

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

SoCG between the Applicant and National Highways

Document reference: 19.7C

Revision: 5

December 2024

Planning Act 2008

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

STATEMENT OF COMMON GROUND♦ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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GLOSSARY

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

STATEMENT OF COMMON GROUND◆ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

1. MATTERS OF AGREEMENT AND DISAGREEMENT

Traffic and Transport Matters agreed March 2024

Ref.	Matter agreed	Record of agreement
1.	The Transport Assessment and Environmental Statement (ES) Chapter 8 (document reference: 6.1.8, APP-117) have been prepared in accordance with the National Policy Statement for National Networks (NPSNN).	Agreed through this SoCG
2.	Development Trip distribution as produced by AECOM (TN1) APP	Agreement from National Highways Limited (“NH”) original AECOM distribution received 12.03.21
3.	Development Traffic generation (Including Rail Freight to HGV Movements)	Agreement from NH received 27.10.21
4.	PRTM 2.2 Uncertainty Log V8, dated 02/02/2022	Agreement from NH received 05.05.22
5.	PRTM 2.2 Forecast Modelling Brief-inclusive assessment years and scenarios	Agreement from NH received 03.12.21
6.	PRTM 2.2 Hinckley National Rail Freight Interchange Transport Modelling: Base year Model Review and Refinements	Agreement from NH received 01.12.21
7.	Barrier downtime impacts at Narborough	Through base model sign-off as above.
8.	Rugby Rural Area Model	Resolved, TR050007 14/11/2023
9.	Landscape Impact Landscape agreed subject to Requirement 19- Landscape Ecological Management Plan.	
10.	Biodiversity Impacts Biodiversity agreed subject to Requirement 20: Ecological mitigation management plan.	
11.	Lighting agreed subject to Requirement 30: Lighting.	

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12.	Furness methodology has been agreed. Furnessed flows at the following junctions have been agreed: <ul style="list-style-type: none">- A5/A47 Longshoot- A5/A47 Dodwells- M69J1- M1J21/M69J3- A5 Gibbet Hill- A5 Cross in Hand	
13.	Base VISSIM modelling M69 J1 and J2	
14.	RAM Modelling	
15.	Construction Traffic Management Plan As agreed at Deadline 5 response	
16.	Output from PRTM 2.2 Model	

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Further Traffic and Transport Matters agreed December 2024

17.	<p>Preliminary design of access infrastructure (M69 J2 and slips)</p> <ul style="list-style-type: none"> • Furnessing of flows At M69 J2 agreed • Forecast VISSIM Model agreed • RSA Stage 1 Brief agreed • RSA Stage 1 Audit undertaken 	
18.	<p>A5 / A426 Gibbet Hill</p> <ul style="list-style-type: none"> • Forecast Junctions 10 Arcady model agreed 	
19.	<p>M69 J1 and M69 J2 (Development access)</p> <ul style="list-style-type: none"> • Furnessing at M69 J2 agreed • Forecast VISSIM Models M69 J1 and J2 agreed • No Mitigation is necessary at M69 J1 • M69 J2 RSA 1 Brief signed off by NH • M69 J2 RSA 1 Audit agreed and issued by NH • M69 J2 RSA 1 Response report signed off by NH • M69 J2 Slip roads - Departures from Standards agreed in principle by NH (DAS references 102866 and 104401) 	
20.	<p>M1 J21/M69 J3</p> <ul style="list-style-type: none"> • Existing LINSIG Model validation agreed • Forecast LINSIG Model agreed 	
21.	<p>A5 Longshoot/Dodwells</p> <ul style="list-style-type: none"> • Mitigation not required. 	
22.	<p>A5 Cross-in-hand Roundabout</p> <ul style="list-style-type: none"> • Forecast Junctions 10 Arcady model agreed • Proposed scheme suitably mitigates the traffic impacts on the A5 	

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Matters not agreed.

Ref.	Matter not agreed	Rating	Actions
1.	Off-Site Mitigation strategy and package		<ul style="list-style-type: none"> • Gibbet Design and costing • STS as below • HGV as below
2.	Sustainable Transport Strategy and Site Wide Framework Travel Plan		<p>Agreement has been reached on matters such as:</p> <ul style="list-style-type: none"> • Principles of tiered approach to sustainable travel agreed. • The frequency (annual) of review is agreed. • Timescales for commitment to measures (Day 1) is agreed • Ambitious modal share targets agreed • Addition of bus service to/from Leicester South East <p>Discussions are continuing.</p> <p>NH have remaining concerns including:</p> <ul style="list-style-type: none"> • Disagreement relating to pedestrian provision/measures, and details for achieving aspirational measures. • NH 27/11/24 response: Concerns remain on how the Targets will be monitored and managed with necessary measures delivered/enforced as required remain.

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3.	HNRFI HGV Route Management Plan and Strategy		<p>The management of high-sided vehicles and the low bridge on the A5 is not agreed.</p> <p>Low Bridge – Added into most recent HGV plan</p> <p>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 effect on the operation of the SRN are of significant concern until the Padge Hall Farm scheme is implemented (ExA report 3.3.305 and 3.3.306), while recognising there are “limited opportunities for the Applicant to remedy the situation”.</p> <p>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 (ER 3.3.431) was satisfied with the HGVRP when considering this issue.</p> <p>It is also worth noting that all occupiers are required to adhere to the HGV Management Plan under requirement.</p>
4.	Road Safety Audit Stage 1		<p>Completion of the RSA1 process in line with GG119 remains outstanding for the proposed changes to the SRN at M69 Jct 2, A5 Cross In Hand, and A5 Gibbet Hill.</p> <p>Discussions are ongoing in this respect.</p>

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The following have not been revisited due to the final position statement and the ExA/SoS response but remain as items still to be agreed.

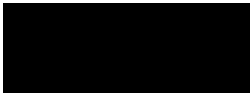
1.	A5 / A426 Gibbet Hill		There is disagreement on the approach to modelling (VISSIM vs Junctions 10) at the A5 Gibbet Hill Roundabout.
2.	M1 J21/M69 J3		There is disagreement on the approach to modelling (VISSIM vs LINSIG) at M1 J21/M69 J3.
3.	Landownership matters & compulsory acquisitions		These have been subject to discussion by the legal teams, but a number of points of disagreement relating to CPO outstanding.
4.	The draft Development Consent Order, including requirements and protective provisions		These have been subject to discussion by the legal teams, but a number of points of disagreement relating to requirements and protective provisions outstanding.

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2. AGREEMENT ON THIS SOCG

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

Name: Sinead Turnbull

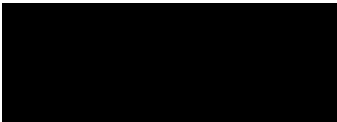
Signature: 

Position: Planning Director

On behalf of: Tritax Symmetry (Hinckley) Limited

Date: 10th December 2024

Name: Patrick Thomas

Signature: 

Position: Spatial Planner, Operations (Midlands)

On behalf of: National Highways

Date: 10th December 2024