



Dynamic Transport Planning Ltd
The Riverside
Chester-Le-Street
County Durham
DH3 3QR
Company Number: 11024719

Catherine Townend
National Highways
Your Reference: NHPR 22-12
By Email

20/08/2024

Proposed Construction of Motorway Service Area at South/Western Boundary Fronting M69, Land East of Stretton Croft, Wolvey Road, Leicestershire.

Dear Catherine,

As you are aware Dynamic Transport Planning Ltd (DTP) is instructed on behalf of Welcome Break Services Ltd (the applicant) in relation to the above cross-boundary planning application, which is currently being considered by Hinckley and Bosworth Borough Council and Rugby Borough Council (Application Reference Numbers: 23/01023/HYB and R23/1047). A full timeline of the planning application can be found within the Technical Note (TN) of March 2024 issued by DTP to National Highways (NH).

A number of consultation responses regarding the application have been issued since its submission. In response to these various consultation comments, DTP have provided a Technical Note (dated March 2024) and two letter responses (dated June 2024 and July 2024).

In response to DTP's July 2024 letter response, a meeting was organised between National Highways, Rugby Borough Council, the applicant's Planning Consultant and DTP on 13th August 2024 to discuss the remaining outstanding matters with regard to the proposals. A series of outstanding matters were raised by National Highways, for which further supporting information or evidence was requested. These matters were confirmed in via email from NH subsequent to the meeting, which can be found at **Appendix 1**. This letter response provides the further information requested by NH on these matters.

It is noted that the applicant's planning consultant informed NH during the August 13th meeting that all other planning matters on this application were resolved, with NH's holding notice the only barrier to determination of the application. There is a clear path to the approval of the application via both LPAs, with it understood that Rugby Borough Council are in a position to approve delegated, and Hinckley and Bosworth Borough Council will provide a positive recommendation at committee.

Given that NH have been provided with ample opportunities to offer their comments on all elements of these proposals, it is considered that this letter provides all of the outstanding information hereby requested by NH. As such, the applicant would expect NH to confirm with the LPAs their stance of no objection to the proposals forthwith, or the formal notices will be served to the respective LPAs of the applicants intention to appeal for non-determination.

Response to Outstanding Matters Raised by NH

Subsequent to the meeting of 13th August 2024, NH provided, via email, a list of outstanding matters with regard to the proposals on 13th August 2024, which can be found at **Appendix 1**. Matters raised within the correspondence comprise:

- Junction Modelling of the M69 J1;
- Trip Generation;
- Merge / Diverge Assessments;
- Site Access Layout;
- WCHAR and RSA;
- Departures from Standard;
- Drainage; and
- Red Line Boundary.

Modelling

NH state within their email on 13th August 2024 that *'During pre-app discussions, DTP was advised (in writing on 11/05/23) that the LinSig should be extended to include the M69 slips.'* This advice referenced by NH was received by DTP via email on 11th May 2023 as stated and can be found at **Appendix 1**.

However, the 11th May 2023 email states that *'A LINSIG model would be able to assess the circulatory and slip road arms'*. The LINSIG model is identical to the previously approved model for the extant approved development on the site and no changes to the model were requested by NH. The email goes on to state that the *'LINSIG model should include the MSA access on the A5 to model any interaction and queueing between both junctions.'*

Therefore, the scope of the LINSIG model was agreed in writing with NH prior to its undertaking and this exact scope was carried out by DTP and presented within the submitted Transport Assessment. Notwithstanding this, the key matter remains that this model is identical to the approved traffic model from the extant approval on the site, but that there would be a lower peak hour traffic demand with the new development proposals.

The approved model has been rerun with the proposed development traffic assignment and is shown to work within capacity and confirming that there is clearly no severe impact arising in capacity terms from the development. Notwithstanding this, the applicant is being asked to revisit matters already approved and agreed and at additional financial time and cost.

We consider this matter resolved.

Trip Generation

In most recent written response (dated 28th June 2024) NH confirmed that trip generation was agreed. Trip generation was agreed once before during the pre-application discussions (**Appendix 1**). It is therefore again frustrating to see that NH state within their email of 13th August 2024 that *'AECOM are checking the flow information submitted with the latest technical note'*.

Trip generation was not raised within the meeting on 13th August 2024. NH have already provided their consultation response on this matter and have had ample opportunity to raise any additional issues with regard to trip generation. DTP addressed trip generation with the methodology stipulated by NH in their letter response of June 2024 (Reference: DTP-3711622-L01) and we consider this matter resolved.

Merge / Diverge Assessment

During the meeting held on 13th August 2024 and within their subsequent summary minutes of this meeting, NH stated that they required further commentary with regard to the submitted Merge / Diverge Assessments for the M69 J1. NH provide a table within their email response to suggest that the NB and SB merges would be below the required layout and that the applicant should consider the requirement to bring the merges up to the required standard, or if this is not considered necessary, to explain why.

To provide further clarity on this matter, DTP have undertaken additional Merge / Diverge Assessments for both the existing situation at the M69 J1 and also with the addition of development related traffic. The full Merge/Diverge diagrams for each scenario are provided at **Appendix 2**.

A summary of the Merge/Diverge assessment for the M69 J1 slips for the existing junction with and without the development related traffic in place can be found in the table below. Data for the mainline flows has been taken from NHs WebTRIS site, with count point M69/8100A used for the NB mainline flow for an average March 2023 Wednesday.

To determine the SB mainline flow due to the lack of data at the counter within the vicinity of J1, count point M69/8147B to the north of the site has been used, with the recorded flows on the M69 J1 SB off-slip (count point M69/8105L) subtracted to provide an overall mainline flow. The flows have been obtained for an average March 2023 Wednesday.

Merge and Diverge numbers have been determined from the turning counts at the M69 J1 roundabout from the 2023 survey undertaken as part of the submitted TA for the site.

2023 Base	AM Peak			PM Peak		
	Merge / Diverge	Mainline	Jct Type	Merge / Diverge	Mainline	Jct Type
Northbound Merge	620	1416	D	469	1749	D
Northbound Diverge	793	1416	A	1350	1749	A
Southbound Merge	1523	1784	D	789	1419	D
Southbound Diverge	793	1784	A	1350	1419	A

2023 Base + Development	AM Peak			PM Peak		
	Merge / Diverge	Mainline	Jct Type	Merge / Diverge	Mainline	Jct Type
Northbound Merge	1204	1416	D	512	1749	D
Northbound Diverge	1393	1416	A	1409	1749	A
Southbound Merge	1931	1784	D	826	1419	D
Southbound Diverge	1393	1784	A	1409	1419	A

It is noted that the existing situation at the site is a Type A merge and that the results of the Merge/Diverge assessment for both scenarios demonstrate that both the NB and SB merges should be Type D. Therefore, the addition of the development related traffic is not the cause of the change in the required standard of junction type, given that the existing situation should already be Type D.

Whilst Type D suggests the requirement for a lane-gain, given the low mainline flows, this would typically be for a one lane upstream approach to proceed with two downstream lanes. The existing situation already has three upstream lanes and three downstream lanes, and it is therefore not considered that a lane gain would be required in this situation. The chart would suggest that both merges will only ever be required as Type D as the mainline flow does not exceed 2,000 vph. Therefore, the junction already provides more capacity than the chart suggests is required and we consider this matter resolved.

Site Access Layout

NH outline that the site access layout must be designed to a preliminary design standard, according to their *Planning for the Future (2023)* document. In accordance with this document, DTP have produced several drawings for NH's consideration which can be found at **Appendix 3**. The below drawings have been enclosed:

- General Site Access Arrangement (Drawing DTP-3711622-SK004-D) – Inclusive of the proposed site access arrangements, relevant dimensions and geometries, junction intervisibility and vehicle swept paths.
- Highway Boundary Plan (Drawing DTP-3711622-SK010-A) – Depicting the boundaries of the applicant's ownership and the extent of the application site.
- Highway Level Arrangement (Drawing DTP-3711622-SK005) – Denoting the relevant levels within the vicinity of the proposed site access.

In addition to the above drawings, a summary of the required DMRB standards and the achieved measurements for the proposed site access are presented in the table below. The table demonstrates that the proposed site access arrangements achieve the stipulated DMRB design requirements.

Item	Requirement	Design
Angle of Intersection	70 - 90 degrees	90 degrees
Forward visibility to stoplines	40mph speed limit and recorded speeds = 120m	120m
Junction intervisibility	Shown on plan	achieved
Lane widths	3m min - 3.65m max	3.3m
Turning lane storage requirements	meet capacity and queuing requirements	achieved
Exit lane continuity	100m	100m
Corner Radii	designed to accommodate swept paths (NH specifically requested 15.5m artic)	achieved

It is noted that NH have raised the Wolvey Road junction improvement scheme which was proposed as part of the previously approved application at the site. However, this was proposed as the previous scheme included employment development which distributed some vehicle trips through the Wolvey Road junction. The new proposals for an MSA do not add any vehicle movements at the Wolvey Road junction, as it would draw upon traffic already routing along the A5 and M69. Therefore, the Wolvey Road junction improvement scheme would not necessarily be required as part of these proposals, and should NH be in agreement, the applicant would be happy to remove this aspect of the proposals.

WCHAR

NH have received a copy of the WCHAR, and it is noted that this is under review. The applicant respectfully asks that this be reviewed promptly given the significant delays in the determination of the application.

RSA 1

Upon confirmation from NH that the enclosed General Arrangement plan is suitable, the applicant would be happy to update the RSA brief with this and undertake the safety audit. It is noted that an RSA was undertaken for the previously approved scheme with the same access design and a lower traffic generation at peak times. No material safety concerns were raised that required further input at the planning stage.

Departures

No departures have been identified within the proposed site access arrangements. The current proposals include highway works at the Wolvey Road junction, although the previous point considers the potential to remove this aspect from the proposals. The proposals at Wolvey Road are to significantly improve an existing substandard arrangement but are not required to make the planning application proposals acceptable in decision making terms.

Drainage

NH await further comments from their drainage team, this is disappointing given ample time has been provided for NH to make comment. However, we do not consider NH can have any significant concerns on this matter given that the same approved arrangements are proposed as the previous scheme and NH have had ample opportunity to review and comment on this. In addition, no objections or concerns have been raised on this element by the relevant statutory consultees.

Red Line Boundary

An updated red line boundary is enclosed within the General Access Arrangement plan and updated site layout plan at **Appendix 4**, to encompass the extent of the relevant highway works, which is enclosed with this letter. Whilst we do not consider that this is required (as highways works can be controlled by a way of condition) we have agreed to this for the sake of prompt determination of the application. It is noted that both LPAs do not consider a change to the red line boundary necessary.

Summary

In response to the meeting held between DTP, NH and the Local Planning Authority, of 13th August 2024, a number of outstanding matters were identified by NH to be addressed with regard to the highway's elements of the proposals.

This letter addresses all of the outstanding information requested by NH with regard to the proposals in their most recent consultation response. As such, the applicant therefore expects that NH have now been provided with sufficient information to confirm a positive recommendation. Should this not occur promptly, or further unreasonable delays are made by NH, the applicant will submit the relevant notices to allow their statutory right to appeal for non-determination of the application.

Yours Sincerely,



Gavin Snowball
BSc (Hons) MSc MCIHT MTPS MSoRSA HE Cert Comp
Director: Dynamic Transport Planning Ltd

Appendix 1

National Highways Email Correspondence

From: [REDACTED]

Sent: Tuesday, August 13, 2024 4:07 PM

To: [REDACTED]

Subject: MSA - Summary of outstanding matters at 13 August 2023

Good afternoon [REDACTED]

As discussed at the meeting, the below sets out the key outstanding matters from National Highways perspective. Please could you share this with the other meeting attendees.

Modelling – During pre-app discussions, DTP was advised (in writing on 11/05/23) that the LinSig should be extended to include the M69 slips. NH are awaiting further clarification on the modelling from AECOM.

Trip Gen (flow data) –AECOM are checking the flow information submitted with the latest technical note.

Merge/Diverge Assessment – During pre-application discussions, we advised that the layout of the M69 junction 1 exit (diverge) and entrance (merge) points would need to be reviewed to ensure they remain sufficient following any increase in vehicles using them. This is the merge/diverge assessment. The TA states: *"The assessments have been undertaken for the opening year (2023) 'with' development. Data has been obtained from WEBTRIS although it should be noted that the data used in the assessment is from March 2023 (as a neutral month). The merge/diverge diagrams are contained in Appendix 7. The results show that the merges are Type D and the diverges Type A. Given that the M69 already has three lanes, the merges can be considered as Type A. Moreover, it is reiterated that the current proposals are forecasting fewer vehicle movements than the development already considered on the site."*

The above commentary does not consider whether the increase in traffic using the merge/diverge (as a result of the proposed development) would require a step change in layout compared to the current design. Using the information from the Appendix 7 of the TA we have created the below table. This indicates that the NB and SB merges would be below the required layout. The applicant should consider the requirement to bring the merges up to the required standard. If they do not think this is necessary, they should explain why.

M69		Required (AM Peak)	Required (PM Peak)
Merge/Diverge	Existing Layout		
NB Merge	Type A	Type D	Type D
NB Diverge	Type A	Type A	Type A
SB Merge	Type A	Type D	Type D
SB Diverge	Type A	Type A	Type A

Site access layout – needs to be designed to a preliminary design standard (General Arrangement drawing) as per DMRB. More information on this can be found in [Planning for the Future: A Guide to working with National Highways on Planning Matters \(Oct 2023\)](#) – in particular, please refer to Page 21. **Please note for the avoidance of doubt, the above requirement will apply to the Wolvey Road junction works and any additional off-site mitigation (if required).**

WCHAR – we received a WCHAR from DTP in July 2023. It is common practice to wait until the modelling is signed off before reviewing the WCHAR, however, I have passed this to our internal team for review.

RSA 1 – to be undertaken once modelling signed off and scheme designed to prelim standard. We received an RSA brief and CVs in July 2023. The RSA brief will need to be updated to include the General Arrangement drawing. It is likely that some data in the RSA brief will also need updating. I have passed the CVs to our safety team to check. We will instruct the RSA once we have signed off the modelling and received the General Arrangement drawing (as per the above).

Departures – The General Arrangement drawing should identify any Departures. Agreement in Principle (AiP) for any departures needs to be obtained prior to planning consent.

Drainage – I am awaiting further comments from our drainage team

Red Line Boundary – I forgot to mention this at the meeting. Please note our comment from our June 2024 response.

Kind regards

[Redacted signature]

[Redacted signature]

[Redacted signature]

[Redacted signature]

[Redacted signature]

RE: Pre-Application Enquiry - M69 Junction 1, Stretton Baskerville Roundabout



[Redacted]

To [Redacted]
Cc [Redacted]

Follow up. Completed on 16 May 2023.

You forwarded this message on 13/06/2023 15:20.

Hello [Redacted]

Thank you for your email and the drawing. Meanwhile, please see below the clarification and feedback for you further action:

1. Traffic Survey: Both dates (the 18th and 20th of May) are acceptable. However, it might be worth checking a week's ATC on the A5 to support the weekday chosen could be representative of the traffic over a week.
2. Trip generation: As long as all the proposed land uses are included with the TRICS sites chosen, that would be acceptable.
3. A LINSIG model would be able to assess the circulatory and slip road arms (merge / diverge assessment to be of the correct standard). The LINSIG model should include the MSA access on the A5 to model any interaction and querying between both junctions.

Hope the above would be helpful.

Kind Regards,

[Redacted]

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

[Redacted]

Web: nationalhighways.co.uk



Reply



Reply All



Forward



Thu 11/05/2023 17:44

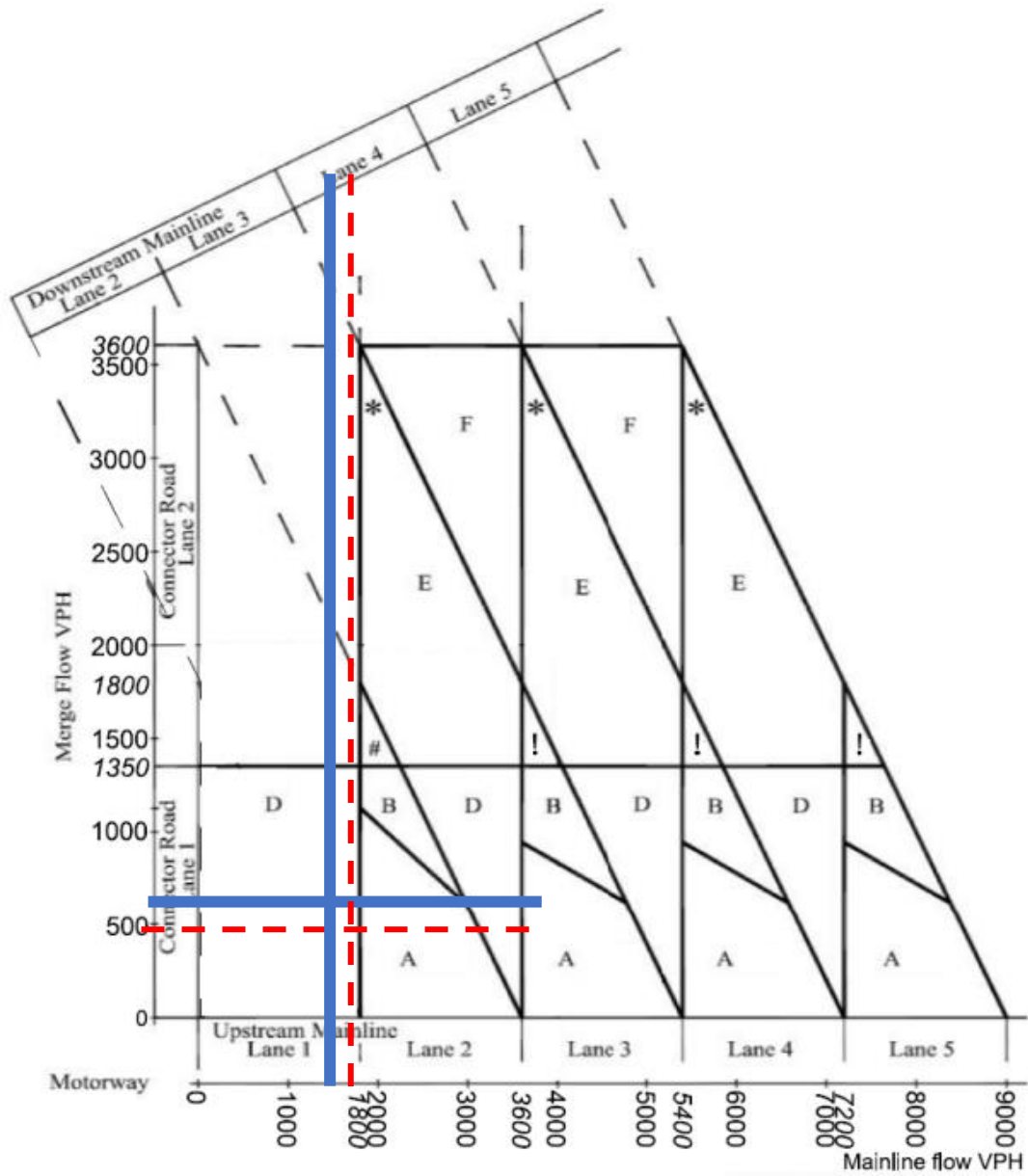
Appendix 2

Merge / Diverge Diagrams

Existing Northbound Merge - Weekday

Weekday AM Peak (Base) —————

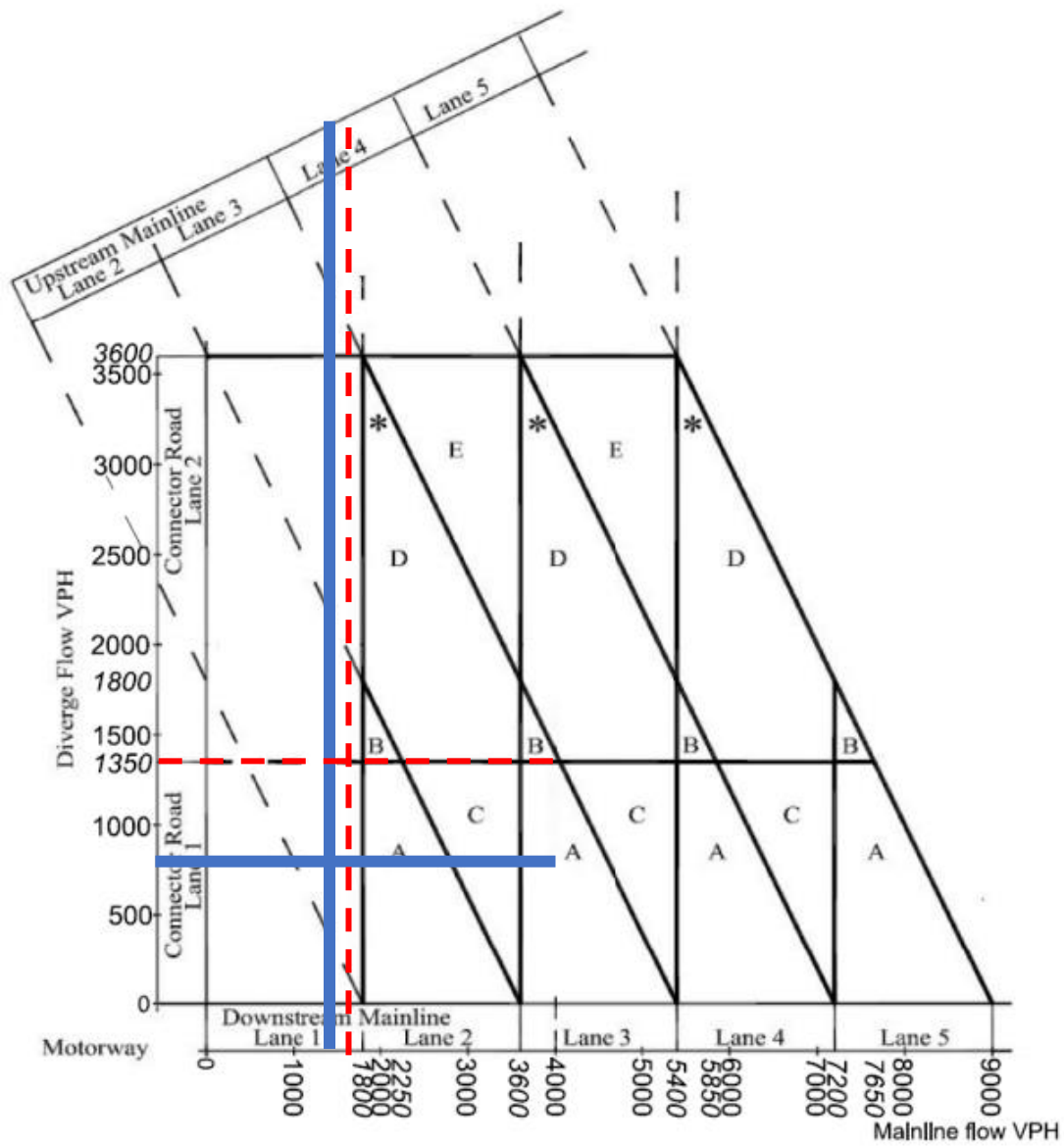
Weekday PM Peak (Base) - - - - -



Existing Northbound Diverge - Weekday

Weekday AM Peak (Base) —————

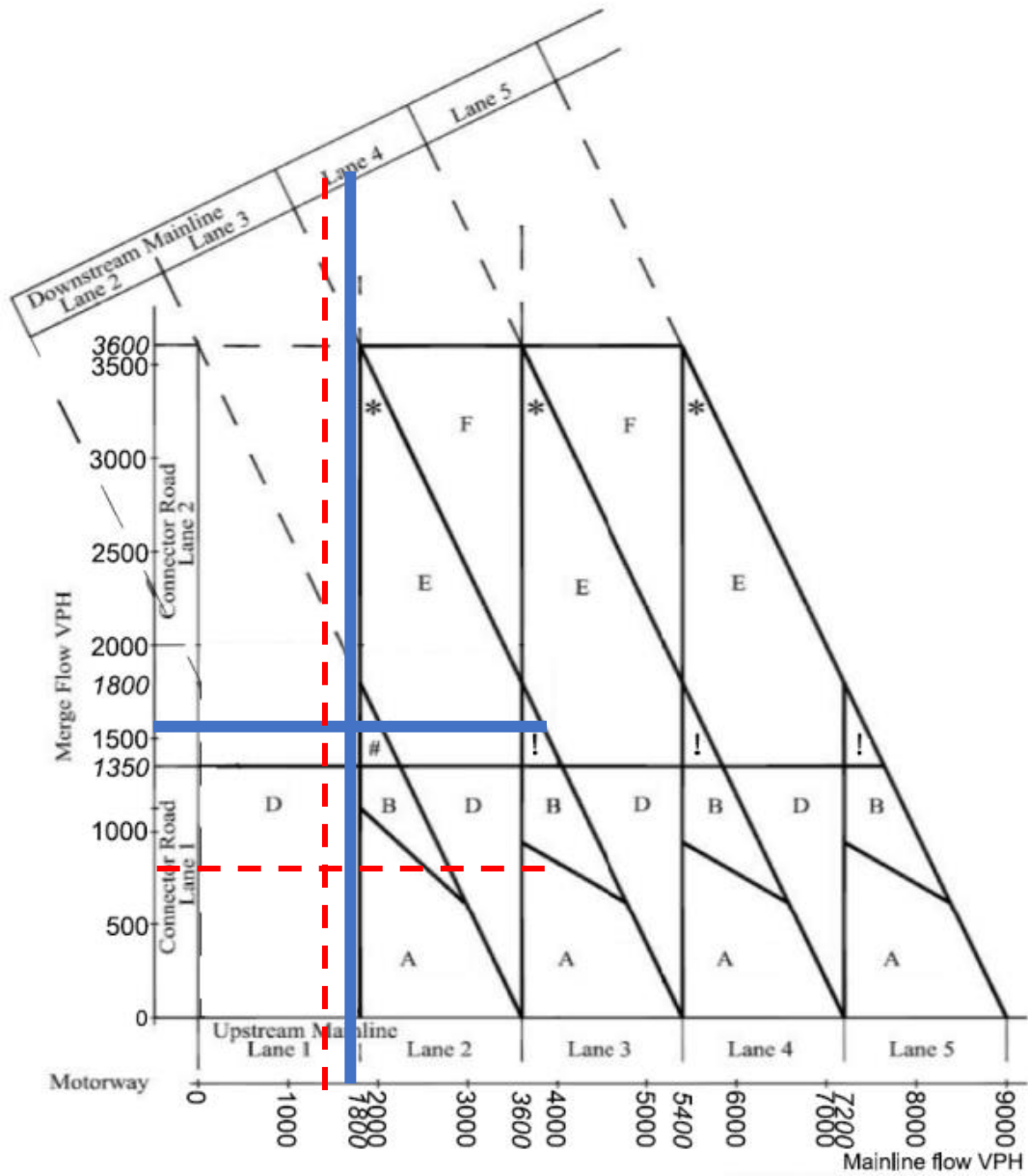
Weekday PM Peak (Base) - - - - -



Existing Southbound Merge - Weekday

Weekday AM Peak (Base) —————

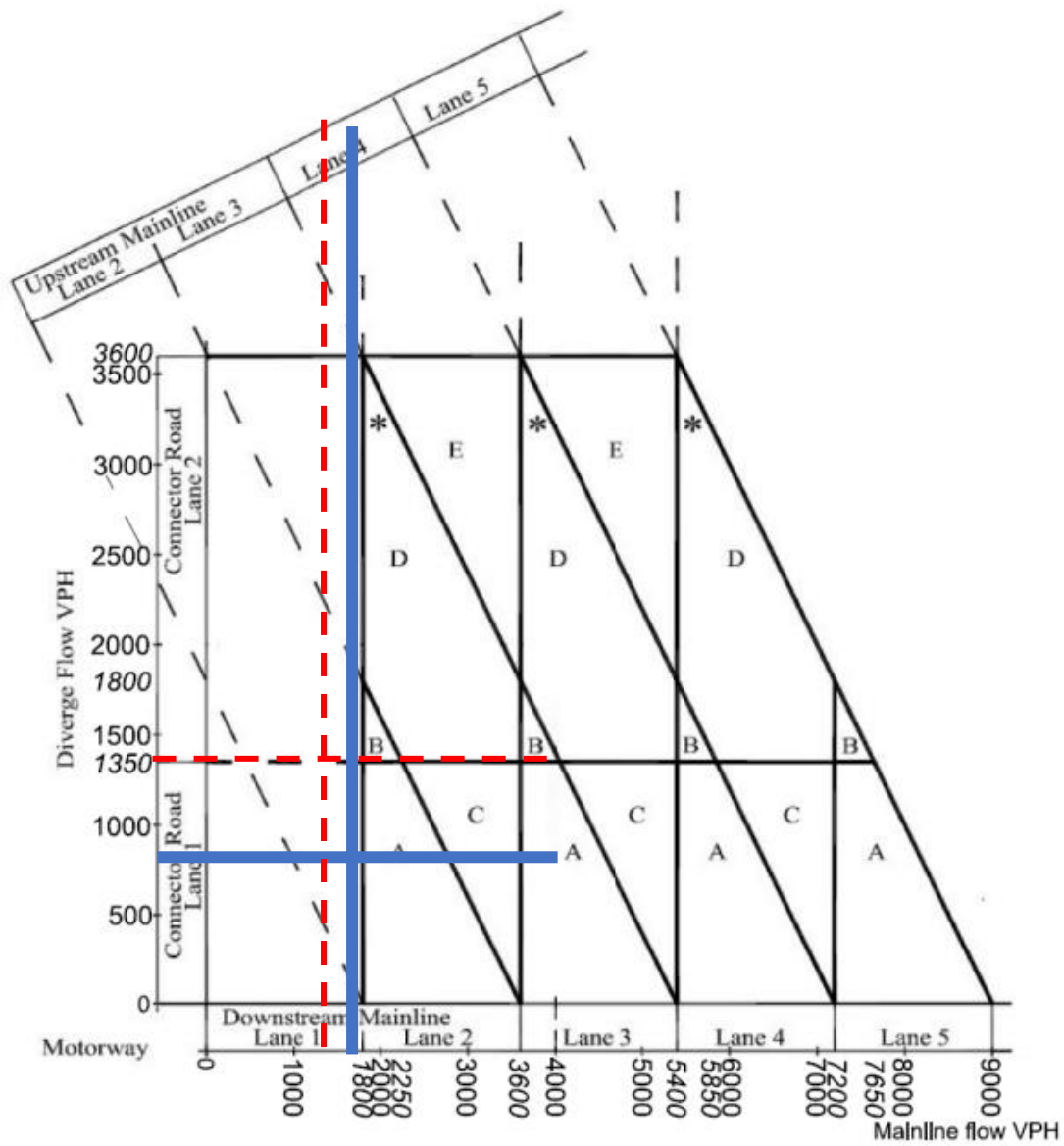
Weekday PM Peak (Base) - - - - -



Existing Southbound Diverge - Weekday

Weekday AM Peak (Base) —————

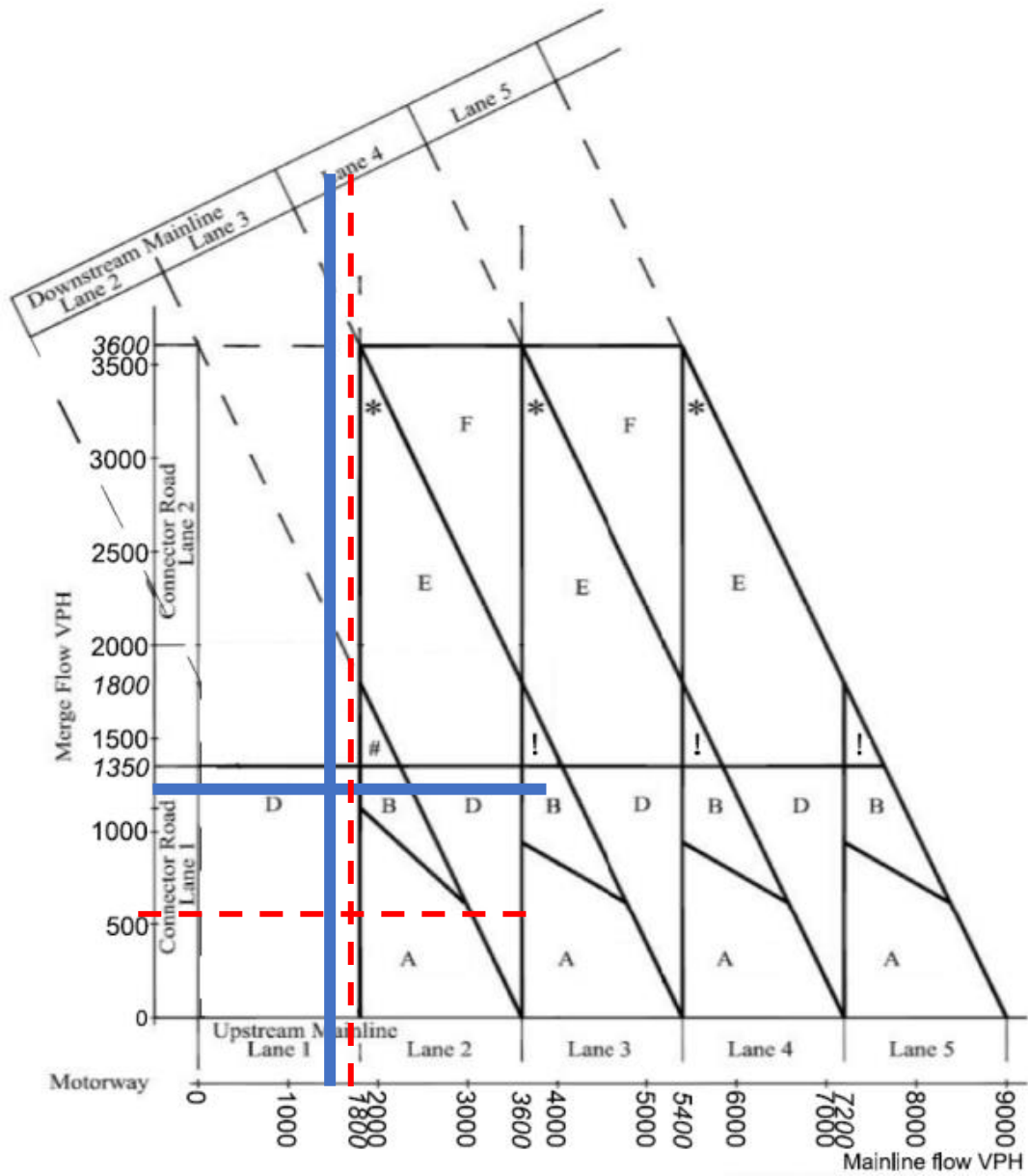
Weekday PM Peak (Base) - - - - -



Proposed Northbound Merge - Weekday

Weekday AM Peak (Base + Development) —————

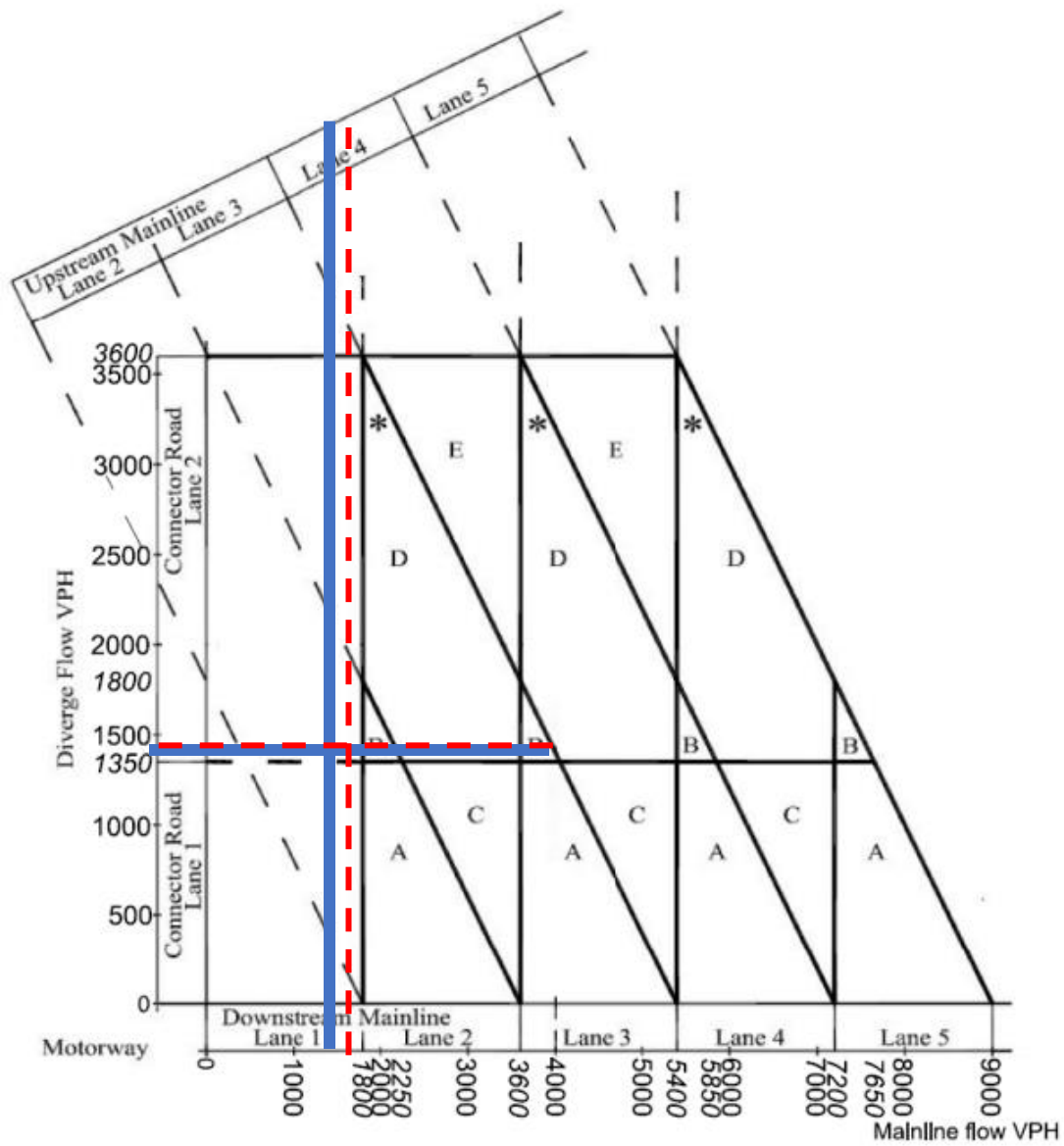
Weekday PM Peak (Base+ Development) - - - - -



Proposed Northbound Diverge - Weekday

Weekday AM Peak (Base + Development) —————

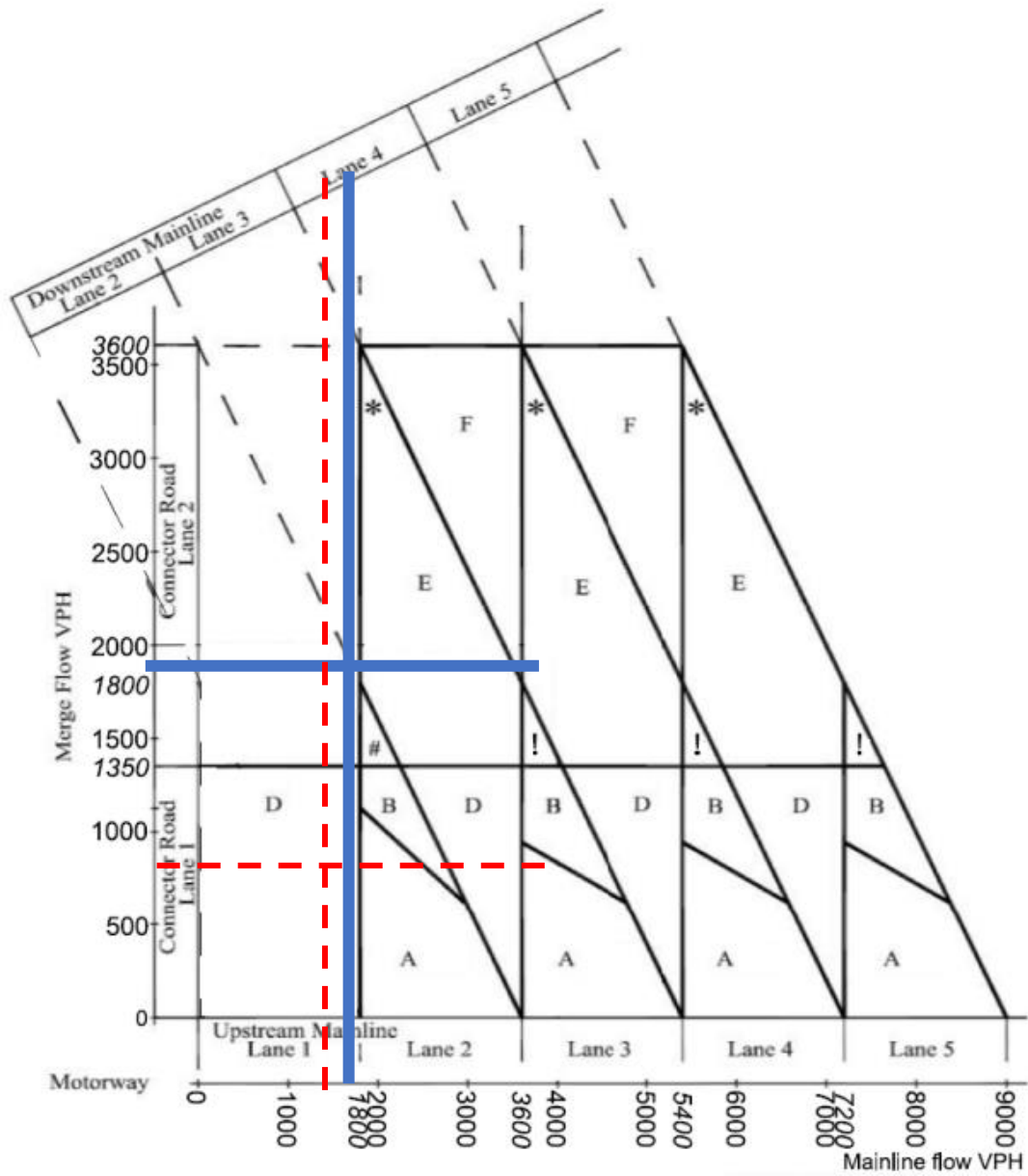
Weekday PM Peak (Base + Development) - - - - -



Proposed Southbound Merge - Weekday

Weekday AM Peak (Base + Development) —————

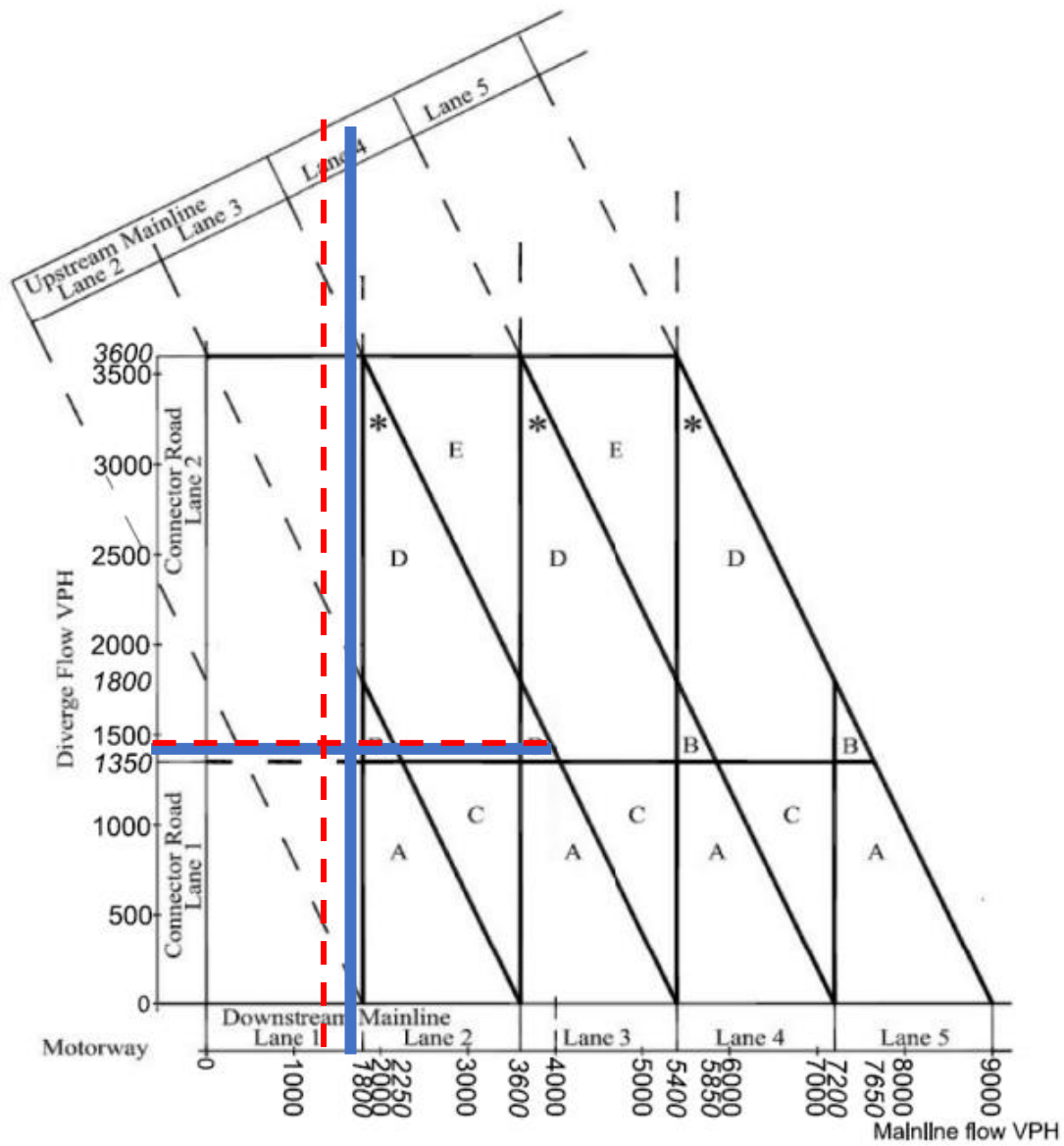
Weekday PM Peak (Base + Development) - - - - -



Proposed Southbound Diverge - Weekday

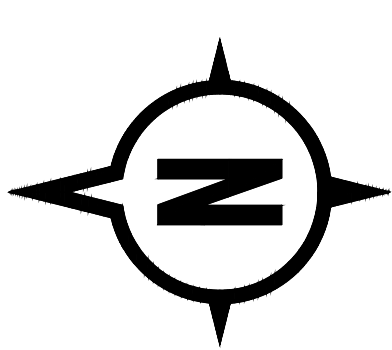
Weekday AM Peak (Base + Development) —————

Weekday PM Peak (Base + Development) - - - - -



Appendix 3

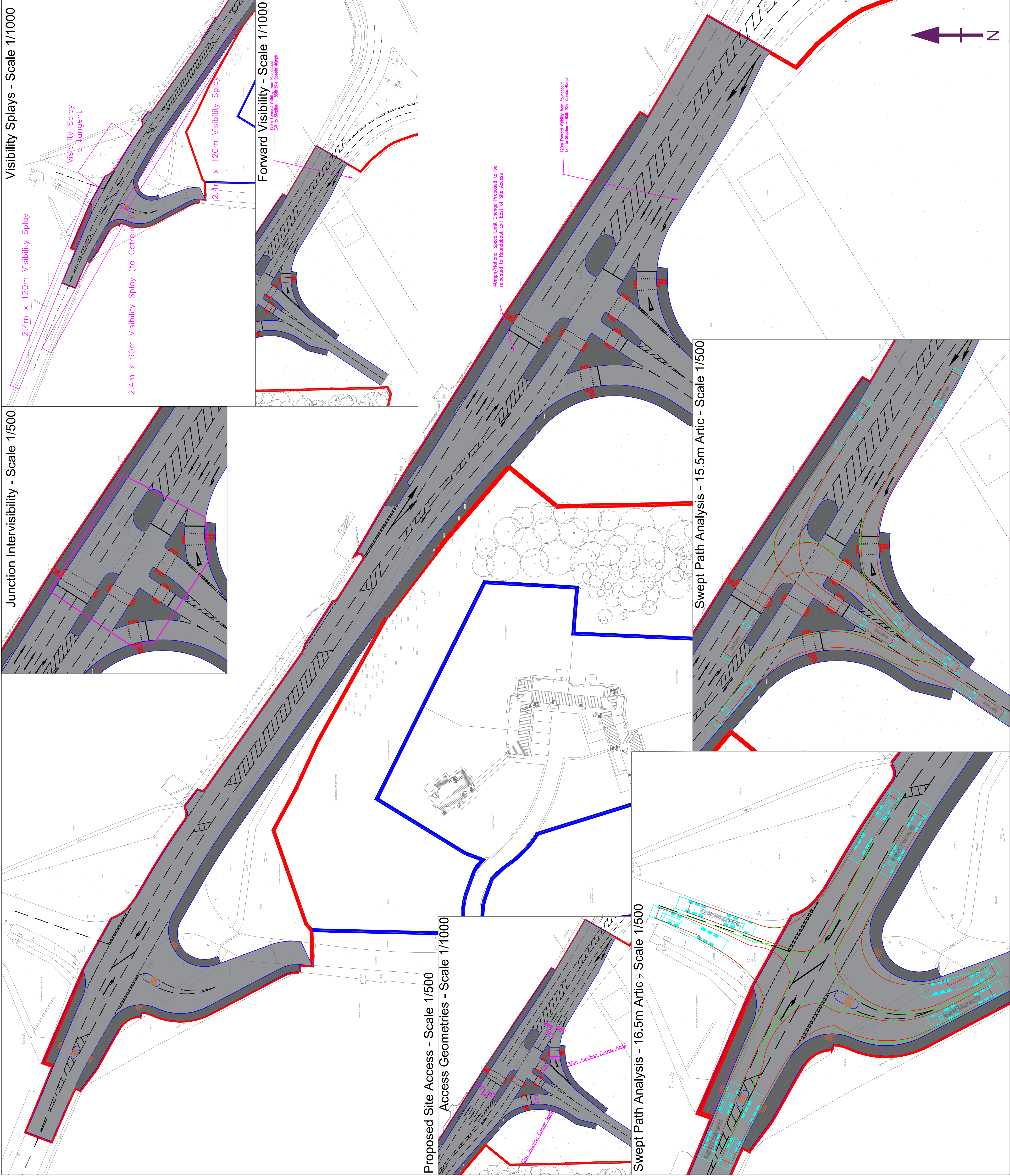
Site Access and Layout Drawings



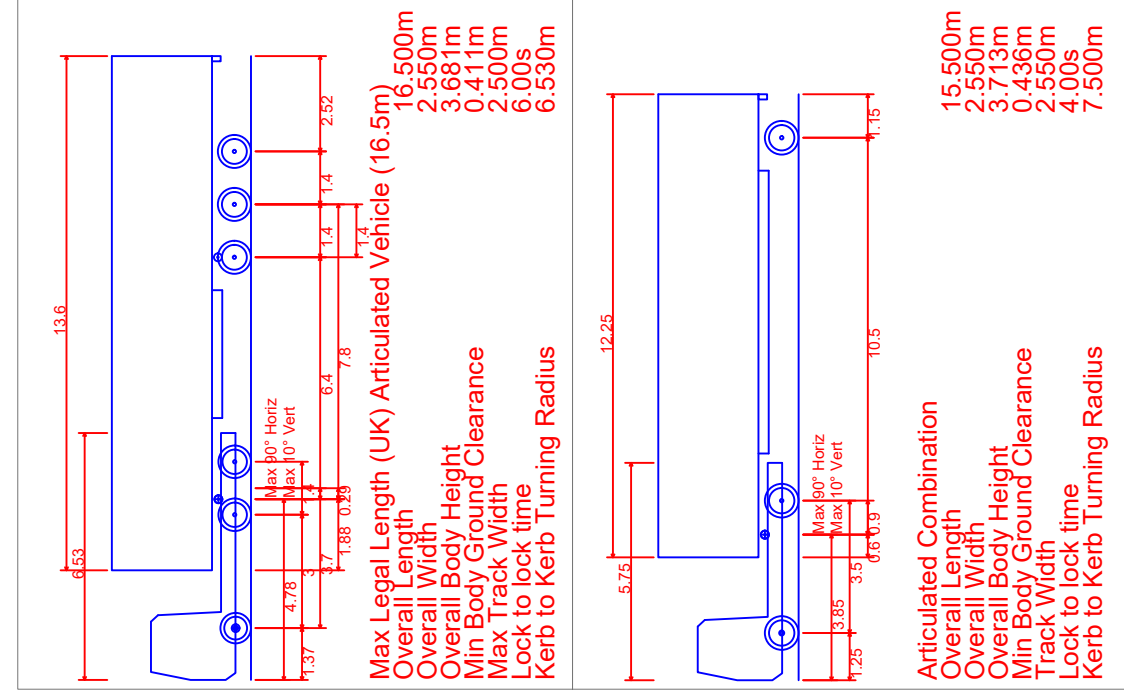
Scale Bar
0 10 20 30 40 50

A	20/08/24
RED LINE AREA REVISED	
REVISIONS	
CLIENT	WELCOME BREAK
PROJECT	WELCOME BREAK LAND OFF THE A5 HINCKLEY
TITLE	SITE LOCATION PLAN
DATE	21.09.2023
SCALE	1:1250 @ A1
JOB ID	1415
DWG	24a





- Notes**
- Applicant Site Ownership Boundary - Application Site
 - Applicant Ownership - Not Part of Application Site
 - Proposed New Kerb
 - Proposed Tactile
 - Carriageway Construction
 - Proposed Footway

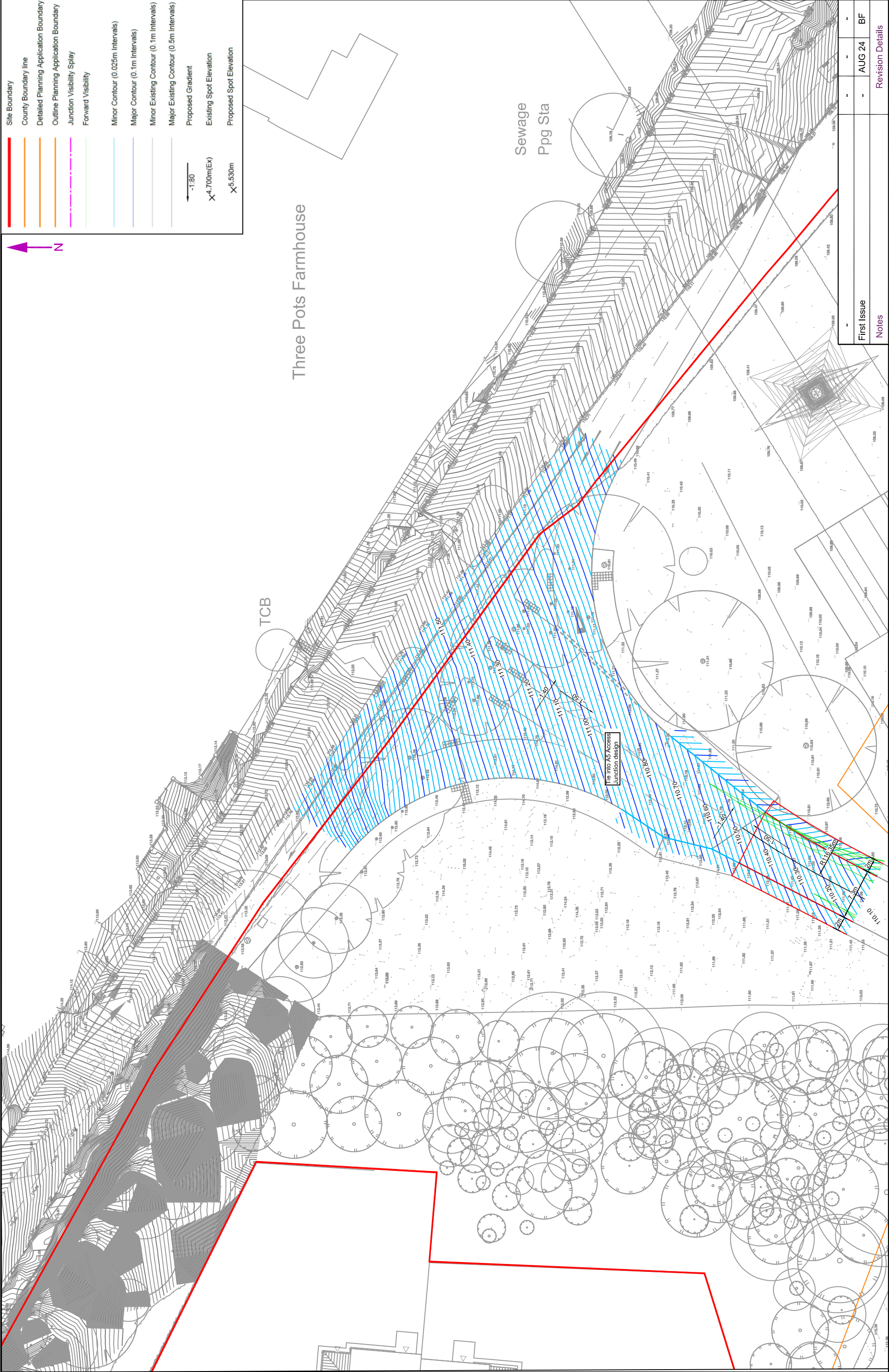


Rev.	Date	Revisions	Update Following Comments	BF
D	15/08/24			

DYNAMIC TRANSPORT PLANNING

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Client	Welcome Break			
Project	Proposed MSA Development Stretton Point, Hinckley			
Drawing Title	Potential Site Access Arrangement Swept Path Analysis 16.5 & 15.5m Articulated Vehicles			
Date	August 2024	Scale	As Specified @ A1	
Drawn	BF	Approved	GS	
Drawing Number	DTP/3711622/SK004			Rev. D



Site Boundary

County Boundary line

Detailed Planning Application Boundary

Outline Planning Application Boundary

Junction Visibility Splay

Forward Visibility

Minor Contour (0.025m Intervals)

Major Contour (0.1m Intervals)

Minor Existing Contour (0.1m Intervals)

Major Existing Contour (0.5m Intervals)

Proposed Gradient

Existing Spot Elevation

Proposed Spot Elevation

-1:80X4.700m(Ex)X5.530m

Three Pots Farmhouse

TCB

Sewage
Ppg Sta

16 M2 X 6 Access
Junction design

First Issue	-	AUG 24	BF
Notes	Revision Details		
Project Number	3711622	Drawing Number	SK005
Date	August 2024	Scale	1/500
		Drawn	BF
		Approved	GS

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Client/Project

Welcome Break
Proposed MSA Development
Stretton Point, Hinckley

Drawing Title

Highway Level Arrangement

Revision

-

Page Size

A3

Approved

GS

