

From: Laura Ashton <Laura.Ashton@hinckley-bosworth.gov.uk>
Sent: 23 January 2026 16:37:25 UTC+00:00
To: "PF - Planning" <pf-planning@hinckley-bosworth.gov.uk>
Subject: FW: 25/01192/FUL - E M E B Sports And Social Club Nutts Lane Hinckley Leicestershire LE10 ONT
Attachments: Standard Informatives.pdf
Categories: Yasmin

Please could this consultation response from Network Rail be uploaded to the above referenced application folder?

Thanks

Laura

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From: Aaron Walsh <Aaron.Walsh@networkrail.co.uk> **On Behalf Of** Town Planning LNE
Sent: 19 January 2026 14:56
To: Laura Ashton <Laura.Ashton@hinckley-bosworth.gov.uk>
Subject: 25/01192/FUL - E M E B Sports And Social Club Nutts Lane Hinckley Leicestershire LE10 ONT

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Network Rail Consultation Response

FAO:	Laura Ashton
Date:	19/01/2026
Application reference:	25/01192/FUL
Proposal:	Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure
Location:	E M E B Sports And Social Club Nutts Lane Hinckley Leicestershire LE10 ONT

Thank you for your recent correspondence relating to the above application.

Network rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Following assessment of the details provided to support the above application, Network Rail has **no objection in principle to the development**, but below are some requirements which must be met.

Construction Transport Route

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users.

From the information supplied, it is noted that the application site is in close proximity to Railway Underline Bridges WNS/3 & WNS/4. Both bridges are low restricted bridges with a clearance of 4.6m, and can only accommodate single deck trailers/low loaders.

Consultation with the Asset Protection Project Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Works in Proximity to the Operational Railway Environment

Development Construction Phase and Asset Protection

Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed may include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works. We would also like to advise that where any damage, injury or delay to the rail network is caused by construction works or future maintenance (related to the application site), the applicant or developer will incur full liability. This could also include police investigation as it is a criminal offence to endanger the railway or obstruct the passage of rail traffic. It should also be noted that any damage that requires a line closure or repairs can result in costs which could exceed hundreds of thousands of pounds.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal ([ASPRO Network Rail Implementation \(oraclecloud.com\)](https://asprouk.oraclecloud.com)). From there, the outside party can create an account and submit their enquiry. The enquiry will then be assigned to one of the Asset Protection team to progress. Alternative contact details for Asset Protection are supplied below and **we would draw the developers' attention to the attached guidance on Network Rail requirements.**

The application must be supported by a site-specific Construction Methodology should it not possible to satisfy Network Rail's requirements recommended in the attached. The council should satisfy itself, without consulting Network Rail, that there are good reasons why the recommended requirements cannot be adhered to.

Conclusion

Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at townplanningline@networkrail.co.uk.

Useful Network Rail contacts;

Asset Protection Eastern

For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email assetprotectioneastern@networkrail.co.uk.

Land Information

For enquiries relating to land ownership enquiries, please email landinformation@networkrail.co.uk.

Property Services

For enquiries relating to agreements to use, purchase or rent Network Rail land, please email propertyserviceslneem@networkrail.co.uk.

Kind Regards,



Aaron Walsh
Town Planning Technician
Network Rail Land & Property (Eastern)
George Stephenson House, Toft Green, York, YO16JT

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