Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL
RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Written Statement of Oral Case ISH2 [Appendix D - Car parking strategy note]

Document reference: 18.6.4

Revision: 1

14 November 2023

Parking- Surface/Multi-storey

Parking numbers within the Transport Assessment (REP1-011) were derived from the LCC recommended maxima for B8 developments illustrated in Table 5-3. The development figures included in Table 5-4 are taken from the illustrative masterplan and are below the maximum recommended figures from LCC.

The parking numbers are independent of the development trip rates defined within the Trip Generation Addendum Note (APP-141) which identify peak hour traffic rates for inclusion within the transport modelling. The trip rates are also defined over a 24hour period and are in line with other SRFI developments.

The previous revisions of the DAS and the Design Code did not reference decked car parking, and were written on the basis that all parking would be at grade, but it did not specifically state that decked car parks would not be included.

The LUC Landscape Design Review referred to a specific note in the National Design guide, which stated that consideration should be given to the use of below ground or decked car parks. It needs to be noted however, that the NDG is written based on new residential developments and not distribution parks.

It was specifically noted, as part of the revision to the DAS and Design Code that was submitted at DL2, the Applicant has now specifically made the point that parking will be at grade, and decked parking would only be provided to address specific occupier needs. This does not affect the maximum parking numbers as reported within the Transport Assessment (REP1-011).