

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Preliminary Environmental Information Report

Chapter 3: Project description

January 2022

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Hinckley National Rail Freight Interchange project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Tritax Symmetry (Hinckley) Limited. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation running from 12 January to 9 March 2022.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<http://www.hinckleynrfi.co.uk/>

This feedback will be taken into account by Tritax Symmetry (Hinckley) Limited in the preparation of its application for a Development Consent Order for the project.

Chapter 3 ◆ Project description

INTRODUCTION

- 3.1 This chapter of the PEIR describes the Project that the Applicant is consulting on. It begins by explaining the purpose of the Proposed Development and then describes the proposed rail and road infrastructure, buildings, the landscape strategy and public rights of way. The chapter concludes with explanations of development construction and phasing and of how the HNRFI would operate.
- 3.2 This chapter provides the definitive project description on which other chapters of the PEIR rely. It should be read in conjunction with the HNRFI Illustrative Master Plan shown in Figure 3.1, the DCO parameters plan shown in Figure 3.2 and the off-site highways and junction improvement plans presented in Figures 3.3.
- 3.3 The Planning Act 2008 provides that development consent may be granted for both a NSIP, referred to as the 'Principal Development' in this document, and for 'Associated Development', which is development associated with the Principal Development. This distinction is made in the description of the authorised development in the draft DCO that accompanies this PEIR for consultation purposes. However, the distinction is not relevant to an assessment of the Proposed Development's environmental effects, which should be considered in the round.

PURPOSE OF A STRATEGIC OR NATIONAL RAIL FREIGHT INTERCHANGE

- 3.4 Paragraph 2.44 of the NPS states:

'The aim of a strategic rail freight interchange (SRFI) is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road, through co-location of other distribution and freight activities. SRFIs are a key element in reducing the cost to users of moving freight by rail and are important in facilitating the transfer of freight from road to rail, thereby reducing trip mileage of freight movements on both the national and local road networks.'

- 3.5 Paragraph 4.88 of the NPS describes the key elements of a SRFI application:

'Applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings for initial take up, plus rail infrastructure to allow more extensive rail connection within the site in the longer term. The initial stages of the development must provide an operational rail network connection and areas for intermodal handling and container storage. It is not essential for all buildings on the site to be rail connected from the outset, but a significant element should be.'

- 3.6 Accordingly, a SRFI provided under the Planning Act 2008 as a NSIP must provide the

following types of rail freight facility:

- an intermodal area where containers are lifted between rail freight wagons and container lorries;
- rail-connected buildings either with their own dedicated rail siding or sufficiently close to the rail terminal to allow containers to be moved from the rail wagons into the warehouse by overhead cranes or reach stackers without the need for them to be loaded first onto a HGV or 'tugmaster' yard tractor vehicle;
- rail-served buildings which allow containers to be moved from the rail wagons into the warehouse by means of a HGV or tugmaster vehicle.
- rail-accessible buildings with the potential either to be rail-connected or rail-served.

OVERVIEW OF THE CURRENT PROPOSALS

3.7 In summary, the Proposed Development comprises the following main components.

Development on the Main HNRFI Site

- a) The demolition of Woodhouse Farm, Hobbs Hayes, Freehold Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;
- b) new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;
- c) an intermodal freight terminal or 'Railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;
- d) up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They would also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 38 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;
- e) an energy centre incorporating an electricity substation connected to the local electricity distribution network and a gas-fired combined heat and power plant with an electrical generation capacity of up to 10 megawatts (MW), supported by 20 MW standby generation capacity and 20MW battery capacity to provide electrical supply resilience. Total electricity generation capacity would not exceed 50 MW;

- f) a lorry park with welfare facilities for drivers and HGV fuelling facilities;
- g) a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;
- h) terrain remodelling, hard and soft landscape works, amenity water features and planting;
- i) noise attenuation measures, including acoustic barriers up to six metres in height;
- j) habitat creation and enhancement and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;
- k) pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;
- l) utility compounds, plant and service infrastructure;
- m) security and safety provisions inside the HNRFI including fencing and lighting;
- n) drainage works including groundwater retention ponds, underground attenuation tanks and swales;

Highway works

- o) works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2.
- p) a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road would be intended for adoption as a public highway under the Highways Act 1980.
- q) modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;
- r) works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between Burbage and Hinckley. In addition, pedestrian level crossings serving

footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted;

- s) off-site (outside the Order Limits) railway infrastructure including signals, signage and electricity connections.

3.8 The main project elements will now be described in detail.

ELEMENTS OF THE PROPOSED DEVELOPMENT

The Main HNRFI Site

3.9 The development of the HNRFI comprises the following elements.

Demolition

3.10 Existing buildings on the Main HNRFI Site, forming three clusters at Woodhouse Farm, Hobbs Hayes and Freehold Lodge, would be vacated and demolished in order to facilitate the regrading of the land in preparation for development.

3.11 The existing single-lane hump-back bridge over the Leicester to Hinckley railway on Burbage Common Road would also be demolished to make room for Railport infrastructure, with a replacement bridge provided nearby for the proposed A47 Link Road.

Rail infrastructure

3.12 The HNRFI would be located adjacent to Network Rail's strategic freight route linking the west coast and east coast main lines and serving as a primary link between Felixstowe and the Midlands and North. Locally this route passes between Leicester and Hinckley and takes the form of two parallel railway tracks. The line is not currently electrified and is used exclusively for diesel-hauled freight and passenger traffic. The closest passenger stations are Hinckley 2.7 km to the south-west and Narborough in the direction of Leicester, 10 km to the east-north-east.

3.13 Provision is made for two connections to the main line, allowing access for trains arriving from or departing in either direction with crossovers on the main line itself to allow freight trains to move from one track to another. As such, a train from the west would cross to the eastbound line before entering the terminal, and a train from the east would be able to enter directly from the westbound line.

3.14 Connections into the HNRFI from the main line have been designed so that trains can enter the terminal at a safe and appropriate speed, minimising the time that an arriving train takes to vacate the main line. This is to avoid causing delays to other rail services. Trains carrying containers would enter the site from either direction and would run directly into the proposed Railport.

The Railport

- 3.15 On arrival, trains would be directed to one of the reception sidings in the Railport, four of which are served by gantry cranes for unloading and loading, with the other four used as a holding and marshalling area for trains. Trains in this latter area would be moved to a final position for unloading via a proposed 'run-around chord' that comprises an additional pair of sidings curving around the northern edge of the HNRFI. The chord would provide links to rail-connected buildings and would assist train marshalling generally.
- 3.16 The reception sidings would include provision for future electrification, so that the Railport is capable of being used by electric or 'bi-modal' trains that can use either diesel or electric power. The reception sidings taper at both ends of the Railport to enable a locomotive to reposition to the opposite end of a train in readiness for the outward journey. The Railport also includes a 'cripple siding' to which faulty locomotives and rolling stock would be shunted.
- 3.17 The proposed rail infrastructure would have the capacity to handle up to 16 trains per day, equating to 16 inbound movements and 16 outbound movements or 32 train movements in total. Trains would be up to 775 metres in length, reflecting Network Rail's strategy to increase maximum train lengths from the established length of 600 metres to provide more capacity and reduce costs per container.
- 3.18 The Railport is where containers are transferred to and from trains. It comprises a level area of concrete running along most of the length of the sidings on the western side of the Main HNRFI Site. In this area, containers would be unloaded and loaded onto trains by means of gantry cranes or free-moving 'reach stacker' vehicles – wheeled cranes designed to lift freight containers.
- 3.19 Up to four mobile gantry cranes up to 28 metres in height and with a span of up to 40 metres are proposed. The cranes would run under electric power on rubber tyres to assist quiet operation. Inbound containers would either be placed in stacks in the Railport or placed directly onto lorry or tugmaster trailers. Stacked containers would be a maximum of five containers high or up to 14.5 metres in total. Other containers would be transferred to one of the logistics warehouses in the HNRFI or for dispatch off-site for direct delivery to customers. Outbound containers would be loaded onto trains by the same process in reverse.
- 3.20 Empty containers would be stacked in a separate 'Railport returns area' located to the south of the proposed A47 Link Road adjacent to the south-western end of the Railport. Empty containers would be placed in stacks of up to seven containers to a maximum height of 20.3 metres, whilst they await collection by train or lorry.
- 3.21 The Railport would be fenced for security and would incorporate ancillary office, maintenance and mess room accommodation and car parking for Railport staff. It would be lit to enable 24-hour operation, using lighting designed to minimise light pollution including directional lighting on gantry cranes. Lighting would be pole-mounted with a maximum height of 25 metres. Directional LED lighting would be installed to minimise

light spill.

3.22 The proposed rail infrastructure would be built in phases to reflect demand. The envisaged phasing is described later in this chapter.

B8 logistics buildings

3.23 The greater part of the Main HNRFI Site would be occupied by buildings falling within use class B8 (storage or distribution) of the Town and Country Planning (Use Classes) Order 1987. The HNRFI would contain a total floor area of up to 650,000 square metres at ground floor level and, in the B8 buildings, up to a further 200,000 square metres of mezzanine floorspace.

3.24 The buildings would provide high-bay storage in a single land parcel bounded by the railway to the north-west and the M69 motorway to the south-east. The B8 buildings will be up to a maximum height of 33m. Table 3.1 below describes the proposed maximum floorspace and building height parameters in the zones identified on the parameters plan in Figure 3.2. The proposed development parameters are explained in further detail in paragraphs 3.72 – 3.76 of this chapter.

Table 3.1: Proposed development zones for B8 logistics units with maximum building parameters

Development zone	Maximum number of buildings in each development zone	Maximum internal built footprint (m ²)	Maximum building heights to ridge (metres above finished ground level)
A	1 to 6	105,000	27
B	1 to 5	115,000	33
C	1 to 6	140,000	30
D	1 to 4	184,000	30
E	1 to 3	137,000	27
Maximum total floorspace across the Main HNRFI Site (excl. mezzanine space):		650,000*	-

* The individual floorspace maxima for Zones A to E add up to 681,000 m². However, this would be subject to an overall cap on floorspace in the HNRFI of 650,000 m².

3.25 Proposed building heights would allow the logistics area to accommodate modern automation systems and occupiers requiring high bay racking. These buildings will incorporate loading bays in the external walls and will have associated areas for lorry manoeuvring and parking and staff car parks. Containers would be transferred to and from buildings from the Railport using tugmaster yard tractors, towing trailers on to which

single containers would be loaded. The proposed development parameters for the HNRFI include flexibility for rail-connected buildings handling non-containerised freight.

- 3.26 Within these maximum total floor areas the draft DCO specifies the maximum number of B8 buildings proposed in each zone of the site. This will ensure that the development can reflect occupier demand, which might be for a few very large buildings or a larger number of smaller buildings.
- 3.27 As Figures 3.1 and 3.2 show, it is proposed that the B8 buildings are arranged efficiently with rail-connected buildings generally next to the Railport and rail-served buildings located on other parts of the site.
- 3.28 Sustainable drainage systems (SUDS) would be employed in hard-surfaced areas wherever suitable. The detailed SUDS design would be the subject of submissions to Blaby District Council under the terms of a proposed DCO Requirement ¹.
- 3.29 With a combined roof area of up to 65 hectares the HNRFI offers substantial potential for roof-mounted solar photovoltaic installations, providing renewable electricity. All of the proposed B8 buildings on the site would be able to accommodate solar photovoltaic (PV) panels on their roofs, giving a potential electricity generation capacity of up to 38 MW. The electricity generated would either supply the occupier of the building or be exported to the battery storage facility in the energy centre, for subsequent use by occupiers.
- 3.30 The detailed design of B8 buildings would be the subject of submissions to Blaby District Council under the terms of a proposed DCO Requirement. The Applicant proposes that a design code for buildings and landscape in the HNRFI would be submitted to Blaby District Council for approval. A draft of the design code will be submitted with the DCO application for the project. The design code would ensure consistency in the appearance of development across the site. Figure 3.4 provides images of the Applicant's recent logistics developments elsewhere to provide a general idea of how the B8 buildings might appear.
- 3.31 The proposed B8 buildings might include ancillary data centres providing occupiers with centralised computer facilities for data storage and networking. Data centres play an important role in the tracking of freight and would be located inside the proposed B8 buildings.
- 3.32 The security requirements for each building plot will reflect individual occupier requirements. Some buildings will be in fenced and gated compounds, the design of which would be the subject of detailed submissions to Blaby District Council in response to DCO Requirements.
- 3.33 Within the Main HNRFI Site, internal distributor roads would branch from the A47 Link Road to serve B8 buildings across the site. These internal distributor roads would be single carriageway roads set in landscaped corridors. The roads would be lit using lighting designed to minimise light pollution. These internal roads are not intended for adoption

¹ *The proposed DCO Requirement would be akin to a planning condition in a conventional outline planning permission requiring the approval of reserved matters.*

as public highways under the Highways Act 1980 but would be private roads available for public use. These roads would be maintained by the appointed management company. The Railport would have a lit, private, dedicated access off the A47 Link Road.

- 3.34 Car parks would be provided adjacent to the Railport and each B8 building for staff and visitors. The indicative master plan (Figure 3.1) demonstrates that the proposed development parameters allow for the provision for HGV and car parking to local authority standards, totalling approximately 1,000 lorry spaces and 5,000 car parking spaces.

Energy centre

- 3.35 The HNRFI would include an energy centre incorporating an electricity substation connected to the local electricity distribution network and a gas-fired combined heat and power plant with an electrical generation capacity of up to 10 MW, supported by a 20 MW standby generator. The energy centre would also incorporate a 20 MW battery storage facility to provide electrical supply resilience. It would be located alongside the proposed lorry parking area to the south of the A47 Link Road and would occupy an enclosed area up to 50 x 50m in plan, with a clad perimeter wall up to 6m in height and exhaust stacks up to 12m in height.

Lorry park with welfare and fuelling facilities

- 3.36 This would be located to the south of the proposed A47 Link Road, from which it would be accessed. Access to the lorry park, driver welfare building and lorry filling station would be controlled so that it is available for HNRFI-related hauliers only. This is in order to prevent the facility being used as a general-purpose service area and truck stop by passing motorway traffic.

Site hub

- 3.37 A two-storey site hub building containing site management and security offices and a marketing suite is proposed in an area to the south of the A47 Link Road near Freeholt Wood.

Terrain remodelling, landscape and planting

- 3.38 The natural terrain inside the Main HNRFI Site would be remodelled to provide two level plateaux for development. The height and shapes of the plateaux have been determined having regard to a desire to achieve a 'cut-fill balance' across the site, removing the need to import or export spoil.
- 3.39 The HNRFI would be the subject of a landscape and planting strategy incorporating the following main components.
- *Boundary landscape areas* – these are designed to help integrate the development into the surrounding landscape, with the subsidiary functions of noise attenuation and provision of biodiverse corridors of wildlife habitat. The boundary landscape areas would incorporate bunds of up to 3 metres in height, species-rich native tree and shrub

planting, areas of wet grassland and wildflower grassland and balancing ponds and swales. The boundary areas would incorporate security fencing and, where necessary, acoustic fencing.

- *Internal road corridors* – the main internal roads would be set in tree-lined corridors, some of which will incorporate water features. The roundabouts in the development will each be given a landmark landscape treatment.

Noise attenuation

3.40 To protect the amenity of local residential communities and areas enjoyed for recreation such as Burbage Common, noise attenuation measures are incorporated into the emerging parameters plan and shown on the master plan for the proposed HNRFI, including the following:

- a stepped acoustic barrier of between 2.0 and 3.0 metre in height to the north to mitigate impacts on residential receptors;
- acoustic barriers up to 4.0 metres in height to the north-east to mitigate impacts on residential receptors;
- acoustic barriers up to 6.0 metres in height to the south-west to mitigate impacts on residential receptors;
- acoustic barriers up to 6.0 metres in height to the south-west to mitigate impacts on users of Burbage Common.

3.41 Further measures are proposed to reduce noise during construction and operation. During construction, contractors will be required to follow best practice measures set out in a Construction Environmental Management Plan (CEMP). For the HNRFI in operation, noise limits are proposed in relation to fixed plant, equipment and break-out noise, where detailed information is not available at the time of writing, to protect residential amenity in the worst case (noise limits are set-out in PEIR Chapter 9, Table 9.42). Careful consideration will need to be given to gantry crane and other mobile plant procurement to source quiet equipment where possible, and this is covered in PEIR Chapter 9.

Amenity land and habitat creation

3.42 At the south-western corner of the main site an area of publicly-accessible open amenity land 22.66 hectares in extent, is proposed. This is intended to serve as a zone of transition between the HNRFI to the north-east and the habitats and open spaces provided by Burbage Common, Burbage Wood and Aston Firs to the west and south.

3.43 The amenity land, which is currently divided into small agricultural fields with peripheral public footpaths, would be sown with meadow grassland mix. Groups of trees and shrubs would also be planted and water features introduced, all with the intention of creating an area rich in biodiversity and being attractive for informal recreation.

- 3.44 A similar landscape treatment is proposed on land to the west of the existing railway and to the south of the proposed A47 Link Road. This land is c. 14.5 hectares in area and is intended to provide an amenity area contiguous with Burbage Common to the south,
- 3.45 The development of greenfield land can result in the loss of 'biodiversity' –, the range of plant and animal life that the land is able to sustain. In accordance with the Environment Act 2021 the Applicant is committed to delivering a 10% net gain in biodiversity in conjunction with the Project.
- 3.46 The landscape strategy for the Proposed Development includes provision for wildlife habitat enhancement. However, this in itself would be insufficient to deliver a 10% biodiversity net gain. In response, the Applicant is evaluating land off-site to meet the biodiversity net gain obligation. Further information on the strategy and approach is provided in Chapter 12: *Ecology and biodiversity* of this PEIR.

Public rights of way and amenity routes

- 3.47 The proposed closure, diversion and creation of public rights of way (PROW) and permissive amenity routes on the Main HNRFI Site are shown in Figures 11.13 and 11.14 of this PEIR. It is proposed that Burbage Common Road, which crosses the central area of the Main HNRFI Site, would be closed to through traffic from a point c. 320 metres south of the junction with the B581 Stanton Road to the west of the existing railway bridge. Access to the Main HNRFI Site via Burbage Common Road at its northern end near Elmesthorpe would be restricted to emergency vehicles, pedestrians, cyclists and horse riders only.
- 3.48 In recognition of the fact that Burbage Common Road serves as an amenity route for walkers, cyclists and horse riders, a replacement route between Elmesthorpe and Burbage Common is proposed. From a point on Burbage Common Road south of Elmesthorpe, the proposed amenity route would run along the eastern side of the HNRFI in a landscaped corridor alongside the M69 motorway. This corridor would incorporate a water course diverted from inside the Main HNRFI Site and would incorporate provision for pedestrians, cyclists and horse riders and would connect with an existing bridleway that originates north of Stoney Stanton and enters the Main HNRFI Site by means of a bridge over the M69 motorway 900 metres to the north-east of M69 Junction 2.
- 3.49 At the south-eastern corner of the Main HNRFI Site the proposed amenity route would cross the main access road from M69 Junction 2 by means of a signalised 'Pegasus crossing' - a clearly-marked crossing suitable for equestrian traffic, with safety barriers and crossing signals. The amenity route would then head north-westwards towards the proposed amenity land, described below, on the south-western side of the HNRFI. From the amenity land, access can then be gained to Burbage Common itself via Smithy Lane and an existing underpass beneath the railway.

Utilities infrastructure

- 3.50 The Proposed Development would include appropriate provision for the diversion of some existing utilities, the supply of water, electricity and gas, and interconnectivity for

telecoms and infrastructure for the disposal of foul and surface water. Provision is included within the Main HNRFI Site for new electricity sub-stations, gas metering kiosks, etc. Connections to all existing off site utility infrastructure will be undertaken by utility providers under their existing statutory powers. The points of connection will be determined by these undertakers at a future date.

Security and safety provisions

- 3.51 The Proposed Development includes security infrastructure to serve the HNRFI, including fencing, gates, security kiosks, and security lighting.

Drainage works including groundwater retention ponds and swales

- 3.52 The drainage characteristics of the Main HNRFI Site would be modified significantly by the addition of large buildings and extensive hard-surfaced areas. To ensure that the site drains without giving rise to any enhanced risk of flooding on or off the site, the site will be the subject of a comprehensive drainage strategy incorporating sustainable drainage principles and including retention ponds, underground attenuation tanks and swales. Swales are incorporated into the proposed landscape strategy for the HNRFI and will serve a secondary purpose as wildlife habitat.
- 3.53 The groundwater management and drainage strategy for the HNRFI, including the proposed arrangements for the ultimate discharge of water from the site, is described and assessed in Chapter 14: *Surface water and flood risk* of this PEIR. A central design objective is to ensure that rates of water run-off from the site in wet weather do not exceed current run-off rates, allowing for increased run-off associated with extreme rain events predicted as a consequence of climate change.

Highway and railway works

M69 Junction 2

- 3.54 M69 Junction 2 would be reconfigured and signalised to enable the addition of a dual carriageway access into the Main HNRFI site, via the proposed A47 Link Road, for operational traffic via the existing roundabout. HGV Route Management measures will be put in place to ensure the use of M69 Junction 2 and the A47 Link Road in preference to the local road network.
- 3.55 A two-lane northbound off-slip and a two-lane southbound on-slip would be added to M69 Junction 2, making it an 'all-ways' junction and enabling the convenient flow of traffic on the M69 motorway from the direction of Coventry, the M6 motorway and the A5.
- 3.56 Initial traffic flow assessments have indicated that both slip roads will be two-lane and will join and leave the main line in the usual manner as a 'ghost island taper merge' and a 'ghost island taper diverge' respectively. These arrangements will enable traffic to merge with or diverge from motorway traffic in two separate lanes, with a length of hatching separating the flows.

- 3.57 Works will affect around 700m of the M69 motorway main line and will include the provision of a retaining wall adjacent to an existing National Grid transmission tower, the extension of a drainage culvert and provision of roadside features including a safety barrier and drainage.
- 3.58 Further works on the M69 motorway will include amendment of existing advanced direction signage for the southbound off-slip, provision of new advanced directional signage for the northbound off-slip and provision of route confirmatory and services signage for the southbound on-slip.

The A47 Link Road

- 3.59 The A47 Link Road would be the only non-emergency road access to the HNRFI.
- 3.60 The section of the proposed A47 Link Road inside the Main HNRFI Site shown on the indicative master plan (Figure 3.1) has a sequence of roundabouts to provide access to service roads and reduce traffic speeds. These roundabouts and the design of the A47 Link Road would be subject to detailed design approval post-consent, in accordance with a proposed DCO Requirement. As shown in the indicative master plan in Figure 3.1, from the M69 Junction 2 the first two sections of the road would be dualled, reducing to a single carriageway as the road proceeds further westward.
- 3.61 The A47 Link Road crosses the main railway line by means of a new bridge. The bridge would pass over the Railport access road at the southern end of the Railport, the proposed railway sidings, the existing railway and the existing bridleway beyond. It would replace the existing hump-back bridge over the railway, which would be demolished. The new bridge would include a pedestrian walkway and cycleway and would include sufficient height clearance to enable a future electrification of the railway.
- 3.62 From the proposed railway bridge the A47 Link Road would ramp down to local ground level and proceed north-westwards at grade towards a new roundabout junction on the B4668 / A47 Leicester Road.
- 3.63 West of the railway the proposed A47 Link Road would be a single carriageway road with footpath and cycleway provision. Landscape works and planting are proposed either side of the road for visual amenity and biodiversity enhancement. The road design will incorporate provisions for drainage and the diversion of existing utility infrastructure. The junction with the B4668 Leicester Road would be lit but the section of the A47 Link Road from there to the proposed railway bridge would be unlit in order to reduce light spillage affecting Burbage Common to the south.
- 3.64 The A47 Link Road would be open to general traffic and would intercept traffic principally from Barwell and Earl Shilton to the north, which would otherwise be likely to travel to and from the upgraded M69 Junction 2 via existing roads through Hinckley, Burbage, Elmesthorpe and Stoney Stanton.

Off-site highway works

3.65 Traffic modelling has identified a need for modifications to several junctions on the local road network, in response to the different traffic flow pattern resulting partly from the HNRFI and principally from the M69 Junction 2 upgrade, which would change the pattern of traffic flows in the locality. Affected highways and the works potentially required are listed in Table 3.2 and shown in Figure 3.3. In advance of a DCO application being made, the Applicant will continue to refine this list in the light of further road traffic modelling results and consultation feedback. As explained in Chapter 8: *Transport and traffic* of this PEIR, the list in Table 3.2 is considered to be representative of what is required but whilst road traffic modelling continues, the introduction of additional highway improvements cannot be precluded at this stage of the pre-application process.

Table 3.2: Indicative list of modifications to roads proposed in connection with the HNRFI development

No.	Location	Works proposed	Highway Authority
Blaby DC			
B1	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton	The existing mini-roundabout would be replaced by traffic lights with signalised crossings for pedestrians.	Leics CC
B2	Junction of B4669 Hinckley Road and Stanton Lane, west of Sapcote	Traffic lights would be introduced with a phase to allow pedestrians and cyclists to cross.	Leics CC
B3	Stanton Lane / Hinckley Road, south-west of Stoney Stanton	Reduction of the speed limit to 40mph from the national speed limit; traffic calming features and formalisation of on-carriageway parking	Leics CC
B4	B4669 Hinckley Road/ Leicester Road, Sapcote	Traffic calming features, creation of cycle infrastructure and wider footways, public realm and junction improvements and a bus stop relocation at junction of Church Street and B4669. A new pedestrian crossing is included.	Leics CC
B5	Junction of B4114 Coventry Road and B581 Broughton Road at Soar Mill, south-east of Stoney Stanton	New traffic lights are already scheduled to be introduced as part of the Broughton Astley S278 works (Planning Ref: 19/00856/OUT). The Applicant proposes to widen the carriageway on the northbound approach to the B4114 Coventry Road and on the B581 Broughton Road to	Leics CC

No.	Location	Works proposed	Highway Authority
		provide additional capacity for left-turning traffic on both arms. The left turn on Broughton Road would be provided as separately signalised phase to enable it to run at the same time as the right turn into Broughton Road from Coventry Road to improve the efficiency of the junction.	
B6	Junction of B4114 Coventry Road and Croft Road, south-west of Narborough	Lane widening on junction approaches	Leics CC
	Hinckley and Bosworth BC		
HB1	Junction of A47 Normandy Way and A447 Ashby Road, Hinckley	It is proposed that the approach roads to this junction would all be widened to accommodate additional traffic. Indicative right turn and two lanes would be provided through the junction in a westbound direction. Formal signal-controlled pedestrian crossing points would be introduced.	Leics CC
HB2	Junction of A47 Normandy Way / Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell	Widening of the entry arm on the B4668 Leicester Road	Leics CC
HB3	Junction of B4668 and New A47 Link Road, north east of the site access (Access Infrastructure)	Provision of a three-arm new roundabout access to the B4668 Leicester Road, including a segregated left turn lane southbound from the A47.	Leics CC
	Harborough DC		
H1	Cross in Hand roundabout at the junction of the A5 Watling Street, A4303 Coventry Road, B4428 Lutterworth Road and Coal Pit Lane, west of Lutterworth	Increased roundabout radius and widened lane entries, with two lanes marked for longer distances for traffic approaching the junction on the A5 Watling Street southbound and on Coal Pit Lane.	National Highways

Traffic Regulation Orders

3.66 In addition to the highway works identified in Table 3.2 (above), Traffic Regulation Orders (TROs) made under the Road Traffic Regulation Act 1984 may be sought at the following

locations, subject to further road traffic modelling and discussions with the relevant highway authority. These are listed in Tables 3.3 to 3.7 below and cover clearways, 24 hour waiting restrictions, amendments to existing speed limit orders, indicative 40 mph (64 kph) speed limit orders and indicative derestriction orders respectively.

Table 3.3: Indicative list of proposed clearway restrictions

Road	Location	TRO Plan ref.	Description
A47 Link Road	From the roundabout junction between the A47 Link Road and the B4668 to the roundabout junction between the A47 Link Road and Site Access Road 2	2.6A	Enforcement of clearway restrictions on the A47 Link Road to prevent vehicles from stopping on the carriageway at any time.
A47 Link Road	From the Junction with the M69 Junction 2 circulatory carriageway to a point c.30 metres north of the junction with the M69 Junction 2 circulatory carriageway.	2.6B	Extension of existing clearway restrictions on the M69 Junction 2 roundabout onto the A47 Link Road
M69 northbound diverge slip road	From a point c.22 metres south of the junction with the M69 Junction 2 circulatory carriageway to the junction with the M69 Junction 2 circulatory carriageway.	2.6B	Enforcement of clearway restrictions from the end of Motorway Regulations on the new slip road to the M69 Junction 2 roundabout
M69 southbound merge slip road	From the junction with the M69 Junction 2 circulatory carriageway to a point c.22 metres south of the junction with the M69 Junction 2 circulatory.	2.6B	Enforcement of clearway restrictions from the M69 Junction 2 roundabout to the beginning of Motorway Regulations on the new slip road

Table 3.4: Indicative list of proposed 24 hour waiting restrictions

Road	Location	TRO Plan ref.	Description
A47 Link Road	From the roundabout junction between the A47 Link Road and Site Access Road 2, to a point c.30 metres north of the junction with the circulatory carriageway	2.6A 2.6B	24-hour enforcement of waiting restrictions (double yellow lines) along both carriageways of the dual carriageway section of the A47 Link

	at the M69 Junction 2 roundabout junction		Road to prevent vehicles from parking on the carriageway.
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3.67 In addition to the TRO listed above, proposed speed limit orders may be sought at the following locations subject to further road traffic modelling and discussions with the relevant highway authority:

Table 3.5: Indicative amendments to existing speed limit orders

Order Title	Location	TRO Plan ref.	Changes
The Leicestershire County Council (B4668 Leicester Road, Hinckley) (Imposition of 30mph, 40mph and 50mph Speed Limits) Order 2008	B4668	2.7A	Location of the introduction of the 50mph speed limit on the B4668 to be amended from a point 7 metres south west of the southern boundary of the property 'Penryl' to a point 35 metres south west of the roundabout junction between the B4668 and the A47 Link Road. The purpose of this change is to reduce the speed limit of the B4668 from 50mph to 40mph on the west side of the proposed roundabout junction between the A47 Link Road and the B4668.

Table 3.6: Indicative 40mph speed limit orders

Road	Location	TRO Plan ref.	Description
B4668	From a point 7 metres south west of the southern boundary of the property Penryl to a point 35 metres south west of the roundabout junction between the B4668 and the A47 Link Road	2.7A	Reduction of the speed limit on this stretch of the B4668 from 50mph to 40mph by means of a new order.
A47 Link Road	From the roundabout junction between the A47 link road and the B4668 to a point c.90m south east on the A47 Link Road	2.7A	Enforcement of 40mph speed limit on northern most section of the A47 Link Road
A47 Link Road	From a point c.220 metres north of the proposed railway bridge	2.7A 2.7B	Enforcement of 40mph speed limit on the A47 Link Road (both single

	to a point c.30 metres north of the M69 Junction 2 roundabout		and dual carriageway sections) from north of the railway bridge to the M69 Junction 2
Stanton Lane / Hinckley Road	From a point c.40 metres south of the junction between Hinckley Road and Underwood Drive to a point c.35 metres north of the junction between Stanton Lane and the B4669	2.7C	Enforcement of a new 40mph speed limit on Stanton Lane / Hinckley Road between the existing 30mph limit in force in Stoney Stanton and the junction of Stanton Lane and the B4669. This road is currently National Speed Limit.

Table 3.7: Indicative derestriction orders

Road	Location	TRO Plan ref.	Description
A47 Link Road	From the junction with the M69 Junction 2 roundabout to a point c.30 metres north of the M69 Junction 2 roundabout	2.7B	Extension of existing derestriction order in force on M69 Junction 2 roundabout to the reduction in speed limit to 40mph on the A47 Link Road. A derestriction order is required to enforce a National Speed Limit on highways that are lit.
M69 motorway northbound diverge slip road	From a point c.22 metres south of the junction with the M69 Junction 2 circulatory carriageway to the junction with the M69 Junction2 circulatory carriageway.	2.7C	Derestriction order to cover the new carriageway between the end of Motorway Regulations on the new slip road and the M69 Junction 2 roundabout (where a derestriction order is in force) A derestriction order is required to enforce a National Speed Limit on highways that are lit.
M69 motorway southbound merge slip road	From the junction with the M69 Junction 2 circulatory carriageway to a point c.22 metres south of the junction with the M69 Junction 2 circulatory.	2.7C	Derestriction order to cover the new carriageway between the M69 Junction 2 roundabout (where an existing derestriction order is in force) and the start of Motorway Regulations on the new slip road. A derestriction order is required to enforce a National Speed Limit on highways that are lit.

Pedestrian level crossings

- 3.68 As explained in the preceding chapter of this PEIR, the existing Leicester to Hinckley railway features a series of uncontrolled gated pedestrian level crossings serving local PROW routes. These include level crossings at the following locations, shown in Figure 3.3 and listed in Table 3.8 below.
- 3.69 There is the potential for freight trains to be held at signals on their approaches to the HNRFI. Where this happens, trains might temporarily obstruct level crossings or block views along the line, creating a risk that pedestrians might attempt to walk along the railway to get around the end of the train, climb under the couplings of stationary freight wagons or cross when it is not safe to do so because their view of an approaching train is blocked. Following discussion with Network Rail, the Applicant proposes the following measures at these crossings with the aim of maintaining public safety.

Table 3.8: Level crossing modifications proposed in connection with the HNRFI development

Level crossing	Works proposed	Access and limitations proposed in the draft DCO
Thorney Fields Farm No 2: Grid Ref: SP480959 Footpath No. XU17/2 1 km NW of Sapcote.	The level crossing would be closed and the existing public right of way diverted with pedestrians rerouted to an existing bridge over the railway south of Thorney Fields Farm.	Permanent closure and PROW diversion
Elmesthorpe: Grid Ref: SP471958 Footpath No. T89/1 between Bostock Close and the B581 Station Road, opposite the Wentworth Arms public house.	Permanent closure. Pedestrians would instead be able to cross the railway using the existing Station Road bridge, 75 metres to the south-west.	Permanent closure and PROW diversion
Billington Rough: Grid Ref: SP460954 Footpath No: U50/3-U50/4 from Elmesthorpe.	Permanent closure. The footpath to the east of this level crossing is proposed to be stopped up, meaning that the level crossing would have no future purpose. Pedestrian traffic wishing to cross the railway would be diverted to the railway bridge proposed for the A47 Link Road, c. 750 metres to the south-west.	Permanent closure and PROW diversion
East of Bridge Farm: Grid Ref: SP457952	Permanent closure. The footpath to the east of this	Permanent closure and PROW diversion

Level crossing	Works proposed	Access and limitations proposed in the draft DCO
Footpath No. V23/1 from Barwell.	level crossing is proposed to be stopped up, meaning that the level crossing would have no future purpose. Pedestrian traffic wishing to cross the railway would be diverted to the railway bridge proposed for the A47 Link Road, c. 400 metres to the south-west.	
The Outwoods: Grid Ref: SP442941 Footpath no. U8/1-U52/1, connecting Burbage and the Hinckley Academy and John Cleveland Sixth Form Centre in Hinckley.	Replacement of the level crossing with a pedestrian footbridge, with associated public rights of way diversions.	Permanent closure and PROW diversion

3.70 The effects of the Proposed Development on the use of these level crossings are described in Chapter 8: *Transport and traffic* of this PEIR, where proposed mitigation measures are explained.

Railway infrastructure

3.71 Supporting infrastructure will be required along the section of the existing Leicester to Hinckley railway, at and close to HNRFI to enable the proposed rail freight interchange to be integrated with the established railway network. This infrastructure will include railway signals and enhanced safety systems, track points and supporting electrical and monitoring infrastructure in the form of lineside kiosks and connecting cabling.

DEVELOPMENT PARAMETERS

3.72 The DCO application for the Proposed Development will seek consent for development parameters – a maximum outer envelope for specified types of physical development – within which detailed proposals for individual buildings and infrastructure would come forward for subsequent approval. The ES for the project will assess the likely significant environmental effects of these ‘Rochdale Envelope’ parameters.

3.73 The parameters for the Proposed Development are shown on a parameters plan in Figures 3.2. The parameters for the HNRFI are informed by and reflect the development shown in the illustrative master plan (Figure 3.1). The main features of the parameters plan are described below.

3.74 Six main development zones are proposed, identified as Development Zones A-F in Figure 3.2. The maximum proposed building heights are expressed as height above ground level (AGL) following site levelling and preparation and height above ordnance datum (AOD), a fixed measure of height above mean sea level used as consistent point of reference. In each development zone a maximum number of buildings is proposed. For example, Development Zone B might contain five smaller buildings or anything between one and four larger buildings, in all cases not exceeding a total footprint of 115,000 square metres.

Development Zone A – This zone comprises up to six rail-served buildings with an overall footprint of up to 105,000 square metres and a maximum height to ridge of 27m AGL and 124.15 metres AOD, excluding plant, silos or other ancillary structures.

Development Zone B - This zone comprises up to five buildings, some rail-connected and all rail-served, with an overall footprint of up to 115,000 square metres and maximum heights to ridge of 27 metres AGL and 120.65 metres AOD in sub-zone B1, 33m AGL and 126.65 metres AOD in sub-zone B2 and 27 metres AGL and 120.65 metres AOD in sub-zone B3, in all cases excluding plant, silos or other ancillary structures.

Development Zone C - This zone comprises up to six rail-served buildings with an overall footprint of up to 140,000 square metres and a maximum height to ridge of 27 metres AGL and 124.15 metres AOD in sub-zone C1 and 30 metres AGL and 127.15 metres AOD in sub-zone C2, excluding plant, silos or other ancillary structures.

Development Zone D - This zone comprises up to four rail-connected buildings with an overall footprint of up to 184,000 square metres and a maximum height to ridge of 37 metres AGL and 124.15 metres AOD in sub-zone D1 and 30 metres AGL and 127.15 metres AOD in sub-zone D2, excluding plant, silos or other ancillary structures.

Development Zone E – This zone comprises up to three rail-connected buildings with an overall footprint of up to 137,000 square metres, with a maximum height to ridge of 27 metres AGL and 120.65 metres AOD in sub-zone E1 and 24 metres AGL and 117.65 metres AOD in sub-zone E2, excluding plant, silos or other ancillary structures.

Development Zone F – This zone contains a lorry park and HGV fuelling station, ancillary office and welfare facilities and the energy centre.

3.75 Each development zone includes all elements integral to each development plot, including buildings, hardstandings, parking, landscape and planting, utilities and drainage infrastructure. Although some of the development footprints identified in Development Zones A-F above amounts to 681,000 m², the draft DCO provides for a collective overall built footprint of 650,000 m², along with a total area of 200,000 m² of mezzanine floorspace to be included in the B8 buildings in Development Zones A, B, C, D and E. An area for the proposed energy centre is also identified.

3.76 The parameters plan reproduced in Figure 3.2 also sets parameters for the following;

- rail and Railport infrastructure including connections from the existing railway, sidings, gantry cranes and areas for the temporary stacking of freight containers;

- highway infrastructure corridors including carriageways, landscaping, footpaths, laybys and cycleways. The parameters plan proposes a 'limit of deviation' within which internal roads would be contained;
- external road infrastructure within landscaped corridors, including the proposed upgrades to M69 Junction 2 and the proposed A47 Link Road, including a bridge to replace the existing Burbage Common Road bridge;
- areas for woodland protection, landscape and planting, footpath, bridleway and water course diversions, new ponds and swales and amenity areas for public use;
- a development zone for a site hub containing site management and security offices and a marketing suite, with ancillary parking and planting;
- signage for the development.

CONSTRUCTION AND PHASING

Main works elements

3.77 It is anticipated that the general construction programme will broadly be broken down into following key components, as listed below:

- creation of a construction site access from the M69 Junction 2 roundabout;
- site preparation and clearance;
- rail terminal;
- highway works:
 - M69 Junction 2 improvements;
 - A47 Link Road;
 - additional offsite highways works (mitigation within the existing designated highway).
- on-site works:
 - internal highway works;
 - new bridge across the main railway;
 - earthworks;

- landscape and planting.
- storage and logistics buildings.

Development programme and phasing

3.78 The pace of development will broadly reflect occupier demand and for this reason the programme and phasing set out below is indicative. Subject to the demands of the property market and the detailed design stage being finalised it is anticipated that the below works would be phased over a total period of ten years. The requirement for the southern slip roads at Junction 2 M69 drives the need to carry out further infrastructure such as the site access and the completion of the A47 link road including the new bridge over the railway early in the process prior to the first occupation of the warehousing units.

3.79 The indicative construction programme is shown in Table 3.9. It is proposed that development would take place in phases with floorspace thresholds or triggers specified for the completion of off-site highways works and elements of the Railport.

Table 3.9: Proposed phasing of the HNRFI development

Phase	From (year)	Indicative description of works
	12 months post-DCO consent	<ul style="list-style-type: none"> • Discharge of DCO Requirements • Land draw down • Highway technical approvals • Main contractor tender process • Ecological mitigation for construction phase, and tree protection measures • Pre-construction earthworks strategy and main contractor mobilisation
Construction phases		
1	1 – 2	<ul style="list-style-type: none"> • Site clearance • Junction 2 M69 site access • Junction 2 M69 southern slip roads • A47 link road and new bridge over the railway • Off-site highway improvements • Earthworks to main site and railport • Required utilities diversions and connections • Drainage • Public Right of Way diversions / stopping up • Temporary signage • Landscape and planting works • Building construction commences zone A • Construction of estate roads

2	Year 3 – 4	<ul style="list-style-type: none"> • Further utilities works • Drainage • Initial rail terminal • Signage • Energy services • Zone F • The construction of estate roads • Completion of warehousing in Zone A • Commencement of construction of warehousing in Zones C and E (rail-connected) • Landscape and planting works
3	Year 5 – 6	<ul style="list-style-type: none"> • Further utilities works • Drainage • The expanded rail terminal • The construction of estate roads • Construction of warehousing in Zones C and E • Landscape and planting works • Lorry park
4	Year 7 – 8 – Year 15	<ul style="list-style-type: none"> • Final phase of rail terminal • Further utilities works • Drainage • The construction of estate roads • Construction of warehousing in Zone D • Landscape and planting works
5	Year 9 – 10	<ul style="list-style-type: none"> • Further utilities works • The construction of estate roads • Construction of warehousing in Zone B • Drainage • Landscape and planting works

Implementation plans

3.80 The potential environmental effects of construction work are assessed in the technical chapters of this PEIR. To further assist the assessment of environmental effects and to provide a clear picture of the measures proposed to protect the environment and local amenity during construction, the DCO application for the Proposed Development will be accompanied by the following documents.

- **Construction Method Statement** – explaining how the HNRFI and associated infrastructure would be built.
- **Construction Environmental Management Plan** – describing the measures the Applicant proposes to protect the environment of the HNRFI Site and its surroundings

during construction.

- **Construction Transport Management Plan** – which will include measures to ensure that construction traffic will not cause an unacceptable increase in traffic on local roads. The plan will include routing restrictions for construction traffic.
- **Site Waste Management Plan** – covering the minimisation and management of waste generated during construction.
- **Community Engagement Plan** – setting out the arrangements for community liaison and the handling of any complaints during the construction of the Proposed Development.
- **Landscape and Ecology Management Plan** – explaining how landscape and planting and habitat protection and enhancement will be undertaken with a view to securing specified landscape visual, ecology and biodiversity benefits.

3.81 It is proposed that drafts of these implementation plans will be submitted with the DCO application and that the draft DCO will include Requirements for the submission and approval of final versions of the implementation plans by the relevant planning authorities after the DCO is ‘made’. Each implementation plan will include provisions for its own review in consultation with the relevant planning authorities.

THE RAIL FREIGHT INTERCHANGE IN OPERATION

3.82 As explained earlier in this chapter, the rail connections into the HNRFI have been designed to enable trains to enter the terminal at speeds that minimise the time a train would need to leave the main line. Trains entering the site from either direction would move either directly into the one of the four Railport sidings served by gantry cranes or into one of four reception sidings running alongside the main line. From the reception sidings, trains might continue on to rail-connected buildings via the run-around chord on the northern edge of the Main HNRFI Site.

3.83 Up to 16 train visits a day are provided for.

3.84 Once in the intermodal terminal, gantry cranes or reach stackers would be used to remove and load containers from the train. Gantry cranes would run on rails and move up and down the terminal. They would be powered by electricity for clean and quiet operation. The main benefit of gantry cranes is that they allow a faster operation with more space to stack containers. A reach stacker is a large mobile lift truck which can pick up containers and move around flexibly. While reach stackers are flexible, they require more manoeuvring space.

3.85 Containers unloaded from a train would be transferred by the crane to a temporary stockpile nearby or, more often, transferred directly onto a flatbed trailer pulled by a lorry or a tugmaster yard tractor vehicle. These vehicles would then:

- transport the container directly to one of the B8 buildings on the Main HNRFI Site for processing. From there the contents of the container will be batched and forwarded to customers, who might include manufacturers, retailers and private individuals, using vehicles ranging from HGVs to vans.
- transfer the container to a storage area where it can be held until needed;
- if lorry-hauled, deliver the container to a business elsewhere in the region, generally within 80km of the HNRFI.

3.86 The HNRFI would operate on a 24 hour / seven days a week basis. Staff at the Railport and in B8 buildings would generally work in shifts. The Applicant proposes to implement a site-wide green travel plan to provide the workforce with alternatives to private car use.

Site management - operation

3.87 During the operation of the HNRFI there would be ongoing management of the site to ensure a high quality environment is maintained. These management controls would also apply throughout the construction phase to ensure that existing buildings and occupiers do not experience disruption or disturbance.

3.88 Once completed, the site will be managed by a management company. This organisation will be responsible for ensuring the planned management and maintenance of the site, including shared areas of public realm and unadopted areas.

3.89 A site-wide *HGV Route Management Plan and Strategy* will set objectives and a strategy for the delivery of measures to promote sustainable freight management. It will identify existing local HGV restrictions in the area and specify the proposed routes on the strategic road network that will be promoted for HGV journeys to and from the HNRFI as well as routes through the local villages where HGV movements would be restricted. An HGV signage strategy will be developed in the version of the *HGV Route Management Plan and Strategy* submitted with the DCO application.

3.90 The *HGV Route Management Plan and Strategy* will include a package of measures that will assist in managing and monitoring HGV movements. An enforcement methodology will be developed with the Relevant Planning and Highway Authorities. The measures will raise awareness of the strategy, support efficient operations of the site and encourage positive freight patterns.