

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Applicant's Comments on Local Impact Reports [Part 4 of 4 WCC]

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24 October 2023

Planning Act 2008

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

Warwickshire County Council

This document provides the Applicant’s response to the points raised in the Local Impact Report prepared and submitted by Warwickshire County Council (WCC) at Deadline 1 and subsequently published by PINS. The matter raised is summarised and the Applicant’s response is then provided in the following table. In the interests of assisting the ExA undertake the Examination of the Application efficiently, where the same or similar points are raised in multiple instances, the Applicant does not repeat the same response. Where the same point has been made in previous submissions, e.g. Relevant Representations, the Applicant refers back to its previous responses, rather than repeating these again here (document reference 18.2).

<u>Response Number</u>	<u>Matter</u>	<u>Applicants Response</u>
	Local Impacts if Sustainable Travel Targets are not achieved	
1	If the sustainable transport infrastructure is unsuitable or insufficient in terms of its type, scale, phasing of delivery in terms of accessibility to employees at their place of residence or at work, then it is likely that staff will choose to travel by private car. This will lead to increased road congestion, queues, delays, noise and air quality issues on the network. There may also be an impact on local amenity for the more local residential areas to the development site if there is insufficient on-site parking for vehicles.	<p>Further detail is to be developed for Deadline 3 on the Sustainable Transport Plan. However, this sets out key bus provision in tandem with the Framework Travel Plan to reduce the number of single occupancy car trips to the site.</p> <p>Parking on site has been developed in line with the LCC Parking Standards, this is more than adequate for the demand. On-site management will ensure parking transgressions from the site are penalised.</p>
2	There is a concern that for those residents in Warwickshire most likely living in the northern part of the county, and who may want to work at such a facility, that if suitable sustainable transport provision is not made they either will not be able to take up employment at the facility or will have to rely on private transport in order to take up an employment opportunity.	As above. Linkage to the site is provided to North Warwickshire and opportunity exists to develop non-car journeys.

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3	The focus in the Sustainable Transport Strategy and Travel Plan Framework is to rely on extending the hours and frequency of the X6 bus service. The other bus services considered in the reports are unlikely to be capable of diversion to the site, and no proposal is made for any alternative commercial or private bus services to be funded by the development. The Demand Responsive Transport (DRT) scheme referred to is a three year pilot scheme funded by the DfT and its future funding is unknown.	The X6 is a viable route between Leicester and Coventry and connects the site to significant population centres. Discussions with the operator have taken place and diversion and enhancement have all been proposed within the Sustainable Transport Strategy. Demand responsive transport will be for employees only and sits separate to the existing DRT trial service. The service will access communities surrounding the site that have poor existing public transport provision.
4	Therefore, those potential employees living in areas that cannot connect with the X6 bus service, will either not be able to apply for a job, will have to be prepared to walk to/from a bus stop in Earl Shilton, or will choose to drive to work.	See above.
	Impacts of HGVs on rural roads and villages	
5	Warwickshire County Council is aware that at times of congestion, incidents on the network, that HGV drivers (under delivery time pressures, driving hour constraints, following sat navs to avoid congestion) will use local rural roads in order to continue their journeys. Whilst this does not often contravene traffic regulation orders, the local village roads are not designed (width of roads, radius turns, overhanging trees, on-street parking) to accommodate large articulated or rigid HGVs.	An HGV routing strategy has been developed to prevent development HGVs from accessing sensitive routes. This includes villages within the Rugby Rural Area. Transgressions will be dealt with by HNRFI site management and warnings/fines managed with the occupiers of the site.
6	HGVs using such roads often cause damage to road surfaces resulting in	See above.

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	potholes, kerbs and footways are overrun causing them to be damaged and causing a safety issue for pedestrians.	
7	In some of the villages the properties are close to the roads, and if they are old properties they do not have conventional foundations and Warwickshire County Council has received reports of the 'foundations being shaken apart by large HGVs' as a result of the vibration as they pass by.	See above.
8	Where the HGVs are not within the limits of the villages, often the signed speed limits are 40mph or higher, and HGVs travelling at these speeds on roads where pedestrians, cyclists and equestrians are often walking within the carriageway creates a highway safety conflict.	See above.
9	Therefore, in order to address these types of local impacts, a robust HGV route management strategy would be required in perpetuity. It would also be beneficial to have a community liaison group established to provide a focus for any issues should they arise. In Warwickshire County Council's experience the local residents and Parish Councils are more than capable of explaining issues and impacts and often identifying potential solutions.	The HGV Routing Strategy is to be further developed during the Examination period. It will be a living plan that is deployed during the life cycle of the site. Liaison groups can be set up with the site management team for local areas that are impacted. However, this would be subject to further discussion.
	Impacts on the safe and efficient operation of the transport network if the delivery of highway works are not correctly controlled and supervised	
10	If the delivery of highway works is not correctly controlled and supervised this is likely to lead to delays to the travelling public	Noted and see above.

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	and commercial vehicles and could also lead to highway safety concerns.	
11	All Highway Authorities have a requirement to manage the network they are responsible for. This includes the programming of road space for highway works to be carried out, the duration of those works, the traffic management that is required, the times of day that the works can take place over etc.	Noted, works will be programmed in with the relevant authorities ahead of construction.
12	Warwickshire County Council utilise two principal processes to try and ensure that when highway works are necessary they are undertaken safely and as efficiently as possible: 1) major highway works are delivered by the Highway Authority on behalf of the developer by way of a section 278 agreement, the schemes are tendered from a select list of contractors known to be proficient for the scheme being delivered, and 2) the traffic management including permits, are planned for and discussed with the Network Management Team well in advance.	Noted
13	Whilst development and highway construction work are important, the safety of the public and those working on the delivery of schemes has to be of paramount importance. Management of roadworks is also essential, poor performance in this could lead to excessive delays resulting in unsafe driver behaviour, and potentially rat running on unsuitable routes to avoid delays.	Noted