



TECHNICAL NOTE

LAND AT PADGE HALL FARM, HINCKLEY
S73 APPLICATION TECHNICAL NOTE

DOCUMENT CONTROL

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ADC1839-DR-025 rev P2
ADC1839-DR-026 rev P1
3729-ADC-HGN-XX-DR-CH-0131-s2-P01

Unit 1 Internal NMU Routes Phase 1
Unit 1 Internal NMU Routes Phase 2
HGV Swept Path at Dodwells Roundabout

1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd is commissioned by Agrarian Development Holdings Ltd (the Applicant) to provide transport advice regarding their consented employment development known as Land at Padge Hall Farm, located to the south of the A5, Hinckley.
- 1.2 The development site is almost entirely located within the Rugby Borough Council (RBC), Warwickshire. However, the County boundary with Leicestershire crosses the northern part of the site such that a small portion of the site, including the consented vehicular access onto the A5, is within the Hinckley and Bosworth Borough Council (HBBC), Leicestershire. Further, the site also includes land (albeit no built development) within the Nuneaton and Bedworth Borough Council (NBBC), Warwickshire.
- 1.3 National Highways (NH) are the highway authority for the A5, Leicestershire County Council (LCC) is the local highway authority for HBBC, and Warwickshire County Council (WCC) is the local highway authority for RBC and NBBC.
- 1.4 The development benefits from a hybrid planning consent under the following planning permissions:
 - RBC planning permission reference R21/0985, dated 20 December 2023
 - HBBC planning permission reference 2101191/HYB, dated 21 December 2023
 - NBBC planning permission reference 038340, dated 24 April 2024.
- 1.5 The Applicant has commissioned ADC Infrastructure Ltd to undertake the S278 detailed design of the consented access, and work is underway with NH to obtain technical approval of the consented access design and other conditioned highway works.
- 1.1 The planning conditions stipulate that the highway works associated with the Padge Hall Farm development should be delivered prior to the development first being brought into use. However, the applicant would like to vary some of these conditions to allow the occupation of Unit 1 prior to the highway works being completed. Unit 1 would be occupied by Tesco who would relocate from their existing unit on the A47 Dodwells Road approximately 600m to the north of the Padge Hall Farm site.
- 1.6 This Technical Note has therefore been produced to support the S73 application to amend the highways conditions, and it is structured as follows:
 - Section 2 sets out the planning conditions that the S73 application seeks to amend.
 - Section 3 details the potential change in traffic flows associated with the S73 proposals and demonstrates how vehicles would be able to access Unit 1 and travel through the Dodwells roundabout.
 - Section 4 provides a short summary.

2.0 PLANNING CONDITIONS TO BE AMENDED BY THE S73 APPLICATION

Site access

- 2.1 To enable access to Unit 1 it is proposed that the approved site access junction is delivered in full. The junction is shown on drawing number ADC1839-DR-014 rev P4 as listed in the RBC planning condition 23 and HBBC planning condition 9.
- 2.2 An extract from the approved drawing is shown in **Figure 1**. The design includes a shared footway/cycleway on the eastern side of the site access road which will link the development with A5 Watling Street, where a Toucan crossing will be provided. A new section of shared footway/cycleway would be provided on the northern side of the A5, connecting the site access junction with the pedestrian/cycle link to Applebees Meadow and the footway on the northern side of the A5 that connects with Dodwells Roundabout to the west.

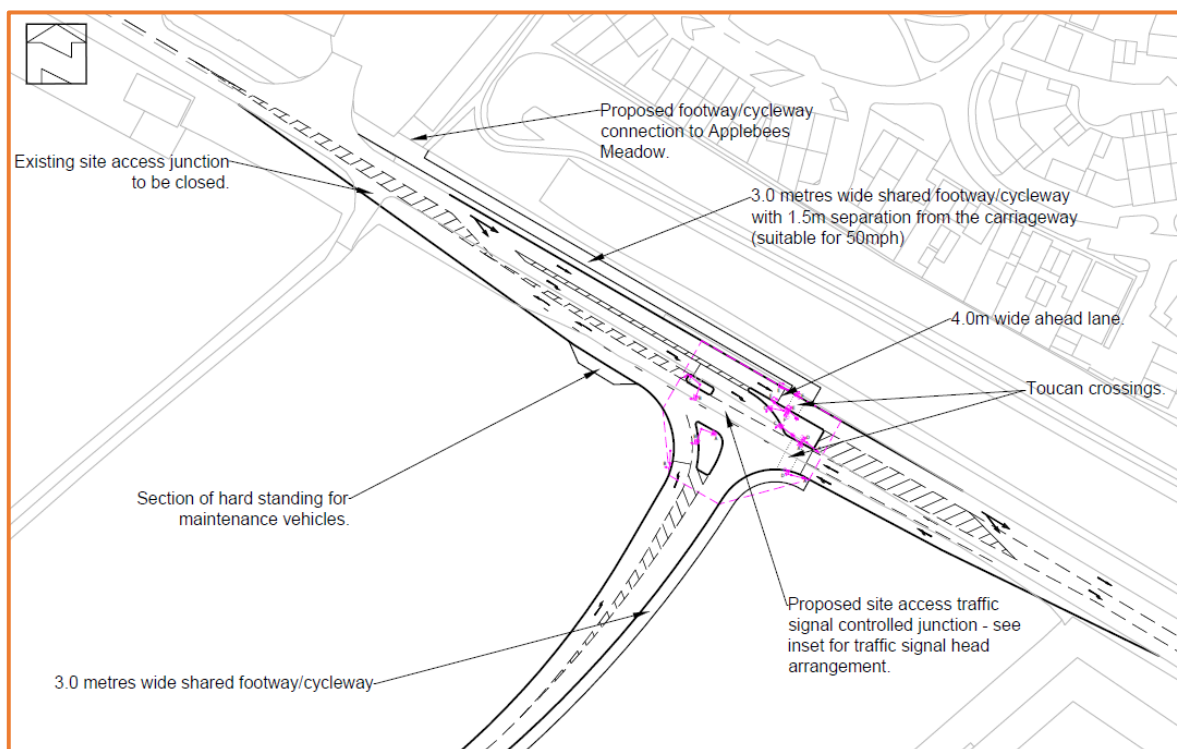


Figure 1: extract of the proposed site access drawing

A5 Dodwells roundabout

- 2.3 HBBC planning condition 10 is a pre-occupation condition relating to the provision of the scheme of improvements works at Dodwells roundabout as shown on drawing number ADC1839-DR-007 rev P5. It is proposed that this condition is varied to allow Unit 1 to be occupied prior to those works being completed.
- 2.4 HBBC planning condition 15 relates to the way finding strategy at the Dodwells roundabout as shown on drawing number ADC1839-DR-020 rev P2 as referenced in the condition. This strategy comprises a signage scheme which specifically directs pedestrians and cyclists across new Toucan crossings on the western side of the Dodwells roundabout. The Toucan crossings will be provided as part of the scheme of works at the Dodwells roundabout as specified in HBBC planning condition 10. It is therefore proposed that HBBC planning condition 15 is also varied in line with the proposed variation to planning condition 10.

A5 Lowering works

- 2.5 HBBC planning condition 13 is a pre-occupation condition relating to the provision of the scheme of works for the lowering of the A5 carriageway under the Nutts Lane railway bridge, as shown on drawing ADC1839-DR-100 rev P2 as referenced in the condition. It is proposed that this condition is varied to allow Unit 1 to be occupied prior to the works being completed.
- 2.6 HBBC planning condition 12 specifies the provision of a pedestrian footway along the northern side of the A5 between the site access and Nutts Lane Rail Bridge. The scheme is shown on drawing number ADC1839-DR-Z01-0120 rev P1 which was approved under HBBC planning condition 11. The provision of the footway is directly linked to the lowering works and therefore it is proposed that this condition is also varied in line with the proposed variation to planning condition 13.

Unit 1 internal NMU routes

- 2.7 RBC planning condition 24 and HBBC condition planning 14 are a pre-occupation condition relating to the provision of pedestrian and cycle links from Unit 1. These works include a 3m wide footway between Unit 1 and the bus stops on the A5 and a 3m wide footway/cycleway linking Unit 1 with the proposed NMU facilities at the Dodwells roundabout. The approved drawing number ADC1839-DR-021 rev P2 also shows the provision of an emergency access route from the site linking to the improved Dodwells roundabout.
- 2.8 To facilitate Unit 1 being occupied it is proposed to vary these planning conditions to phase the proposed NMU works. The first phase of works is shown on drawing number **ADC1839-DR-025 rev P2** included at the rear of the technical note and shows the provision of the 3m wide footway between Unit 1 and the bus stops on the A5. An extract from the drawing is shown in **Figure 2**.

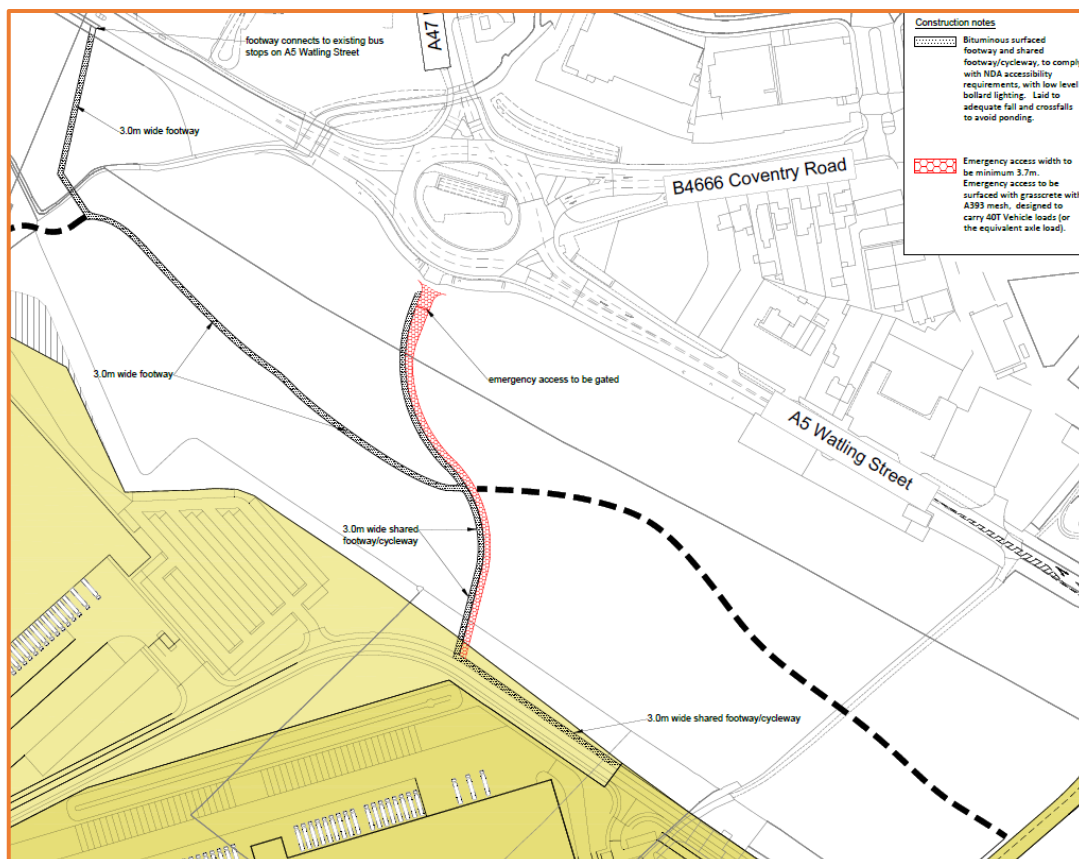


Figure 2: extract from the proposed Unit 1 internal NMU routes Phase 1 drawing

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2.12 RBC planning condition 25 and HBBC planning condition 16 stipulates the provision of a link to the bus stops on the A5 prior to the occupation of the development. As detailed above, it is proposed that this link will be provided in the Phase 1 works prior to the occupation of Unit 1. Therefore, these planning conditions do not need to be varied.

2.13 It is noted that pedestrian and cycle access to Unit 1 will be provided via the new site access junction on the A5, as described at paragraph 2.2 above.

3.0 HIGHWAY IMPACT OF THE S73 PROPOSALS

Tesco operation

- 3.1 As outlined above Tesco currently operate from an existing warehouse unit which is located approximately 600m to the north of the Padge Hall Farm site as shown on **Figure 4**. The Tesco warehouse is located on the A47 Dodwells Road and hence staff and HGV traffic associated with Tesco is currently on the highway network including the A5 and the Dodwells roundabout.



Figure 4: location of the Tesco warehouse

- 3.2 Tesco propose to move to Unit 1 on the Padge Hall Farm and would be operating from the site from September 2026. The move to Unit 1 will provide Tesco with contemporary warehouse floorspace and allow them to modernise and improve their operations. Tesco have confirmed that their current traffic movements will remain as existing following their move to Unit 1. However, the relocation will result in a redistribution of traffic flows at the Dodwells roundabout and on the A5.
- 3.3 Tesco have also confirmed that the existing lease on the warehouse on Dodwells Road ends in March 2027. Following Tesco vacating the unit, it is understood that the owner plans to refurbish the unit before it would be let to another occupier. Hence in the period September 2026 to March 2027 the existing Tesco warehouse will not be in use, and potentially longer subject to refurbishment plans. Therefore, in the short term Tesco's planned relocation to Unit 1 will not result in additional traffic flows associated with their existing warehouse.

Unit 1 traffic flows

- 3.4 To calculate the proportion of traffic generation by Unit 1 compared to the that consented for the whole scheme, reference has been made to the agreed B8 use trips rates from the Transport Assessment which was produced to support the outline planning applications. The trips rates are summarised in the table below.

peak	light vehicles			heavy vehicles			total		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM	0.129	0.032	0.161	0.012	0.016	0.028	0.141	0.048	0.189
PM	0.036	0.100	0.136	0.009	0.012	0.021	0.045	0.112	0.157

- 3.5 The resulting Unit 1 traffic generation is shown in the table below.

peak	light vehicles			heavy vehicles			total		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM	57	14	71	5	7	12	63	21	84
PM	16	44	60	4	5	9	20	50	70

- 3.6 Unit 1 generates 84 two-way trips in the morning peak hour which includes 12 two-way HGV trips. In the PM peak Unit 1 generates a total of 70 two-way trips of which 9 will be HGV trips.
- 3.7 The agreed traffic generation for the Padge Hall Farm development was set out in the Transport Assessment, and this is summarised in the table below.

peak	light vehicles			heavy vehicles			total		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM	243	60	303	28	29	57	270	89	360
PM	56	224	280	8	11	19	64	235	299

- 3.8 The traffic generation of Unit 1 equates to 23% of the total development traffic generation (84/360 and 70/299).

Impact on highway network

- 3.9 As explained above, as Unit 1 would be occupied by Tesco who are operating in the area, minimum increases in traffic flows are expected in the short term. Nevertheless, Unit 1 represents only 23% of the permitted traffic for the Padge Hall Farm scheme and therefore it is considered that Unit 1 being occupied in advance of the full highway works being delivered will not result in an increased capacity concern at the Dodwells roundabout.
- 3.10 Tesco's currently operate out of their A47 Dodwells Road site and their operations are not impacted by the Nutt's Lane low railway bridge on the A5. Therefore, there will be no adverse impact to varying HBBC planning condition 13 as described in Section 2 with regards to the A5 carriageway lowering beneath the bridge.
- 3.11 It is important to understand that, whilst permission is being sought to vary the planning conditions as set out in Section 2, work to deliver the package of highway works will be ongoing. The Applicant has let the contract of works as one package and therefore work to deliver the agreed highways schemes will follow on directly from completion of the A5 site access (HBBC condition 13). Subject to National Highway approvals, the Phase 2 works are forecast to be complete by March 2027.

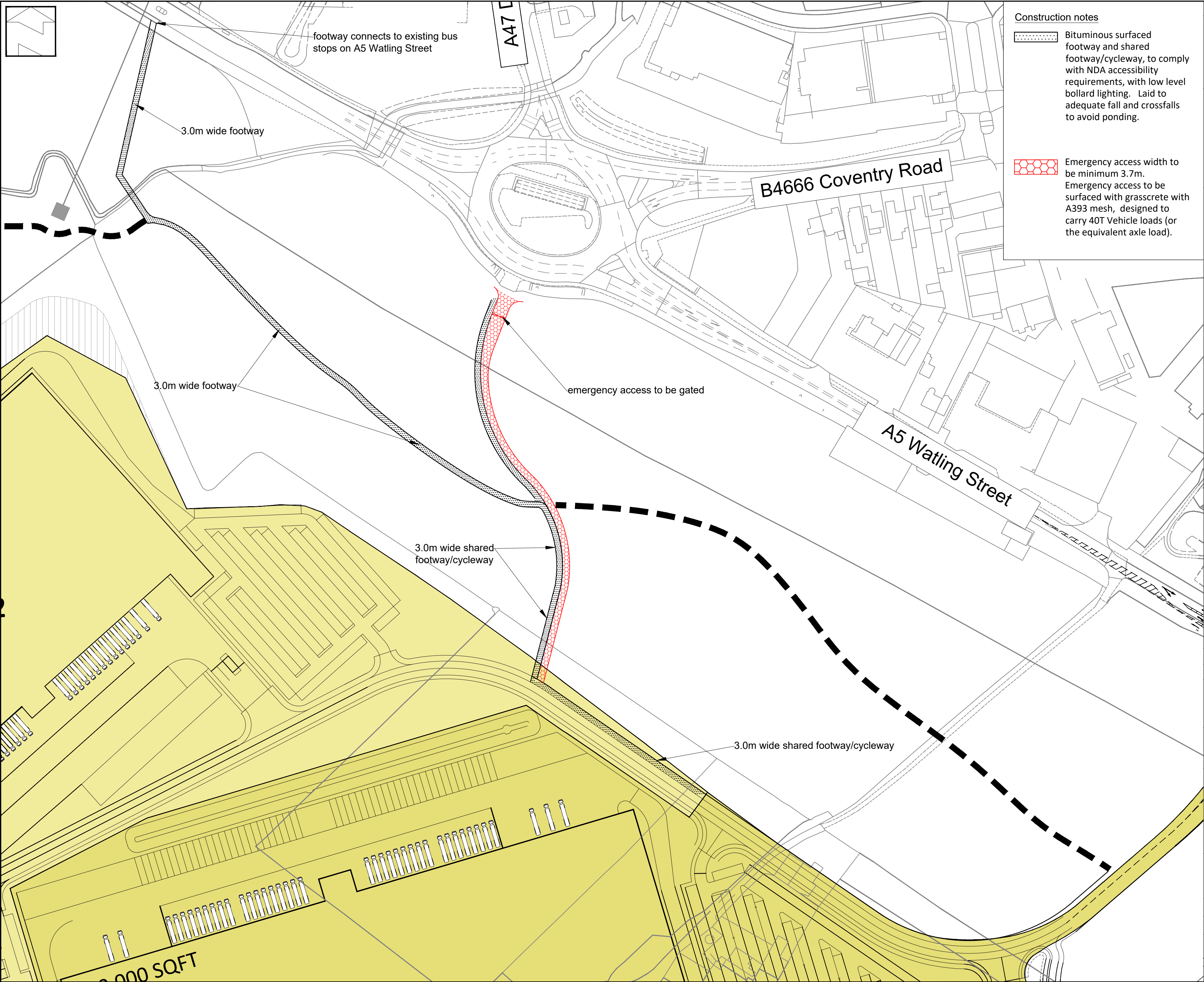
U-turning vehicles

- 3.12 The access junction design for the Padge Hall Fam development does not accommodate a right turn out of the site onto the A5 (east). Therefore any vehicles travelling to the east from the site are required to u-turn at the Dodwells roundabout.
- 3.13 The existing layout of the roundabout allows for u-turning vehicles and drawing number **3729-ADC-HGN-XX-DR-CH-0131-s2-P01** demonstrates that a 16.5m articulated HGV can safely undertake the u-turn manoeuvre.
- 3.14 Hence, the proposed highway works at the Dodwells roundabout are not required to allow light vehicles or HGVs associated with Unit 1 to u-turn at the roundabout. Unit 1 coming forward in advance of the highways works being delivered will therefore not result in a safety issue at the Dodwells roundabout.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 ADC Infrastructure Ltd is commissioned by Agrarian Development Holdings Ltd (the Applicant) to provide transport advice regarding their consented employment development known as Land at Padge Hall Farm, located to the south of the A5, Hinckley.
- 4.2 The planning permissions for the Padge Hall Farm development include a number of pre-planning conditions which stipulate the delivery of highways works, which are to be delivered prior to the occupation of the development. It is proposed that Unit 1 would be occupied by Tesco who would relocate from their existing unit on the A47 Dodwells Road, approximately 600m to the north of the Padge Hall Farm site.
- 4.3 This Technical Note has been prepared to support the S73 application to vary a number of these planning conditions to allow the occupation of Unit 1 prior to some of the highway works being completed.
- 4.4 It proposes that the agreed Unit 1 NMU route works are phased, with Phase 1 comprising of the provision of a 3m wide footway between Unit 1 and the bus stops on the A5 which will be delivered prior to the occupation of Unit 1.
- 4.5 The Technical Note identifies that the traffic generation of Unit 1 equates to 23% of the total Padge Hall Farm development traffic generation. It also notes that the actual increase in traffic flows is likely to be significantly less than this as Tesco are currently operating in the area and their existing warehouse generates traffic onto the A5 and the Dodwells roundabout.
- 4.6 A tracking assessment has also been undertaken which demonstrates that a 16.5m articulated HGV can safely undertake the u-turn manoeuvre at the Dodwells roundabout. Therefore, the proposed highway works at the Dodwells roundabout are not required to allow any light vehicles or HGVs associated with Unit 1 to u-turn at the roundabout.
- 4.7 Tesco's currently operate out of their A47 Dodwells Road site and their operations are not impacted by the Nutt's Lane low railway bridge on the A5.
- 4.8 Based on the above, it is considered that the planning conditions relating to the highway works at Dodwells roundabout and the lowering of the A5 under the Nutts Lane Rail Bridge, can be varied to allow the occupation of Unit 1 in advance of these works being delivered.

DRAWINGS



Construction notes

Bituminous surfaced footway and shared footway/cycleway, to comply with NDA accessibility requirements, with low level bollard lighting. Laid to adequate fall and crossfalls to avoid ponding.

Emergency access width to be minimum 3.7m. Emergency access to be surfaced with grasscrete with A393 mesh, designed to carry 40T Vehicle loads (or the equivalent axle load).

Notes

- Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

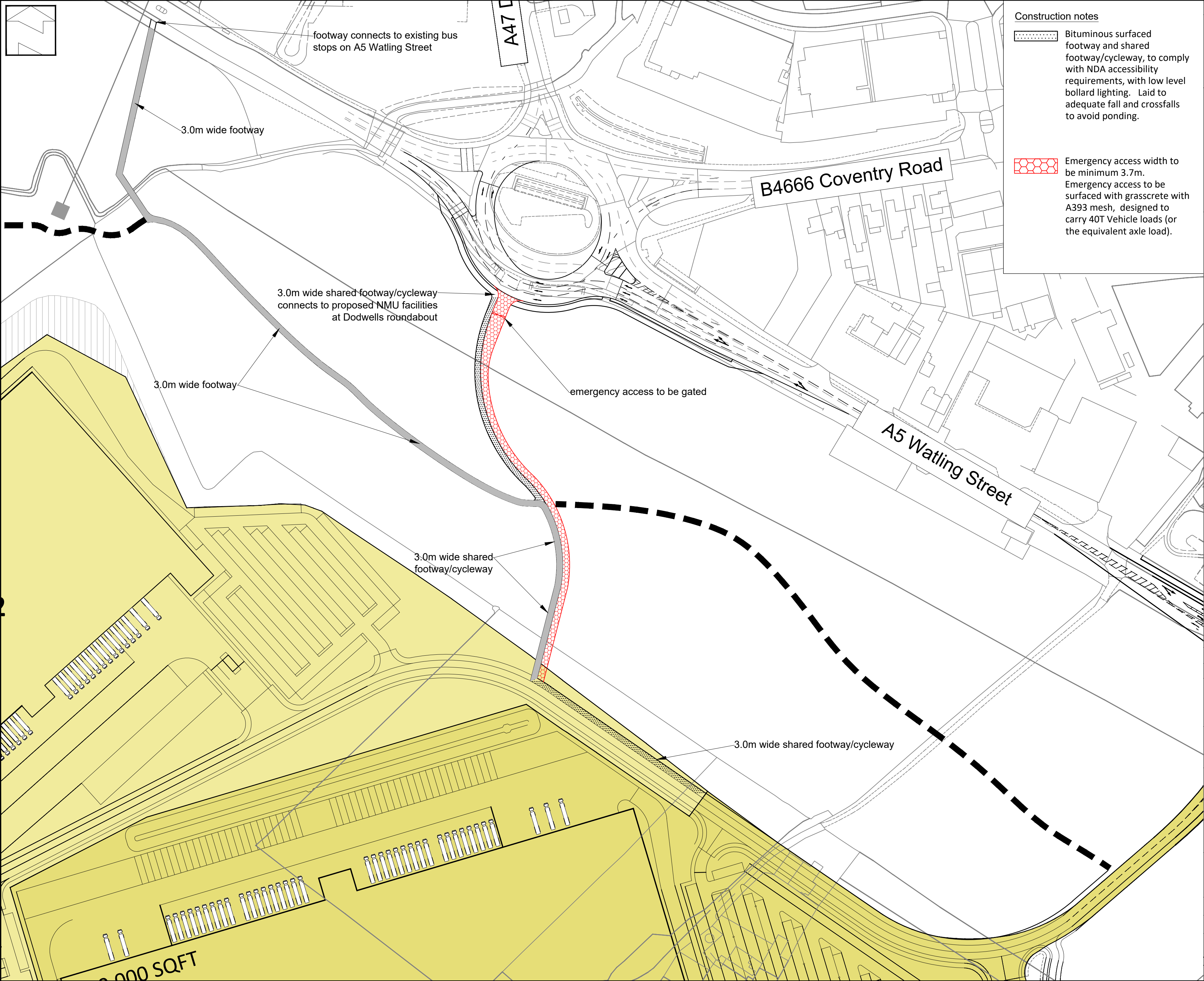
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Unit 1 detailed application

Later phases subject to reserved matters

Bound gravel path to compliment landscaping

P2	24/03/26	Emergency access added, footway layout & construction notes updated	IA	PG
P1	05/03/26	First issue	IA	PG
Rev	Date	Description	Dr	Rev
Client: Agrarian Development Holdings Ltd				
Project: Padge Hall Farm, Hinckley				
Title: Unit 1 Internal NMU Routes Phase 1				
ADC  INFRASTRUCTURE				
Drawn: I. Amjad		Reviewed: P. Garton		
Size: A2	Scale: 1:1250	Date: 05 / 03 / 2026		
Status: PRELIMINARY ISSUE				
Project Reference	Type	Number	Revision	
ADC1839-DR-		025	P2	



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Bound gravel path to compliment landscaping

P1	05/03/26	First issue	IA	PG
Rev	Date	Description	Dr	Rev

Client:

Agrarian Development Holdings Ltd

Project:

Padge Hall Farm, Hinckley

Title:

Unit 1 Internal NMU Routes Phase 2

ADC

INFRASTRUCTURE

Drawn:

I. Amjad

Reviewed:

P. Garton

Size:

A2

Scale:

1:1250

Date:

05 / 03 / 2026

Status:

PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1839-DR-	026		P1

