

Our ref: **SHARE 20040073**
Your ref: **TR050007**

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07 February 2025

Dear Sir/Madam,

PLANNING ACT 2008 AND THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

APPLICATION BY TRITAX SYMMETRY (HINCKLEY) LIMITED (“THE APPLICANT”) SEEKING DEVELOPMENT CONSENT FOR THE PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE PROJECT (“THE PROPOSED DEVELOPMENT”)

Further to the Secretary of State’s letter of 20th December 2024 regarding the above.

National Highways (“we”) has been appointed by the Secretary of State for Transport (“Secretary of State”) as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This submission forms National Highways’ response following a review of the additional information provided by the Applicant to Secretary of State on 10 December 2024.

National Highways previously identified a number of concerns regarding the impact of the proposals on the SRN in our Deadline 8 Final Position Statement dated 8th March 2024 [REP8-041]. Since then, we have continued to work with the Applicant on these outstanding matters, providing consistent advice since pre-application started approximately 7 years ago. Whilst some progress has been made, a number of key issues remain outstanding.

Traffic Impact Assessment

National Highways Deadline 8 Position Statement [REP8-041] confirmed a total of 6 junctions of concern on the SRN, for which a traffic impact assessment has been carried out. Throughout the consideration of the dDCO submitted by the Applicant as part of the Examination it should be pointed out that that we have continually maintained that our preferred modelling tool for demonstrating the future impacts of this proposed development is VISSIM. Our position on the development's traffic impacts on these junctions is set out further below.

In addition, National Highways previously raised concerns on the Sustainable Travel Strategy and the HGV Route Management Strategy with the Applicant and our position on these matters is also detailed in this response.

A5/A47 Longshoot to Dodwells

National Highways' Deadline 8 Position Statement [REP8-041] confirmed that following review of VISSIM modelling carried out by BWB, "*further mitigation at Longshoot and Dodwells junctions are unlikely to be required as a result of the proposed development.*"

The progress on outstanding matters that has taken place since this Position Statement has had no implications on the operation of this part of the SRN, and as such our position remains unchanged.

M69 J1

We have completed our review of the VISSIM modelling work produced by the applicant to assess the development's forecast traffic impacts on M69 J1. Following a number of recommended amendments to the model and the reporting of the results, we have approved the BWB Technical Note (Reference: *Hinckley NRFI Appendix 16 - M69 J1 Modelling Note*) which details the traffic impact assessment.

We are content that this modelling work demonstrates that minimal changes to queue lengths at the junction are likely as a result of the development, and as such we accept the Applicant's position that no mitigation at this junction shall be necessary. There are therefore no outstanding matters to address at this junction.

M69 J2

We have also completed a review of the Applicant's VISSIM modelling produced to assess the impacts on M69 J2 and the suitability of the proposed access scheme at the junction. Throughout our review we have recommended amendments to the modelling and associated reporting on the results and have approved the BWB Technical Note

(Reference: *Hinckley NRFI Appendix 12 - M69 J2 Modelling Note*) which details the traffic impact assessment.

We are content that the results demonstrate that the proposed scheme shall suitably accommodate the development traffic demands. There are however the following matters outside of highway capacity which remain outstanding by the applicant:

- The non-compliance with the Design Manual for Road and Bridges (DMRB) of the access scheme design
- Identification and approval of all necessary Departures from Standards
- Approval of Stage 1 Road Safety Audit by the Overseeing Organisations, in accordance with DMRB GG119.

During the course of our engagement with the Applicant, we have approved the Stage 1 Road Safety Audit response report for proposed access scheme. However, given the integral nature of the junction with the Local Highway Authority (LHA) network, it is key that the LHA is appropriately involved in the Stage 1 RSA process for the proposed access scheme, so that they can consider the safety implications on their network.

A5 Cross In Hands

As set out in the Deadline 8 Position Statement [REP8-041] a number of matters related to the traffic modelling parameters were outstanding. The concern raised at the time was that these could affected the ability of the modelling work to accurately represent the development traffic impacts and suitability of the proposed mitigation scheme.

Through our review of the latest traffic modelling work submitted, these outstanding matters have been addressed and we consider the proposed scheme at the A5 Cross In Hands roundabout to suitably mitigate the traffic impacts of the proposed development from a capacity perspective.

There are however matters outside of highway capacity which remain outstanding, relating the completion of a Stage 1 Road Safety Audit compliant with DMRB GG119.

Given the integral nature of the junction with the LHA network, it is key that the LHA is appropriately involved in the Stage 1 RSA process for the proposed mitigation scheme, so that they can consider the safety implications on their network.

A5 Gibbet Hill

Through the course of our engagement with the Applicant, National Highways has maintained the position that this junction should be assessed in VISSIM. We have also provided our VISSIM model to assist in this assessment, however the Applicant has taken the position of assessing the impact using Junctions 10.

Our concerns with the use of Junctions 10 is due to the limitations of this software which does not account for constraints on the circulatory, and therefore assumes sufficient capacity for all vehicles once the circulatory is entered. As National Highways has a role to ensure the continued safe and effective operation of the highway network, as well as to support the sustainable delivery of economic growth, we have engaged proactively with the applicant in review of the Junctions 10 work despite maintaining the view that this junction should have been assessed using VISSIM.

Considering the proposed mitigation scheme is meant to enable two HGV's to route side-by-side around the circulatory, we remain concerned that it has not been suitably demonstrated that this can be safely accommodated. The Applicant has submitted a swept path analysis showing how vehicles shall track the circulatory, however this does not demonstrate sufficient clearance to address this concern.

Should HGV drivers consider this side-by-side manoeuvre unsafe, this results in effectively only one of the two lanes at the A5 south approach being available to HGVs. As the Junctions 10 model assumes HGVs can use both lanes, the model results in this case would underestimate the suitability of the proposed scheme to mitigate the development's traffic impacts at this A5 approach.

Furthermore, as set out in National Highways' Deadline 8 Position Statement[REP8-041], there are a number of matters outside of highway capacity which remain outstanding:

- delivery mechanisms / contributions
- approval of the RSA.

Contribution Strategy

We note that the Applicant has provided an updated cost estimate for a proposed scheme in lieu of £1,668,240. National Highways has concerns regarding this valuation given that:

- The Applicant's proposed mitigation scheme is not agreed.
- The scale of the works is underestimated due to extent of utilities, land constraints and traffic management required to deliver the scheme

- The mechanism under which the proposed contribution would be provided to National Highways for delivery or how the funds would be spent on the SRN has not been established. National Highways preferred approach remains that of a S106 Agreement to which the Applicant and the LHA are a Party and provides a legally enforceable mechanism for transfer of funds to National Highways.

It remains the case that National Highways does not have a committed scheme programmed for delivery at this junction. Therefore, it is imperative that any solution proposed by the Applicant is deliverable and meets the appropriate design and safety requirements in accordance with DMRB and DfT Circular 01/2022.

At the time of writing, the Applicants' proposed mitigation scheme has not been subject to a DMRB compliant Stage 1 Road Safety Audit.

M1 J21

Throughout the examination period, we reviewed and approved the forecast PRTM flows at M1 J21 for use in more detailed standalone junction modelling to follow.

National Highways previously raised concerns with the limitations of LinSig to model such a complex junction, which are exacerbated by the extent of congestion issues present at the junction. As per National Highways Deadline 8 Position Statement [REP8-041], we advised that VISSIM or Paramics modelling tools would provide a much more accurate representation of junction performance. However, as a proactive effort in trying to find a way forward, we concluded that LinSig may be considered acceptable, though this would depend on a good level of model validation being achieved.

Despite engaging in review of the subsequent LinSig modelling work provided by the Applicant, we maintain our position that the junction should have been assessed using VISSIM or Paramics.

As our review considered the Applicant's LinSig model's level of validation to be acceptable, we proceeded to carry out our review of the forecast performance results. It should be noted that a well validated model is a prerequisite to carrying out the review and should not be interpreted as acceptance that the results of the development traffic impact assessment are realistic. In both AM and PM peaks, the results show that the M1 off-slips continue to operate within capacity when development traffic is added. On the M69 however, the over-capacity M69 approach worsens as a result of the development traffic in both AM and PM peak periods.

The limit of capacity in LinSig is 90%, yet in the AM peak hour the M69 approach is over capacity at 105% in the 2036 reference case, worsening to 108% as a result of the development. The model results forecast that this shall increase queues from 239m to 266m on lane one and 313m to 373m on lane two. In the PM peak hour, the worst of the two lanes on the M69 is over capacity at 104% in the 2036 reference case, worsening to 111% as a result of the development. The model results forecast that this shall increase queues from 141m to 174m.

It should be noted that as the Applicant's LinSig model shows the junction operates significantly over the 90% capacity limit, the volatility of the results increases, in turn increasing the risk for the junction to operate differently in reality. This coupled with the above stated concern about the suitability of the modelling tool to suitably model such a complex junction further exacerbates this risk.

Furthermore, the Applicant's LinSig modelling ignores the three segregated left-turn lanes at M1 J21 diverging from M1 north, M1 South, and M69 approaches. With significant existing queues on both the M69 mainline and the segregated left-turn lane, these queues interact. With these segregated left-turn lanes not modelled, this results in the known existing congestion issues on these links not being taken into consideration when assessing the future development traffic impacts.

Given the inclusion of Local Highway Authority (LHA) network in the assessment and integral nature of the junction performance and assessment on the LHA network, it is key that the LHA be consulted on the assessment and assumptions so that they can consider the implications on their network.

COBALT Safety Review M1 J21

National Highways has reviewed the COBALT modelling carried out and provided by the Applicant in their latest submission of information to the Secretary of State. Below we set out our concerns with this assessment:

- No model input or output files are available to verify the correct model parameters (such as collision data, link flows and junction type), therefore assumptions have had to be made that these parameters were set up correctly.
- Most of the weighting for future collision risk is informed by change in traffic flows, and as the accepted PRTM forecast traffic flows have changed minimally, this suggests minimal change in risk of collisions.
- All three segregated left turn lanes at the junction have been ignored, resulting in the COBALT modelling not accounting for the risk of blocking back from the segregated lane to the mainline, nor the risk of blocking back from the segregated

lane to the circulatory. These are known existing issues at the junction as evidenced in the M1 J21 LinSig validation report and should have been tested in COBALT or at least considered in a sensitivity case.

Sustainable Transport Strategy

In National Highways' Deadline 8 Position Statement [REP8-041] we reiterated previously raised concerns regarding the Sustainable Transport Strategy (STS). These related to the lack of pedestrian provision and the lack of transparency over the management and delivery of the aspirational measures. National Highways considered that the STS does not comply with the DfT Circular, particularly Paragraph 13 with the requirement to promote and maximise sustainable travel modes.

We have reviewed the Examining Authority Report from June 2024 which we note agrees with this position and recommends greater ambition in encouraging sustainable travel. We also note the recommendation to repurpose the STS as an 'Outline' strategy, which would enable the outstanding matters *to be formally re-submitted and approved by the relevant authority (through consultation with National Highways) post grant of the development consent. National Highways supported this approach, and the applicant initially proposed to proceed to this effect, it now appears the applicant seeks to continue with the STS being a certified document hence requiring approval prior to grant of the DCO.*

As such, we consider that the matters above remain outstanding.

HGV Route Management Plan

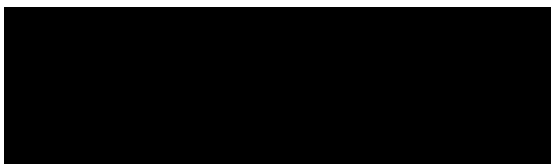
In National Highways' Deadline 8 Position Statement [REP8-041] we raised concern with the potential for continued and potentially intensified bridge strikes at the railway bridge over the A5 (c. 3km west of M69 J1) prior to the conditioned third party mitigation at the bridge is delivered by the Padge Hall Farm development. The Applicant's proposal to implement a driver advisory mechanism rather than an enforcement measure was considered insufficient to manage the risk in the interim until the improvement scheme is delivered.

Through more recent consultation however, we understand that the Applicant shall implement a fine system for HGVs which do not follow the HGV Route Management Plan. As the Plan proposes that HGVs between the site and the northwest along the A5 are to route via the A47 and onto the A5 at the Dodwells roundabout, this shall address the concern regarding intensified bridge strikes. Should the fine system be implemented and

suitably enforced, with monitoring carried out through consultation with National Highways, we would have no objections to the HGV Route Management Plan.

Summary

National Highways has sought to work with the Applicant through the course of this Application. It remains our position that whilst we do not object to the principle of development, there remain concerns in relation to the transport and highways assessment of the Applicant's proposed dDCO which still require resolution and would result in adverse impacts to the safe and efficient operation of the SRN if left unresolved.



[Redacted]

Spatial Planner

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National Highways Submission to the additional information submitted by the Applicant to the Secretary of State for Transport on 10 December 2024 - Comments on the proposed DCOs, Protected Provisions and lands position

Title:	National Highways Submission – pursuant to additional information submitted by the Applicant on 10 December 2024
Reference:	TR050007
Applicant:	Tritax Symmetry
Proposal:	Application by Tritax Symmetry (Hinckley) Limited for an Order Granting Development Consent for the Hinckley National Rail Freight Interchange
Author:	National Highways (20040073)
Date:	7 February 2025

National Highways (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This submission forms National Highways’ comments on the ExA’s Recommendation Report to the Secretary of State for Transport (“Report”) including the recommended DCO contained within dated 10 June 2024 (“rDCO”), the Secretary of State for Transport’s minded to refuse letter dated 10 September 2024 and the Applicant’s additional information submitted pursuant to the minded to refuse letter.

ExA’s Recommendation Report

National Highways notes that the Applicant has corrected the numbering of the rDCO for the reasons set out at paragraph 6.8 of its response dated 10 December 2024 and would like to thank the Applicant for undertaking this task.

National Highways is pleased to see that the concerns raised within its Examination Deadlines submissions, particularly Deadline 7 and Deadline 8 [REP7-088 and REP8-

039 and REP8-040] pertaining to the compulsory acquisition and temporary possession of various land parcels, have been considered in detail by the ExA. As the Report states at paragraph 6.4.42, providing drainage for the SRN forms part of the overall statutory undertaking of National Highways, and failing to secure this would result in serious detriment to the carrying out of the undertaking. We therefore support the ExA's proposed amendment to Requirement 14, as set out at paragraph 6.4.42 of the Report, and the proposed new paragraph 20 within the ExA's preferred Protective Provisions ("ExA's PPs") (now paragraph 42 pursuant to the Applicant's renumbering) so that the plots identified can only be acquired with National Highways' consent.

National Highways notes the ExA's position at paragraph 7.4.27 and 7.4.28 of the Report concerning deemed consent and notice periods, and welcomes the ability to impose conditions to any protective works.

National Highways particularly welcomes the ExA's position at paragraph 7.4.157 of the Report which seeks to allow National Highways to limit and restrict the Applicant's ability to work on the SRN without the prior approval of National Highways. This is to ensure highway safety and compliance with our Licence obligations. We agree with the ExA that the most effective way to do this would be to amend paragraph 7 (now paragraph 29) of the ExA's PPs to set out those provision where National Highways must give consent prior to works commencing.

National Highways also welcomes the ExA's amendment to paragraph 4, now paragraph 26, of the ExA's PPs, as detailed at paragraph 7.4.159 of the Report, so that works on the SRN should be at the 'absolute' discretion of National Highways rather than it be at its 'reasonable' discretion. This will enable greater highway safety and ensure due process is being followed.

National Highways notes and supports the ExA's position at paragraph 7.4.162 of the Report relating to payments made by the Applicant to National Highways and the ability to refer to expert determination upon a dispute. The ability to refer to expert determination was always available should circumstances arise but specific reference to the relevant provisions further clarifies the position.

National Highways notes the ExA’s position at paragraph 7.4.164 of the Report concerning our request for a new paragraph 20(3) within the protective provisions and the proposed amendment to article 43 within the rDCO.

National Highways notes the ExA’s comments at paragraph 7.4.3 and 7.4.4 of the Report which touches on National Highways requests during the Examination for amendments to the protective provisions proposed by the Applicant and the articles to the draft DCO submitted by the Applicant. For clarity, National Highway’s only sought to amend the articles of the draft DCO if our preferred protective provisions were not secured on the face of it and was not seeking duplication by requesting amendments to both. As such, National Highways supports the ExA’s recommendation that the protective provisions be amended as detailed at Table 11 and notes the proposed changes to the articles as shown in the rDCO. For ease we summarise our final position to the ExA’s proposed changes below. Should the Secretary of State for Transport be minded to grant the DCO it is National Highways’ position that the ExA’s PPs be secured on the face of the order.

Provision as cited in preferred DCO	Examination Issue (section in this Report)	Change	NH position
Article 5(3)	To ensure the Proposed Development remains as a SFRI (7.4.19)	After “rail freight terminal and warehousing” insert “only”	Noted
Article 7(2)	To ensure compensation is payable for those affected (7.4.24).	Replace text with: “Tritax Symmetry (Hinckley) Limited, has the sole benefit of the provisions of – (a) Part 5 (powers of acquisition); (b)	Noted

		<p>article 22 (protective works to buildings); and (c) article 23 (authority to survey and investigate the land), unless the Secretary of State consents to the transfer of the benefit of those provisions.”</p>	
Article 9(1)(e)	It has not been demonstrated that this power is necessary (7.4.34).	At end of subparagraph (d) add “and” delete subparagraph (e), renumber subparagraph (f) as (e), and in new subparagraph (e) replace “(a to (e)” with “(a to (d)”.	Noted
Article 10	To ensure the recipient is fully aware of the deeming provision (7.4.37).	Add new provision: “(3) An application for consent under paragraph (2) must be accompanied by a letter informing the relevant street authority— (a) of the period	Noted

		mentioned in paragraph (2); and (b) that if they do not respond before the end of that period, consent will be deemed to have been granted.”	
Article 12	To ensure the recipient is fully aware of the deeming provision (7.4.37).	Add new provision: “(8) An application for consent under paragraph (4) must be accompanied by a letter informing the relevant street authority— (a) of the period mentioned in paragraph (7); and (b) that if they do not respond before the end of that period, consent will be deemed to have been granted.”	Noted
Article 14	To ensure the recipient is fully aware of the deeming provision (7.4.37).	After paragraph (3) insert: “(4) An application for consent under paragraph (1) must	Noted

		<p>be accompanied by a letter informing the relevant highway authority or relevant street authority— (a) of the period mentioned in paragraph (3); and (b) that if they do not respond before the end of that period, consent will be deemed to have been granted.” And renumber thereafter.</p>	
<p>Article 18</p>	<p>To ensure the recipient is fully aware of the deeming provision (7.4.37).</p>	<p>Add new provision: “(7) An application for consent under paragraph (3) must be accompanied by a letter informing the relevant traffic authority— (a) of the period mentioned in paragraph (6); and (b) that if they do not respond before the end of that</p>	<p>Noted</p>

		period, consent will be deemed to have been granted.”	
Article 21	To ensure the recipient is fully aware of the deeming provision (7.4.37).	Add new provision: “(11) An application for consent under paragraphs (3) or (4) or approval under paragraph (5)(a) must be accompanied by a letter informing the person or relevant highway authority— (a) of the period mentioned in paragraph (10); and (b) that if they do not respond before the end of that period, consent will be deemed to have been granted.”	Noted
Article 22	To allow NH to impose conditions on the works in the interests of	In paragraph (4) replace “paragraphs (5) and (6)” with “paragraphs (5), (6) and (7)”. After	Accepted

	highway safety (7.4.28).	paragraph (6) add new provision: “(7) Where the protective works relate to the strategic road network the counter-notice under paragraph (6) may attach conditions to any protective works to be undertaken under paragraph (1).” And renumber thereafter.	
Article 23	To ensure the recipient is fully aware of the deeming provision (7.4.37).	Add new provision: “(7) An application for consent under paragraph (4) must be accompanied by a letter informing the relevant highway authority or relevant street authority— (a) of the period mentioned in paragraph (6); and (b) that if they do not respond before	Noted

		the end of that period, consent will be deemed to have been granted.”	
Article 39	It has not been demonstrated that this power is necessary (7.4.57).	Delete this provision and renumber thereafter. Note: As a result of this extensive re-referencing is required. This is not set out in this table but has been included in the recommended DCO.	Noted
Article 40	To ensure compensation is payable for those affected (7.4.60).	In sub-paragraph (2) add: “(a) article 12 (temporary closure of streets); (b) article 23 (authority to survey and investigate the land);” and re-alphabetise the remainder.	Noted
Article 43	To limit “operational land” with the site to that	After “by this Order” insert “within that part of	Noted

	relating to that pertaining to highway and railway works (7.4.72).	the Order limits upon which the highway or railway works are to be carried out".	
Amendments to Schedule 2 Part 1 and 2			Agreed
Amendments to Schedule 11			Noted
Schedule 13 Part 1			Noted
Schedule 13, Part 2, paragraph 4 (no paragraph 26)	To ensure NH has control over works on, in or above the SRN (7.4.159).	Replace "strategic road unless such works are agreed in writing with National Highways at the reasonable discretion" with "strategic road network unless such works are agreed in writing with National Highways at the absolute discretion".	Agreed. This is in line with National Highways' preferred position
Schedule 13, Part 2, paragraph 7	To ensure NH has control over works on, in or above the	Insert new paragraph (2): "(2). The undertaker	Agreed. This is in line with National

<p>(now paragraph 29)</p>	<p>SRN (7.4.158 and 7.4.159).</p>	<p>must exercise—</p> <p>(a) article 6 (maintenance of authorised development);</p> <p>(b) article 9 (street works);</p> <p>(c) article 10 (power to alter layout etc. of streets);</p> <p>(d) article 12 (temporary closure of streets)</p> <p>(e) article 14 (accesses) article 15 (maintenance of highway works);</p> <p>(f) article 18 (traffic regulation);</p> <p>(g) article 21 (discharge of water);</p> <p>(h) article 23 (authority to survey and investigate the land);</p>	<p>not Highways' preferred position.</p>
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		<p>(i) article 25 (compulsory acquisition of land);</p> <p>(j) article 27 (compulsory acquisition of rights);</p> <p>(k) article 28 (power to override easements and other rights);</p> <p>(l) article 30 (private rights)</p> <p>(m) article 31 (rights under or over streets);</p> <p>(n) article 34 (temporary use of land for carrying out the authorised development);</p> <p>(o) article 35 temporary use of land for maintaining the authorised development);</p>	
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		<p>(p) article 36 (statutory undertakers); or</p> <p>(q) article 46 (felling or lopping trees or removal of hedgerows) of this Order,</p> <p>over any part of the strategic road network or land in which National Highways has an interest without the consent of National Highways, and National Highways may in connection with any such exercise require the undertaker to provide details of any proposed road space bookings and submit a scheme of traffic management as required for National Highways' approval."</p>	
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		<p>And renumber thereafter.</p> <p>In new sub-paragraph 7(3) after “specified works” insert “or the exercise of any power referenced in subparagraphs (2)” and replace “sub-paragraph (1)” with “sub-paragraphs (1) or (2)”.</p>	
<p>Schedule 13, Part 2, paragraph 9 (now paragraph 31)</p>	<p>To ensure payments to NH are reasonable (7.4.162).</p>	<p>In paragraph 9(4) replace “if the excess is considered by the undertaker to be reasonable and proper,” with “subject to paragraph 21,”. In paragraph 9(6)(a) replace “subject to such sum being considered to be reasonable and proper by the undertaker” with</p>	<p>Agreed subject to reference to paragraph 21 being amended to paragraph 43.</p>

		“subject to paragraph 21,”.	
Schedule 13, Part 2, paragraph 20 (now paragraph 42)	To ensure NH’s interests are protected in delivering the Proposed Development (6.4.50).	In sub-paragraph (4) after “land parcels” add “54, “ Add new sub-paragraph: “(5) The undertaker may only exercise powers of compulsory acquisition in respect of land parcels 39, 65, 66, 67, 68, 69 and 71 identified on the land plans with the written consent of National Highways.”	Agreed Agreed. National Highways notes the Applicant’s proposed new paragraphs 5 and 6 within the Applicant’s preferred PPs and proposes that these be deleted in favour of the ExA’s PPs at this paragraph 20 (now paragraph 42)
Schedule 13, Part 3			Noted
Schedule 15	To allow for revision of HGVRP and STS (7.4.124 and 7.4.106).	Delete provisions relating to HGV route management plan and strategy and Sustainable transport strategy.	Noted

Applicant's preferred DCO

National Highways has considered the Applicant's preferred DCO and notes the changes made to the articles to which it makes no comment. Various amendments are also proposed to Schedule 1 and 2 which National Highways notes.

With regard to the Applicant's preferred protective provisions contained at Schedule 13 Part 2 of the Applicant's preferred DCO, our position still remains that these are not accepted by National Highways. It is National Highways' position that the ExA's PPs better protect the SRN and ensure compliance with our Licence obligations. As such National Highway's position remains that the ExA's PPs be secured on the face of the order should the Secretary of State for Transport be minded to grant approval.