

Tritax Symmetry (Hinckley) Limited

## **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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### **The Hinckley National Rail Freight Interchange Development Consent Order**

Project reference TR050007

### **Applicant's Response to Deadline 4 Submissions [part 5 - LCiC]**

Document reference: 18.17

Revision: 01

**9 February 2024**

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Planning Act 2008

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

| No | ExQ Ref         | LCiC  | Applicant's Response  |
|----|-----------------|---|---|
| 1  | Ref:<br>1.11.5  | The City Council would expect that the occupations that have been excluded from Table 3 'in scope' list to be included as part of the analysis. It is expected that a significant proportion of employees will be from Leicester and further proposed travel movements may impact the operation of the highway and transport network.   | Managerial roles were excluded within the original Trip Distribution document signed off by all parties prior to the model run. Further engagement with LCC NDI consultant team however, confirms that Census JTW data for similar sites, DIRFT and Magna Park are used in the analysis of commuter travel distances, combined with planning uncertainty logs used within the PRTM. These take account of likely trips on the network and include a number of managerial staff, this will be in the region of the 10%. The trip generation was based on similar SRFIs which did not exclude managerial roles and therefore accounts for such journeys to and from the site. |
| 2  | Ref:<br>1.11.31 | As previously mentioned in the City Council's Written Representation response, the mitigation so far proposed appears to be proportionate to the expected impacts for the City of Leicester. However, the Council is seeking to increase non-car share modes to reduce single occupancy car use. Encouraging good travel habits from outset by strong promotional messaging and the availability of good alternatives, will support the uptake of these offers, both from office and B8 warehousing shift patterns. | <p>Noted. The Sustainable Transport Strategy (STS) submitted at Deadline 4 (document reference: 6.2.8.1B, REP4-052) contained further detail on the bus services and the engagement with the operators to date. This included indicative timetabling. And commitment to review provision, mode share targets and adapt as appropriate.</p> <p>The commitments within the STS (document reference: 6.2.8.1B, REP4-052) are secured through Requirement within the DCO (document reference: 3.1C, REP4-027).</p> <p>For the Deadline 5 Submission the revised STS contains a summary table of commitments to clearly demonstrate the proposals.</p>                           |
|    |                 | The Sustainable Transport Strategy includes a Bus Strategy, and it presents the proposed service  | Please see above response.  |

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|----|---------|--|----------------------|
|    |         | <p>frequency for the X6 Leicester to Coventry service being diverted to the site. Whilst the principle of the service is supported, the frequency and timetable need to be conducive to shift working patterns, as well as office, 9-5 working patterns to ensure satisfactory mode shift opportunity for city commuters. The Strategy needs further information on the type of public transport vehicles to ensure there is adequate capacity to meet demand. The proposals to secure the public transport requirement is unclear, whether this would be secured via the DCO process or by the Sustainable Transport Strategy</p> |                      |