

AGRARIAN DEVELOPMENT HOLDINGS LTD

LAND SOUTH OF THE A5, HINCKLEY

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT REPORT

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd is commissioned by Agrarian Development Holdings Ltd to provide transport advice regarding their proposed employment development known as Land South of the A5, Hinckley. The development proposals include a new traffic signal controlled access junction onto the A5 Watling Street, alterations to the A5 Watling Street/A47 Dodwells Road/B4666 Coventry Road gyratory (known as Dodwells Roundabout) and carriageway lowering works of a section of the A5 at the Watling Street Railway Bridge, to increase the high clearance to a minimum of 5.11m, from its existing clearance of 4.6m. All locations are all part of the strategic road network (SRN). Therefore, in accordance with DMRB GG 142 the Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) process applies.
- 1.2 The purpose of the WCHAR process is to facilitate the inclusion of walking, cycling and horse-riding modes of travel in the highway scheme design process from the earliest stage, enabling the design team to identify opportunities for improved facilities and integration with the local and national networks.
- 1.3 The WCHAR process is made up of two distinct parts. The first part is an assessment of the existing situation, the Walking, Cycling and Horse-Riding Assessment, or Assessment Report. The second part relates to an ongoing review of user opportunities throughout the design process, the Walking, Cycling and Horse-Riding Review, or Review Report. The WCHAR process concludes prior to the commencement of construction of a highway scheme. This report is the first part of the process and forms the Assessment Report.
- 1.4 DMRB CD 122 defines a rural road as “*an all-purpose road or motorway that is generally not subjected to a local speed limit*” and an urban road is described as “*an all-purpose road within a built-up area, either a single carriageway with a speed limit of 40 mph or less, or a dual carriageway with a speed limit of 60 mph or less*”.
- 1.5 The A5 to the east of Dodwells Roundabout is subject to a 50mph and is not within a built-up area. National Highways (NH), have stated within their comments on the proposed A5 lowering works that in this location they consider that the A5 should be classified as a rural single carriageway. However, the speed limit through Dodwells Roundabout reduces to 40mph and this section of the A5 is more build-up.
- 1.6 Hence, in accordance with Table 2.2.1N of GG 142, the scale of the scheme has been assessed by the Lead Assessor, informed by consultation with NH, as a ‘large highway scheme’ as the proposed improvements to Dodwells Roundabout would fall within the definition of “*All-purpose trunk road or motorway junction upgrade in existing urban area*”, and the proposed new section of shared footway/cycleway along the A5 at the site access junction would fall within the definition of “*Creation of footway, shared use path or cycle track alongside or crossing an existing all-purpose trunk road*”.
- 1.7 Therefore, in accordance with Table 5.3 of GG 142 two Review Reports are required; 1) a Review Report at the end of the preliminary design stage and before commencement of detailed design: followed by; 2) a Review Report at the end of the detailed design phase (before construction commences).
- 1.8 Details of the Assessment Team, including the Lead Assessor and Design Team Leader, are given at Section 5.

2.0 SCHEME DESCRIPTION AND BACKGROUND

Background and proposed highway schemes

- 2.1 The development proposals comprise up to 136,350sqm (circa. 1,470,000sqft) of employment development. The proposals also include new walking and cycling routes, associated landscaping, drainage and infrastructure works. The development parameters plan is provided at **Appendix A**.
- 2.2 The highway mitigation strategy associated with the development proposal includes the following:
- a new signal controlled junction on the A5 Watling Street that would establish the access to the Proposed Development.
 - an improvement scheme at Dodwells Roundabout, including widening the A5 westbound approach to provide additional capacity to reduce delay and queueing.
 - the existing A5 Watling Street railway bridge is stuck by over-height HGVs approximately once every two weeks, causing serious disruptions to traffic flow on the A5 and local areas as traffic is diverted. Hence, there is an inherent issue with regards to journey time reliability which can have a major impact on the distribution industry. Therefore, carriageway lowering works are proposed to the A5 to increase the height clearance from the current 4.6m to 5.11m, thereby allowing HGVs to pass safely under the A5 Watling Street Railway Bridge.

WCHAR study area

- 2.3 In accordance with GG 142, the study area for assessment therefore covers a 5km isochrone from the scheme. The 5km isochrone is shown at **Figure 1**. The scheme extents along the A5 Watling Street from the railway bridge to northwest of Dodwells roundabout, which includes the proposed site access junction with the A5 Watling Street is shown in red at **Figure 2**, along with the development site area.

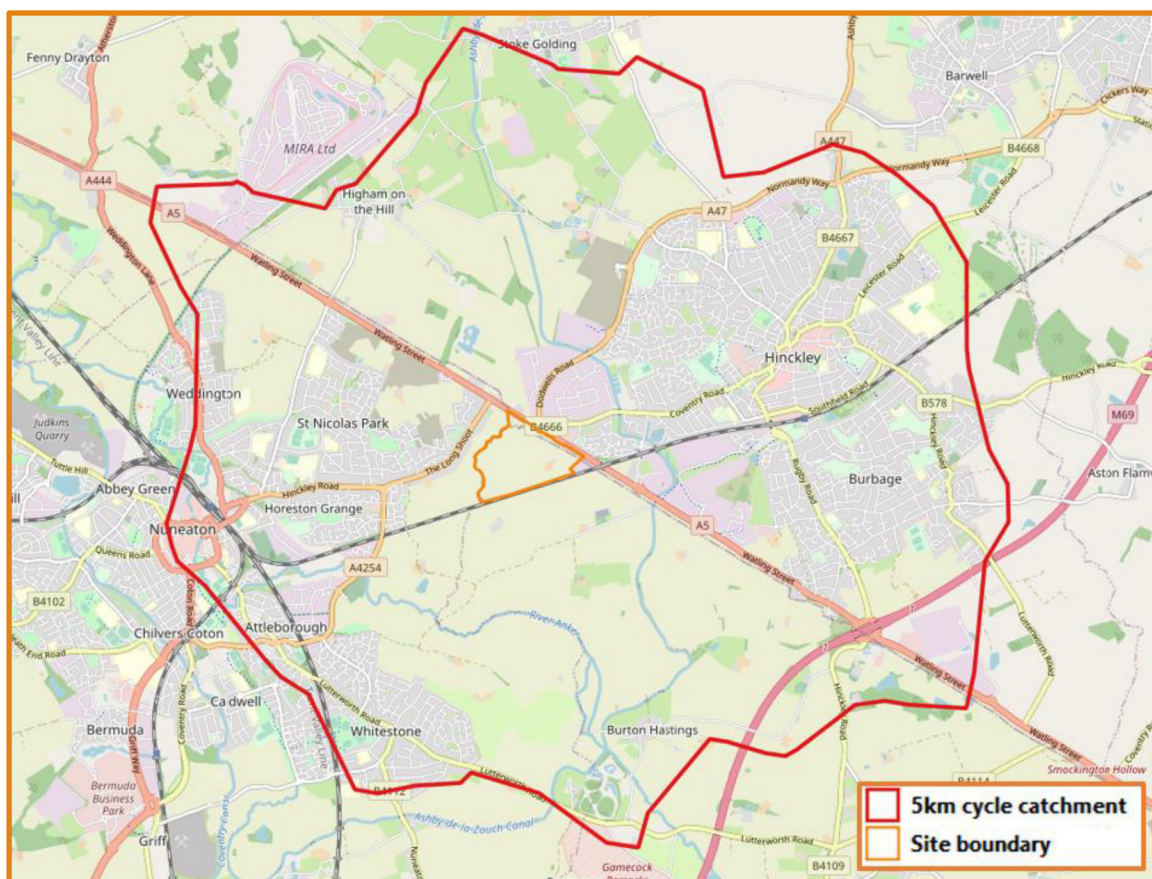


Figure 1: WCHAR study area based on 5km catchment

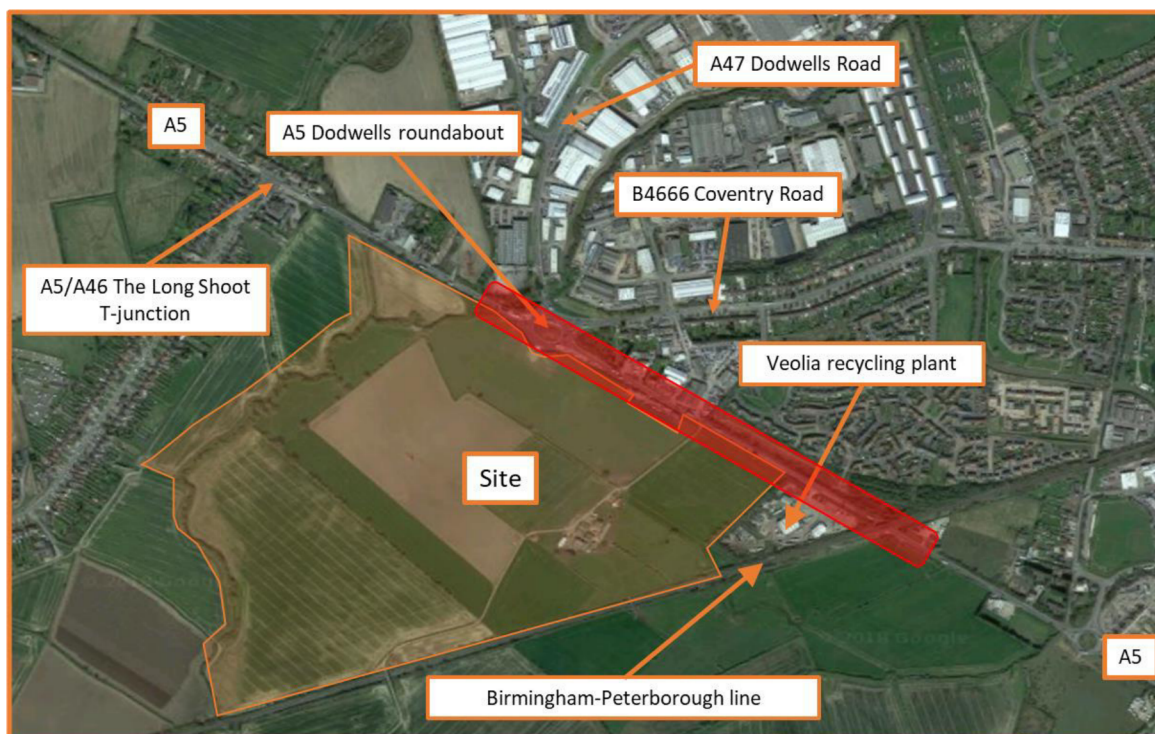


Figure 2: improvement scheme extents

3.0 WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

Review of walking, cycling and horse-riding policies and strategies

- 3.1 The following documents have been reviewed as part of the assessment:
- National Planning Policy Framework (February 2019)
 - National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making (2014)
 - Rugby Borough adopted Local Plan (2011 – 2031)
 - Hinckley and Bosworth Development Plan (2011-26)
 - HBBC Site Allocations and Development Management Policies DPD 2016
 - Ongoing Hinckley and Bosworth Local Plan Review
 - Nuneaton and Bedworth Borough Plan (2011 – 2031)
 - Relevant chapters of the Design Manual for Roads and Bridges (DMRB).
- 3.2 The planning application and the Proposed Development are consistent with national planning policy. It is supported by a Transport Assessment (TA) and TA Addendum and Framework Travel Plan, which promote the use of sustainable modes of travel, and propose measures to mitigate the impact of the development trips to ensure that the cumulative impacts are not severe. The TA and TA Addendum concludes that the requirements of NPPF are satisfied.
- 3.3 The Proposed Development is consistent with local policy, as the application site is accessible by all modes of transport, including sustainable travel modes (walking, cycling and bus), and the proposals include measures to ensure that travel by these modes would be encouraged.

Collision data

- 3.4 A Personal Injury Accident (PIA) assessment has been undertaken, as detailed at Section 2 of the TA and TA Addendum. The PIA assessment is based on accident data from LCC and WCC, with the LCC data covering the period between 1 January 2015 and 23 June 2020, and the data from WCC covering the period between 14 September 2015 to 19 July 2020. The PIA data and plans showing the location of the accidents is contained in Appendix 2 of the TA. The PIA assessment was updated as part of the TA Addendum to include the most recently available data up to November 2021.
- 3.5 As part of this WCHAR, further analysis of the PIA assessment has been undertaken to identify any PIAs involving pedestrian, cyclists, or equestrians. A total of 16 accidents were recorded within the WCHAR scheme extents, 14 of which were classified as slight severity and two were classified as serious severity. From these 16 accidents, one PIA involved a cyclist and no PIAs involved pedestrians or equestrians. The accidents involving a cyclist was classified as slight severity. The PIA details are discussed below. None of the PIAs recorded in the more recent data covering the scheme extents that is provided in the TA Addendum involved pedestrians, cyclists, or equestrians.

A5 Walting Street from the railway bridge to Dodwells roundabout

- 3.6 The analysis presented in Section 2 of the TA shows that on the section of the A5 from the railway bridge to Dodwells Roundabout one PIA involved a cyclist and was classified as slight severity. There were no PIAs involving pedestrians or equestrians.

- 3.7 Accident ref. 201600817 occurred on the A5 Watling Street, approximately 300m to the southeast of Dodwells roundabout. The incident involved a car colliding with a pedal cycle, both travelling along the A5 from the southeast to the northwest. The PIA occurred in wet/damp conditions during darkness, resulting in slight injuries to the cyclist.

Dodwells Roundabout

- 3.8 The analysis presented in Section 2 of the TA and TA Addendum shows that none of the recorded PIAs at Dodwells Roundabout involved pedestrians, cyclists or equestrians.

Public transport services and interchange information

- 3.9 The existing bus services in the vicinity of the scheme are shown in **Figure 2** and summarised in the table below.

Bus service	Bus stop locations	Times	Frequency
158 - Leicester-Nuneaton via Earl Shilton, Barwell.	B466 Coventry Road A5 Watling Street	Approx. 06:45-21:10 (weekday)	Approx. every 20 minutes
		Approx. 07:30-21:08 (Saturday)	Approx. every 20 minutes
		Approx. 0:20- 18:20 (Sunday)	Approx. every hour
7 - Burbage-Nuneaton via Hinckley	A47 Dodwells Road A47 The Long Shoot	Approx. 09:00-17:00 (weekday)	Every hour
		Approx. 10:00-17:00 (Saturday)	Approx. every hour
		No service (Sunday)	N/A
7A - Burbage-Nuneaton via Hinckley	A47 Dodwells Road A47 The Long Shoot	Approx. 09:20-15:20 (weekday)	Every hour
		Approx. 09:20-15:20 (Saturday)	Every hour
		Approx. No service (Sunday)	N/A
48L – Leicester-Nuneaton via Hinckley	A47 Dodwells Road A5 Watling Way B4666 Coventry Road	Approx. 05:50-22:00 (Weekday)	Approx. every 20 minutes
		Approx. 06:00-22:10 (Saturday)	Approx. every 20 minutes
		Approx. 08:10-19:30 (Sunday)	Approx. every 40 minutes

- 3.10 The nearest bus stops to the proposed development site are located on the A5 Watling Street, approximately 400m to the northwest of the centre of the proposed development site (Figure 3). There are also bus stops located approximately 550m north of the centre of the site on the A47 Dodwells Road and approximately 750m walking distance on the B4666 Coventry Road. Additionally, further bus stops are located on the A47 The Long Shoot approximately 900m walking distance from the centre of the proposed development.

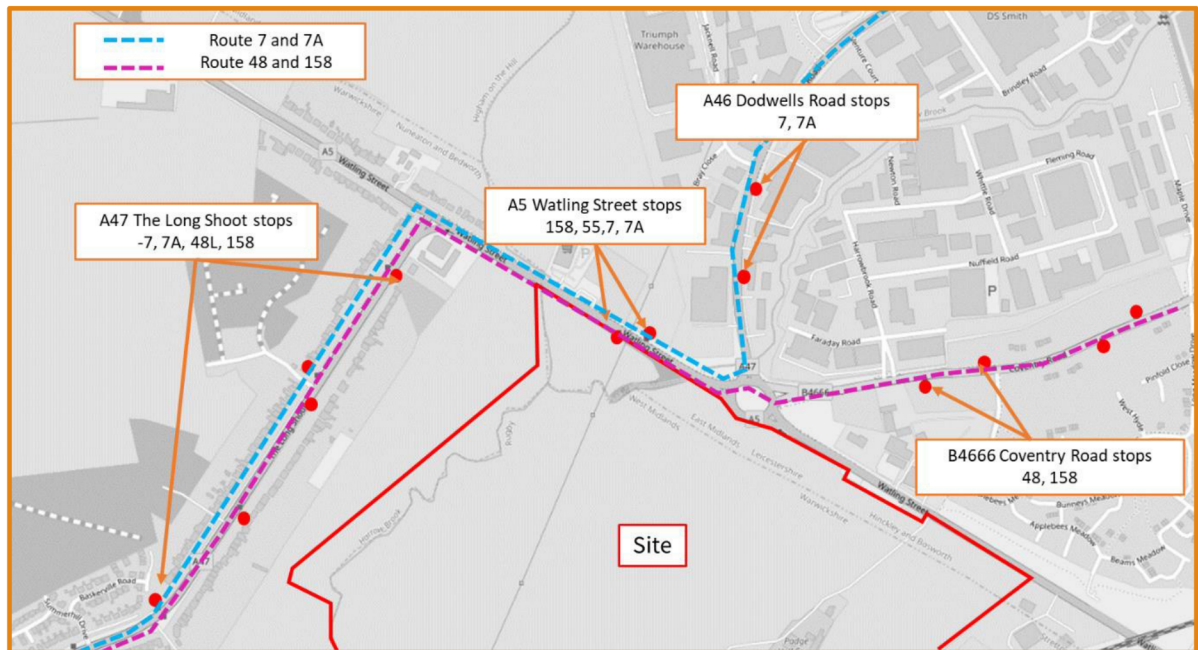


Figure 2: bus routes within study area

- 3.11 Both Hinckley and Nuneaton railway stations are within the 5km catchment of the scheme. The nearest railway station is Hinckley, approximately 2.5km northwest of the site and is managed by East Midlands Railway. The station provides regular direct services to Leicester (20 mins) and Birmingham new street (36 mins) every hour.
- 3.12 Nuneaton Railway Station is situated approximately 3.5km to the southwest of the proposed development site and is operated by West Midlands Trains. From Nuneaton there is an hourly service southbound to London Euston (1 hr 15 mins) via Rugby (15 mins) and Milton Keynes Central (35-40 mins) and northbound to Crewe. The Birmingham to Peterborough Line provides two trains per hour to Birmingham New Street, and eastbound to Leicester.

Trip generators

Key trip generators and local amenities

- 3.13 There are several developments along the A5 Watling Street corridor in the vicinity of the scheme and within the WCHAR study area that could generate pedestrian or cyclist trips. The identified trip generators include:
- The residential areas within Hinckley.
 - The residential areas within the northern extents of Nuneaton, including Whitestone, Horeston Grange, St Nicolas Park and parts of Weddington.
 - The industrial area located to the north of A5
 - Veolia/Greenway waste management employment site.
 - Ford Transit Service employment site.
 - Paynes Garages Ltd employment site.
 - Enterprise Car Rentals.
 - Hand car wash employment site.
 - MacDonald's restaurants, north of Dodwells Roundabout.
 - Applegreen petrol station and Costa express on the A5 Watling Street, west of Dodwells roundabout.
 - Aldi supermarket on the A5 Watling Street, west of Dodwells roundabout.
 - Long Shoot Hotel on the A5 Watling Street, west of Dodwells roundabout.

Future trip generators

- 3.14 The proposed development will be a key trip generator in the future. The development is expected to generate 22 pedestrian trips, 25 cycle trips, and 8 bus trips in a peak hour. Further, the Framework Travel Plan for the proposed development targets a 10% modal shift towards walking, cycling and public transport. Given the location of the development site, for walking and cycling trips it is anticipated that the main draw will be to and from the north and west of the site, towards the residential areas within Hinckley and Nuneaton.
- 3.15 There is a large site allocated for residential development to the west of Highham Lane within Nuneaton and Bedworth Borough Plan, which falls within the extent of the 5km catchment.

Existing pedestrian, cyclist and equestrian facilities

- 3.16 The following pedestrian, cyclist and equestrian facilities within the vicinity of the WCHAR scheme have been identified.

Public Rights of Way (PRoW)

- 3.17 **Figure 3** below shows an extract of the existing PRoW plan (**Appendix B**) which includes footpath R282 which runs through the site. Public footpath R282 provides a connection from the railway bridge to the southeast to the existing site access onto the A5 Watling Street, linking with the connection to Applebees Meadow north of the existing site access. To the south, the PRoW provides pedestrian access into Nuneaton via footpaths, bridleways.

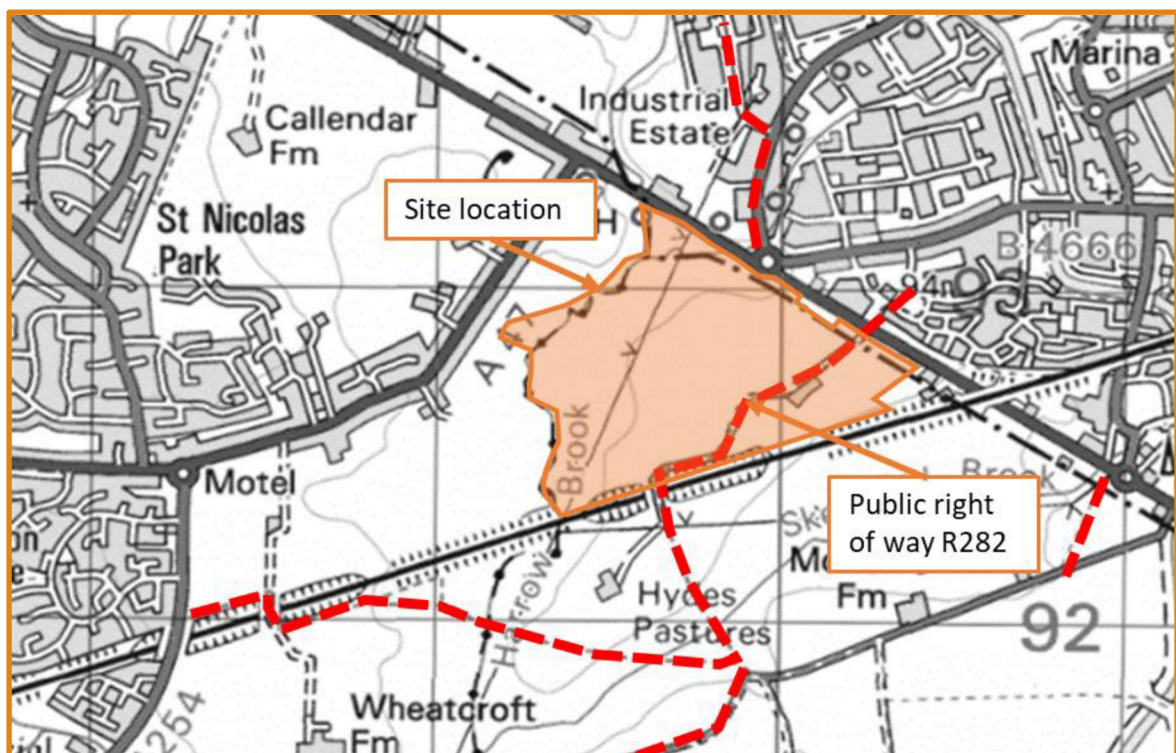


Figure 3: PRoW network within the vicinity of the site (red dashed lines)

Pedestrian facilities

- 3.18 There is a footway along the northern edge of the A5 Watling Street, which runs from the existing site access junction to approximately 100m to the east of Dodwells roundabout, where it changes

to a shared footway/cycleway and connects to the roundabout. Opposite the existing site access junction, there is a link to Applebees Meadow, connecting the site with a large residential area and the B4666 Coventry Road to the north, where there are bus stops.

- 3.19 At Dodwells roundabout, the shared footway/cycleway on the northern side of the A5 Watling Street links to the wider footway network within Hinckley. There is also a short section of shared footway/cycleway that runs along the A5 Watling Street south of Dodwells roundabout, providing dropped kerb facilities enabling cyclists to exit and enter the A5 Watling Street carriageway either side of the roundabout. There are uncontrolled pedestrian crossings with dropped kerbs and buff tactile paving on the A5 Watling Street east and B4666 Coventry Road arms. On the A47 Dodwells Road arm of the roundabout there is a Toucan crossing facility.
- 3.20 The B4666 Coventry Road has a footway on the southern side of the carriageway and a shared footway/cycleway along the northern side, linking with the shared footway/cycleway which runs along the eastern side of the A47 Dodwells Road, which also has a footway on its western side.
- 3.21 West of Dodwells roundabout, there is a shared footway/cycleway on the northern side of the A5 Watling Street carriageway, continuing west beyond the A5 Watling Street/Long Shoot T-junction.

Cyclist facilities

- 3.22 **Figures 4 and 5** below show extracts from LCC's Borough of Hinckley and Bosworth cycle map and WCC's Nuneaton cycle map, respectively.



Figure 4: excerpt from LCC's Borough of Hinckley and Bosworth cycle map

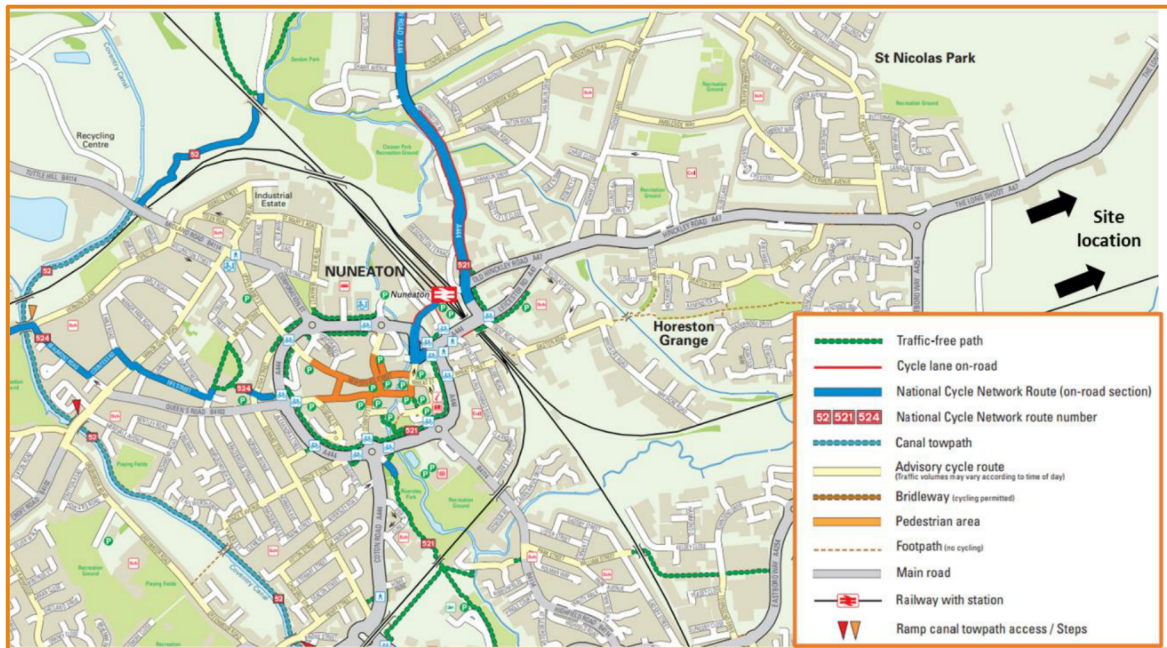


Figure 5: excerpt from WCC's Nuneaton cycle map

- 3.23 The extracts display the cycle infrastructure within Hinckley and Bosworth and Nuneaton, with recommended on and off-road cycling routes clearly indicated.
- 3.24 In the immediate vicinity of the proposed development, **Figure 4** shows that the main routes within Hinckley, including the shared footway/cycleway facilities on the A5 Watling Street, the B4666 Coventry Road which is a recommended route and has a shared footway/cycleway along the northern side, and the shared footway/cycleway which runs along the eastern side of the A47 Dodwells Road. These routes provide good access to the proposed development site from the main residential districts within Hinckley.
- 3.25 Also displayed in **Figures 4 and 5** is the National Cycle Network (NCN) Route 52 runs from Bedworth, through Nuneaton town centre providing a route to Nuneaton railway station and passes the site approximately 3.5km to the west. The route then continues north adjacent to Market Bosworth and through to Coalville, where it links with NCN Route 6.

Equestrian facilities

- 3.26 There are no existing bridleways that would be impacted by the proposed highway scheme.

Site visits

- 3.27 A site visit was undertaken by Holly Curran (Assessor) on 21 January 2020 to review the existing non-motorised users (NMU) facilities local to the site. The site visit was undertaken between 0800 and 1000 hours during daylight hours and the weather was dry. During the site visit it was noted that two cyclists were using the shared footway/cycleway on the A47 Dodwells Road in the vicinity of Dodwells roundabout. No pedestrians were observed walking alongside the A5 or waiting at the bus stops on the A5.
- 3.28 The main site visit was undertaken by Mark Higgins (Lead Assessor) on Friday 7 February 2020 between 1100 and 1400 hours during daylight hours. The weather was cold but dry. No pedestrians or cyclists were observed using the PRow R282 (where it crosses the site). Two

cyclists were observed using the A5 Watling Street eastbound along the site frontage. No pedestrians were observed walking along the A5 or waiting at the bus stops on the A5.

3.29 Points of note include:

- There is a verge along the northern side of the A5 carriageway between the proposed site access junction and the A5 Watling Street railway bridge, except for a short section of footway opposite the Veolia/Greenway site access. Whilst this is not designated at a footway, it is clearly reasonably well trodden, though no pedestrians were observed during either site visit (also see walking, cycling and horse-riding section).
- The connection between the A5 Watling Street and Applebees Meadow is in good condition, though the vegetation is slightly overgrown.
- On the A5 Watling Street along the site frontage, the width of the existing footway on the northern side of the carriageway is reduced as the verge encroaches onto the footway.
- The shared use footway/cycleway facility that extends east of Dodwells roundabout on the A5 terminates approximately 100m to the east of the roundabout. The facility continues eastwards, but leaves cyclists without an off-road facility.
- The NMU facilities at Dodwells Roundabout are generally of a good standard, though debris was observed at the dropped kerb crossing on the A5 Watling Street east arm of the junction.
- There is a shared footway/cycleway around the southern edge of Dodwells Roundabout to allow cyclists off and on the carriageway either side of the junction. The dropped kerbs are clear and there is good visibility.
- There is no footway on the southern side of the A5 Watling Street to the west of Dodwells Roundabout and only an informal crossing point between the bus stops.
- Public right of way R282 is a good quality route across the site and the bridge over the railway line at the southern end. The route is metalled and there is no encroachment of vegetation.

Pedestrian, cyclist and equestrian survey data

3.30 To provide an understanding of the current usage of the existing walking, cycling and horse-riding facilities (WCH) surveys were undertaken at Dodwells Roundabout, on the A5 at the location where PRow R282 crosses the carriageway, and at the A5 at the Watling Street Railway Bridge.

3.31 The surveys recorded all pedestrian, cyclist and equestrian movements between 0700 hours and 1900 hours on Thursday 19 May 2022.

Dodwells Roundabout

3.32 A summary of the daily totals for pedestrian, cyclist and equestrian movements at the existing crossing facilities and using the existing footways and shared footways/cycleways at the Dodwells Roundabout are shown on **Figures 6 to 8** for the A47, B4666 Coventry Road, and A5 eastern arms of the junction.

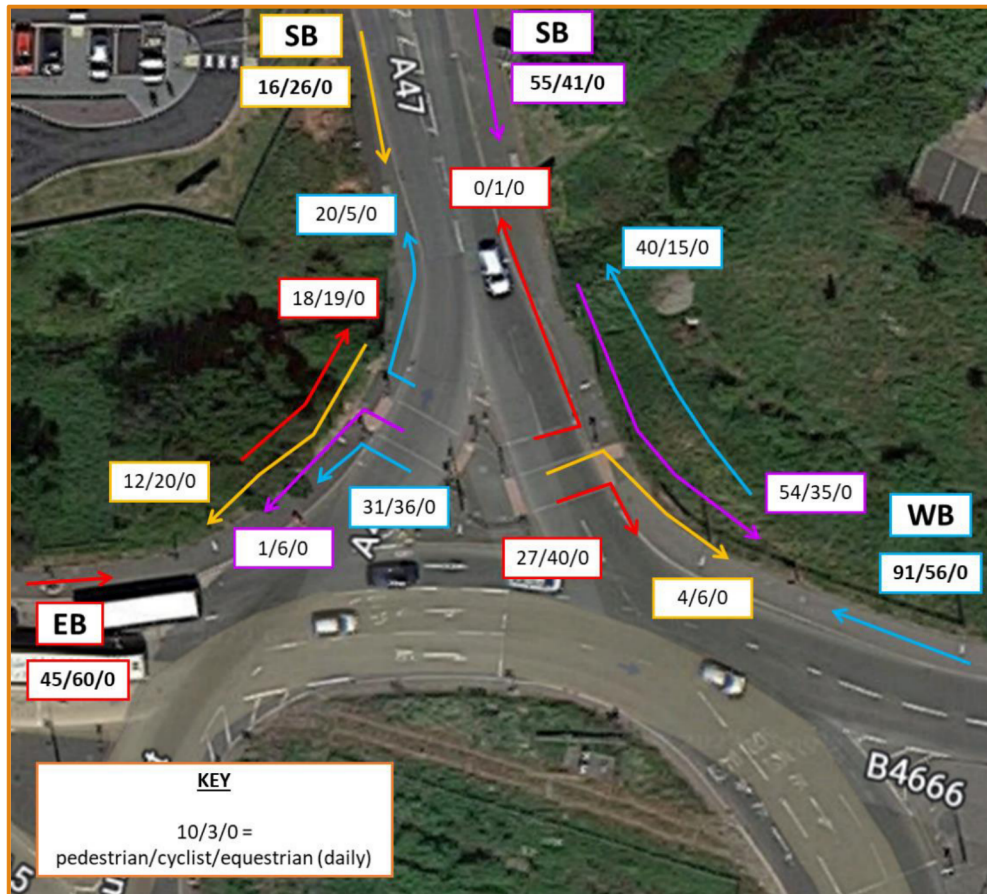


Figure 6: Daily pedestrian, cyclist and equestrian movements at A47 arm of Dodwells Roundabout

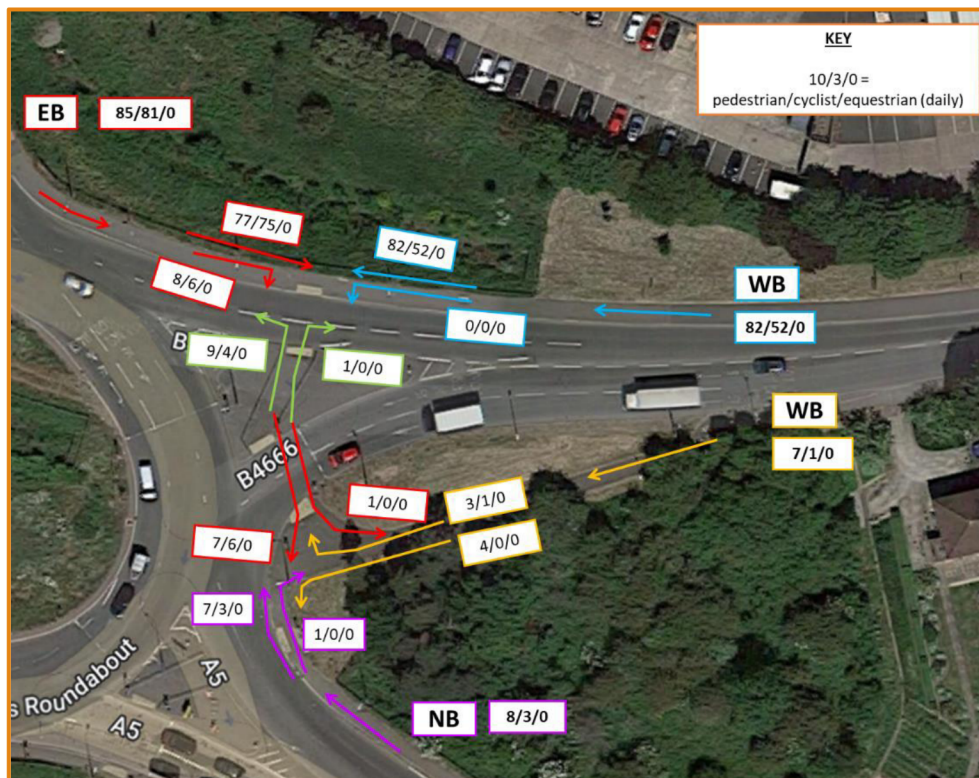


Figure 7: Daily pedestrian, cyclist and equestrian movements at B4666 Coventry Road arm of Dodwells Roundabout

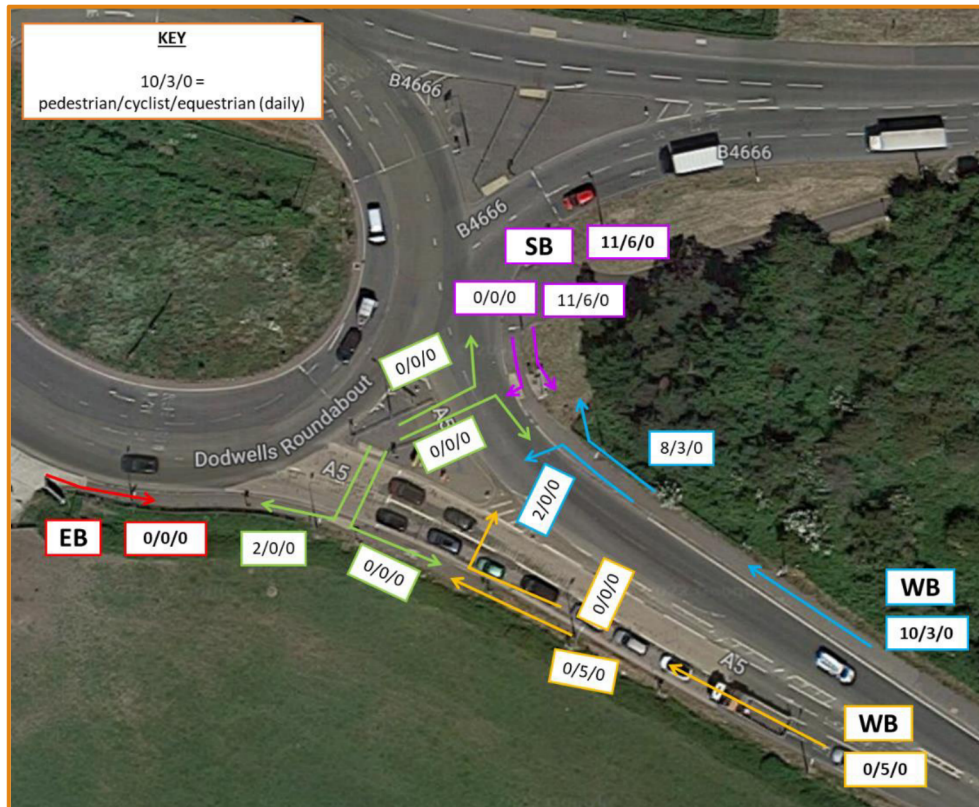


Figure 8: Daily pedestrian, cyclist and equestrian movements at A5 eastern arm of Dodwells Roundabout

- 3.33 No equestrians were recorded using Dodwells Roundabout. The highest usage by pedestrians and cyclist is shown to be the shared footway/cycleway on the northern side of Coventry Road, and along the shared footway/cycleways provide on the alongside the A47 and the northern side of the A5 (west). Accordingly, the existing Toucan crossing on the A47 is used by the greatest number of pedestrians and cyclists (152 movements throughout the day). The uncontrolled dropped kerb crossing of the B4666 Coventry Road arm and the was used by a combined total of 28 pedestrians and cyclists throughout the day, and the uncontrolled dropped kerb crossing of the A5 (east) arm was used by just two pedestrians and throughout the day.

A5 at location of PRow R282 crossing

- 3.34 A summary of the daily totals for pedestrian, cyclist and equestrian movements at PRow R282 crossing of the A5 is shown on **Figure 9**.

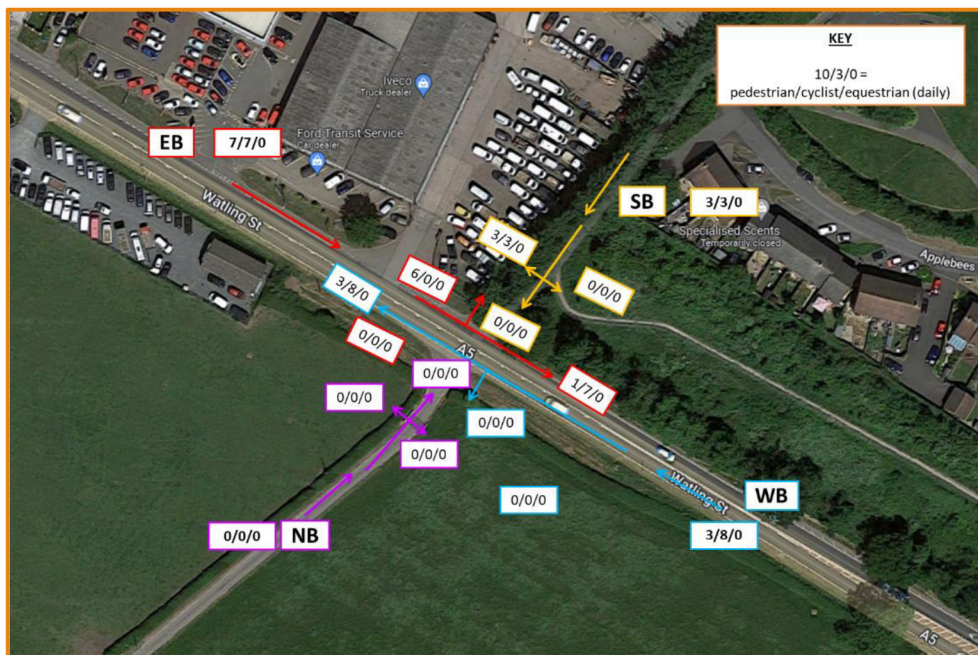


Figure 9: Daily pedestrian, cyclist and equestrian movements at PRoW R282 crossing of the A5

- 3.35 No equestrians were recorded during the survey, and no pedestrian or cyclist were recorded using PRoW R282. A total of nine pedestrians and three cyclists were recorded using the link through to Applebees Meadows. A total of 15 cyclists were recorded using the A5, of which one was recorded using the grass verge to travel eastbound. A total of four pedestrians were recorded traveling to and from the A5 east using the verge.

A5 at location of PRoW R282 crossing

- 3.36 A summary of the daily totals for pedestrian, cyclist and equestrian movements on the A5 at the A5 Watling Street railway bridge is shown on **Figure 10**.

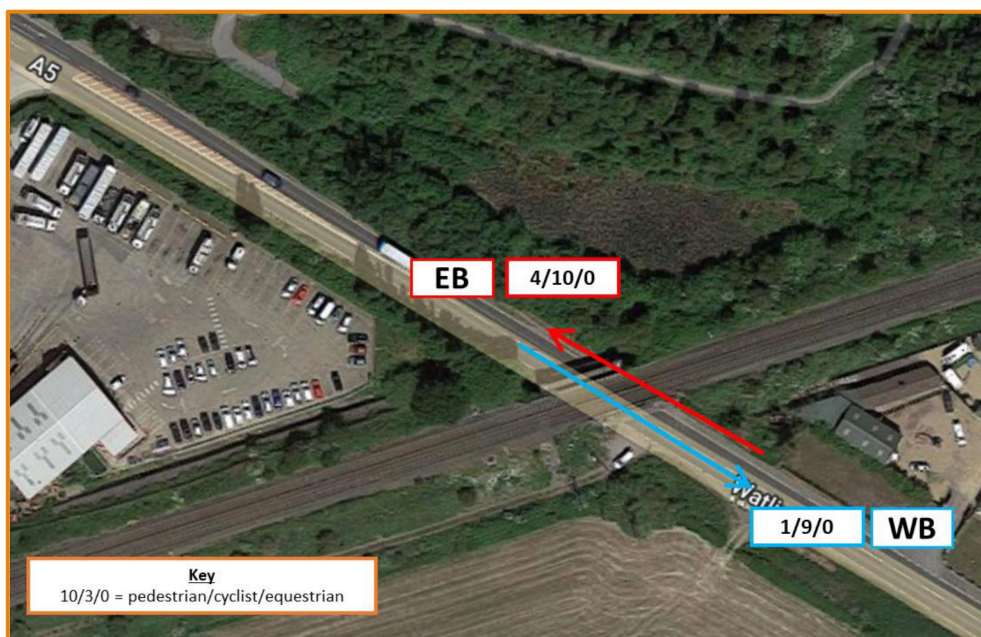


Figure 10: Daily pedestrian, cyclist and equestrian movements at A5 Watling Street railway bridge

- 3.37 Although there is no formal footway provision under the bridge, the surveys recorded five pedestrian movements across the day, and 19 cyclist movements of which 14 used the A5

carriageway. Five of the cyclist moves were observed to use the verge. No equestrian movements were recorded.

Consultation with stakeholders and public

- 3.38 ADC have engaged in detailed consultation with NH, and Leicestershire County Council (LCC) and Warwickshire County Council (WCC) as the local highway authorities on the Proposed Development. This has included specific discussions regarding the pedestrian and cycle crossing arrangements at Dodwells Roundabout. NH confirmed that they were satisfied with the conclusions of the crossing assessment in their email of 29 March 2022.
- 3.39 A pre-application public consultation exercise was undertaken between 30 June and 21 July 2021 including leaflet distribution to 2,400 commercial and residential priorities within a 1.5km radius of the site that provided an overview of the plans and how feedback could be provided.
- 3.40 There were two comments made through the public consultation requesting new cycle lanes to be installed on the A5 and there was also a comment regarding ensuring that suitable crossings on the A5 would be provided to allow access to the proposed public open space within the site area. One resident wanted to ensure that the WCC's planned cycle route alongside the A47 the Long Shoot would not be put on hold because of the development. There were no other comments related to walking or cycling.
- 3.41 The PRoW officers at WCC were consulted regarding the proposed diversion of PRoW R282, who confirm no objection in principle, subject to approval of the final public footpath diversion. The Warwickshire and Leicestershire Ramblers were also consulted. A letter of support from the Rambler for the proposed diversion, and the proposed signal crossing of the A5 is included at **Appendix C**.
- 3.42 A number of local business and organisations also provided letters of support relating to the proposed A5 carriageway lowering works to increase the height clearance of the low railway bridge. Correspondence was received from the East Midlands Chamber, Neovia Logistics and Tesco Stores Ltd.

4.0 USER OPPORTUNITIES

- 4.1 The opportunities highlighted below are relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phases.
- 4.2 For ease of reference a summary of the general opportunities, followed by the opportunities related to each element of the highway scheme is provided.

General	
Ref	Opportunity
1	Consider a footway or shared footway/cycleway along the northern carriageway of the A5 Watling Street between the site access and the railway bridge, where the verge is being used by a small number of pedestrians and cyclists.

Site, site access and A5 Watling Street	
Ref	Opportunity
2	Divert and extend public footpath R282 to provide a continuous route around the perimeter of the site.
3	To encourage pedestrian travel, suitable facilities should be provided along site access road, linking the development with A5 Watling Street.
4	Consider appropriate pedestrian and cycle crossing facilities on the A5 Watling Street.
5	Consider an appropriate footway/cycleway connection between the site access junction and the pedestrian/cycle link to Applebees Meadow.

Dodwells Roundabout	
Ref	Opportunity
6	Provide a direct pedestrian and cycle connection to the existing off-site network at Dodwells roundabout.
7	Consider crossing facilities on the A5 Watling Street west arm of Dodwells roundabout to improve the sustainable transport infrastructure at the junction and improve the connectivity between the site and the bus stops on the A5.
8	Consider crossing facilities on Coventry Road and the A5 Watling Street east arm of Dodwells roundabout to improve the sustainable transport infrastructure.

5.0 WALKING, CYCLIST AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

- 5.1 As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with DMRB GG 142 and thus contains the appropriate information for the wider design team. The Walking, Cycling and Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cyclist and Horse-Riding Lead Assessor

Mark Higgins MEng (Hons)
Associate Director, ADC Infrastructure Ltd

Signed:



Dated: 17/06/2022

Walking, Cyclist and Horse-Riding Assessor

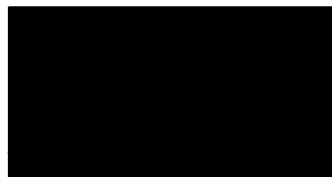
Holly Curran BA (Hons),
Graduate Engineer, ADC Infrastructure Ltd

- 5.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

Stuart Dunhill BEng (Hons), PhD, CEng, MICE
Director, ADC Infrastructure Ltd

Signed:



Dated: 17/06/2022

APPENDIX A

DEVELOPMENT PARAMETERS PLAN

NOTES
This drawing is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of FPCR Environment and Design Ltd.
Ordnance Survey base mapping - supplied by client.



KEY

- Site boundary
- Proposed Employment (Including Sustainable Drainage, Roads and Landscape)
- Electricity Substation (Indicative Location)
- Highways / Access**
 - Proposed Primary Vehicular Access
Refer to highways plans for further details of the A5 junction arrangements
 - Emergency Access
 - A5 Future Road Corridor (Indicative Safeguarded Area)
 - Farmers Access Track
- Green Infrastructure**
 - Green Infrastructure (Including Sustainable Drainage, Mitigation mounding etc as below)
 - Existing trees, hedgerows and other planting
 - Existing Public Right of Way
 - Diverted Public Right of Way
 - Proposed public access routes (indicative alignment)
 - Proposed mitigation mounding
 - Spot heights along the top of the mitigation mounding (metres above ordnance datum (AOD)) Stated level +/- 300mm

V	04.04.2022	Final issue	MPS	TRJ
rev	date	description	dm	chkd

fpcr

- masterplanning
- environmental assessment
- landscape design
- urban design
- ecology
- architecture
- arboriculture

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Derby DE74 2RH

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client
Agrarian Development Holdings Ltd

project
Padge Hall Farm
Hinckley

drawing title
DEVELOPMENT PARAMETERS PLAN

scale
1:2500 @ A1

drawn / checked
CMW/TRJ

revision date
04th April 2022

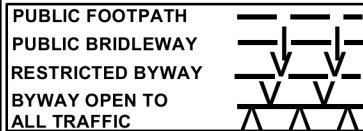
drawing number
8815-L-08

rev
V

CAD file: K:\8800\8815\LANDSI\Plans\L-08-DEVELOPMENT PARAMETERS [V].dwg

APPENDIX B

EXISTING PUBLIC RIGHTS OF WAY PLAN



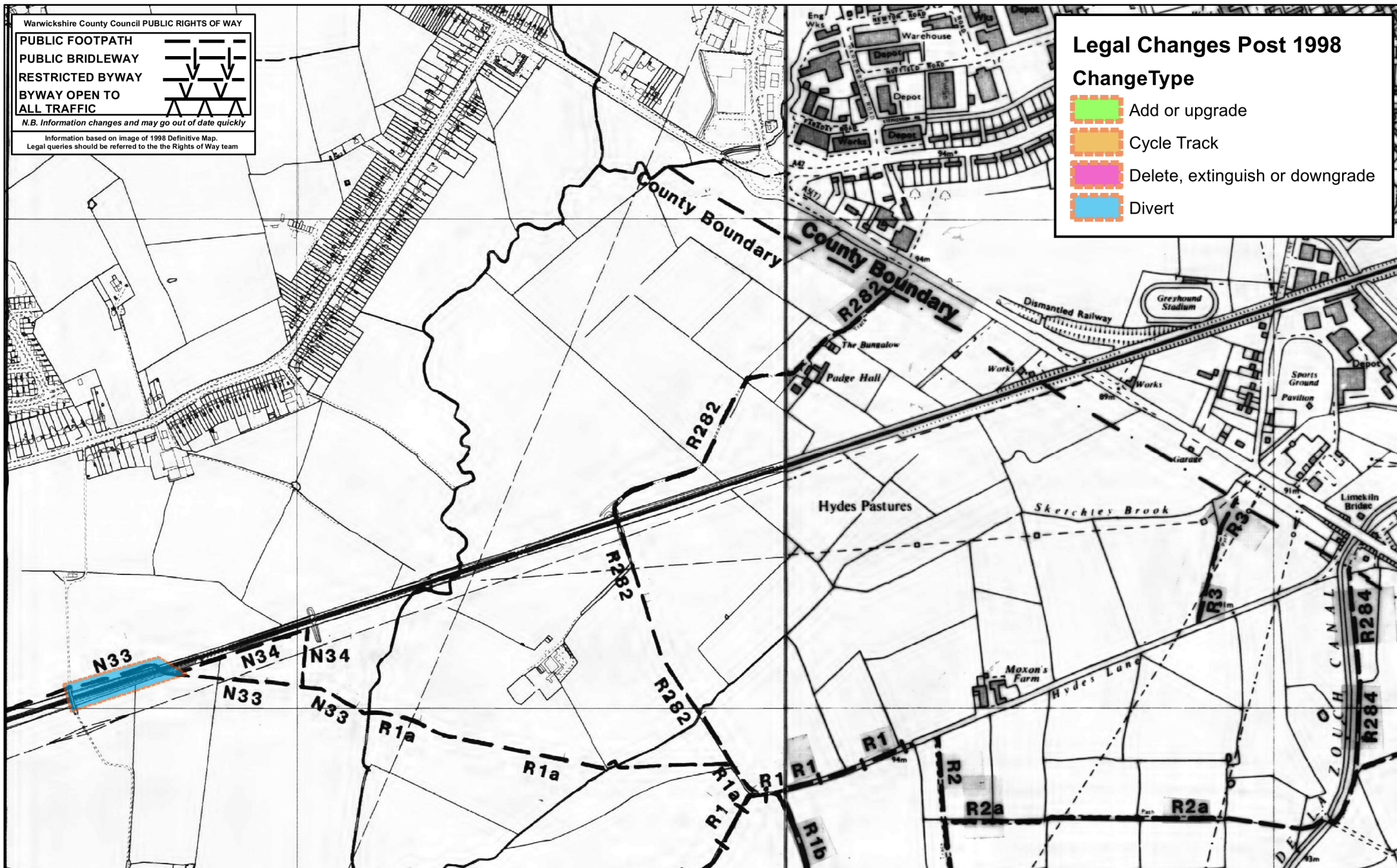
N.B. Information changes and may go out of date quickly

Information based on image of 1998 Definitive Map.
Legal queries should be referred to the Rights of Way team

Legal Changes Post 1998

ChangeType

- Add or upgrade
- Cycle Track
- Delete, extinguish or downgrade
- Divert



Extract of scanned 1998 Definitive Map - overlaid with legal changes
(Locations of post-1998 legal changes shown shaded - see key)

Produced by: EB

Date: 27/06/2019



1:10,000

0 35 70 140 210 280

Meters



Rights of Way

APPENDIX B

RAMBLERS LETTER OF SUPPORT

B

EXISTING PUBLIC RIGHTS OF WAY PLAN



Ramblers - Warwickshire Area

www.warwickshireramblers.org.uk

Local Groups: City of Birmingham, Coventry, Mid Warwickshire, Rugby and District, Stratford upon Avon, Southam and District, Solihull, Sutton Coldfield, Castle Bromwich, South Birmingham, West Midlands Walking Group, Bear.

16 Melford Hall Road
Solihull B91 2ES
20th November 2021

Joanne Orton
Development Team
Rugby Borough Council
Town Hall
Evreux Way
Rugby
CV21 2RR

Dear Ms Orton,

SUPPORT FOR CROSS BOUNDARY PLANNING APPLICATION R21/0985

Thank you for consulting Ramblers Warwickshire Area on hybrid planning application R21/0985 for the demolition of existing structures and the erection of distribution and industrial buildings at Page Hall Farm, Watling Street, Burbage.

This application requires a TCPA section 257 diversion of public footpath R282, a matter on which we have already been consulted by Oxalis Planning as per the sketch attached below.

Ramblers Warwickshire Area support this diversion as it will ultimately provide a safe crossing of Watling Street to join up with public footpath U61 in Leicestershire, and at the same time clear up an anomaly on the Leicestershire Definitive Map as, at the moment, no link is shown on the Leicestershire Definitive Map between the end of public footpath R282 at the Warwickshire boundary and up to and across Watling Street to link up with public footpath U61 in Leicestershire.

Yours sincerely,

MABird

Michael Bird
Footpath & Countryside Secretary
Ramblers Warwickshire Area

