

Hinckley & Bosworth Borough Council
Interested Party Reference Number:
20039546

Deadline 3 Submission:
Padge Hall Farm Update

**Application by Tritax Symmetry
(Hinckley) Limited for an Order
Granting Development Consent for the
Hinckley National Rail Freight
Interchange**

(ref. TR050007)

1. This update is submitted at the request of the ExA in respect of the planning application at Padge Hall Farm.
2. The application reference number for Hinckley and Bosworth Borough Council is 21/01191/HYB and is a hybrid planning application which is cross boundary with Rugby Borough Council and Nuneaton and Bedworth Borough Council on Land South of The A5 Padge Hall Farm Hinckley Leicestershire.
3. The application is described as: Outline application (all matters reserved except for site access from the A5) for the demolition of existing structures and the erection of distribution and industrial buildings (Use Class B2 and B8) including ancillary offices and associated earthworks, infrastructure and landscaping; a Full application for the development of a distribution building (Use Class B8), including ancillary offices with associated access, hard standing, parking, earthworks and landscaping. The proposals include improvements to increase the height clearance of the existing railway bridge on the A5 Watling Street.
4. At the time of writing all three local authorities have decided that they are minded to grant planning permission subject to the completion of a s106 Agreement. It is understood that the s106 has been signed by Rugby Borough Council and that the signature of Nuneaton and Bedworth Borough Council is imminent with that of Hinckley and Bosworth Borough Council to follow shortly thereafter.
5. Annexed to this note are two plans 18-144: PP-03 Rev L (a 1:2000 Illustrative Masterplan) and ADC1839-DR-017 Rev P2 (a 1:1000 plan showing the principal access arrangements to the site and the emergency access off the Dodwells roundabout).
6. The principal access to the site is from the A5 to the east of Dodwells roundabout. The configuration of the access from the A5 includes a new signalised junction with a right hand turn lane, such that ingress to the site can be obtained from either direction along the A5. However, egress from the site is only in a westerly direction and vehicles wishing to travel east on the A5 must drive to the Dodwells roundabout to be able to travel back along the A5 in an easterly direction.

7. An emergency vehicular access is proposed by way of an additional arm off the Dodwells roundabout which also affords walking and cycling access into the site.

8. The offsite improvements are to lower the A5 carriageway under the Nutts Lane railway bridge which lies to the east of the proposed access into the site and to add the additional arm to the Dodwells roundabout. In addition land is to be safeguarded for a period of 20 years to enable National Highways to carry out any future improvements to the A5 which might be approved under the Road Improvement Strategy (RIS) pipeline and might involve land fronting the A5. Further, National Highways has requested a walking and cycling link be provided to the Longshoot PH which lies to the east of the site.

9. All highways works offsite and on site are to be completed prior to the occupation of the site.