cycling infrastructure will be provided adjacent to the internal highway network. This will include crossing facilities, as required.
 - Any ProW routes in and around the perimeter of the site will either be retained, diverted or extinguished as agreed.
 - Internal road junctions and visibility splays (at junctions and forward visibility) will be designed to ensure that they meet the required operational and safety standards.
 - The number of cul-de-sacs within the site will be limited. Where these are however necessary appropriate turning areas, minimising reversing manoeuvres, will be provided.
 - The suitability of the internal estate roads, servicing yards, turning heads and various access points will be checked by carrying out detailed swept path analysis of the internal site layout.

Parking

- 2.33. Car parking and parking for disabled users will be provided in accordance with requirements set out in Leicestershire County Council's Design Guide.
- 2.34. HGV parking will be provided on site in accordance with guidance set out in LCC's Design Guide, which requires one HGV space per 400sqm of either B2 (general industrial) or B8 (storage and distribution) floorspace. HGV parking for each unit will also be accompanied by appropriate welfare facilities.

- 2.35. **Table 2** The relevant parking guidance is subsequently set out in **Table 2**. However, it should be noted that LCC would assess the provision on a plot by plot basis.

Table 2: LCC Parking Guidance – B8 Warehousing

Cars (maximum)	Disabled	HGV's	Motorcycles	Bicycle	Electric Vehicles
One space for every 120sqm of B8 Warehousing (out of any town)	Six bays plus 2% of total parking spaces (when total over 200 spaces)	One lorry space for every 400sqm	One space, plus an additional space for every 10 car parking spaces.	One space per 400sqm	Not specified

- 2.36. The proposed development illustrative masterplan (plan reference 2.8) shows nine B8 units of different net plot areas that have parking in accordance with Leicestershire's Highway Design Guide parking standards.
- 2.37. In addition to the provision at the B8 element, the illustrative masterplan provides for 99 car spaces at the Railport, 11 car park spaces and 104 HGV spaces at the Lorry Park for the Rail Terminal and Development, plus 18 car park spaces associated with the security and amenity office.
- 2.38. However, the exact level of parking will be considered as part of future applications for approval of details further to the DCO requirements and will seek to accord to the relevant parking standards.

3. HNRFI HGV ROUTES

- 3.1. Following discussions with the Highway Authorities and review of both the Leicestershire Demand Management Plan² and the Warwickshire Freight Strategy as part of LTP43, the most appropriate HGV Routes for vehicles associated with the HNRFI have been identified using the Strategic and Major Road Network. Consequently, the following designation have been used for HNRFI:
- HNRFI Advisory HGV Routes – roads suitable for HNRFI HGVs routing via the primary highway network including the M69, M1, A5, M6, A47, M42, M40, M5 and A46.
 - HNRFI Prohibited HGV Routes – roads unsuitable for HNRFI HGVs routing through villages and towns identified in consultation with Leicestershire and Warwickshire and HNRFI HGVs should only route via these prohibited routes

² <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/12/21/Network-Management-Plan.pdf>

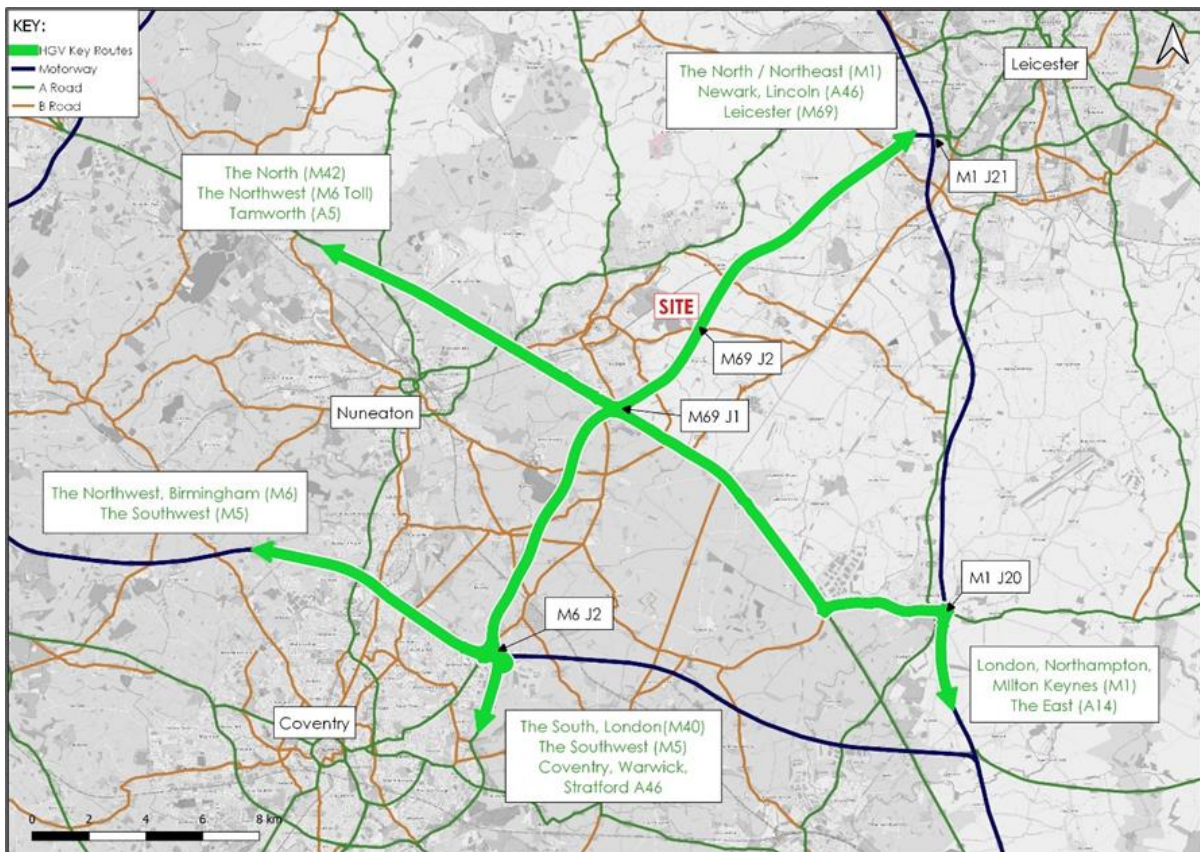
³ <https://democracy.warwickshire.gov.uk/documents/s31360/Appendix%20A%20-%20LTP4.pdf>

when either providing or receiving goods and services from premises in these areas for business purposes.

HNRFI Advisory Routes

- 3.2. The recommended “Advisory routes” for HGVs associated with the operation of the proposed development are set out as follows. These routes broadly follow the strategic road or the major road network which surrounds the site and are illustrated on Figure 3.
- 3.3. To / from “The North”:
- M69 north (J2), M1 north (J21)
- 3.4. To / from “The East”:
- M69 south (J2), A5 east (M69 J1), A4303, M1 south (J20), A14 (M1 J19)
- 3.5. To / from “The Southeast”:
- M69 south (J2), A5 east (M69 J1), A4303, M1 south (J20)
- 3.6. To / from “The South”:
- M69 south (J2), A46 south, M40 south (J15)
- 3.7. To / from “The Southwest”:
- M69 south (J2), M6 north (J2), M42 south (J4), M5 south; or
 - M69 south (J2), A46 south, M5 south (J9)
- 3.8. To / from “The Northwest”:
- M69 south (J2), M6 north (J2); or
 - M69 south (J2), A5 west (M69 J1), M6 Toll / M6 north.
 - A47 south, A5 west (alternative route to avoid low bridge).

Figure 3: HNRFI Key Advisory Routes



3.9. The Watling Street A5 bridge south of Dodwells roundabout currently has a height restriction of 4.6m, so occupiers should make drivers aware that any high sided HGVs are required to use the A47 should they be travelling to and from the Northwest via the A5 as per 3.8 above until such time as the works to lower the carriageway and height increased as outlined in section 6.2 to 6.4 below.

HNRFI Prohibited Routes

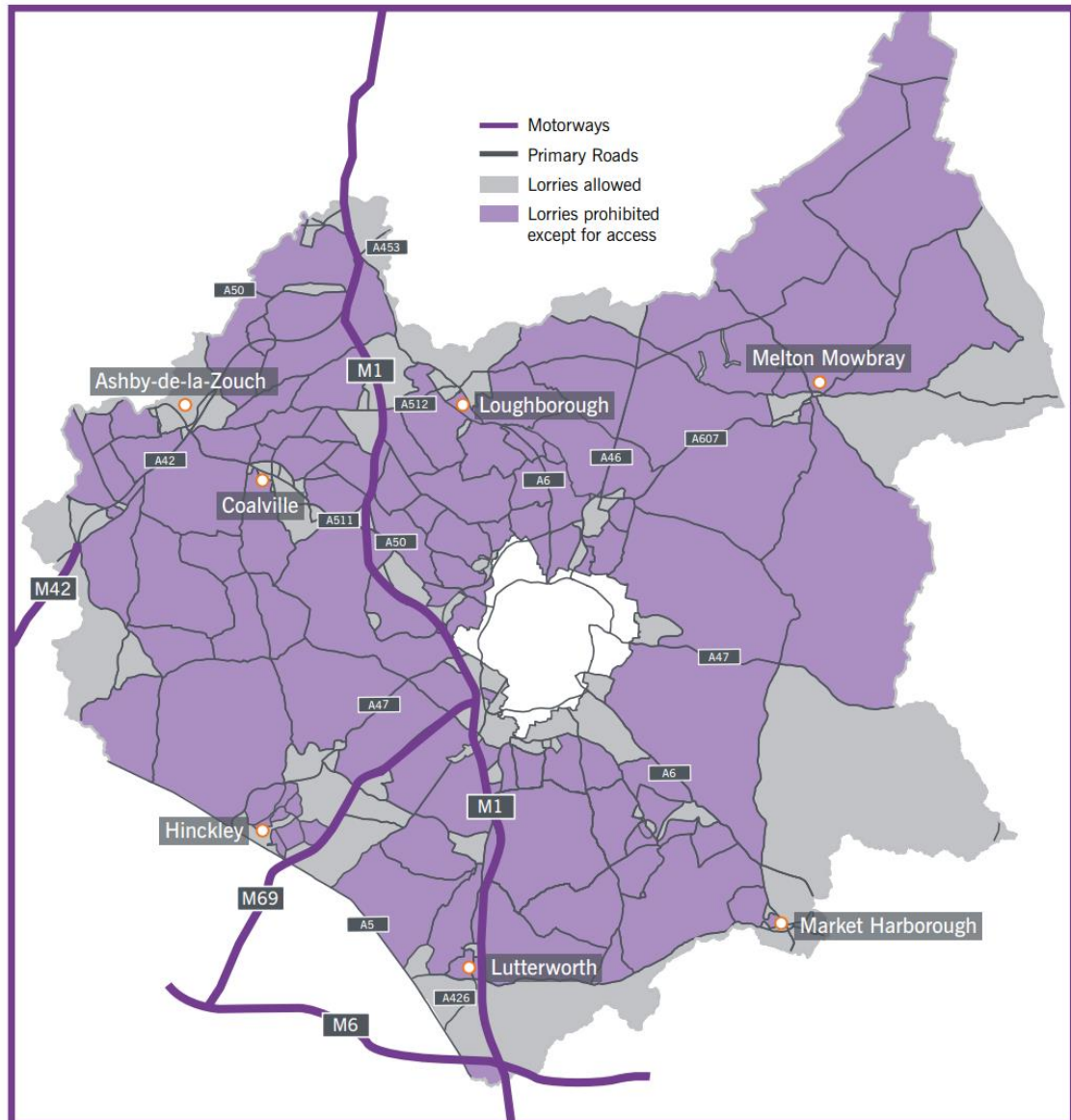
3.9-3.10. Whilst encouraging HGV traffic to use the strategic roads that surround the site, HGV traffic will ~~be prohibited~~ **be prohibited** from using local roads which route through sensitive settings such as local villages. Occupiers will be required to comply with this HGV Route Management Strategy and Plan within their occupational agreement.

3.10-3.11. The HNRFI Prohibited routes identified are below in paragraph 3.14 and shown on Figure 4 of this HGV Route Management Plan are either from the county wide weight restriction zones set out in Figure 5.1 (extract can be found below) in the

Management Plan 17.4: HGV Route Management Plan and Strategy

Leicestershire Network Management Plan⁴ and/or in discussions with WCC who identified villages to the south of the A5, that either experience or could experience problems from development traffic routing through those villages.

Figure 5.1- Indicative Lorry Restrictions in Leicestershire



3.11.3.12. However, in addition to the prohibited areas shown above in LCC's Figure 5.1,

⁴ <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/12/21/Network-Management-Plan.pdf>

the Applicant for the HNRFI has added routes through Sapcote, Elmesthorpe/Stoney Stanton, Hinckley and Barwell to the HNRFI Prohibited list. All HGVs arriving and departing from site will be prohibited from using the B4669, B4668 south of the HNRFI access roundabout and the B581 unless delivery is local. How this will be managed is set out further in this HGV Route Management Plan and Strategy.

3.12.3.13. This ensures that the HNRFI is consistent with LCC's Supporting Principle 5 within the Network Management Plan and minimises the impact of freight on communities and directs freight vehicles to use routes which are suitable for large or heavy vehicles, such as those which do not have height or environmental weight restrictions.

3.13.3.14. Local villages where this HNRFI HGV Route Management Strategy is aimed at are:

- Elmesthorpe;
- Stoney Stanton;
- Sapcote;
- Barwell;
- Primethorpe;
- Sutton in the Elms;
- Broughton Astley;
- Sharnford;
- Burbage;
- Wyken;
- Hinckley Town Centre;
- Pailton;
- Wolvey;
- Monks Kirby;
- Ansty;
- Shilton;
- Stretton-under-Fosse;
- Street Ashton; and

- Withybrook.

3.14.3.15. The “HNRFI Prohibited routes” are then set out as follows and are illustrated on Figure 4 and include the following.

To / from M1 J21 via:

- B4669 Sapcote, B4114 Narborough

To / from M1 J20 via:

- B581 Stoney Stanton, Primethorpe, Broughton Astley, A426 Lutterworth;
or
- B4669 Sapcote, B4114 Sharnford; or
- B4669, B578 Burbage

To / from A5 west via:

- B4668 and B4669 towards Hinckley, All routes through Hinckley and Burbage

To / from Leicester via:

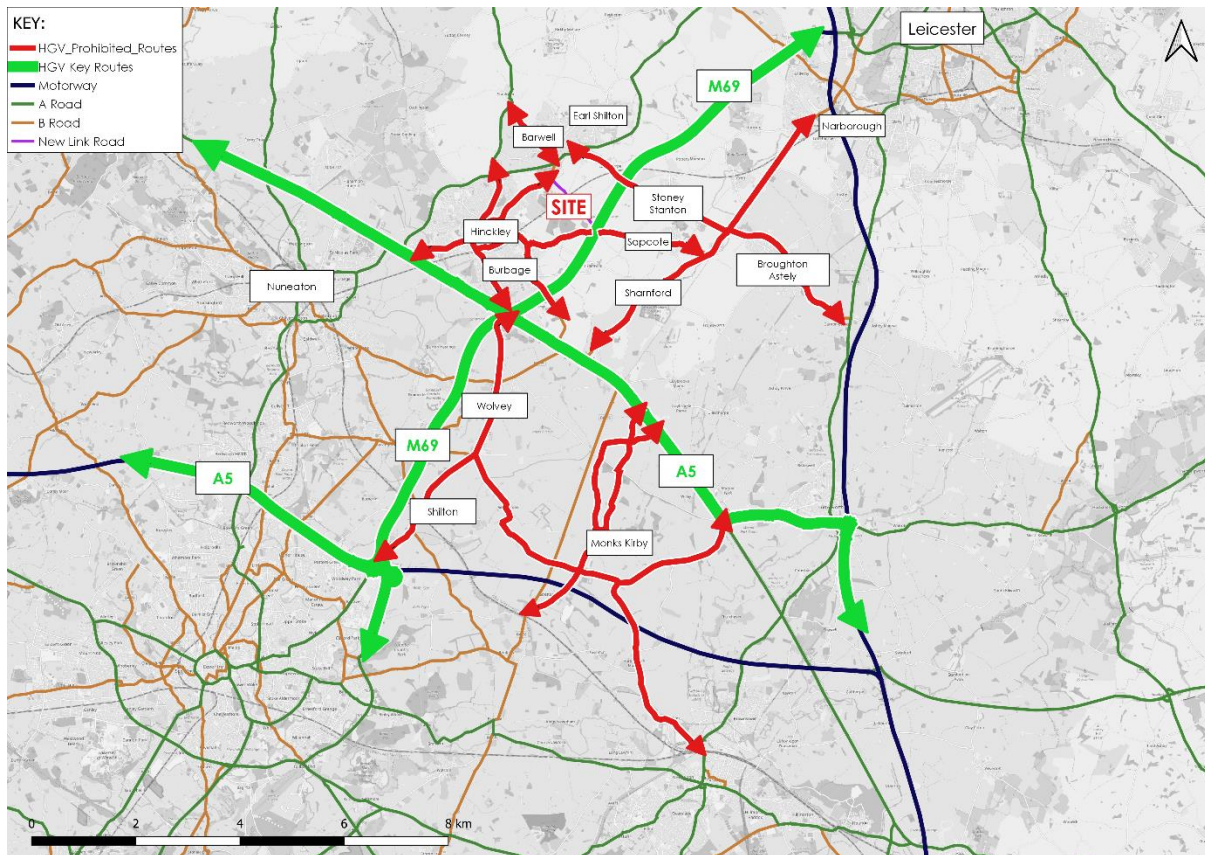
- B581 Stoney Stanton, B4114 Narborough; or
- B4669 Sapcote, B4114 Narborough

Stapleton Lane already has a weight restriction in place, so HGVs cannot use the Common/Chapel Street to route through to the A447.

Also, the following routes through these Warwickshire villages:

- The B4065 through Ansty and Shilton;
- The ~~B4108~~B4109 and B4065 through Wolvey;
- The B4112 through Withybrook and Street Ashton;
- Unclassified Road through Monks Kirby (north of B4112);
- ~~B4207~~B4027 through Pailton and Stretton-under-Fosse; and
- B4112 through Pailton.

Figure 4: Prohibited and Key Advisory HGV Routes



Diversion Routes

3.15-3.16. In case of an incident on the Strategic Road Network, there is an emergency plan in place which includes alternative routes to/from the Main HNRFI site. The coordination of information will be the Site Management Company’s responsibility in accordance with the HNRFI Strategic Road Network Incident Plan (Document Ref 17.8.1 Hinckley NRFI Strategic Road Network Incident Plan).

3.16-3.17. This Incident Plan will be provided to occupiers, the plan sets out alternative appropriate Major Route Network routes to and from the HNRFI should incidents occur on the M69.

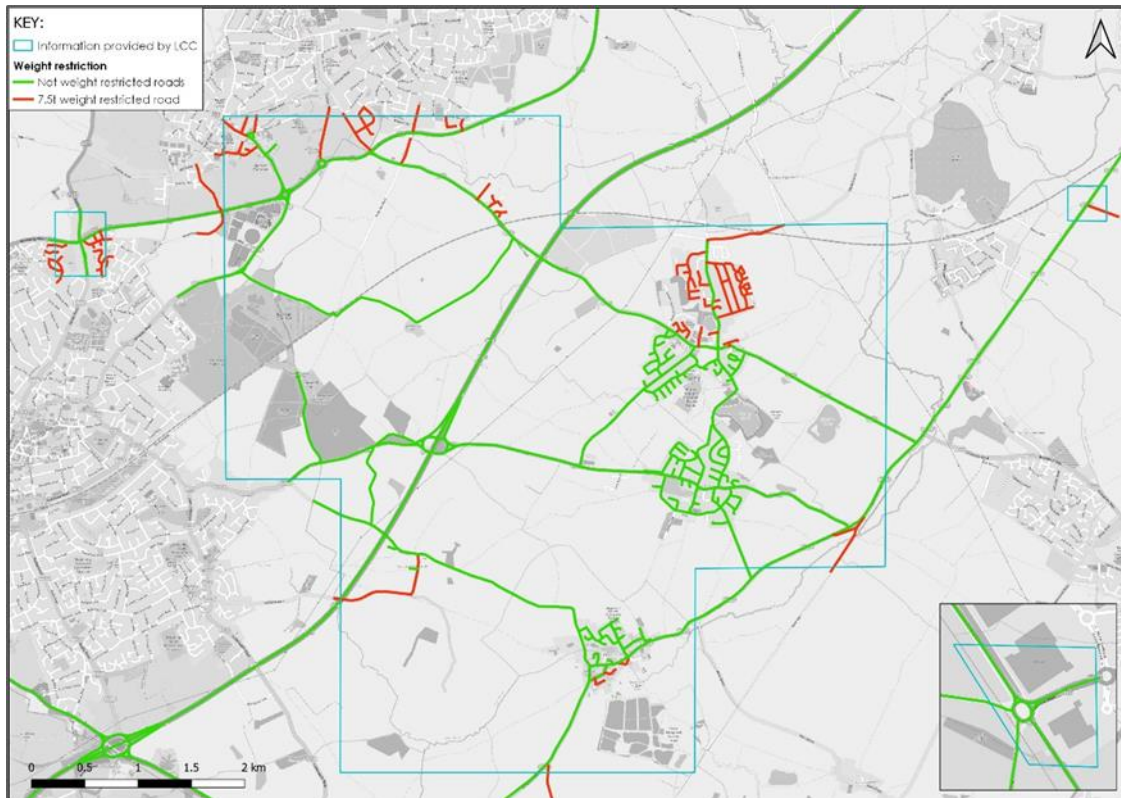
Existing Local HGV Weight Restrictions

3.17-3.18. LCC provided information about the current weight restriction within the area. Figure 5 indicates existing restrictions around the HNRFI site, on the whole these are advisory, though 7.5t weight limits are present at:

- Huncote Road (to the north of Stoney Stanton);
- Local roads in Stoney Stanton;

- Local roads in Barwell and Earl Shilton including Leicester Road and Station Road.

Figure 5: Existing Local HGV Weight Restrictions



4. ON SITE MANAGEMENT MEASURES

4.1. There are a number of committed on-site measures, outlined in this section, that will be implemented by occupiers to assist in the operation of the facility. The measures below are common to sites across the Midlands and have been implemented at other Rail Freight Interchanges (RFIs)

Vehicle Booking System

4.2. Occupational agreements will include a requirement for the occupier to operate an electronic vehicle booking system (VBS) as part of the supply chain management process. This type of system ensures that arrivals and departures from the site are planned as far as possible to ensure inbound and outbound trips are correctly sequenced. The VBS avoids unnecessary congestion or overloading of loading bays on the site.

4.3. The system is operated through a web-based application with hauliers given time slots. Arrivals outside of these slots are rejected. This subsequently improves driver efficiency and the management of journey destination.

- 4.4. VBS has been proven to flatten arrival and departure peaks which can have an additional positive effect on the surrounding external highway network.
- 4.5. Other advantages include reductions in site turnaround times, as queuing is minimised for loading and unloading and the effective management of LGVs providing services to the site, such as office suppliers and catering.

Driver Welfare Facilities

- 4.6. Free driver welfare facilities on site are to be provided for HGV drivers and hauliers that are based on the site. Further details to be submitted under Requirement 4 of DCO (Document Reference 3.1D). They will not be available for general HGV drivers and will be controlled by the Site Management Company or for facilities contained within individual buildings on the development, controlled by occupiers. Facilities will include:
- Provision of toilets;
 - Rest areas including facilities for heating/cooling food and vending machines; and
 - Electric power points for recharging electric devices.

Early Arrival Bays

- 4.7. To complement the implementation of a VBS system, early arrival bays will be required for hauliers who arrive ahead of their designated slot. Further details to be submitted under Requirement 4 of DCO (Document Reference 3.1D). These will be allocated within the demise of each unit and accessed/egressed in a forward gear, with turning areas if necessary to avoid impact on estate or adopted roads.
- 4.8. Whilst high levels of HGV parking will be provided within each plot, it is acknowledged that vehicles can sometimes be refused entry to service yards if they arrive particularly early. Therefore, the lorry park will provide a managed facility of 104 HGV spaces for these vehicles to wait until the service yard is ready to receive them. This is 11% of the expected on-plot parking provision required under LCC HGV parking guidance.

Restricted Parking

- 4.9. The link road between Junction 2 of M69 and the B4668 will be a public highway and it will be made a designated clearway through a specific Traffic Regulation Order. This means that no waiting will be permitted on verges or footways at any time.
- 4.10. Along the other Site access roads appropriate parking controls such as double yellow lines will be put in place to prevent indiscriminate lorry parking. These roads will be patrolled by the Site Management Company (which can be secured through DCO Requirement 4 (Document Reference 3.1D) as the detailed design is developed) and

enforcement action will be taken against vehicles if necessary.

Control of HGVs on Site and Parking Facilities

- 4.11. Unforeseen closures or disruption on the strategic road network can present significant problems for large distribution sites. Without proper management, HGVs from such sites can create further delay and congestion on alternative routes.
- 4.12. When such incidents do occur, the Site Management Company, following notification, will inform occupiers where possible to remain on-site, using spare capacity for temporary layover in unit demises or the lorry park while congestion on the external network clears. This is particularly important given the sensitivity of local routes around the HNRFI site, such as the B581, B4669 and the B4668.
- 4.13. Although internet apps and radio stations supply general information, site specific measures can be sent to HNRFI operators. Such notifications would be coordinated through a site wide VRM (Vehicle Route Management) system linked to National Highways information website and updates from the police. Planned road closures and Rail possessions/delays will be communicated by the site wide Travel Plan Co-ordinator (TPC) or Site Management Company to all occupiers on site and to allow updates and input to each of their own specific VRM system.
- 4.14. In addition to planned closures, this plan will address any possible delays affecting HGV arrivals due to interruption to rail services at the intermodal terminal. This possibility and any consequential delays are likely to be rare as it would mean that there is either an unplanned short-term closure of the Felixstowe to Nuneaton line with consequential delays to freight trains.
- 4.15. For short term closures it would mean that deliveries from the intermodal terminal are delayed for a short period with slightly greater internal movements between the terminal and warehouses once services are resumed. If necessary, vehicles from the intermodal terminal can remain within either the terminal stacking areas or the HGV parking area and will be encouraged to do so during such incidents. The site wide TPC will monitor HGV movement from the terminal during this period to ensure that HGV's can remain within this part of the Site until their goods / containers are able to be dealt with at the relevant warehouse.
- 4.16. Unplanned disruption to the intermodal terminal will result in delays to arriving and departing containers. HGVs arriving on site for pick up will be notified ahead of arrival to delay entry to the site or will be controlled within the site by the operators and the Site Management Company.
- 4.17. Longer term disruption will be managed by the site wide TPC in conjunction with the operators. This will be to ensure temporary alternative access arrangements do not compromise the existing demand for booking systems and a workable contingency plan is in place.

5. ADDITIONAL POTENTIAL MANAGEMENT MEASURES ON SITE

Back Loading

- 5.1. Reasonable endeavours should be taken by occupiers where possible to back load.
- 5.2. Back-loading is the practice of making use of spare capacity on both legs of a delivery journey. It makes more efficient use of valuable resources, such as fuel and driver time, by finding loads that need to be shipped between similar areas as those visited by the vehicle.
- 5.3. The practice is common amongst hauliers and helps to improve fuel efficiency, increased vehicle and driver utilisation and reduced additional vehicle journeys.

6. HGV ROUTE MANAGEMENT STRATEGY

- 6.1. It is intended that the Route Management process will encompass a similar approach to that previously adopted in Warwickshire for the Redditch Gateway Development which offers an ANPR system with a monitor and manage process managed by the Site Management Company liaising with the HGV Strategy Steering Group, which includes Local Planning and Highway Authorities, through the use of HNRFI HGV Review reports. These reports will be issued quarterly for the first year of ~~for~~ occupation and annually thereafter for the duration of the HGV Strategy Steering Group. Reports will be forwarded to Parish Councils if there is a breach in their Parish and Sapcote Parish Council for data on average HGV figures through their Parish.
- 6.2. It is noted that the installation and maintenance of the ANPR systems will be the Applicant's responsibility.

Low Bridge Risk

- 6.3. As described above, there is a low bridge on the A5 approximately 2 miles to the west of M69 J1.
- 6.4. Occupiers of the development using vehicles above 4.6m in height will be advised to avoid the bridge and use an alternative route (which would be a choice of the A47 or the M69, M6 and M42) by the TPC. The mechanism for occupiers is covered by the requirement to agree and implement the HNRFI HGV Route Management Plan and Strategy as part of their occupational agreements (Commitment 9 in Table 1) and reminders will be sent out periodically to occupiers of the prohibited routes, the advisory routes including the alternative route for high sided vehicles wishing to go/come from and to the northwest via the A5 avoiding the low bridge. until such time the works have been completed at the bridge.
- 6.5. Padge Hall Farm planning application (Rugby Borough Council Planning ref: R21/0985, Nuneaton & Bedworth Borough Council planning ref: 038340 Hinkley & Bosworth Borough Council planning Ref:21/01191/HYB) has received consent as reported by LCC, NH and WCC Highway officers. As part of these proposals there is a

scheme to increase the clearance height to 5.1 metres by lowering the road levels. When this work is completed, the advice above will no longer be required.

Occupiers and HNRFI Site Management Company Responsibilities

6.6. Each occupier will have the following measures built into their occupational agreements :

- All occupiers to agree and implement the HGV Route Management Plan and Strategy;
- Provide a series of information points and/or measures to encourage HGVs to utilise the identified Advisory routes; and
- Occupiers monitor HGV movement patterns and introduce constructive dialogue with persistent offenders to understand why these non-compliant movements are occurring.
- Occupiers and operators are required to make available for local planning authorities, should it be requested from the Site Management Company or Site Wide TPC, vehicle route plans, written policy, maps, driver training, briefings or pre-programmed navigation systems to ensure the drivers are aware of the specified routes, the circumstances (if any) of deviating from the route and the resulting consequences of not adhering to the route.
- There is Occupiers are also a requirement required to provide clear evidence that any deviations if a mitigation circumstance is lodged following a breach being notified by the Site Wide Travel Plan Coordinator as set out in 6.41 to 6.44 and obligation 9 of Table 1.

6.7. A mitigation circumstance includes:

- When either providing or receiving goods and services from the premises in these areas for business purposes; or
- A road closure (planned or incidental) results in no alternative and suitable diversion route as notified to being available at the occupier are addressed by the occupier time.

6.7.6.8. The Main HNRFI Site Management Company through the TPC will provide:

- A reporting system to support the enforcement of the HNRFI HGV Route Management Strategy.
- This HGV Route Management Strategy will support any statutory traffic enforcement measures, such as traffic regulation orders that limit vehicle type

use on particular or sensitive roads if required.

- The HGV Route Management Strategy will be managed through the Site Management Company with the TPC. The structure of the HGV Route Management Strategy is flexible so it can be adapted over time.

Encouragement Measures

~~6.8.6.9.~~ HGVs will be directed to use the identified advisory routes. The following ~~encouragement~~ measures ~~would~~will be coordinated by the development TPC:

- An information campaign by Tritax Symmetry, identifying the HNRFI Prohibited routes to / from the site. It will make clear ~~any potential~~the penalty and enforcement measures applied, so that occupiers will make their drivers aware to avoid these routes.
- Providing route information leaflets to HGV drivers, to guide them to use the ~~desirable~~advisory routes to / from the site.
- There will be an Automatic Number Plate Recognition (ANPR) system at the Site Access and within the Site as part of the monitoring HGV Route Management Strategy.
- A regular process of engagement and liaison with occupiers, to understand the origin / destination of HGV traffic.

~~6.9.6.10.~~ Reasonable endeavours will be used to encourage occupiers and fleet operators to sign up to the Fleet Operator Recognition Scheme (FORS) or the Construction Logistics and Community Safety (CLOCS) programme. Both make it a requirement to ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all principal contractors and drivers and that these routes are to be used at all times.

~~6.10.6.11.~~ Warehouse Occupiers will be asked to make reasonable endeavours to maximise the use of Euro VI compliant HGVs and or ultra-low emission vehicles within fleets operated by them that access the HNRFI.

ANPR Implementation

~~6.11.6.12.~~ Statutory Public consultation in January 2022 and subsequent conversations with the Transport Working Group were clear that any system used to monitor the HNRFI HGV Route Management Plan and Strategy needed to be comprehensive and effective. Therefore, it is proposed to implement an Automatic Number Plate Recognition (ANPR) and Vehicle Classification System. A similar system has recently been successfully operating for the last two years at Redditch Gateway.

~~6.12.6.13.~~ The ANPR and Vehicle Classification System uses two cameras in a single housing unit mounted on a typical traffic signage post. The two cameras fulfil the

Management Plan 17.4: HGV Route Management Plan and Strategy

following functions:

- An ANPR camera records the registration plate of passing vehicles.
- A context camera takes an image of the whole vehicle.

~~6.13~~6.14. Once a registration plate is matched by the ANPR camera, it triggers interrogation of the corresponding context images. The system then uses a neural network (similar to facial recognition technology) to classify the vehicle into the following categories based on specific characteristics:

- Car/car derived vans.
- LGV to 7.5T/ mini bus.
- HGV.
- Bus/coach.
- Motorbike (rear-view only).

~~6.14~~6.15. Whilst the context image provides sufficient information for the neural network to classify the vehicle, it is rarely of adequate clarity to enable the driver to be identified. Consequently, the objective of the system will be to provide a link between an HGV that travels via a HNRFI Prohibited HGV Route and a particular occupier, rather than a driver.

~~6.15~~6.16. The system is 95% accurate; records vehicles travelling in both directions 24/7 and works equally well during both day and night. The specification of the system is Home Office Type Approved and has been deployed in other areas in the Midlands.

ANPR Camera Locations

~~6.16~~6.17. The HNRFI is likely to be occupied by several occupiers when complete and there will be a need to distinguish between the HGVs for each occupiers operation. Consequently, ANPR cameras will be located on site-maintained infrastructure, so that HGVs entering/exiting each individual occupiers demise and the rail freight terminal can be adequately recorded. This will be either be at the entrances to individual service yards, or on the boundary of private access roads. As the development layout is indicative, the final location of these on-development ANPR cameras cannot be specified precisely at this stage, and will be subject to agreement in the submission of detailed design for the individual units.

~~6.17~~6.18. The HNRFI Prohibited HGV Routes identified include the B4669 through Sapcote, B581 through Stoney Stanton/Elmesthorpe, The Common/Chapel Street/Stapleton Lane through Barwell, B4668 through Hinckley, B4669 through Hinckley and Burbage, B4065 through Ansty and Shilton, ~~B4108~~B4109 and B4065 through Wolvey, B4112 through Withybrook and Street Ashton, unclassified road

through Monks Kirby (north of B4112), ~~B4027~~B4207 through Pailton and Stretton-under-Fosse and the B4112 through Pailton. Any further routes will be agreed with Leicestershire County Council and Warwickshire County Council.

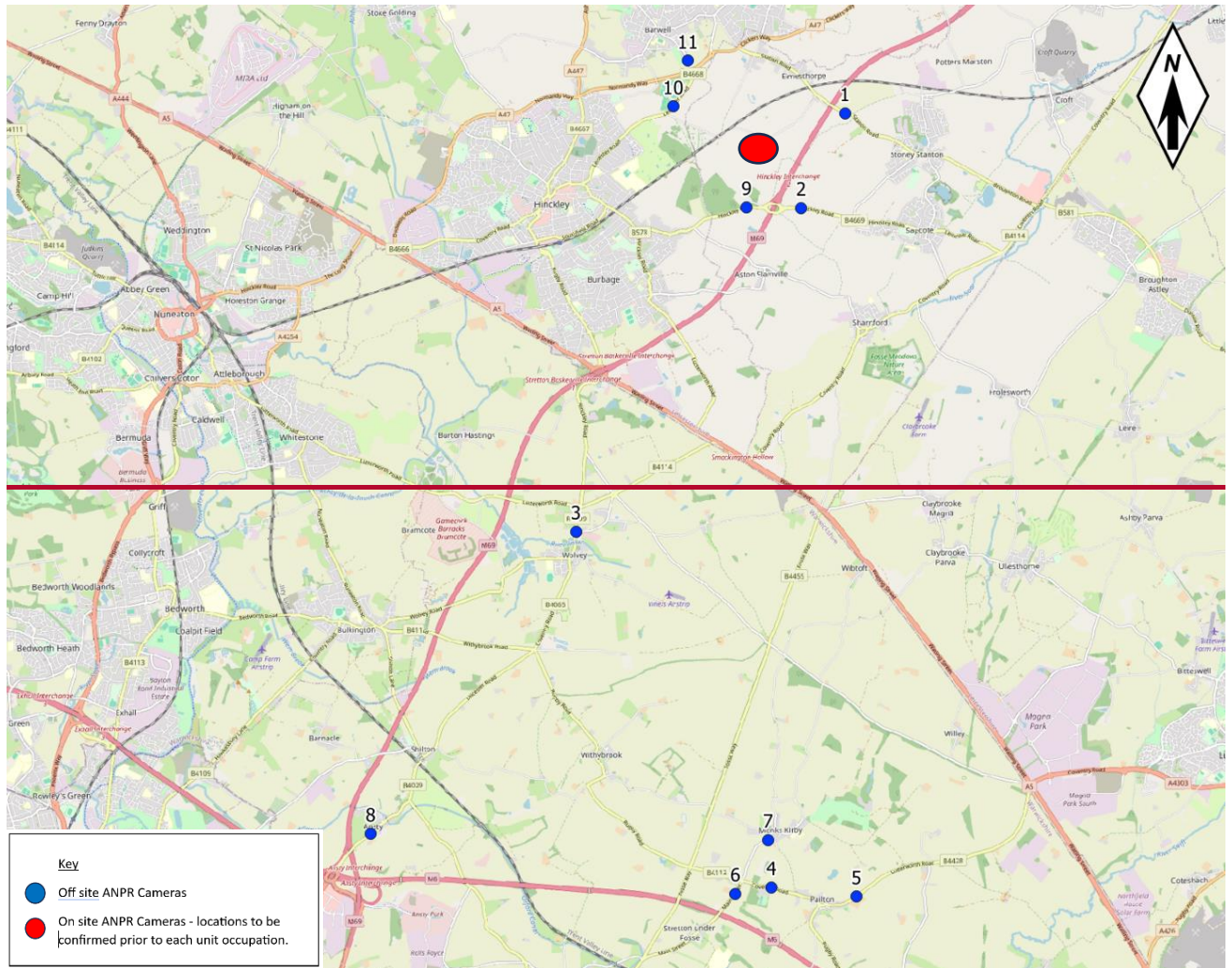
~~6.18~~6.19. It is proposed that an ANPR camera should be located to the west of Stoney Stanton on the B581 west of Stanton Lane and another to the east of M69 J2 on the B4669 Hinckley Road to identify any HNRFI HGVs that have routed through Sapcote. Further cameras will be placed on the B4668 to the west of the site access roundabout on the B4668, on The Common to the north of the A47 and on the B4669 to the east of M69 J2.

~~6.19~~6.20. To address concerns within the Warwickshire County area, ANPR cameras are proposed on the B4109 immediately north of the village of Wolvey; either side of Pailton on the B4112, south of Monks Kirby and north of Stretton Under Fosse to identify HNRFI HGVs routing through Pailton, Monks Kirby and Stretton Under Fosse and a final camera will be south of Ansty- ~~on the B4065~~.

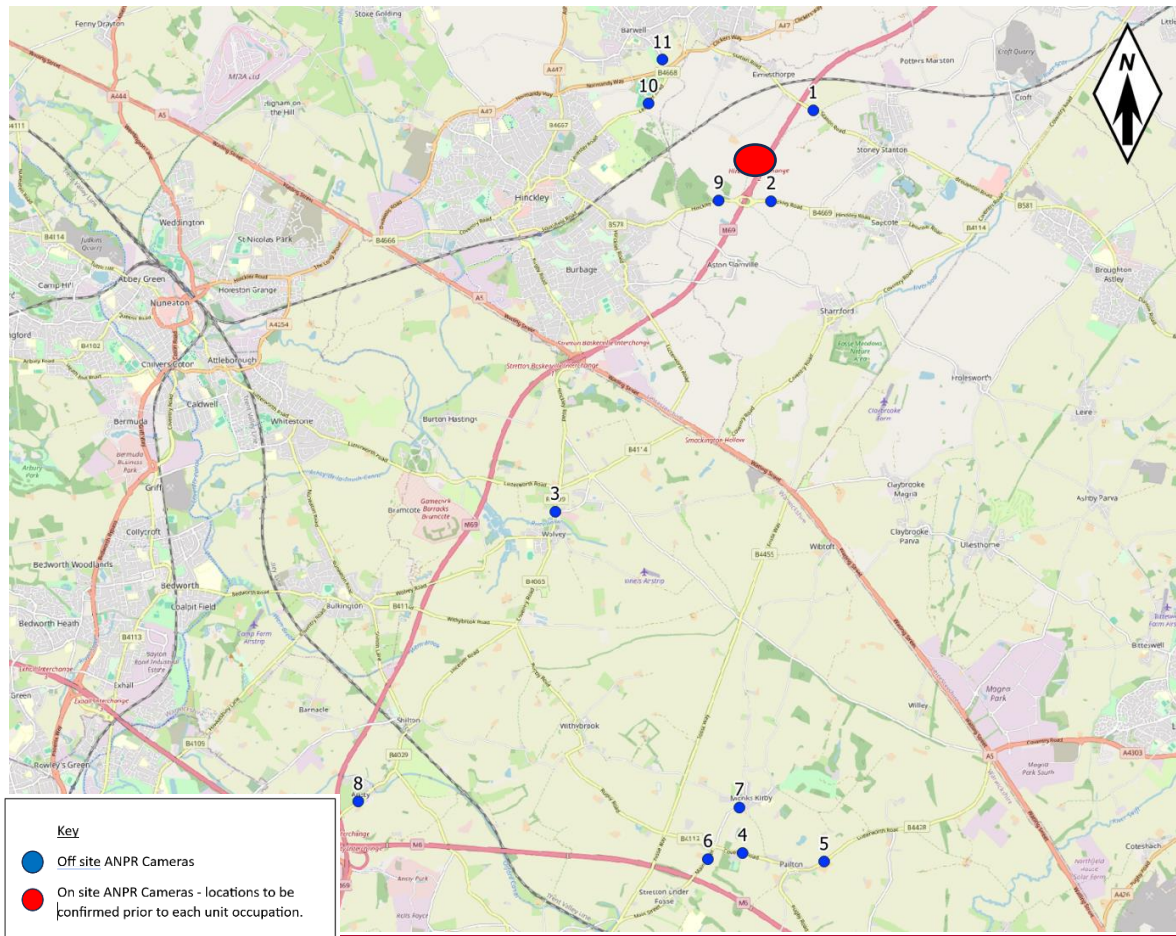
~~6.20~~6.21. The ANPR cameras will need to be situated in public highway and the details of their implementation (precise location, power supply, signage etc) will be subject to approval by Leicestershire and Warwickshire County Councils and consultation with relevant Parish Councils through details to be submitted to the LPA for Requirement 18. The indicative positions are included within **Appendix 1** and an overview of the locations shown in **Figure 6** below.

Figure 6: Proposed ANPR Camera Locations

Management Plan 17.4: HGV Route Management Plan and Strategy



Management Plan 17.4: HGV Route Management Plan and Strategy



6.21-6.22. The ANPR system will be implemented and operational prior to the first occupation of HNRFI. The system will be subject to a fully comprehensive maintenance agreement with the suppliers, including remote support; preventative site maintenance visits and reactive engineer call-outs to rectify faults. The maintenance agreement provides a 48-hour response time for reactive call-outs.

Monitoring

6.22-6.23. The system will compare all number plates of vehicles from the seven eleven off-site ANPR cameras with those at each HGV entrance to HNRFI ~~occupiers demise~~ (including the rail freight terminal). When a number plate has been identified at both a HNRFI HGV entrance and any off-site camera ANPR location, the corresponding context images will be compared, and the system will classify the vehicle. Should the vehicle be classified as a HGV, a notifiable match will have been made and a HGV associated with a occupiers operations will have been deemed to have used a HNRFI Prohibited HGV Route.

6.23-6.24. Type of vehicles that the system will classify as HGVs by the ANPR system and would therefore be highlighted as a match if found to be travelling on a HNRFI HGV Prohibited Route. These vehicles will include:

- Class 1 HGVs (OGV2) - large articulated and rigid vehicles with four or more axles.

- Class 2 HGVs (OGV1) - rigid vehicles over 7.5T with two or more axles.

6.24-6.25. Evidence of an HGV match will be automatically encrypted and sent via wireless virtual private network (VPN) to a designated email address of a nominated individual working on behalf of the Site Management Company. Thereby, providing immediate notification and evidence of a potential breach.

6.25-6.26. Consequently, the ANPR system will provide the comprehensive and efficient monitoring sought by the TWG and raised by members of the public and Parish Councils during consultation.

6.26-6.27. The system is closed and does not reference DVLA or other databases. Consequently, it does not identify drivers or registered keepers and stores no information on non-matched vehicles. Whilst it would be a private system operated by the Site Management Company, Leicestershire Police could access the camera to assist with criminal investigations or tracking stolen vehicles, subject to legal agreement.

6.27-6.28. In addition to the local Planning and Highway Authorities, the parish councils of Sapcote, Stoney Stanton, Wolvey and Pailton will also be provided with the contact details of the nominated individual working on behalf of the Site Management Company- who will be the TPCSWTPC to enable specific concerns to be raised and investigated. The contact details for this nominated individual will be displayed on the HNRFI website and a link will be distributed to the above parties to display on their websites should they choose, to enable any concerns to be raised directly with the TPC.

6.28-6.29. In addition to the monitoring of HGVs to and from the development, overall HGV traffic will be measured on the B581 through Stoney Stanton and the B4669 through Sapcote using the ANPR cameras. Data will be collected on a quarterly basis and reported to the HGV Strategy Steering Group quarterly for the first year of occupation and annually thereafter for the duration of the HGV Strategy Steering Group.

6.29-6.30. The Applicant will either (i) manage a fund of £200,000 to or (ii) if requested by Leicestershire County Council, pay for a fund the sum of £200,000 to Leicestershire County Council (which is secured by planning obligation), which is to be used towards additional measures that the HGV Strategy Steering Group considers necessary to further discourage HGVs routing via any of the prohibited routes with appropriate measures such as strategic signage/Traffic Regulation Orders or route specific interventions such as those suggested in Table 3. Examples of possible interventions are provided in Appendix 2. This fund would be topped up on an annual basis with in addition to the Any occupier fines collected for breaching the HGV Route Management Plan and Strategy. Additionally, the Applicant will increase the fund, if such increases are agreed by all members of the HGV Strategy Steering Group (or between Leicestershire County Council and the Applicant following the expiration of the HGV Strategy Steering Group meetings) from the date of the first HGV Strategy

Steering Group meeting until the date which is 5 years from the date of first occupation of the final unit on the Development. Any fines or increases to the fund will either (i) be transferred to the holding account set up by the Applicant or (ii) paid directly to Leicestershire County Council (pursuant to the planning obligation).

~~6.30-6.31.~~ In the event that the Applicant is to administer the fund, the Applicant will place £200,000 in a holding account. In the event ~~of that~~ the HGV Strategy Steering Group agrees that additional measures are necessary, the Applicant will enter into a s278 agreement with the relevant highway authority and draw down funds from the holding account to cover the cost of the additional measures- or, if the fund is paid directly to Leicestershire County Council, the fund can be utilised by the Council to secure the agreed additional measures.

Potential Further Traffic Management Measures

~~6.31-6.32.~~ In the absence of any LCC guidance on the reduction of traffic in villages, the applicant has utilised the Traffic in Villages Toolkit (promoted by Dorset County Council) whose approach has been accepted by Warwickshire County Council in relation to the Coventry Giga-factory scheme. The toolkit aims to preserve and enhance the character of rural communities through the use of design led initiatives to increase driver awareness, reduce vehicle speeds and increase journey times to make through routes less desirable. ~~The applicant has produced a technical note in support of this approach which has resulted in the inclusion of~~ Table 3 below of potential highlights some example measures. This can that the fund described above could be ~~shared~~ utilised for. These measures would be subject to agreement with the Local authority for comment. Highway Authorities and in consultation with the Parish Councils.

~~6.32-6.33.~~ In addition to the ~~proposed measures in Sapcote implemented as part of the HNRFI highway works, a number of other potential measures could be introduced by the Local Highway Authority, in consultation with the Parish Council in future. These include, but are not limited to those listed below:~~

Table 3 Potential Future Mitigation Example of additional Measures in Sapcote

Description of Mitigation Measure	Assessment of Suitability
Additional gateway features on approach to <u>village/villages</u>	There are currently <u>existing</u> gateway features on the eastbound approach to Sapcote <u>for example</u> . Similar features could be implemented where appropriate elsewhere in the village .
Additional B4669 crossing facilities	There are a large number of existing controlled and uncontrolled crossing points along the length of the B4669 within the village which adequately cater for the desire lines within the village, although introduction of future crossing points or upgrading of uncontrolled points to zebra crossings as demand requires would reduce vehicle speeds and enhance the pedestrian experience.
Introduction of raised tables and shared areas at junctions and crossings	This is an effective way to reduce vehicle speeds and increase driver awareness of surroundings. These could be implemented at existing crossings or provided

Description of Mitigation Measure	Assessment of Suitability
	at junctions in order to promote a pedestrian friendly environment and reduce the vehicle dominated feel of the B4669.
Carriageway narrowing and single file sections	Implementation of narrower sections of carriageway can reduce vehicle speeds and improve the environment for pedestrians wishing to cross. There are various sections of narrow carriageway within the village already, but Existing crossings with central refuges could be replaced with single file sections to reduce the overall crossing length and require through traffic to give way.
Formal reduction of speed limit to 20mph through village	While this could be an effective measure to increase journey times, it lacks any benefit to the pedestrian environment that many of the other measures deliver. Implementation of other design led measures reduce vehicle speeds without any formal enforcement and also provide betterment to the users of the village through improved facilities.
Introduction of alternative surface treatments along B4669	The use of block paved strips, contrasting coloured asphalt, centre line removal and median strips promote driver awareness and can reduce vehicle speeds and could be implemented at strategic points throughout the village.

Management of Monitoring

Introduction

~~6.33.~~6.34. The main objectives of the management proposals are to provide local authorities with sufficient information to:

- Establish the level of ANPR notifications being received;
- Identify which occupiers ~~may be breaching the routes and why~~ have breached the routes and if mitigation circumstances lodged and/or if penalty charge notices (PCN) issued for fines; and
- Provide evidence to enable enforcement action to be taken should it be required.

~~6.34.~~6.35. Compliance with the HGV Route Management Plan and Strategy will also be managed through a private management framework secured through occupational agreements. For the avoidance of doubt, all reference to occupiers in this document relate to corporate bodies and not individuals.

Private Management Framework

~~6.35.~~6.36. The need to adhere to this HGV Route Management Plan and Strategy (and any revisions) will be a requirement of the occupancy agreements along with the requirement for promotion to logistics companies, drivers and other relevant staff servicing the occupier. A suitable occupier representative will also be required to liaise on HGV routing matters. Therefore, all occupiers will be aware of the need to adhere to the HGV Route Management Plan prior to occupying the site.

~~6.36.~~6.37. The Estate Management Charge for the HNRFI will include the cost of operating and managing the ANPR monitoring system, as well as the TPC's costs for

dealing with any notifications. Initially, costs will be shared proportionally across the various occupiers.

Site Wide Travel Plan Co-ordinator

~~6.37-6.38.~~ A Site Wide Travel Plan is required at the HNRFI to encourage sustainable travel to and from the site by employees, visitors and goods. The Site Wide Travel Plan will be managed by a Site-Wide TPC, appointed by the Site Management Company to liaise with occupiers and the local authorities to implement, manage, monitor, review and operate the Travel Plan.

~~6.38-6.39.~~ For efficiency and to provide clear accountability, it is proposed to include the management of the HGV Route Management Plan and Strategy within the Site Wide Travel Plan process. Consequently, the Site-Wide TPC will be the nominated individual working on behalf of the Site Management Company in regards the HGV Route Management Plan.

Notification Management

~~6.39-6.40.~~ The Site Wide TPC will receive all automatic notifications from the ANPR system and investigate ~~any potential~~all routing breaches on behalf of the Site Management Company. The notifications will include photographic evidence of the vehicle, along with the time and location of the triggered camera. Where necessary, all photographic evidence sent to the occupier will be redacted to avoid identification of the driver, or other individuals that may have been captured by the camera.

~~6.40-6.41.~~ The ANPR system will enable the Site Wide TPC to identify the occupier responsible for the notified HGV. The occupier will be contacted as soon as possible within a target response time of 2 ~~working days~~weekdays and given ~~10 working 14~~ days to logde a mitigation circumstance and provide an evidenced explanation of why the HGV was travelling via a HNRFI Prohibited HGV Route.

~~6.42.~~ A mitigation circumstance includes-is defined as:

- When either providing or receiving goods and services from premises in these areas for business purposes; or
- A road closure (planned or incidental) results in no alternative and suitable diversion route being available at the time.

~~6.41-6.43.~~ Such evidence might include documentation to prove delivery within the immediate area which would make avoiding the route unreasonable, or details of Motorway and local road closures/diversion etc. In terms of the latter, the Site Wide TPC will scrutinise the availability of alternative, less sensitive routes at the time of diversion to establish whether the circumstances made it unreasonable to expect the driver to avoid the Prohibited HGV Route.

~~6.44.~~ Should ~~no~~the Site Wide TPC consider the evidence not satisfactory ~~explanation or if~~

no evidence be forthcoming, the Site-Wide TPC will inform the occupier that it is operating in contravention of the HGV Route Management Plan and Strategy, thereby breaching the terms of their occupational agreement and ~~that a management intervention is required.~~ a penalty charge notice issued to the occupier who will have 28 days from the date of issue to pay the fine or lodge an appeal with further evidence of a mitigation circumstance for further consideration. After the 28 days pass, no further appeals will be accepted.

6.42-6.45. The name of the occupier responsible; the date and time of the breach; details of the vehicle and the redacted photographic evidence of the breach will be provided via the HNRFI HGV Review report to the HGV Steering Group and a summary of mitigation circumstances raised and fines issued.

Public Planning Enforcement

6.43-6.46. Under section 169(3) and (4) of the Planning Act 2008, Blaby District Council has the power to take Enforcement Action against any landowner, occupier or other person (s)/company responsible or with an interest in a breach of requirement 18 in the HGV Route Management Strategy. The tools available are set out in the Council's Local Enforcement Plan and any enforcement investigations will follow the process set out in this Local Enforcement Plan.

6.44-6.47. With respect to the availability of Blaby District Council's statutory enforcement powers, Blaby District Council is the enforcing authority under the Schedule 2 Requirements. If it is not satisfied that the measures contained in the HGV Route Management Strategy are being complied with, including failure on the part of the undertaker to enforce management interventions and failure to adopt new measures proposed by the HGV Strategy Steering Group, Blaby District Council (if it is satisfied that there is a sufficient public interest) ultimately retain the option to pursue enforcement under the Planning Act 2008 on the basis that there is a breach of Requirement 18.

6.45-6.48. The decision on whether to take planning enforcement action will be based on the planning harm caused by any breach of the HGV Route Management Strategy. Consequently, notification of all breaches will be shared with the Blaby District Council Enforcement Team in line with the notification procedure in paragraphs 5.7 to 5.10 to assist with any enforcement Investigations. These notifications will supplement any other evidence provided directly to the Council's Planning Enforcement Team by complaints such as from members of the Public, ward members, parish councils, or Council employees etc.

Data Protection

6.46-6.49. The Information Commissioners Code of Practice for Surveillance Cameras and Personal Information (the Code) sets out the regulatory compliance requirements for the implementation of the ANPR system under this HGV Route Management Strategy. This Code reflects the regulatory environment; GDPR; the Freedom of

Information Act 2000 (FOIA), the Protection of Freedoms Act 2012, the Human Rights Act 1998 (HRA) and the Surveillance Camera Code of Practice issued under the Protection of Freedoms Act (POFA code).

~~6.47.6.50.~~ 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 Route Management Strategy. Both the DPA and the DPIA will be produced by the Data Processor and agreed with the Data Controller (Tritax Symmetry (Hinckley) Ltd (The Applicant) and will be in place before the ANPR camera system goes live. Both of these documents can be shared with the local authorities with the permission of the data controller (Tritax Symmetry (Hinckley) Ltd).

~~6.48.6.51.~~ It should be noted that the ANPR system used in this HGV Route Management Plan and Strategy does not rely on the identification of individual drivers or registered keepers. The objective of the system will be to connect an HGV travelling via HNRFI Prohibited HGV Route with a specific occupier of the Development.

~~6.49.6.52.~~ All automatic outputs from the system will be manually checked by the Site Wide TPC and redacted where necessary before distribution to ensure that no personal data is released. The original unredacted images will be destroyed within 30 days. Subsequent liaison with the occupier will only seek to establish whether there are any justified business reasons for the HGV being on the Prohibited HGV Route.

~~6.50.6.53.~~ At all times, the protection of personal data will be paramount in using the ANPR system. Where personal data must be stored, transferred or processed, it will be undertaken in strict compliance with the Code current at the time of operation, but primarily within the principles of GDPR. Data required to operate the HGV Route Management Plan will be transferred via an encrypted virtual private network and stored for the minimum time necessary. Data processing agreements will be in place between the ANPR supplier, the Site TPC and the Site Management Company to ensure this is the case.

Private Site Management Measures

~~6.51.6.54.~~ Whilst local highway authorities will decide whether to take formal Enforcement Action at any stage upon notification of any reported breaches, a parallel process of escalating site management measures will also be operated to influence occupier behaviour and discourage breaches. These management measures will be dealt with by the Site Management Company or its representatives and will comprise ~~the following two stages of a Private Penalty System for all recorded breaches:~~

- ~~● Stage 1 – Management Interventions.~~

Stage 2 – Private Penalty System.***Stage 1 – Management Interventions***

~~6.52. Management interventions are intended to ensure that the occupier, its staff and supply chain understand the HGV Route Management Plan and Strategy and are actively seeking to adhere to it (specifically measures reported in sections 3 and 4 of this document). This Stage applies to situations where there are isolated or low level breaches that can be resolved by supporting the occupiers management processes. Examples of such situations might be confusion by a new supplier and/or driver.~~

~~6.53. Typical management interventions will include the need for the occupier to:~~

- ~~• Evidence that the occupier is actively seeking to manage the specific breach.~~
- ~~• Evidence that the HGV Route Management Plan and Strategy has been effectively communicated to staff and supply chain such as by mail shots etc.~~
- ~~• Organise and fund an event for the TPC to directly communicate to staff and supply chain such as by mail shots etc.~~
- ~~• Communicate the HGV Route Management Plan and Strategy to its staff and supply chain.~~
- ~~• Analysis of occupier breach patterns and potential amenity implication.~~
- ~~• Evidence that action is being taken to avoid breaches.~~

Stage 2 – Private Fining

~~6.54-6.55. As previously outlined, the occupational agreements and Estate Management Charges at the HNRFI Development will both require adherence to the HGV Route Management Plan and allow a greater proportion of the costs of administering the monitoring and management system to be allocated to those occupiers who persistently breach (refer to Table 5) the HGV Route Management Strategy (specifically, measures reported in section 3 and 4 of this report).~~

~~6.55-6.56. In addition, financial penalties will be incurred for those considered to be persistently in breach (refer to Table 4) of the HGV Route Management Strategy at Stage 1, unless a mitigation circumstance is evidenced and escalated to Stage 2 (fortnightly check by the TPC) agreed. In keeping with existing legal penalties for contravening a weight restriction order, the HNRFI financial penalty will be set to a maximum of £1,000 per breach and be Consumer Price indexed/index linked from 2026~~

~~6.56-6.57. These occupier fines collected for breaching the HGV Route Management Plan and Strategy will be added to the additional measures fund (para 6.28) on an annual basis.~~

Stage 3 – Daily Breach Thresholds – HNRFI Trigger for additional measures and/or HGV Route Management Strategy review

~~6.57~~-6.58. The sum of the HNRFI peak hour trips is approximately 10.2% of the daily generation. This has been used to estimate daily flows in the villages based on PRTM peak hour flows. From these, a trigger to escalate an assessment of the HGV Route Management Strategy, identify and implement any additional measures and/or revise the HGV Route Management Plan (~~Stage 3~~) has been set. This trigger is proposed to be over 10 HGVs ~~one way in any direction~~ per average day, on any of the HNRFI prohibited routes. Based on these figures, the HGV Route Management Strategy will be considered to have failed if more than those breaches are recorded on an average day.

~~6.58~~-6.59. In circumstances where the HGV Route Management Strategy is considered to have failed and requiring escalation by the Site Wide TPC, ~~–t~~The escalation will include, the Site Wide TPC undertaking an assessment of the HGV Route Management Strategy ~~will be undertaken by the TPC who will and~~ make suggestions of further measures and/or revision of the HGV Route Management Strategy. These will be agreed with the HGV Route Management Strategy Steering Group and Parish Councils will be consulted upon for any ~~stage 3~~ resultant mitigation measures proposed in their villages.

~~6.59~~-6.60. ~~These~~This Trigger ~~points~~point will be agreed with the relevant County Councils.

~~6.60. — Then, shows the suggested HNRFI daily breach thresholds for each site management stage. The thresholds apply to the whole 850,000sqm development and Stages 1 and 2 would be divided proportionately between individual occupiers based on net plot area. An example of this is provided in Table 5. The thresholds need to be breached on an averaged daily flow across the reporting period to be escalated to the next stage or in the event of cumulative breaches of 4 or more per occupier, then Stage 2 is triggered.~~

~~Table : Private Daily Breach Thresholds all routes (Indicative, day one)~~

Stage	Daily Breaches	Measure	Responsibility
1	3-5	Management interventions	Travel Plan Co-ordinator
2	6-9	Private Penalty System	Site Management Company
3	10+	Implement additional measures and/or revised HGV Route Management Plan	Travel Plan Co-ordinator in agreement with the HGV Strategy Steering Group

~~**Private Daily Breach Thresholds – Individual Occupiers**~~

~~6.61. — The daily breach thresholds in apply to the whole development but would be divided proportionately between the individual unit occupiers based on net plot area for Stages 1 and 2. As previously mentioned Stage 3 triggers an assessment of the HGV Route Management Strategy and is not applicable for Occupiers as set out in paragraph 6.54. An example based on 95,225sqm unit on the illustrative masterplan is shown in for the Pailton Route.~~

~~Table : Private Average Daily Breach Thresholds (example set for 95,225sqm Unit) through Pailton~~

Stage	Daily Breaches	Measure	Responsibility
1	1-3	Management interventions	Travel Plan Co-ordinator
2	4-6	Private Penalty System	Site Management Company

Assessment of Measures

~~6.62-6.61. —~~ The TPCSWTPC will issue details of all breach notifications breaches, summary of mitigation circumstances and evidence lodged and penalty charge notices issued for fines in a HNRFI HGV Review report to the HGV Strategy Steering Group, which comprises the Developer, Site Management Company, Blaby District Council, Hinckley & Bosworth Borough Council and Leicestershire County Council Highway

and Warwickshire County Council Highway Authorities on a quarterly basis from first occupation and annually thereafter for the duration of the HGV Strategy Steering Group. Reports will be forwarded to Parish Councils if there is a breach in their Parish, which will include a report for Sapcote Parish Council with data on average HGV figures through their Parish. Additional requests may be made by the local planning and highway authorities.

~~6.63.6.62.~~ 6.62. These HNRFI HGV Review reports will include:

- Evidence of each ~~notification~~breach;
- Details of the occupier responsible;
- ~~Explanation given by the occupier and decision on whether a breach occurred;~~
- Summary details of ~~the Stage 1 and 2 enforcement measures used~~any lodged mitigation circumstance and evidence provided;
- Summary of the Penalty Charge notices issued;
- Analysis of breach patterns, ~~including persistent breaches (refer to Table 5)~~ by occupiers over the reporting period (and potential amenity implications); and
- Occupier's overall compliance with the HGV Route Management Plan and Strategy; and
- Average HGV figures through Sapcote.

~~6.64.6.63.~~ 6.63. The HGV Strategy Steering Group, will hold a meeting within one year of first occupation (unless requested sooner by one of the parties) to:

- Review any breach patterns and potential resulting amenity implications to establish the effectiveness of the HGV Route Management Plan and Strategy and recommend required changes;
- Discuss the effectiveness and changes required to the enforcement measures;
- Identify the need for measures requiring funding; and
- Agree the frequency and content of future reporting

~~6.65.6.64.~~ 6.64. The HGV Strategy Steering Group will meet annually. The first meeting will be held within one year of first occupation (unless requested sooner by one of the parties) and thereafter annually (unless the group agrees to meet more than once annually), for a period of no less than 10 years from the date of the first meeting.

~~6.66.6.65.~~ 6.65. The HGV Strategy Steering Group can agree to meet more frequently than once annually if reported breaches are considered unacceptable.

7. SUMMARY

- 7.1. This document sets out a Site Wide HGV Route Management Plan and Strategy forming a part of a suite of documents of the DCO submission for the Hinckley National Rail Freight Interchange in Leicestershire. It presents objectives and strategy for the delivery of measures to promote sustainable freight management.
- 7.2. It describes the existing local HGV restrictions in the area and identifies key HGV routes utilising the Strategic Road Network which will be promoted for HGV journeys to and from the Site as well as routes through the local villages where HGV movements are Prohibited to HNRFI HGVs. An enforceable solution has been outlined which ~~corresponds with other HGV monitoring solutions deployed~~ has been amended to ensure compliance on highway networks within prohibited routes by occupiers of the Midlands HNRFI (including the Rail Freight Terminal) and limiting any use of those with a financial penalty in place.
- 7.3. The document includes a package of ~~encouragement~~ measures which will assist in formalising the HGV movements. The measures will raise awareness of the HGV Route Management Strategy in place, support efficient operations of the Main HNRFI site and encourage positive freight patterns.

Appendix 1 – ANPR Camera Position Plans

Appendix 2 – Example Measures for additional works fund