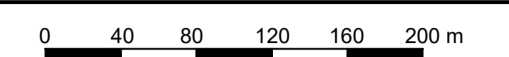


# HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Date: 25-05-2021  
 Paper size: A1  
 Scale: 1:4000

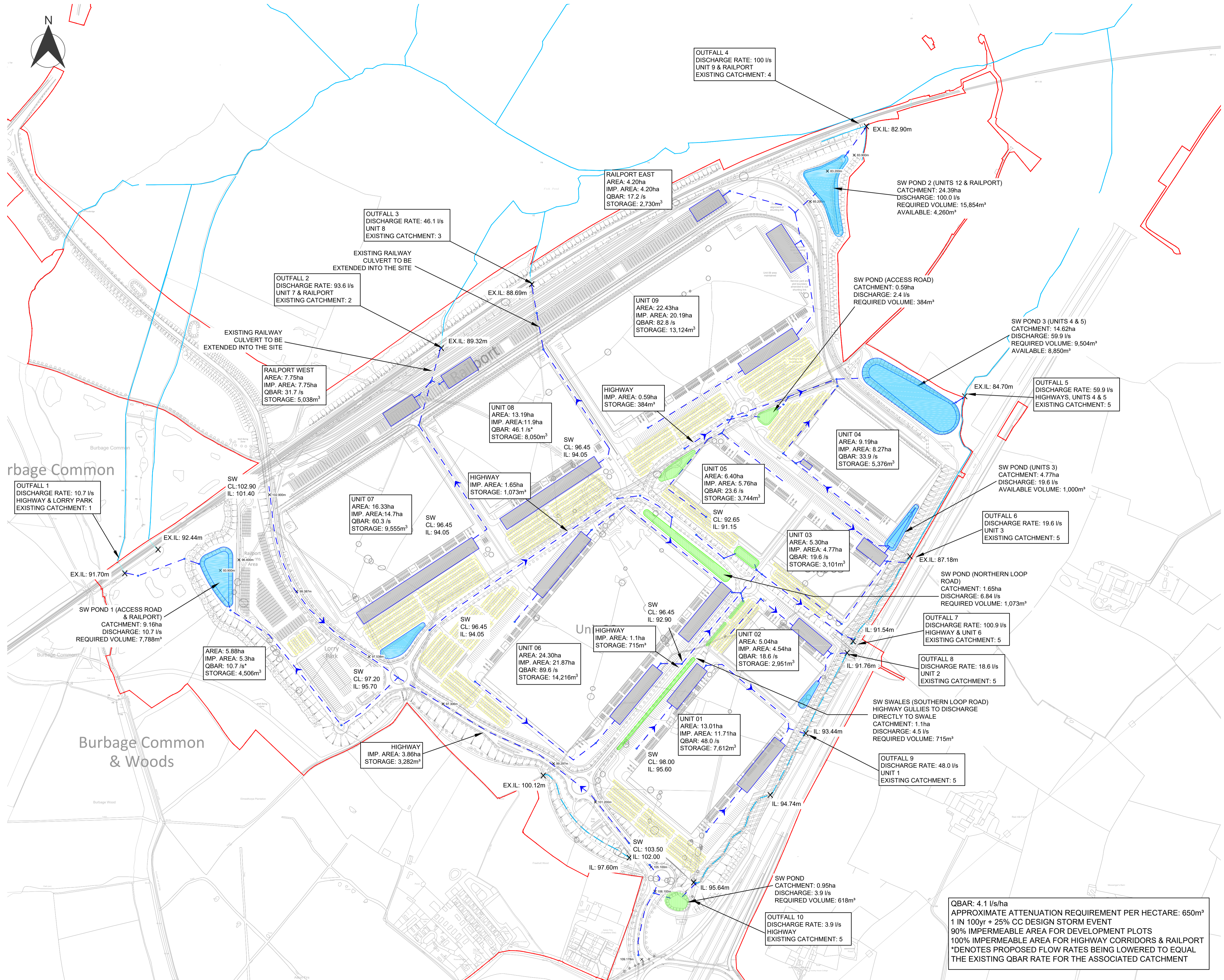


## Notes

- 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 millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.
- Drawing provided for illustrative purposes only. Design subject to further coordination and approvals.
- Layout based on AJA drawing: 5905-177.
- Attenuation indicatively sized for the 1 in 100 year storm event plus a 25% allowance for climate change for the estimated impermeable areas. Allowance made for 650m<sup>3</sup> storage per 1ha of impermeable area. To be agreed with the LLFA.
- Equivalent greenfield runoff rates have been estimate to be 4.1 l/s/ha. To be agreed with the LLFA.
- Foul water connection and site wide pumping requirements to be discussed and agreed with Severn Trent Water.

## Legend

- APPLICATION BOUNDARY
- EXISTING WATERCOURSE
- - - PROPOSED WATERCOURSE DIVERSION
- - - INDICATIVE SURFACE WATER DRAINAGE RUN
- ▭ ABOVE GROUND ATTENUATION FEATURE
- ▭ HIGHWAY SWALE/ATTENUATION
- ▭ BELOW GROUND ATTENUATION FEATURE
- ▭ PERMEABLE PAVING AND SUB-BASE STORAGE



QBAR: 4.1 l/s/ha  
 APPROXIMATE ATTENUATION REQUIREMENT PER HECTARE: 650m<sup>3</sup>  
 1 IN 100yr + 25% CC DESIGN STORM EVENT  
 90% IMPERMEABLE AREA FOR DEVELOPMENT PLOTS  
 100% IMPERMEABLE AREA FOR HIGHWAY CORRIDORS & RAILPORT  
 \*DENOTES PROPOSED FLOW RATES BEING LOWERED TO EQUAL THE EXISTING QBAR RATE FOR THE ASSOCIATED CATCHMENT

## TRITAX SYMMETRY

A TRITAX BIG BOX COMPANY

### ES FIGURE 14.4 - MAIN HNRFI SITE CONCEPT SURFACE WATER DRAINAGE STRATEGY

APFP Regulation:	5(2)(a)
Document Ref:	6.3.14.4
Drawing Number:	Figure 14.4
Drawing Status:	FINAL
Revision:	V4
Drawn by:	R. Jobling
Approved by:	C. Dodd

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