Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

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Hinckley NRFI Geometric Design Strategy Record

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A CAF GROUP COMPANY

TRANSPONT AND INFRASTRUCTURE

Tritax Symmetry (Hinckley) Limited

Hinckley National Rail Freight Interchange
Geometric Design Strategy Record (GDSR)

HRF-BWB-HML-A47-RP-CH-00100

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Notice

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APPENDICES

1. INTRODUCTION

Introduction

1.1 Tritax Symmetry (Hinckley) Limited (the Applicant), have submitted an application for a Development Consent Order (DCO). The DCO will authorise the Applicant to construct and operate a Strategic Rail Freight Interchange (SRFI), which is a "nationally significant infrastructure project", as defined in the Planning Act 2008.

1.2 The SRFI site is proposed on land to the north west of the M69 motorway off J2 and to the south east of the Leicester to Hinckley railway line. It comprises a total of approximately 247 ha (610 acres) including the works associated with Junction 2.

1.3 A detailed description of the SRFI development is found at Chapter 2 of the Environmental Statement. The proposals include significant improvements to M69 J2 and the construction of a new link between the B4668 and M69 J2.

1.4 The report is based on the following information:

- Design standards listed in Chapter 2 below
- Topographical survey information by MK Surveys
- OS mapping, aerial photos and Google Streetview

Purpose

1.5 The purpose of this report is to record the strategy for the geometric design for the upgrades to J2 and the construction of the new link between the B4668 and the M69. Hence this report is termed the Design Strategy Record (DSR). It covers all the upgrades to J2 and the construction of the new link between the B4668 and the M69, as well as commentary on the proposed remote junction improvement works within Leicestershire County Council's (LCC) jurisdiction as Highway Authority.

1.6 For each aspect of geometric design this report will describe the proposed geometry. Where relaxations or departures from standard are required, these will be highlighted and a justification provided.

1.7 This report does not include analysis of the motorway highway works or other works to the Strategic Road Network (SRN), these are covered in a separate report.

Overview of the Scheme

1.8 The purpose of the junction upgrades and the new link is to provide access and sufficient capacity to facilitate the development of the NRFI. The junction upgrades and the new link would consist of the following:

- New link from M69 J2 to the B4668
- Capacity upgrades to M69 J2.

1.9 The drawings listed below show the scheme layouts.

List of Drawings

1.10 The following 1:500 scale drawings are found at **Appendix A:**

Section of Scheme	Drawing Number
B4668 New Roundabout	HRF-BWB-HGN-HW01-DR-CH-0100_General Arrangement Sheet 1
Link Road North of Railway	HRF-BWB-HGN-HW02-DR-CH-0100_General Arrangement Sheet 2
Link Road North of Railway	HRF-BWB-HGN-HW03-DR-CH-0100_General Arrangement Sheet 3
Railway Bridge Area	HRF-BWB-HGN-HW04-DR-CH-0100_General Arrangement Sheet 4
Link Road South of Railway	HRF-BWB-HGN-HW05-DR-CH-0100_General Arrangement Sheet 5
Roundabout 3	HRF-BWB-HGN-HW06-DR-CH-0100_General Arrangement Sheet 6
Link Road and bus interchange	HRF-BWB-HGN-HW07-DR-CH-0100_General Arrangement Sheet 7
Roundabout 2	HRF-BWB-HGN-HW08-DR-CH-0100_General Arrangement Sheet 8
Roundabout 1	HRF-BWB-HGN-HW09-DR-CH-0100_General Arrangement Sheet 9
M69 J2 west	HRF-BWB-HGN-HW10-DR-CH-0100_General Arrangement Sheet 10
M69 J2 east	HRF-BWB-HGN-HW11-DR-CH-0100_General Arrangement Sheet 11
B4669/Stanton Lane Junction	HRF-BWB-HGN-HW16-DR-CH-0100_General Arrangement Sheet 16
B581/Hinckley Road Junction	HRF-BWB-HGN-HW17-DR-CH-0100_General Arrangement Sheet 17
Sapcote Village	HRF-BWB-HGN-HW18-DR-CH-0100_General Arrangement Sheet 18
Normandy Way/Ashby Road Junction	HRF-BWB-HGN-HW19-DR-CH-0100_General Arrangement Sheet 19
A47/B4668/The Common Roundabout	HRF-BWB-HGN-HW20-DR-CH-0100_General Arrangement Sheet 20
B4114/Croft Road Junction	HRF-BWB-HGN-HW21-DR-CH-0100_General Arrangement Sheet 21
A5 Cross in Hand Roundabout	HRF-BWB-HGN-HW22-DR-CH-0100_General Arrangement Sheet 22
Bostock Close/B581 Crossing	HRF-BWB-HGN-HW23-DR-CH-0100_General Arrangement Sheet 23
B4114/Broughton Road Junction	HRF-BWB-HGN-HW24-DR-CH-0100_General Arrangement Sheet 24

1.11 The highway information can also be found on the highway plans (Sheets 1 – 8) found within the formal documentation associated with the Development Consent Order application. In addition, long sections associated with the A47 link road can be found at **Appendix A** on drawing HRF-BWB-LSI-D1-DR-CH-00105, Document 2.4J (PINS Ref APP-030)

1.12 The following vehicle tracking drawings are found at **Appendix B**:

Section of Scheme	Drawing Number
Roundabout 3	HRF-BWB-HGN-HW06-DR-CH-0115_Vehicle Tracking Roundabout 3
Link Road and bus interchange	HRF-BWB-HGN-HW07-DR-CH-0115_Vehicle Tracking Bus Interchange
Roundabout 2	HRF-BWB-HGN-HW08-DR-CH-0115_Vehicle Tracking Roundabout 2
Roundabout 1	HRF-BWB-HGN-HW09-DR-CH-0115_Vehicle Tracking Roundabout 1
M69 J2 west	HRF-BWB-HGN-HW10-DR-CH-0115_Vehicle Tracking Junction 2 West
M69 J2 east	HRF-BWB-HGN-HW11-DR-CH-0115_Vehicle Tracking Junction 2 East
B4669/Stanton Lane Junction	HRF-BWB-GEN-XX-DR-TR-129_B4669_Stanton Lane Mitigation Swept Paths
B581/Hinckley Road Junction	HRF-BWB-GEN-XX-DR-TR-124_B581_Hinckley Road_New Road Mitigation Swept Paths
Sapcote Village	HRF-BWB-GEN-XX-DR-TR-135_Sapcote Swept Paths
Normandy Way/Ashby Road Junction	HRF-BWB-GEN-XX-DR-TR-128_A47 Normandy Way_Ashby Rd Mitigation Swept Paths
A47/B4668/The Common Roundabout	HRF-BWB-GEN-XX-DR-TR-125_A47_The Common_Leicester Rd Mitigation Swept Paths
B4114/Croft Road Junction	HRF-BWB-GEN-XX-DR-TR-127_Coventry Rd_Croft Rd Mitigation Swept Paths
A5 Cross in Hand Roundabout	HRF-BWB-GEN-XX-DR-TR-126_A5_Coal Pit Ln_A4303 Mitigation Swept Paths
B4114/Broughton Road Junction	HRF-BWB-GEN-XX-DR-TR-133_B4114 B581 Mitigation Swept Paths

2. GEOMETRIC DESIGN STANDARDS

Existing Situation

2.1 The existing M69 J2 is subject to national speed limit. The B4668 is subject to 50mph in the area of the proposed new roundabout.

2.2 The M69 J2 circulatory is not currently signalised. LCC are the highway authority for the circulatory carriageway and surrounding roads with the exception of the north facing slip roads to the M69 which are the responsibility of National Highways. The boundary is shown on the highway plans.

2.3 There are existing entry path deflection departures on the B4669 approaches to the circulatory in both directions.

2.4 The B4668 is a rural single carriageway road with a shared footway/cycleway to its north side.

2.5 There is an existing access to a traveller's site in the vicinity of the proposed roundabout and a layby to the south west of the proposed roundabout.

Standards Used

2.6 Unless stated otherwise the upgrades to J2 and the construction of the new link between the B4668 and the M69 will be designed in accordance with the following Design Manual for Roads and Bridges (DMRB) standards:

- CD109 "Highway Link Design"
- CD116 "Geometric Design of Roundabouts"
- CD127 "Cross-Sections and Headrooms"
- CD123 "Geometric design of at-grade priority and signal-controlled junctions"
- CD143 "Designing for walking, cycling and horse-riding"
- CD169 "The design of lay-bys, maintenance hardstandings, rest areas, service areas and observation platforms"
- CD195 "Designing for cycle traffic"

Design Speed

2.7 The design speeds for each section of the scheme are given as follows.

Road/Link Section	Road/Link Type	Design Speed (kph)	Derived from
M69 J2 to B4668 Link			
M69 J2 to Roundabout 1	Urban dual carriageway	70kph	CD109 Table 2.5 for 40mph speed limit
Roundabout 1 to	Urban dual carriageway	70kph	CD109 Table 2.5 for

Roundabout 2			40mph speed limit
Roundabout 2 to Roundabout 3	Urban dual carriageway	70kph	CD109 Table 2.5 for 40mph speed limit
Roundabout 3 to a point 200m north of the rail bridge	Urban single carriageway	70kph	CD109 Table 2.5 for 40mph speed limit
From point 200m north of the rail bridge to the B4668	Rural single carriageway	100kph	CD109 Figure 2.1
North east of B4668 roundabout	Urban single carriageway	70kph	CD109 Table 2.5 for 40mph speed limit
South west of B4668 roundabout	Urban single carriageway	85kph	CD109 Table 2.5 for 50mph speed limit
M69 Junction 2			
B4669 East approach to J2	Rural single carriageway	85kph	CD109 Figure 2.1
B4669 West approach to J2	Rural single carriageway	100kph	CD109 Figure 2.1

3. HORIZONTAL DESIGN OF LINKS

3.1 The horizontal alignment consists of various elements, depending on the type of link. Each aspect is considered below

M69 J2 to B4668 Link

M69 J2 to Roundabout 3				
Chainage	Element	Standard (70kph design speed)	Proposed Design	
			Details	Relaxations/Departures
0-56.874	Roundabout			
56.874-109.713	Right hand curve – Approach to roundabout	360m desirable min radius	255m	None – CD 116 applies
109.713-171.730	Right hand curve	360m desirable min radius	180m	Two steps below desirable minimum is a permitted relaxation
171.730-263.410	Roundabout			
263.450-349.650	Straight	-	-	None
349.650-430.470	Right hand curve	360m desirable min radius	1020m	None
430.470-542.920	Roundabout			
542.920-586.440	Left hand curve	360m desirable min radius	255m	One step below desirable minimum is a permitted relaxation
586.440-664.640	Transition to straight	~78.2m length transition curve	~78.2m length transition curve	None
664.640-671.011	Straight	-	-	None
671.011-826.478	Right hand curve	360m desirable min radius	1020m	None
826.478-829.216	Straight	-	-	None
829.216-853.467	Right hand curve	360m desirable min radius	1440m	None
853.467-927.150	Straight	-	-	None
927.150-949.614	Roundabout			

Roundabout 3 to Chainage 1855.374				
Chainage	**Element**	**Standard (70kph design speed)**	**Proposed Design**	
			Details	**Relaxations/Departures**
1009.590-1048.530	Roundabout			
1048.530-1094.089	Straight	-	-	None
1094.089-1162.089	Transition to Curve	~68m length transition curve	~68m length transition curve	None
1162.089-1407.096	Curve	360m desirable min radius	360m	None
1407.096-1475.096	Transition to straight	~68m length transition curve	~68m length transition curve	None
1475.096-1609.506	Straight	-	-	None
1609.506-1682.106	Transition to Curve	~72.6m length transition curve	~72.6m length transition curve	None
1682.106-1782.774	Curve	360m desirable min radius	220m	Two step below desirable minimum is a permitted relaxation
1782.774-1855.374	Transition to straight	~72.6m length transition curve	~72.6m length transition curve	None

Chainage 1855.374 to B4668				
Chainage	**Element**	**Standard (100kph design speed)**	**Proposed Design**	
			Details	**Relaxations/Departures**
1855.374-1938.245	Straight	-	-	None
1938.245-2299.534	Curve	720m desirable min radius	2040m	None
2299.534-2363.534	Transition	64m length transition curve	64m length transition curve	None
2363.534-2550.782	Curve	720m desirable min radius	720m	None
2420.110-2546.547	Roundabout			

4. SIGHT DISTANCE ON LINKS

4.1 The stopping sight distance is assessed for each of the links identified above. Note that visibility to traffic signals or roundabout give way lines are assessed separately.

M69 J2 to B4668 Link

M69 J2 to Roundabout 3 Northbound (70kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (120m desirable SSD)**	**Relaxations / Departures**
0	M69 Junction 2		
0-13.939	None	≥120m	None
13.939-193.939	Immediate approach to proposed roundabout 1	≥120m	None
193.939-241.423	Roundabout 1		
241.423-283.998	None	≥120m	None
283.998-463.998	Immediate approach to proposed roundabout 2	≥120m	None
463.998-523.990	Roundabout 2		
523.990-769.614	None	≥120m	None
769.614-946.614	Immediate approach to proposed roundabout 3	≥120m	None
946.614	Roundabout 3		

M69 J2 to Roundabout 3 Southbound (70kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (120m desirable SSD)**	**Relaxations / Departures**
946.614	Roundabout 3		
946.614-703.990	None	≥120m	None
703.990-523.990	Immediate approach to proposed roundabout 2	≥120m	None
523.990-463.998	Roundabout 2		
463.998-421.423	None	≥120m	None
421.423-241.423	Immediate approach to proposed roundabout 1	≥120m	None
241.423-193.939	Roundabout 1		
193.939-180	None	≥120m	None
0-180	Immediate approach to M69 Junction 2	≥120m	None
0	M69 Junction 2		

Roundabout 3 to Chainage 1855.374 Northbound (70kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (120m desirable SSD)**	**Relaxations / Departures**
1009.590	Roundabout 3		
1009.590-1524.990	None	≥120m	None

1524.990-1704.990	Immediate approach to minor junction	≥120m	None
1655.790-1855.374	None	≥120m	None
1855.374	Change in speed limit		

Roundabout 3 to Chainage 1855.374 Southbound (70kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (120m desirable SSD)**	**Relaxations / Departures**
1855.374	Change in speed limit		
1855.374-1704.990	Immediate approach to minor junction	≥120m	None
1704.990-1189.590	None	≥120m	None
1189.890-1009.590	Immediate approach to proposed roundabout 3	≥120m	None
1009.590	Roundabout 3		

Chainage 1855.374 to B4668 Northbound (100kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (215m desirable SSD)**	**Relaxations / Departures**
1855.374	Change in speed limit		
1855.374-2199.047	None	≥215m	None
2199.047-2521.547	Immediate approach to proposed B4668 roundabout	≥215m	None
2521.547	B4668 roundabout		

Chainage 1855.374 to B4668 Southbound (100kph)			
Chainage	**Junction Features within Length**	**Proposed SSD (215m desirable SSD)**	**Relaxations / Departures**
2521.547	B4668 roundabout		
1855.374-251.547	None	≥215m	None
1855.374	Change in speed limit		

5. VERTICAL DESIGN OF LINKS

5.1 The vertical alignment consists of various elements, depending on the type if link. Each aspect is considered below.

M69 J2 to B4668 Link

M69 J2 to Roundabout 3 Northbound (70kph)					
Chainage	Vertical alignment feature	Junction features within the section	Minimum Standard	Proposed design	
				Details	Relaxations / Departures
0	M69 Junction 2 Exit				
5.689-49.122	Grade	None	0.5%-4%	-0.568%	None
49.122-129.120	Crest Curve	Immediate approach to proposed roundabout 1	30KF	40KF	None
129.120-180.799	Grade	Immediate approach to proposed roundabout 1	0.5%-4%	-2.568 %	None
180.799-193.939	Sag Curve	Immediate approach to proposed roundabout 1	20KF	300KF	None
193.939-241.423	Roundabout 1				
241.423-283.998	Sag Curve	None	20KF	300KF	None
283.998-463.998	Sag Curve	Immediate approach to proposed roundabout 2	20KF	300KF	None
463.998-523.990	Roundabout 2				
523.990-769.614	Sag Curve		20KF	300KF	None
769.614-946.614	Sag Curve	Immediate approach to proposed roundabout 3	20KF	300KF	None
946.614	Roundabout 3				

M69 J2 to Roundabout 3 Southbound (70kph)					
Chainage	Vertical alignment feature	Junction features within the section	Minimum Standard	Proposed design	
				Details	Relaxations / Departures
946.614	Roundabout 3				
946.614-703.990	Sag Curve	None	20KF	300KF	None
703.990-523.990	Sag Curve	Immediate approach to proposed roundabout 2	20KF	300KF	None
523.990-463.998	Roundabout 2				
463.998-421.423	Sag Curve	None	20KF	300KF	None
421.423-241.423	Sag Curve	Immediate approach to proposed roundabout 1	20KF	300KF	None
193.939-241.423	Roundabout 1				
193.939-180.799	Sag Curve	None	20KF	300KF	None
180.799-129.120	Grade	Immediate approach to M69 Junction 2	0.5%-4%	-2.568%	None
129.120-49.122	Crest Curve	Immediate approach	30KF	40KF	None

		to M69 Junction 2			
49.122-5.689	Grade	Immediate approach to M69 Junction 2	0.5%-4%	-0.568%	None
0	M69 Junction 2 Exit				

Roundabout 3 to Chainage 1855.374 (70kph)					
Chainage	**Vertical alignment feature**	**Junction features within the section**	**Minimum Standard**	**Proposed design**	
				Details	**Relaxations / Departures**
1009.590	Roundabout 3				
1009.590-1311.808	Sag Curve	None	20KF	300KF	None
1311.808-1483.707	Sag Curve	None	20KF	100KF	None
1483.707-1524.990	Crest Curve	None	30KF	30KF	None
1524.990-1669.659	Crest Curve	Immediate approach to minor junction	30KF	30KF	None
1669.659-1855.374	Sag Curve	Immediate approach to minor junction	20KF	175KF	None
1855.374	Change in speed limit				

Chainage 1855.374 to B4668 (100kph)					
Chainage	**Vertical alignment feature**	**Junction features within the section**	**Minimum Standard**	**Proposed design**	
				Details	**Relaxations / Departures**
1855.374	Change in speed limit				
1855.374-2260.160	Sag Curve	None	26KF	175KF	None
2260.160-2307.376	Sag Curve	Immediate approach to proposed B4668 roundabout	26KF	175KF	None
2307.376-2521.547	Grade	Immediate approach to proposed B4668 roundabout	0.5%-4%	0.369%	Deviation from recommendation in CD 109 para 5.2.2 but **not** a departure from standards
2521.547	B4668 Roundabout				

6. CROSS SECTIONS OF LINKS

6.1 Proposed cross sections of the links to CD 127 are shown on the drawings. These are summarised as follows:

- M69 J2 – Roundabout 1 – D2UAP urban dual carriageway
- Roundabout 1 – Roundabout 2 – D2UAP urban dual carriageway
- Roundabout 2 – Roundabout 3 – D2UAP urban dual carriageway
- Roundabout 3 to Ch 1855.374 – SU2 urban single carriageway
- Ch 1855.374 – B4668 roundabout – S2 rural single carriageway

7. M69 J2 TO B4668 LINK JUNCTION AND FEATURES

Roundabout 1

7.1 The proposed ICD is 60.0m and the circulatory width is 10.0m, which is between 1 and 1.2 times the maximum entry width of 9.0m.

7.2 There will be two approaches to the roundabout and these are assessed as follows:

Roundabout 1 Northbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	82.87m	No
Entry angle	20° to 60°	32°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.5m	No

Roundabout 1 Southbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	96.4m	No
Entry angle	20° to 60°	43.5°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.5m	No

Roundabout 2

7.3 The proposed ICD is 60.0m and the circulatory width is 10.0m, which is between 1 and 1.2 times the maximum entry width of 9.0m.

7.4 There will be four approaches to the roundabout and these are assessed as follows:

Roundabout 2 Northbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	94.36m	No
Entry angle	20° to 60°	31.1°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.5m	No

Roundabout 2 Southbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	91.70m	No
Entry angle	20° to 60°	39.3°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.5m	No

Roundabout 2 Westbound Approach (Design speed: 60kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	90m for 135m (1.5 x SSD)	≥ 90m for 135m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	76.33m	No
Entry angle	20° to 60°	40°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.25m	No

Roundabout 2 Eastbound Approach (Design speed: 40kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	70m for 135m (1.5 x SSD)	≥ 70m for 135m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	56.87m	No
Entry angle	20° to 60°	32.7°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	4.5m	No

Roundabout 3

7.5 The proposed ICD is 60.0m and the circulatory width is 10.0m, which is between 1 and 1.2 times the maximum entry width of 9.0m.

7.6 There will be four approaches to the roundabout and these are assessed as follows:

Roundabout 3 Northbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	97.05m	No
Entry angle	20° to 60°	40.3°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.5m	No

Roundabout 3 Eastbound Approach (Design speed: 60kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	90m for 135m (1.5 x SSD)	≥ 120m for 180m	No

Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	77.78m	No
Entry angle	20° to 60°	29.5°	No
Entry radius	20m to 100m	40m	No
Lane width on entry	3-4.5m	2x4.25m	No

Roundabout 3 Southbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	71.80m	No
Entry angle	20° to 60°	32.8°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x3.5m	No

Roundabout 3 Westbound Approach (Design speed: 60kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	90m for 135m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	96.27m	No
Entry angle	20° to 60°	39.5°	No
Entry radius	20m to 100m	20m	No
Lane width on entry	3-4.5m	2x4.25m	No

B4668 Roundabout

7.7 The proposed ICD is 50.0m and the circulatory width is 10.0m, which is between 1 and 1.2 times the maximum entry width of 8.75m.

7.8 There will be three approaches to the roundabout with a segregated left turn lane (SLTL) on the westbound approach and these are assessed as follows:

B4668 Roundabout Northbound Approach (Design speed: 100kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	215m for 322.5m (1.5 x SSD)	≥ 215m for 322.5m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	65.10m	No
Entry angle	20° to 60°	41°	No
Entry radius	20m to 100m	30.0m	No
Lane width on entry	3-4.5m	2x4.5m	No

B4668 Roundabout Eastbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	97.90m	No
Entry angle	20° to 60°	29.2 °	No
Entry radius	20m to 100m	20.0m	No
Lane width on entry	3-4.5m	4.5m	No

B4668 Roundabout Westbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	67.90m	No

Entry angle	20° to 60°	25.4°	No
Entry radius	20m to 100m	22.0m	No
Lane width on entry	3-4.5m	4.5m	No
SLTL Radius	-	100m	No
SLTL Width	6.2m	6.2m	No
Lane Width	3.7m	3.7m	No

M69 Junction 2 Roundabout

7.9 The M69 Junction 2 roundabout is to be widened in various locations and fully signalised. New south facing slip roads are to be connected to the southern half of the roundabout.

7.10 The existing bridge structures over the M69 are unaffected by the proposed works, with no widening proposed, nor new connections to the structures.

7.11 The roundabout is to be widened on the eastern and western sections to 13.5m. This is between 1 and 1.2 times the maximum approach width of 13.3m.

7.12 The B4668 arms are to be realigned to provide suitable entry path deflection and permit space to install the new site access arm and the new south facing merge slip road.

7.13 The geometry of the roundabout is assessed below.

M69 J2 Site Access Arm Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	70.0m	No
Entry angle	20° to 60°	36.1°	No
Entry radius	20m to 100m	35m	No
Lane width on entry	3-4.5m	3x4.4m	No

M69 J2 Southbound Diverge Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**

Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	95.0m	No
Entry angle	20° to 60°	23.8°	No
Entry radius	20m to 100m	45m	No
Lane width on entry	3-4.5m	2x4.4m	No

M69 J2 B4669 Westbound Approach (Design speed: 100kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	215m for 332.5m (1.5 x SSD)	≥ 215m for 322.5m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	98.0m	No
Entry angle	20° to 60°	68°	Not in accordance with recommendations but **not** a departure from standards.
Entry radius	20m to 100m	30m	No
Lane width on entry	3-4.5m	3x4.4m	No

M69 J2 Northbound Diverge Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	120m for 180m (1.5 x SSD)	≥ 120m for 180m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	90.0m	No

Entry angle	20° to 60°	42.2°	No
Entry radius	20m to 100m	30m	No
Lane width on entry	3-4.5m	2x4.1m	No

M69 J2 B4669 Eastbound Approach (Design speed: 70kph)			
Requirement	**Criteria**	**Actual provided**	**Departure from Standard?**
Visibility on approach	215m for 332.5m (1.5 x SSD)	≥ 215m for 332.5m	No
Visibility on entry	40m at 15m back from give way line	≥ 40m at 15m back from give way line	No
Visibility to right on entry	40m from give way line and 15m back from give way line	≥ 40m at 15m back from give way line	No
Entry path curvature	≤ 100m	98.0m	No
Entry angle	20° to 60°	48.4°	No
Entry radius	20m to 100m	30m	No
Lane width on entry	3-4.5m	3x4.4m	No

Bus Lay-by

7.14 A bus lay-by will be provided on both the northbound and southbound sides between roundabouts 2 and 3. Both of these have been designed in accordance with CD169 and are dimensioned on the drawings.

Non-motorised user (NMU) crossing points

7.15 Shared footway/cycleways are provided along the length of the link road as shown on the layout drawings. These are provided on both sides of the road through the 'urban' section and on the south western side only through the 'rural' section to the north of the railway. An uncontrolled crossing point is provided to the north of the railway to provide connectivity between the two sides of the carriageway.

7.16 At the B4668 roundabout, an uncontrolled crossing point utilising the splitter island on the eastbound approach is provided to link the new footway/cycleway along the link road to the existing footway/cycleway to the north of the B4668.

7.17 A permissive path is provided along the private means of access to Bridge Farm in order to link the bridleway (U52/9) to the footway/cycleway on the link road.

7.18 A bridleway underpass is provided in this location to connect Burbage Common Road to U59/2.

7.19 NMU crossing points have been incorporated into the splitter islands where footway cycleway is present. The predominant crossing points will be over the site access arms

of the roundabouts on the link roads where the expected AADT is below the recommended threshold for introducing controlled crossings.

7.20 Controlled crossing points for the link road are provided at two locations. A two stage toucan crossing near the proposed bus stops and a one stage pegasus crossing near the M69 J2 roundabout.

7.21 Uncontrolled crossing points are provided over the link road at the splitter islands on the roundabouts but it is not expected that these will form a significant desire line and therefore they are not expected to be heavily used.

7.22 At M69 J2, the existing uncontrolled crossing points over the north facing slip roads will be retained and improved with new tactile paving and widened footway provision. These will become 'walk with traffic' style crossings as the roundabout is to be signalised. The expected AADT utilising the north facing slip roads is below the threshold for provision of controlled crossings.

8. REMOTE JUNCTION MITIGATION

8.1 The geometric design of the remote junction mitigation works is driven predominantly by vehicle tracking. Drawings showing these are appended to this report.

8.2 Key geometric features, footway/cycleways, traffic signals, crossing points and other details are labelled on the layout plans.

APPENDICES

APPENDIX A: Scheme Layout Drawings and Long Sections

HW01

160m visibility splay line for 85kph design speed road

R10

2.4

R10

Proposed access to traveller's site.

97.4m

HW20

Tie in with existing footway/cycleway

exit width (e) = 7.5m
exit kerb radius (r) = 80.0m

approach half width (v) = 3.65m
entry width (e) = 6.0m
entry angle (Φ) = 25.4°
entry kerb radius (r) = 22.0m
entry path radius (a) = 67.90m

6.0

5.65

R60

1m safety margin

7.5

8

6.2

R22

Physical segregated left turn lane

40mph speed limit

50mph speed limit

Tie in with existing footway/cycleway

approach half width (v) = 3.65m
entry width (e) = 4.5m
entry angle (Φ) = 29.2°
entry kerb radius (r) = 20.0m
entry path radius (a) = 97.90m

2551

10

30

10

exit width (e) = 7.3m
exit kerb radius (r) = 100.0m

29.2

R20

4.7

3.0

7.3

6.2

R100

6

27

R30

R30

3.7

2500

Existing layby to be retained

3.65

exit width (e) = 7.0m
exit kerb radius (r) = 30.0m

approach half width (v) = 7.3m
entry width (e) = 9.0m
entry angle (Φ) = 41.0°
entry kerb radius (r) = 30.0m
entry path radius (a) = 65.10m

Uncontrolled crossing over B4668 to connect to existing footway/cycleway

3

2450

Proposed acoustic fence

Proposed footway/cycleway with 1m safety margin

40mph speed limit

De-restricted speed limit

160m visibility splay line for 85kph road. See inset HW01a for junction details.

HW01a

HW02

Notes

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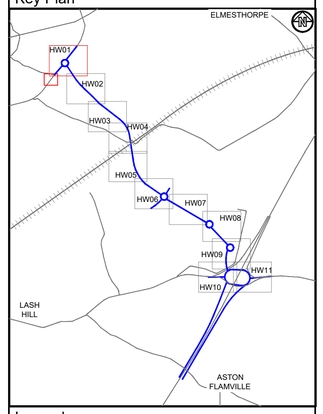
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

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P01	10.11.23	Preliminary Issue	JM	SC

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A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 1

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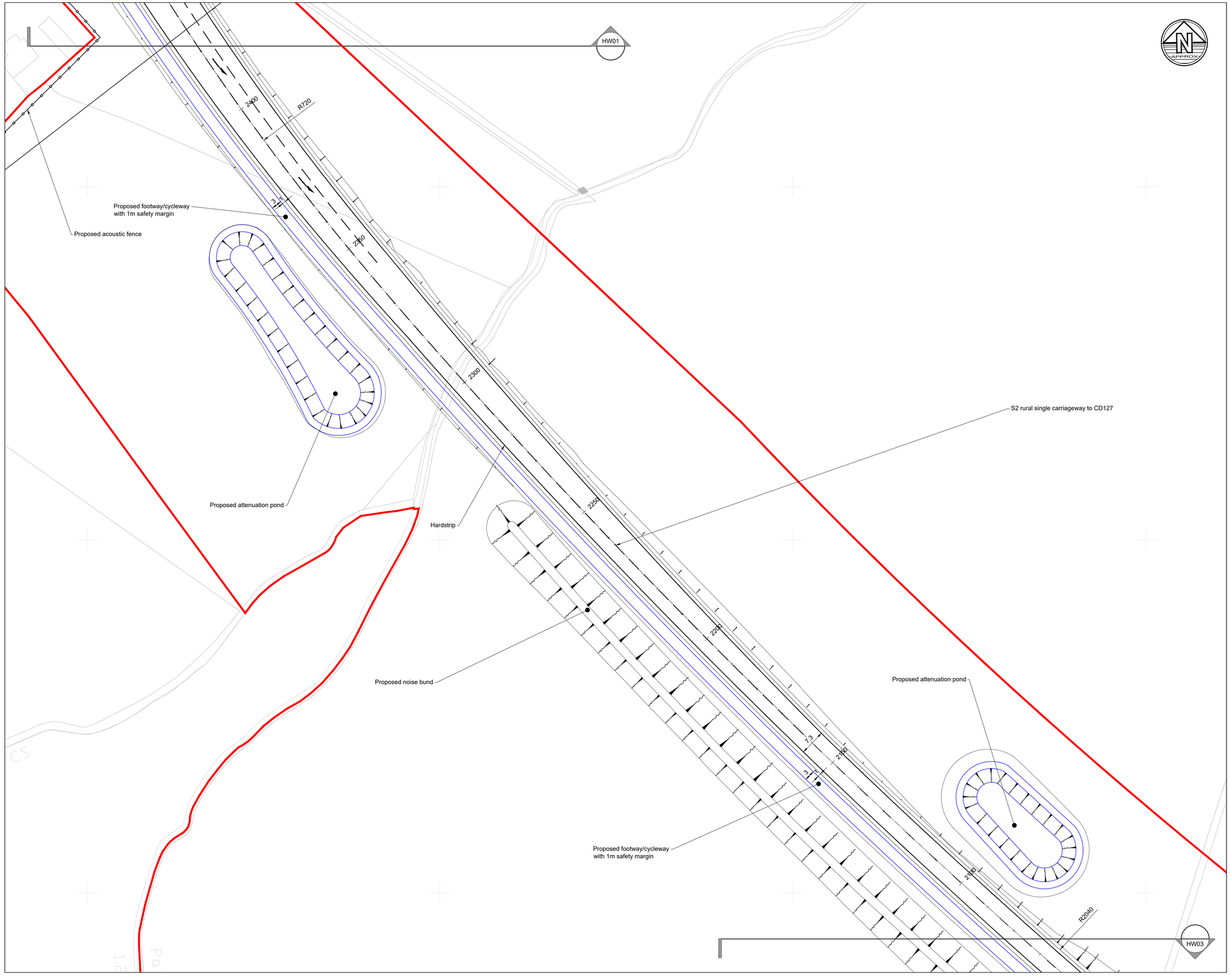

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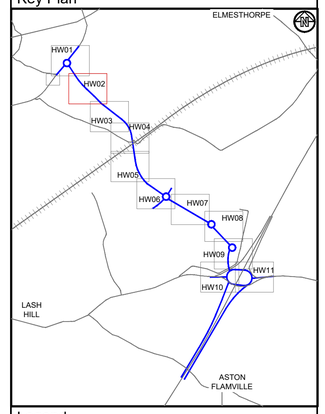

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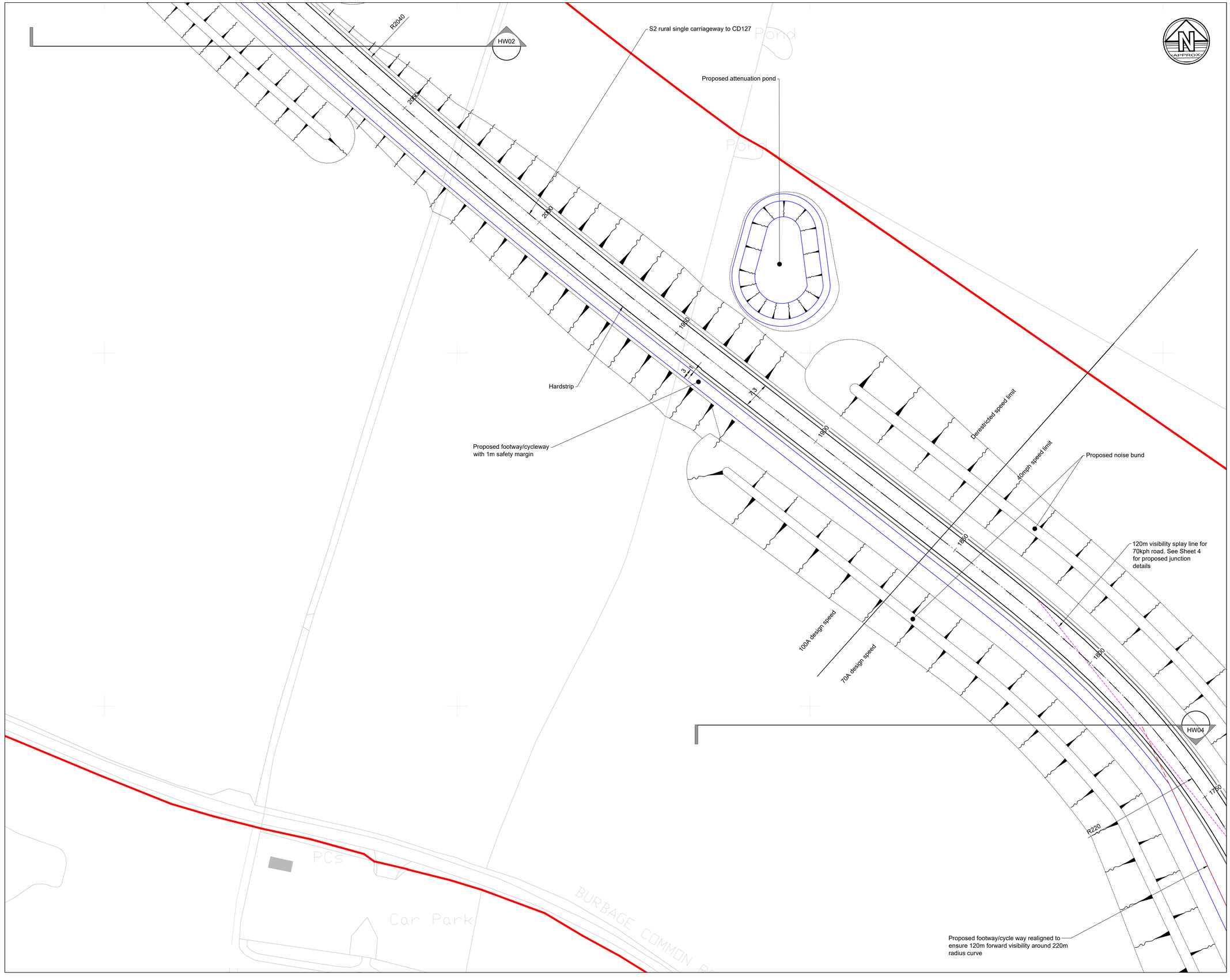

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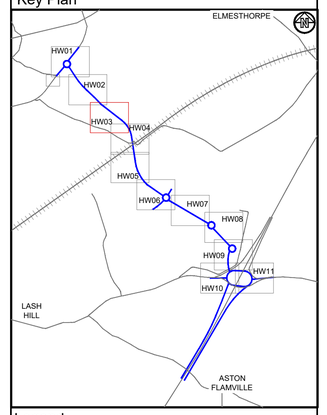

Legend

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HW03

Proposed noise bund

120m visibility splay line for 70kph road

1750

R220

Permissive path along private means of access to link bridleway to link road

3.5

1.5

1750

Proposed footway/cycle way realigned to ensure 120m forward visibility around 220m radius curve

Private Means of access to Bridge Farm

Proposed uncontrolled crossing

120m visibility splay line for 70kph road

Proposed noise bund

Burbage Common Road through the development to be stopped up

Proposed footway/cycleway with 1m safety margin

End of hardstrip

3

1.5

1650

Proposed turning head

Existing bridge to be demolished

Start of hardstrip

Proposed acoustic fence

713

6

14

BURBAGE COMMON ROAD

1600

Proposed underpass

Rail terminal layout designed by others

Bdidleway underpass provided under railway bridge to continue Burbage common road

Existing rail line

Reinforced earth retaining wall

1550

Bridge over railway

Private access road to rail terminal

1500

HW05

Notes

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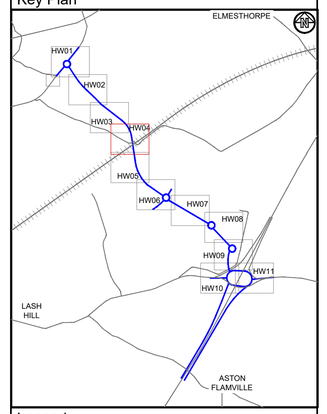
Key Plan



Legend

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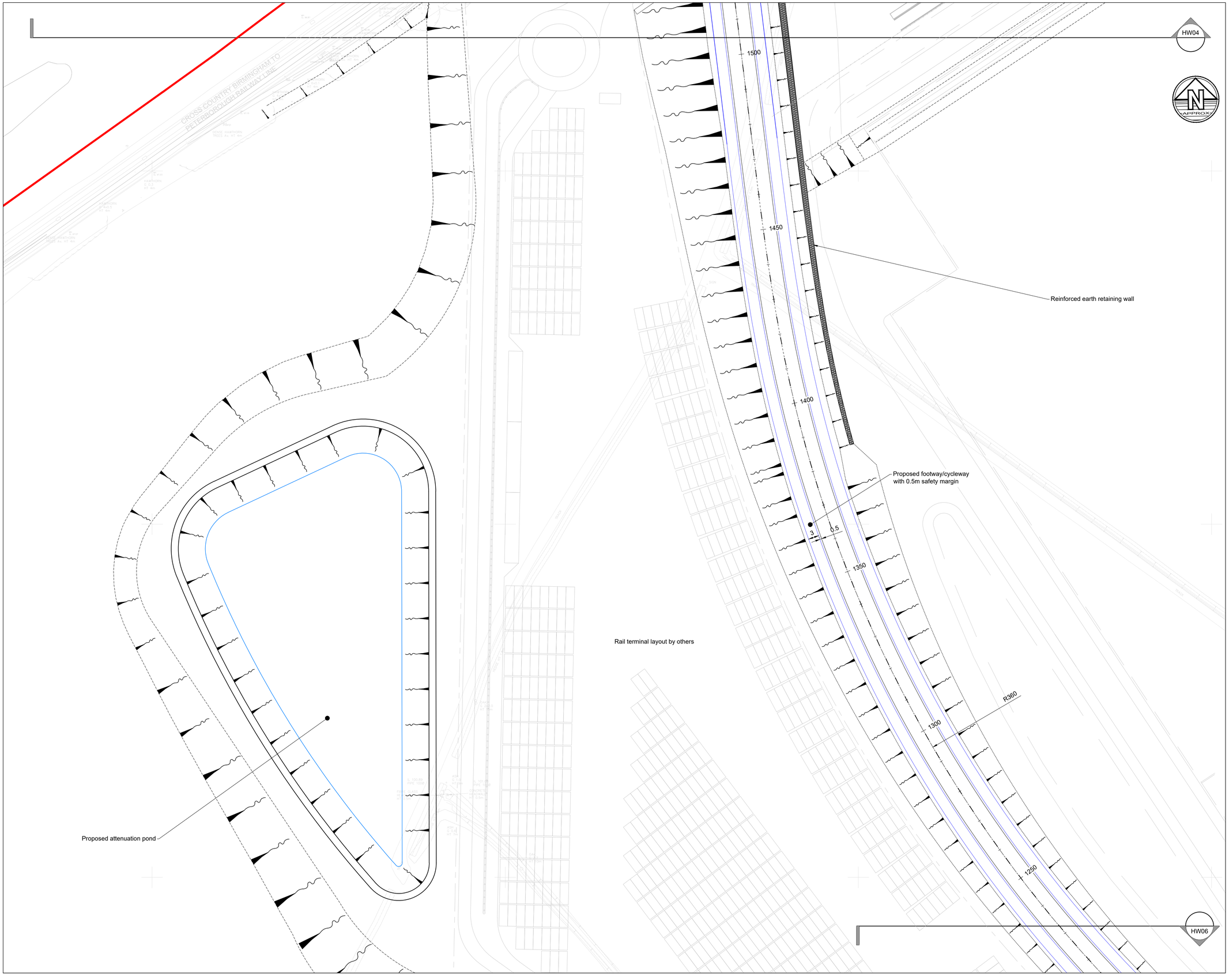

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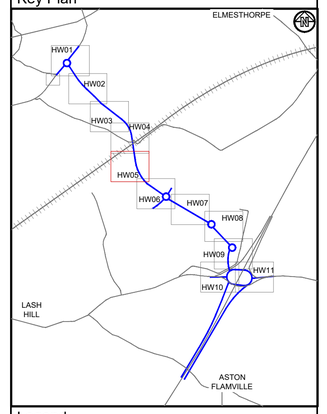

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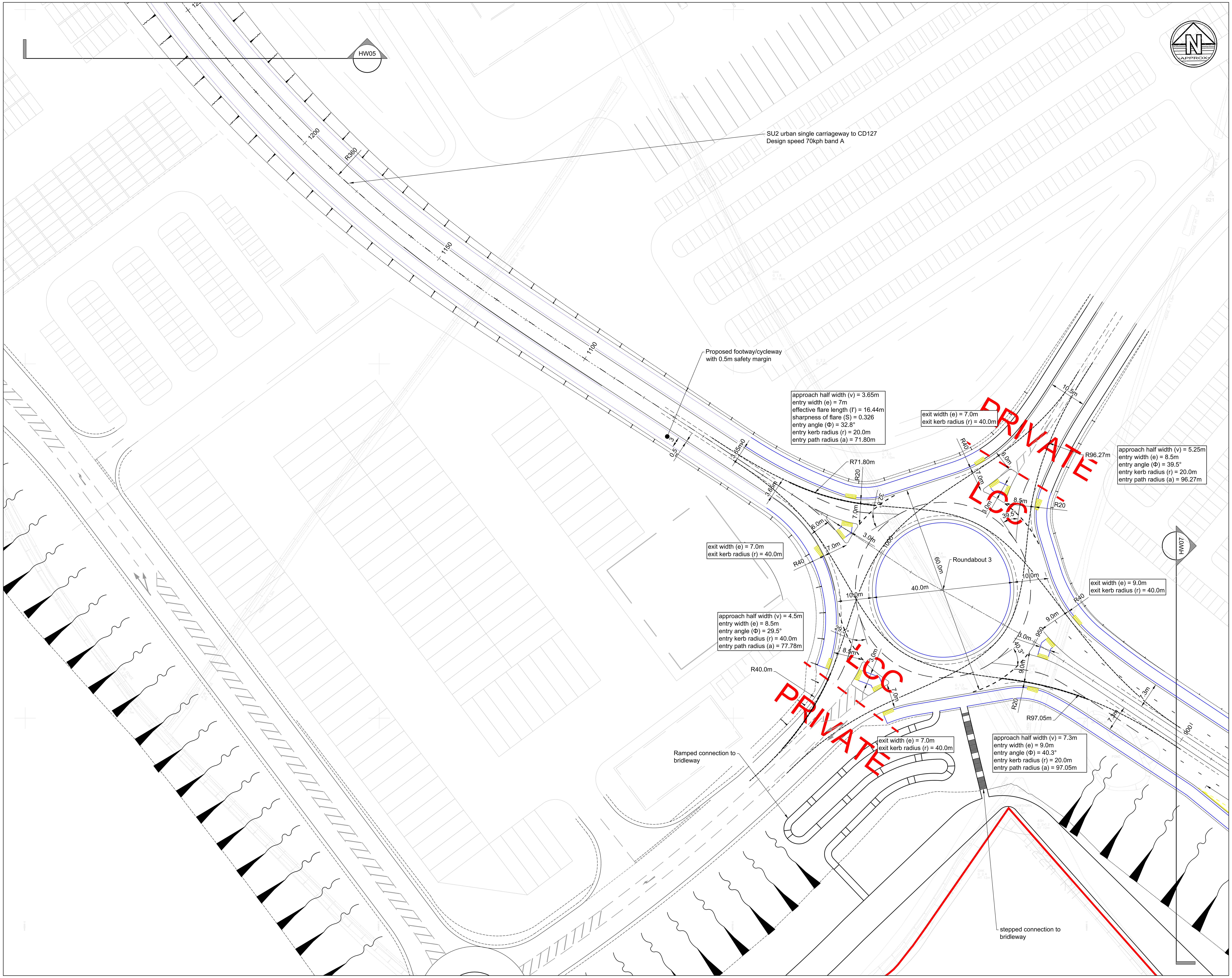

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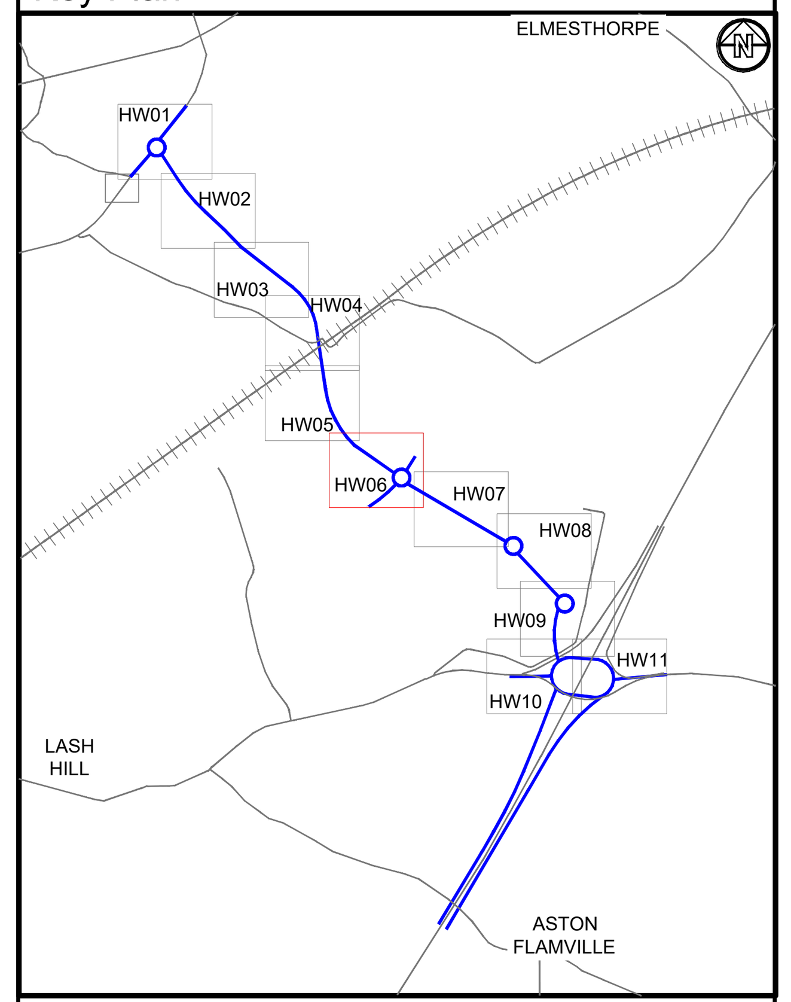
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Client

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

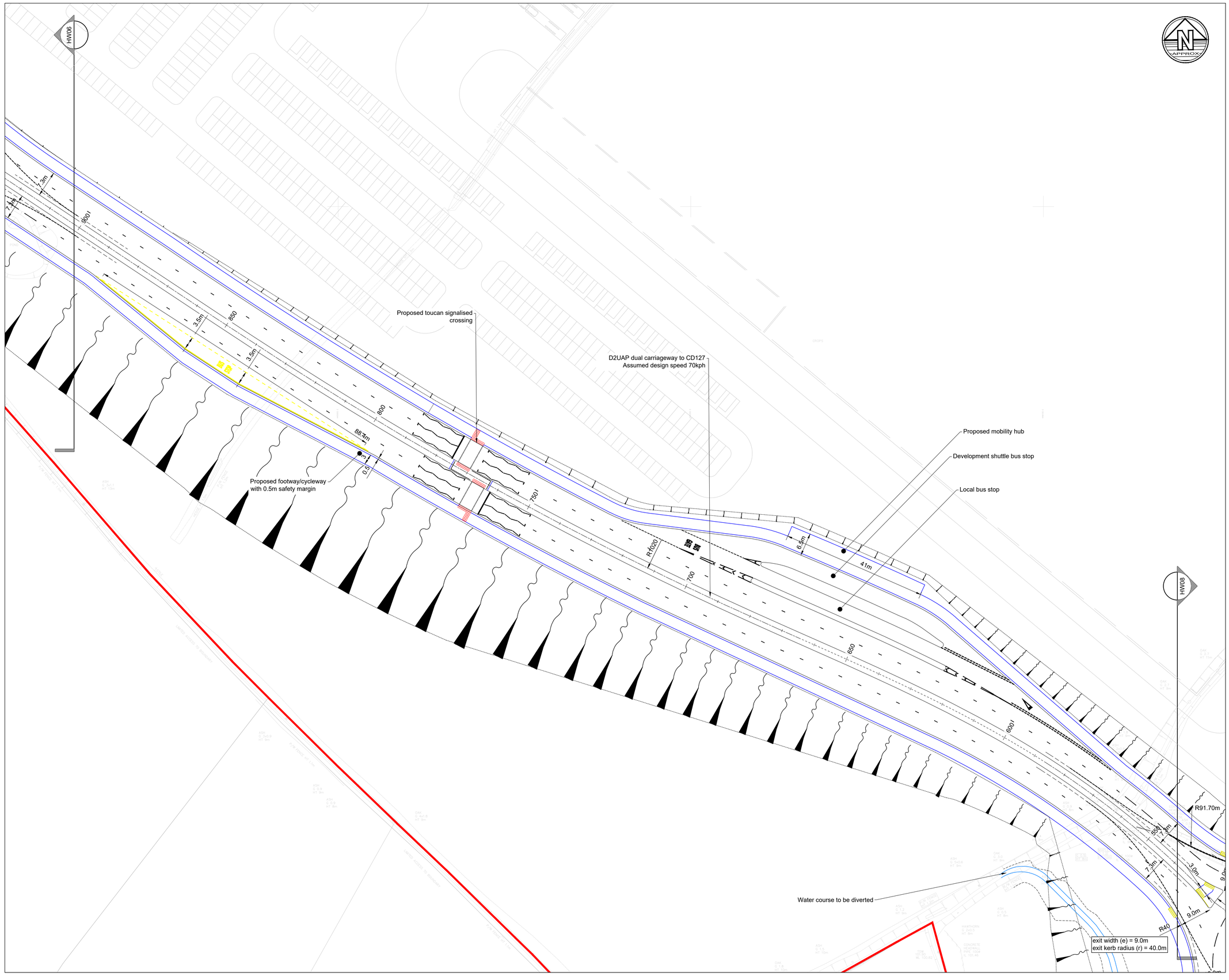
GENERAL ARRANGEMENT SHEET 6

Drawn: J.Manifold		Reviewed: S.Carter	
BWB Ref: NTT2814	Date: 10.11.23	Scale@A1: 1:500	

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW06-DR-CH-0100	S2	P01



Notes

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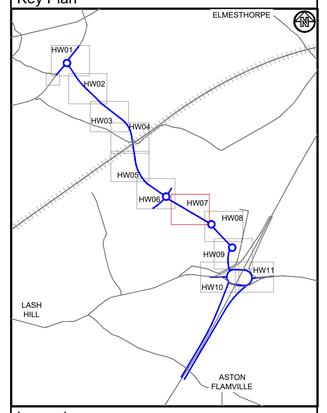
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P02	14.11.23	Bus Gate & Bus Stop relocation	JM	SC
P01	10.11.23	Preliminary Issue	JM	SC

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TRITAX SYMMETRY
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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 7

Drawn:	J.Manifold	Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW07-DR-CH-0100	S2	P02

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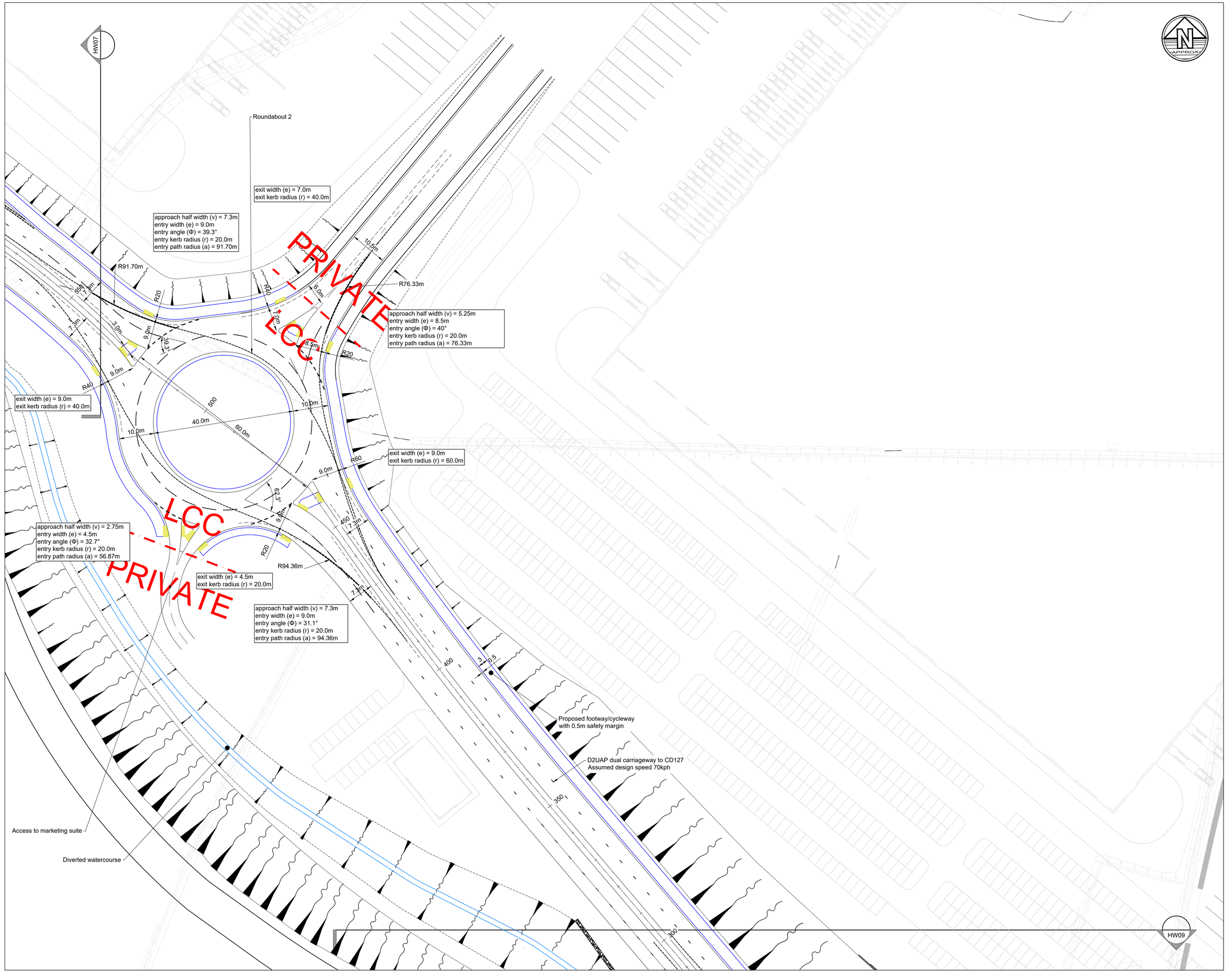

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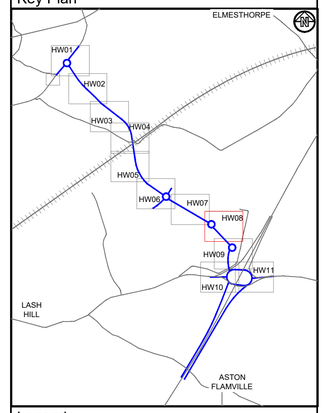
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 8

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW08-DR-CH-0100	**S2**	**P01**

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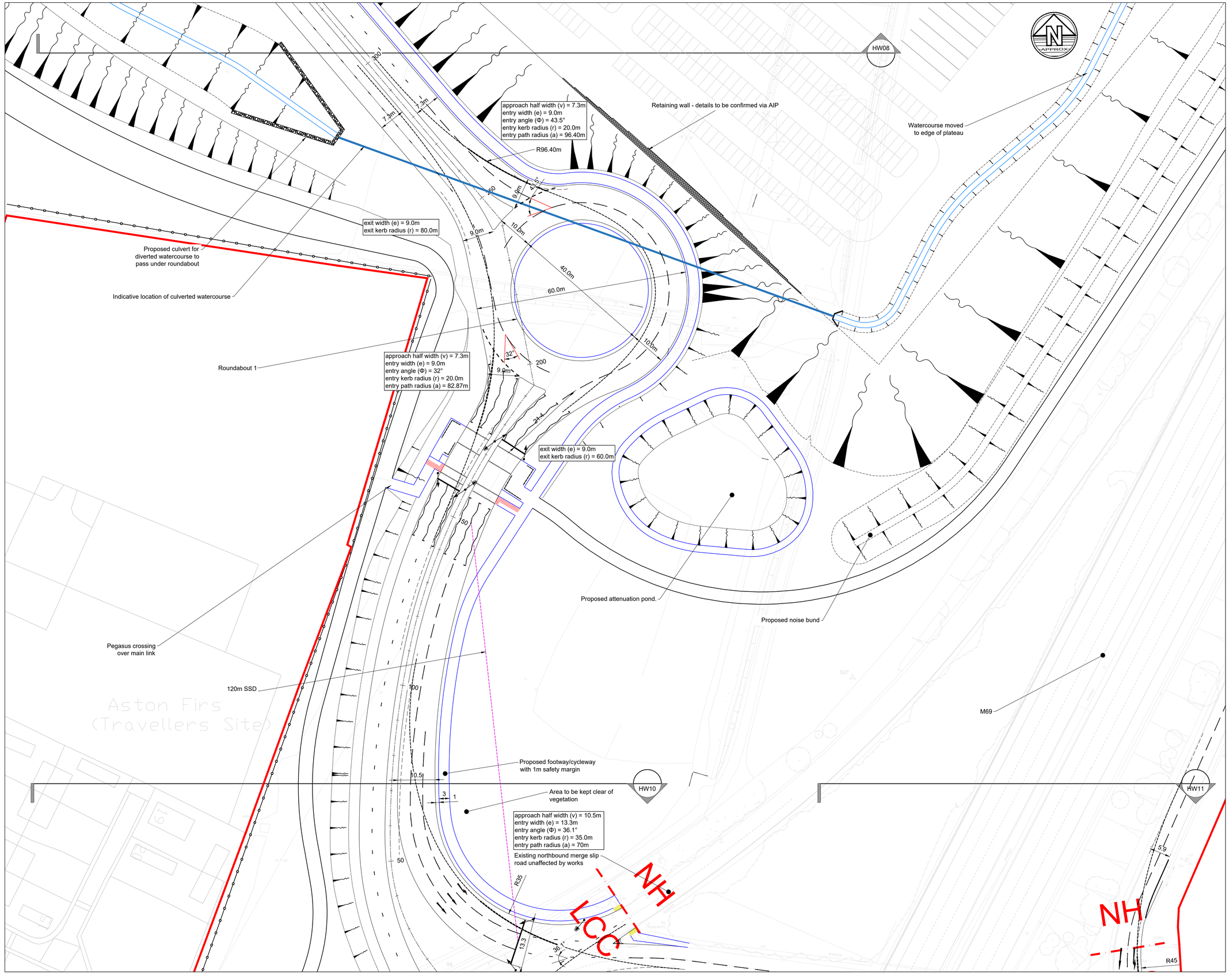

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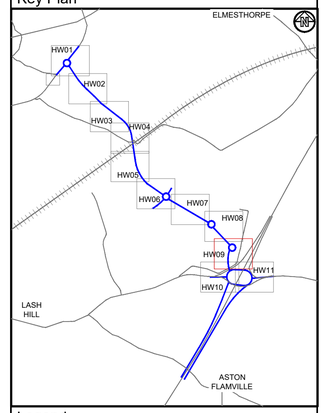
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 9

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.12	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW09-DR-CH-0100	S2	P01

Notes

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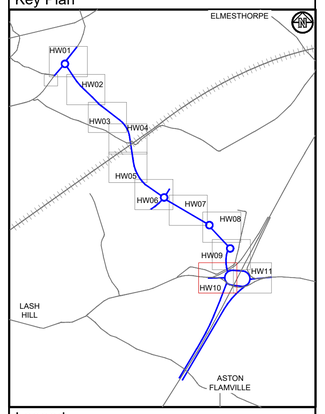
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Proposed footway/cycleway with 1m safety margin

Area to be kept clear of vegetation

approach half width (v) = 10.5m
entry width (e) = 13.3m
entry angle (Φ) = 36.1°
entry kerb radius (r) = 35.0m
entry path radius (a) = 70m

Existing northbound merge slip road unaffected by works

Bridleway connection to Smithy Lane

approach half width (v) = 7.4m
entry width (e) = 13.3m
entry angle (Φ) = 48.4°
entry kerb radius (r) = 30.0m
entry path radius (a) = 98m

exit width (e) = 7.4m
exit kerb radius (r) = 60.0m

approach half width (v) = 7.3m
entry width (e) = 9.4m
entry angle (Φ) = 42.2°
entry kerb radius (r) = 30.0m
entry path radius (a) = 90m

Existing bridge structure unaffected by works

HINCKLEY ROAD

HW09

HW11

LCC

NH

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 10

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW10-DR-CH-0100	S2	P01

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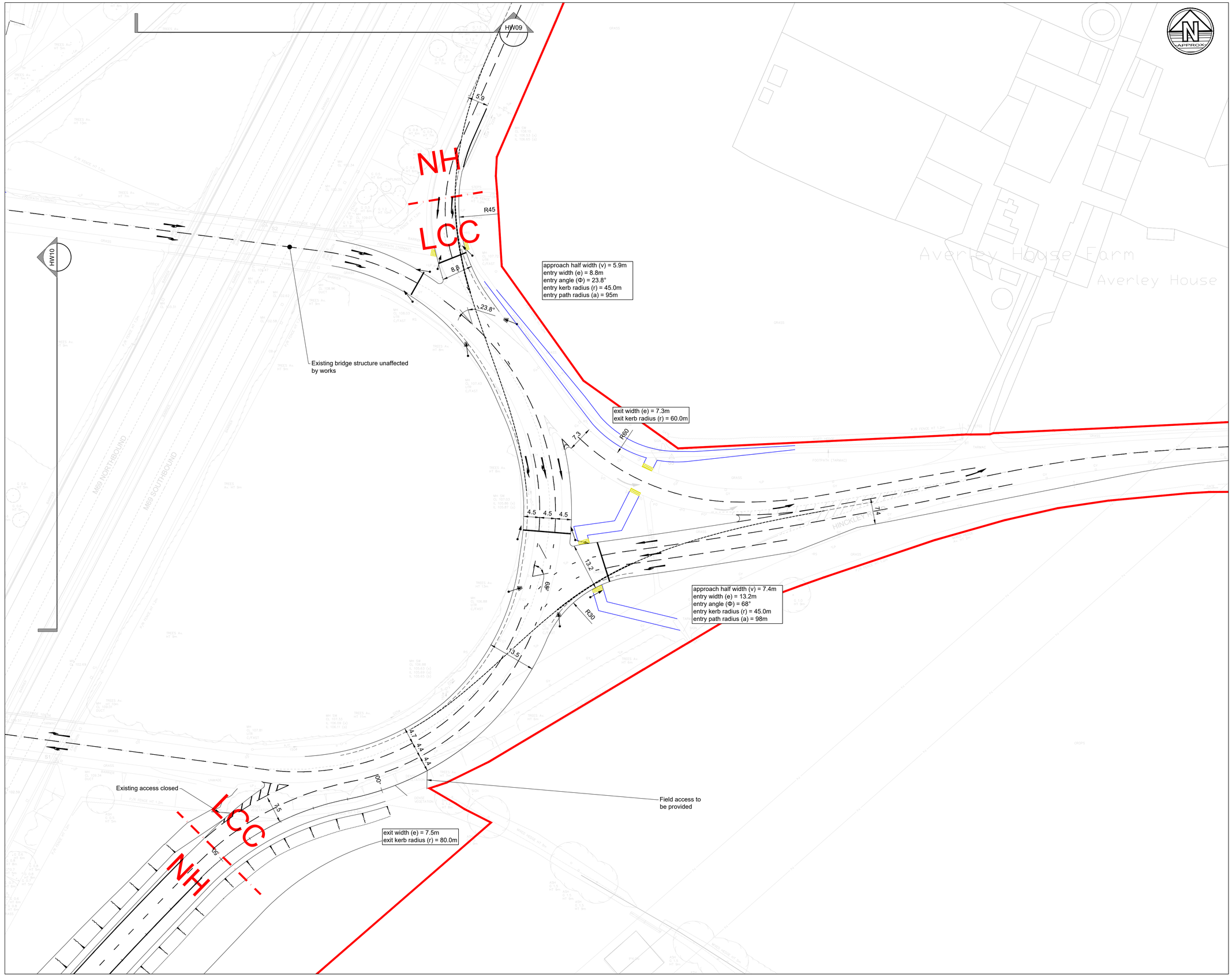

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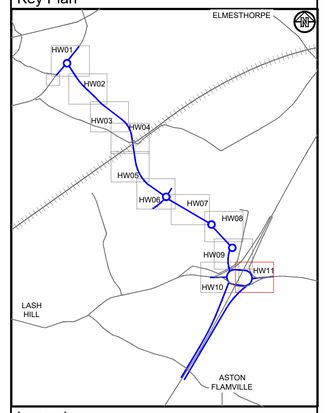
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 11

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW11-DR-CH-0100	**S2**	**P01**

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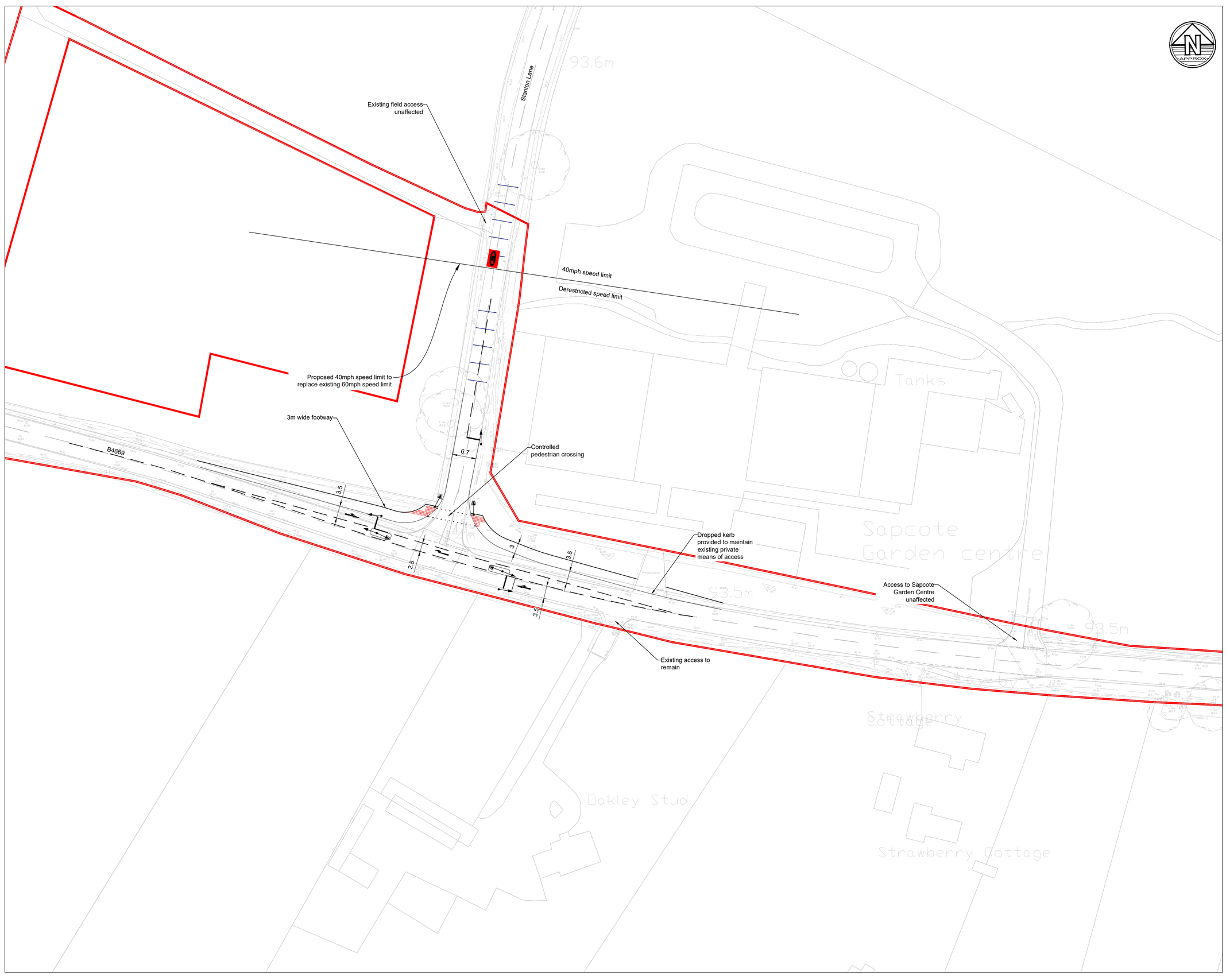

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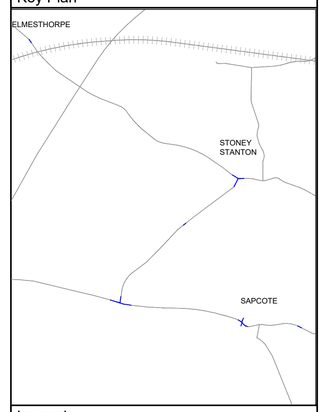
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 16

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date: 06.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW16-DR-CH-0100	S2	P01

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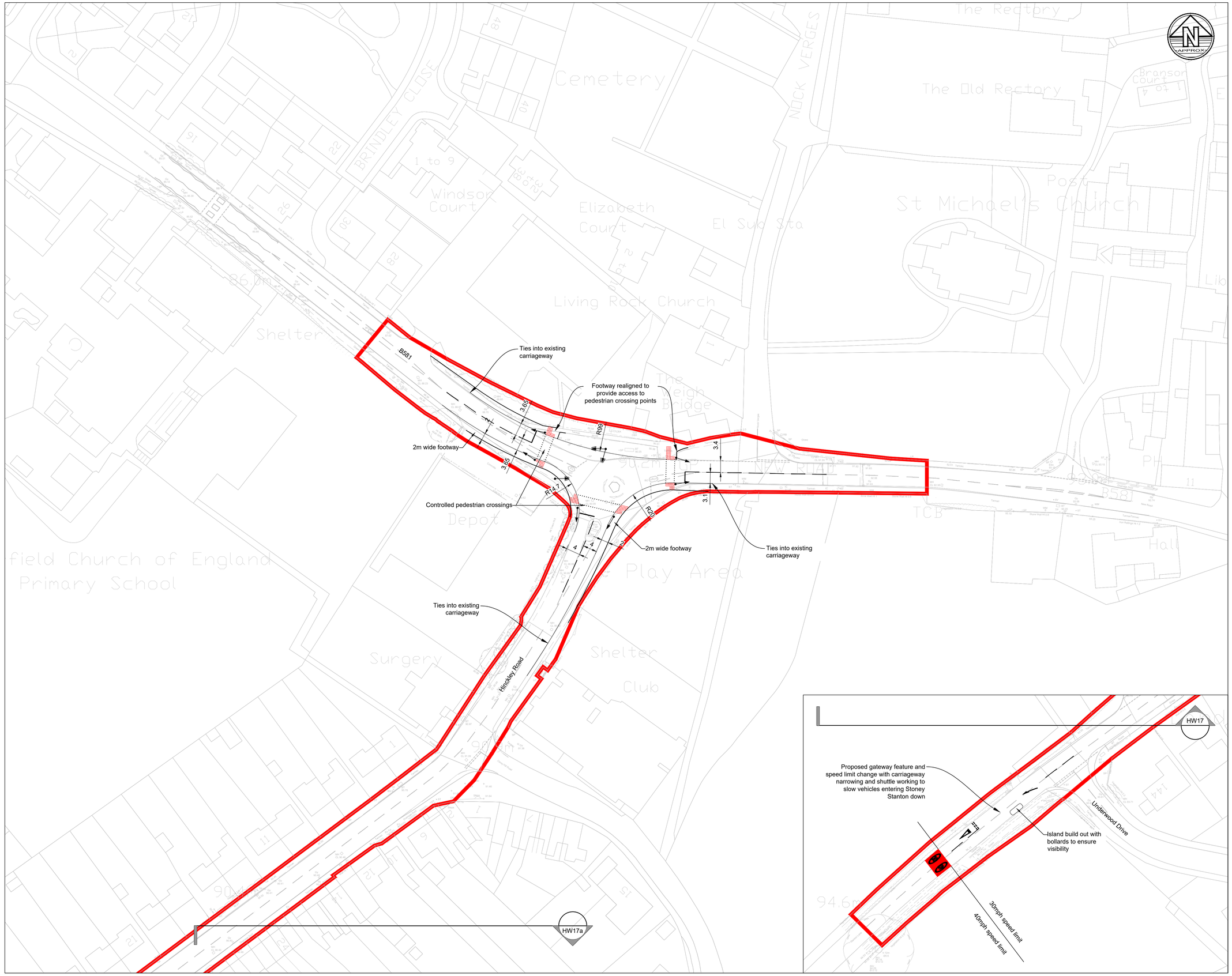

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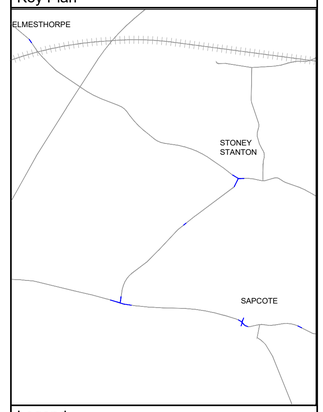

Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Client: TRITAX SYMMETRY — A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 17

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date: 06.11.23	Scale@A1: 1:500

Drawing Status: **PRELIMINARY**

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW17-DR-CH-0100	S2	P01

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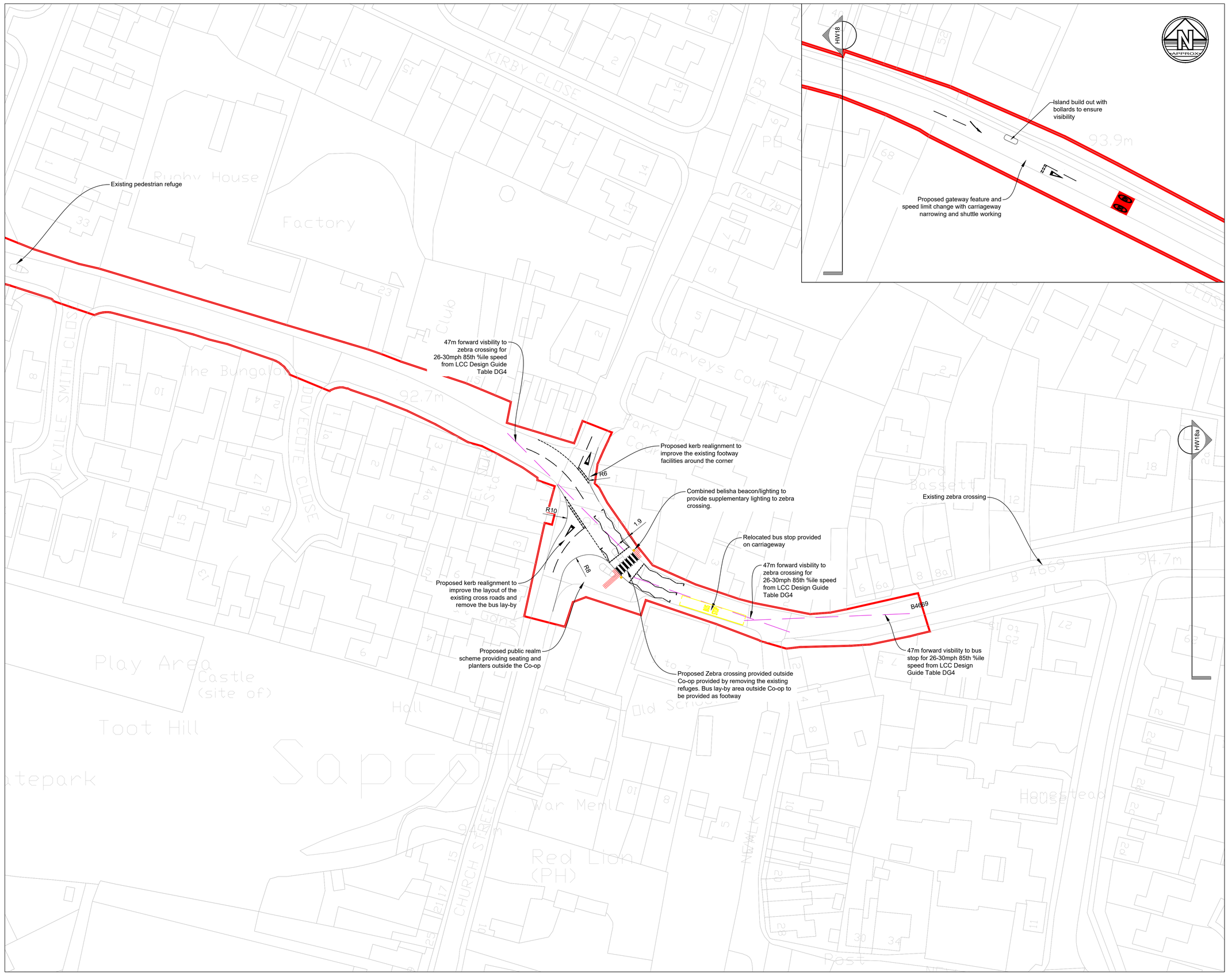

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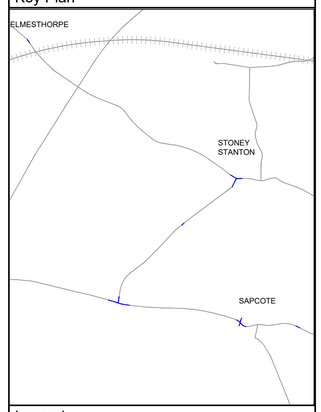

Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 18

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	06.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW18-DR-CH-0100	**S2**	**P01**

Existing private means of access unaffected

Refuges extended to permit staggered controlled crossing points

Tie into existing kerb line

Carriageway widening to enable longer length with 2 lanes

2m wide footway with 0.5m safety margin

Controlled pedestrian crossings throughout junction

Existing private means of access off Hinckley Road unaffected

Allotment Gardens

125.8m

NORMANDY WAY

PENZANCE CLOSE

TRURO CLOSE

FALMO

Orchard House

The Cottage

Notes

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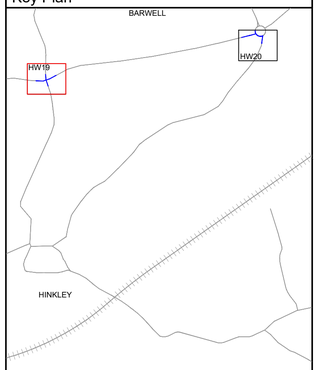

Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 19

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2815	Date:	06.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW19-DR-CH-0100	**S2**	**P01**

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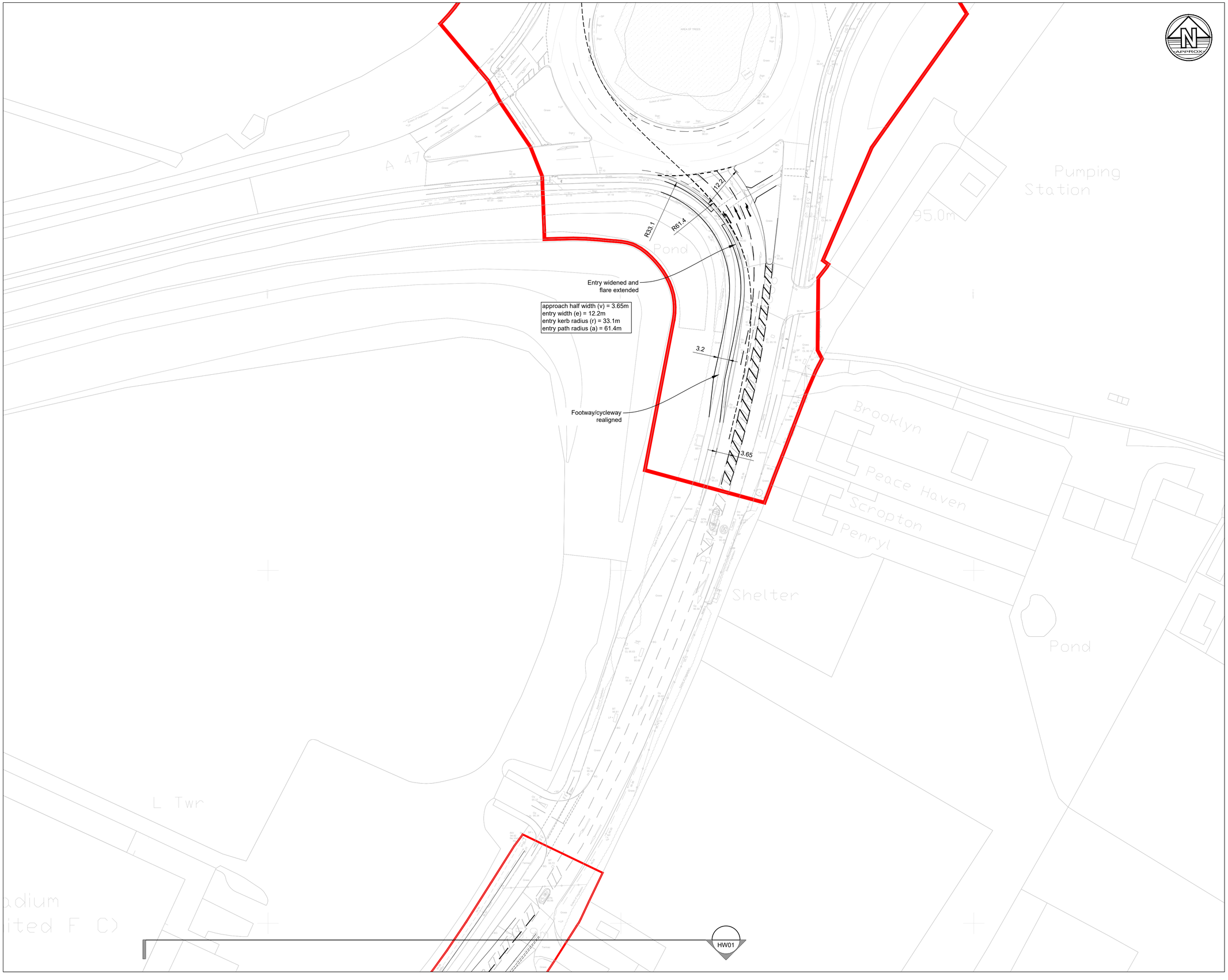

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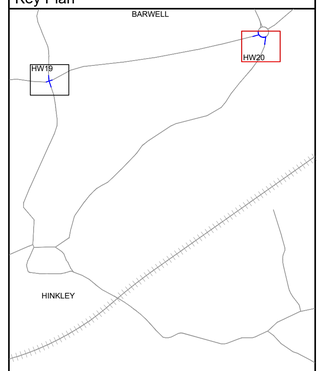

Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 20

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	06.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW20-DR-CH-0100	**S2**	**P01**

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Notes

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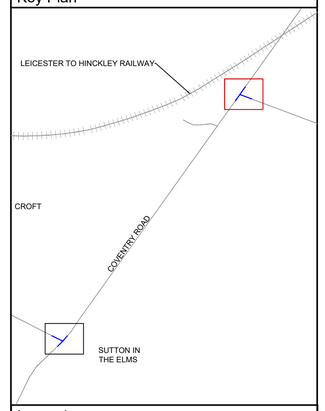
5. For further details on specific areas of works, see the relevant SHW series drawings and appedices
6. All works must be carried out to the requirements of the overseeing organisation.

Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 21

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	06.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW21-DR-CH-0100	S2	P01

Notes

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Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Entry widened to formalise two lanes for longer distance

Entry path curvature in existing and proposed scenarios does not comply with standards. Design to be reviewed against topographic survey to establish whether betterment is possible and departure from standards progressed if required.

R152.7

R55.3

6.1

8.8

7.5

Leicestershire County Council

National Highways

Warwickshire County Council

Coal Pit Lane

COAL PIT LANE

R30.2

R20

A4303

COVENTRY ROAD

Entry widened to formalise two lanes for longer distance

R94.6

8.5

CROSS IN HAND

Entry widened to formalise two lanes for longer distance

R30.3

R77

7.5

7.4

6.4

R28.9

R49.1

R77.4

7.5

National Highways

Leicestershire County Council

Entry widened to provode two lanes and improe deflection

Entry widened to formalise two lanes for longer distance

B4428

A5

Long Spinney

Watling Street

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 22

Drawn:	J.Manifold	Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	06.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW22-DR-CH-0100	S2	P01

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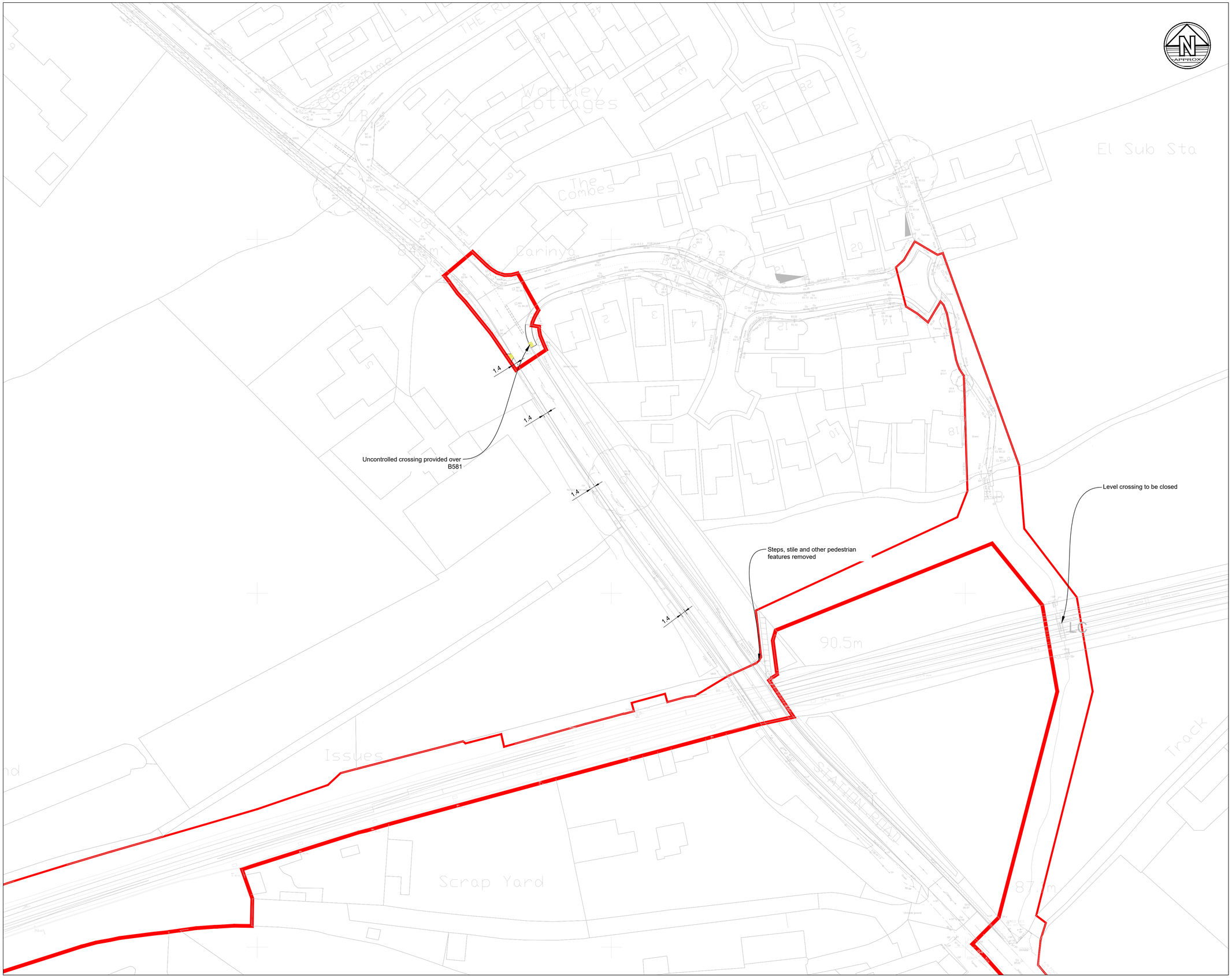

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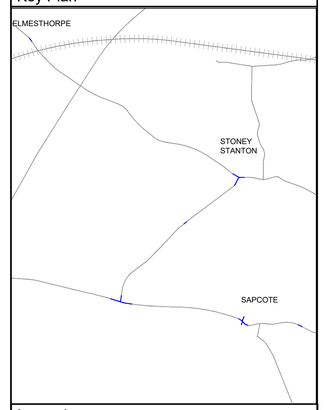
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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TRITAX SYMMETRY
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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 23

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date: 06.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW23-DR-CH-0100	S2	P01

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Carriageway widened to allowed two lane flare for dedicated left and right turn movements

Advanced cycle stop line provided

Splitter island reduces in length to allow through movements to two lanes

Ties into existing carriageway on Coventry Road

Kerb radii amended to accomodate spliter islands on minor arm

Proposed signalisation of the existing ghost island right turn junction

Street furniture within this verge to be assessed and relocated if required.

Ties into existing kerbline

Ties into existing ghost island right turn lane

Notes

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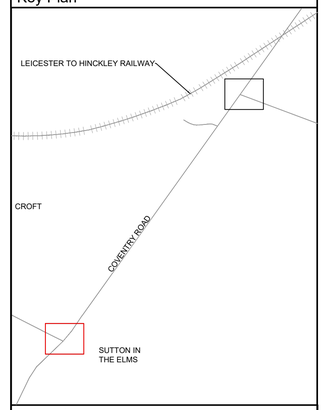
Key Plan



Legend

- DCO Land boundary limit
- Primary Signal Head
- Secondary Signal head
- Noise fence
- Earthwork extents
- Footway Type - Tactile paving in Red (R)
- Footway Type - Tactile paving in Buff (B)

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

GENERAL ARRANGEMENT SHEET 24

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date: 06.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW24-DR-CH-0100	**S2**	**P01**

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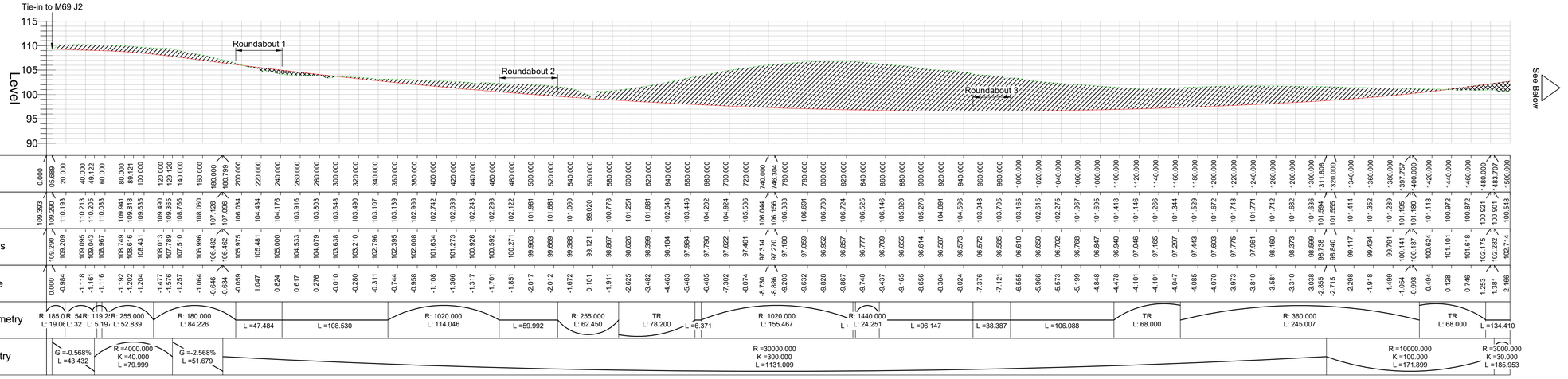
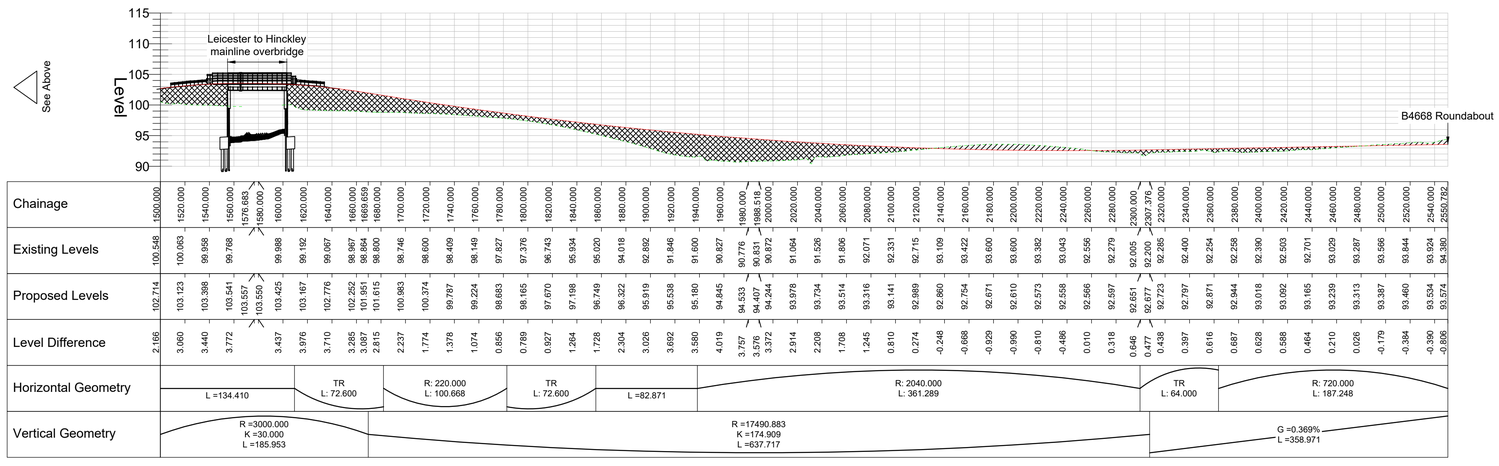


A47 LINK ROAD LONGSECTION 1
SCALE: H 1:2500,V 1:500. DATUM: 90.000



A47 LINK ROAD LONGSECTION 2
SCALE: H 1:2500,V 1:500. DATUM: 90.000

Note

The purpose of the Highway Plans Long Sections is to illustrate the horizontal and vertical highway geometry of the proposed highway mitigation works in relation to the Hinckley National Rail Freight Interchange.
For location of the chainages refer to Document 2.4_Highway Plans

Legend

- Proposed ground level
- Existing ground level
- Area of cut
- Area of fill

Rev	Date	Details of issue / revision	Drw	Ch'd
P02	04.01.23	Legend amended	DF	SC
P01	30.11.22	Final Issue	DF	SC

Issues & Revisions

Client

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

HIGHWAY PLANS LONG SECTIONS SHEET 1 OF 2

Regulation:	5(2) (o)		Document:	2.4J	
Drawn:	D.Fraser		Checked:	S.Carter	
BWB Ref:	NTH2814	Date:	30.11.22	Scale@A1:	1:2500

Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

HRF-BWB-LSI-D1-DR-CH-00105

Drawing Status	Rev
S4 - FINAL	**P02**

0 50 100 150 200 250m
SCALE 1:2500

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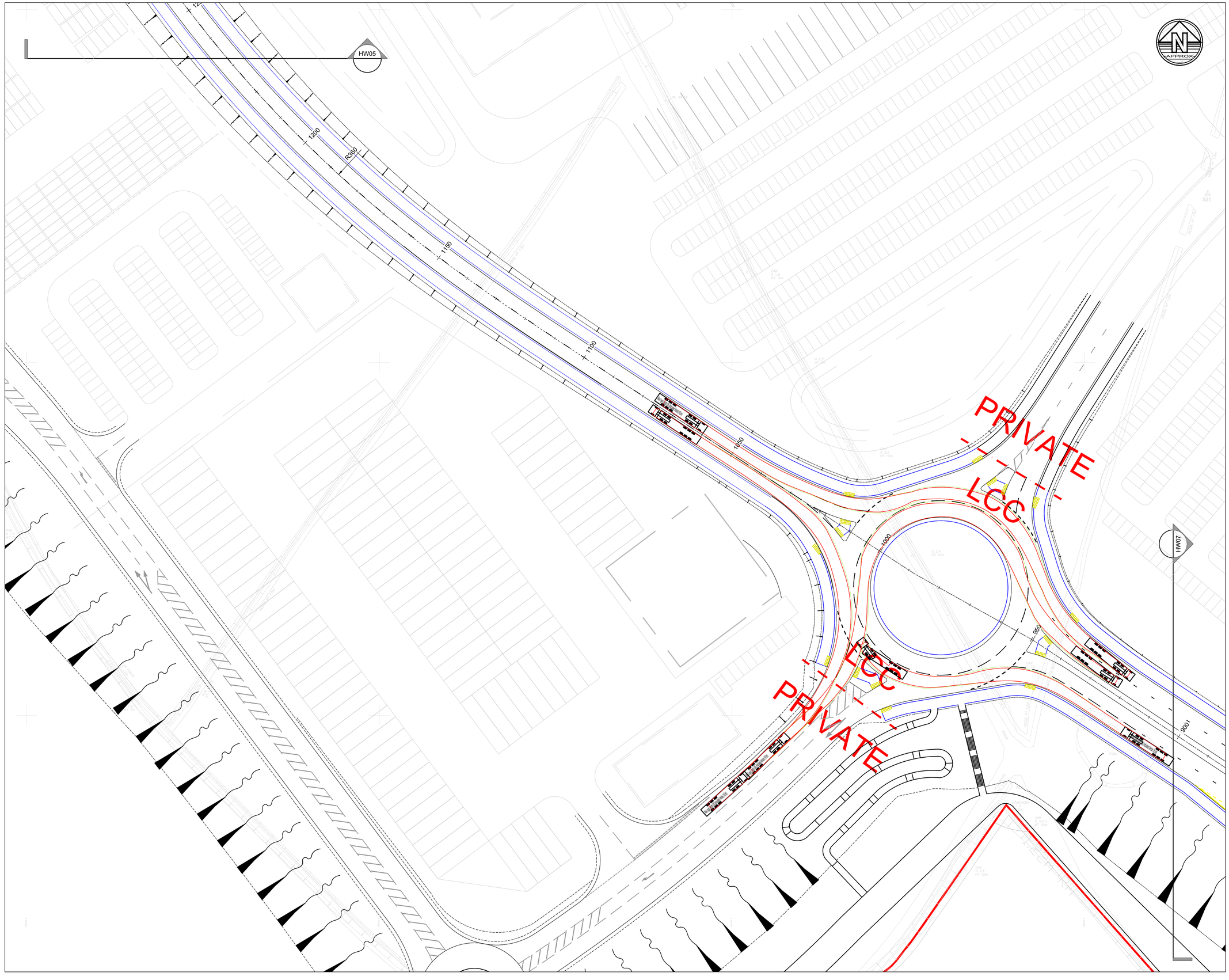
APPENDIX B: Scheme Vehicle Tracking Drawings



Notes

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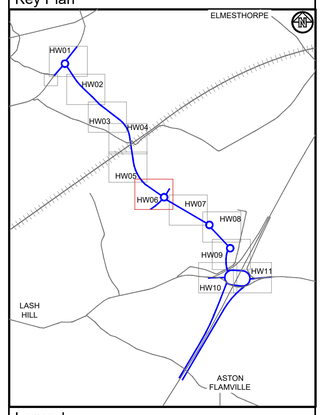
Key Plan



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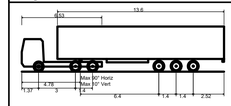

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.330m

Rev	Date	Details of issue / revision	Drw	Rev
P01	14.11.23	Preliminary Issue	JM	SC

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Project Title

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Drawing Title

VEHICLE TRACKING ROUNDABOUT 3

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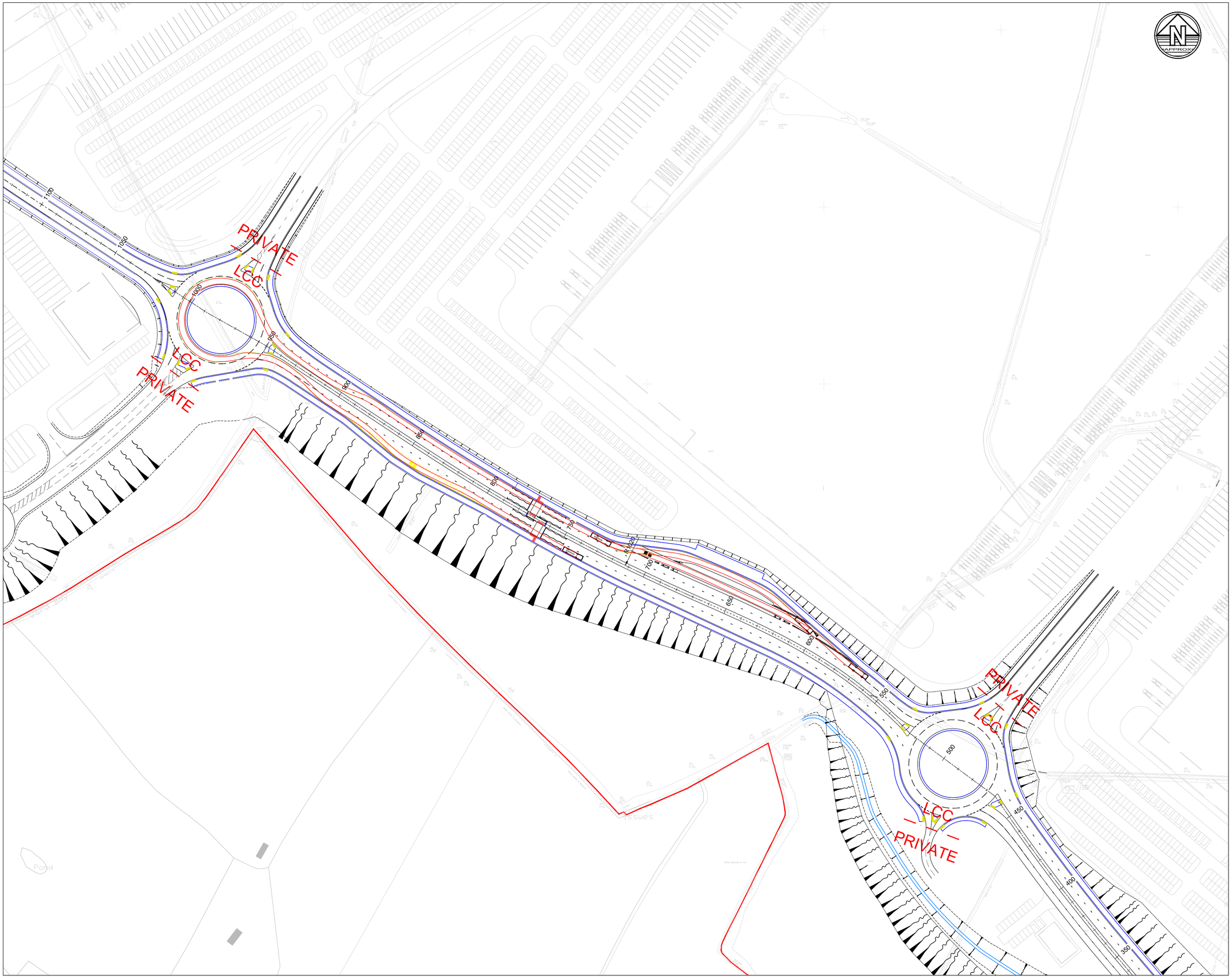
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW06-DR-CH-0115	S2	P01

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\HRF-BWB-HGN-HW-DR-CH-0140 – Vehicle Tracking Link Road and J2.dwg



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Legend

Rigid Public Service Vehicle	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.173m
Min Body Ground Clearance	0.344m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.500m

P01	14.11.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title

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Drawing Title

VEHICLE TRACKING BUS INTERCHANGE

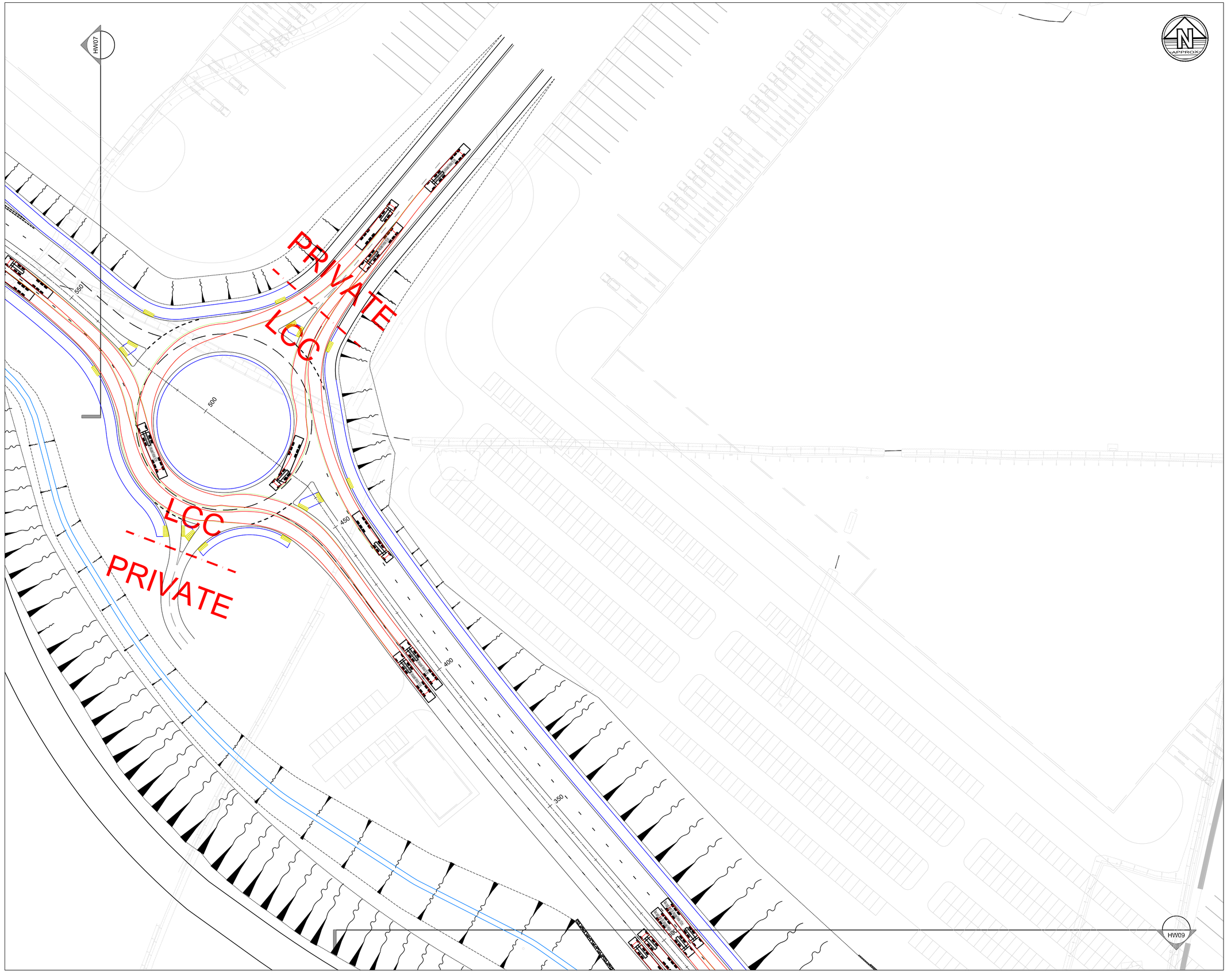
Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW07-DR-CH-0115	**S2**	**P01**

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\HRF-BWB-HGN-HW-DR-CH-0140 – Vehicle Tracking Link Road and J2.dwg



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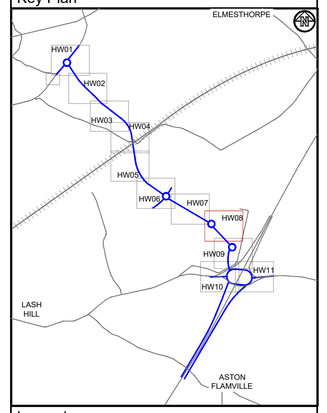

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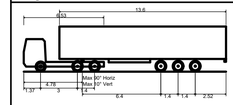

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P01	10.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

VEHICLE TRACKING ROUNDABOUT 2

Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW08-DR-CH-0115	**S2**	**P01**

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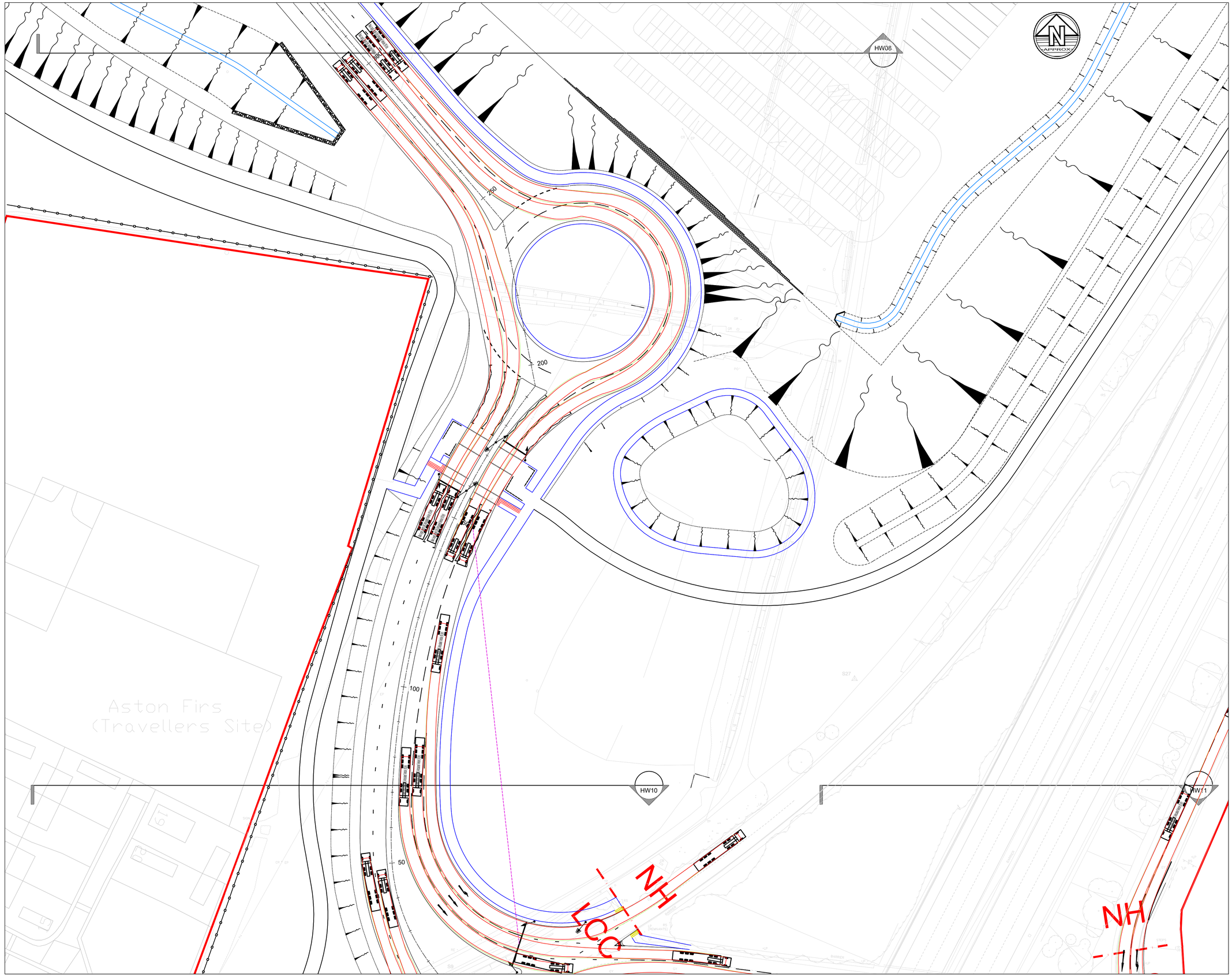

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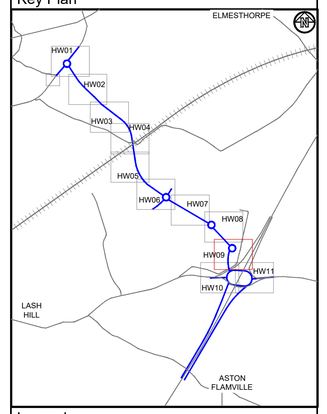

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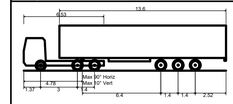

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P01	14.11.23	Preliminary Issue	JM	SC

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A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

VEHICLE TRACKING ROUNDABOUT 1

Drawn:	J.Manifold	Reviewed:	S.Carter		
BWB Ref:	NTT2814	Date:	10.11.12	Scale@A1:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW09-DR-CH-0115	S2	P01

Notes

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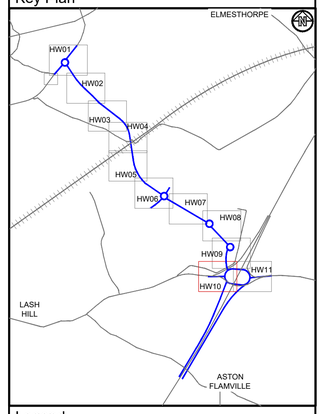

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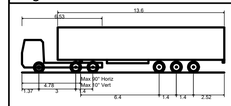

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P01	14.11.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

VEHICLE TRACKING JUNCTION 2 WEST

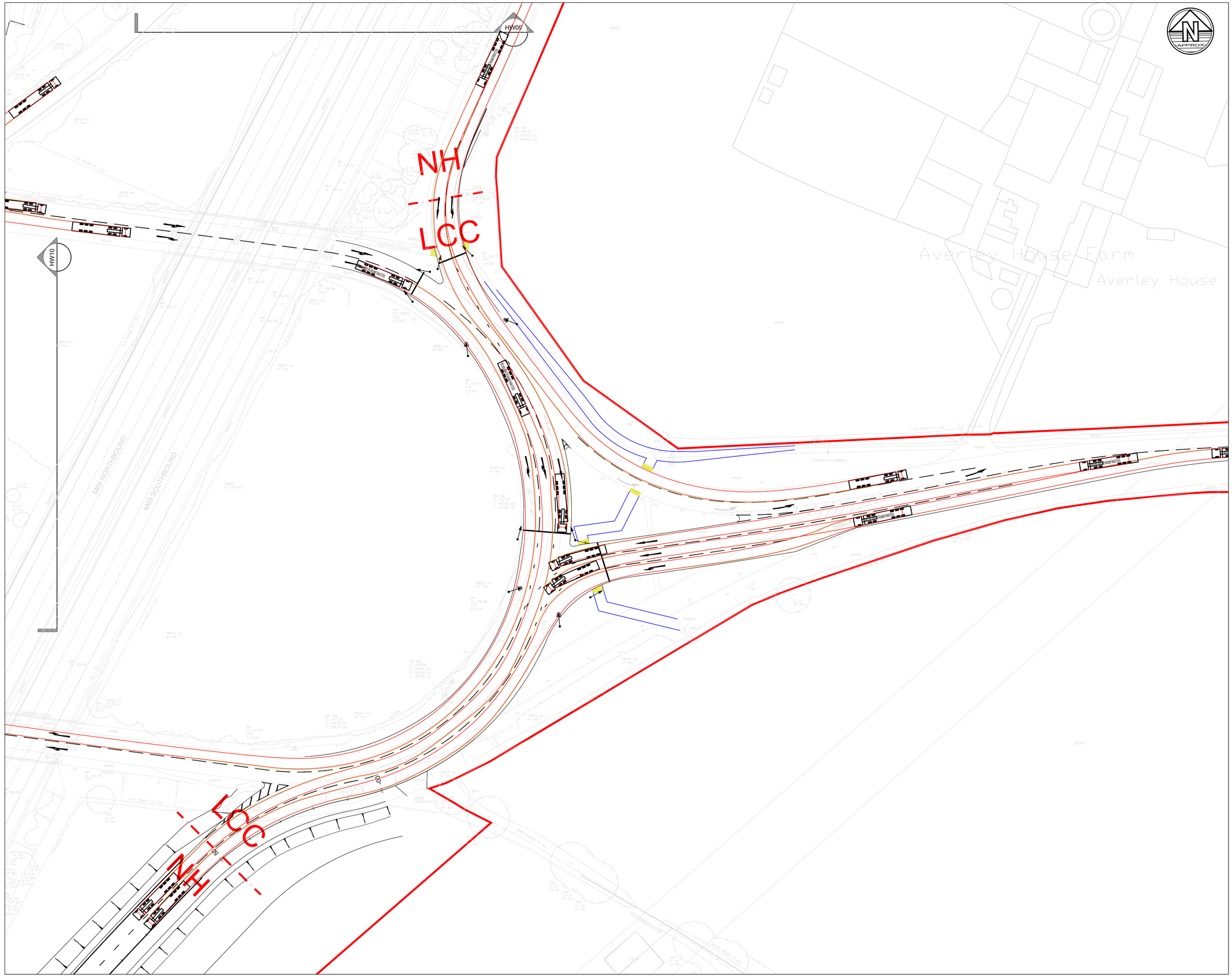
Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date: 10.11.23	Scale@A1: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW10-DR-CH-0115	S2	P01

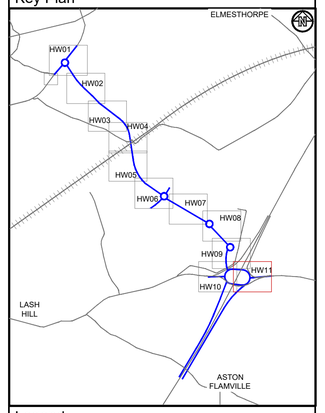
X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\HRF-BWB-HGN-HW-DR-CH-0140 – Vehicle Tracking Link Road and J2.dwg



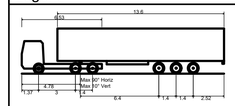
Notes

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

Key Plan



Legend



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P01	14.11.23	Preliminary Issue	JM	SC

Issues & Revisions

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Client

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

VEHICLE TRACKING JUNCTION 2 EAST

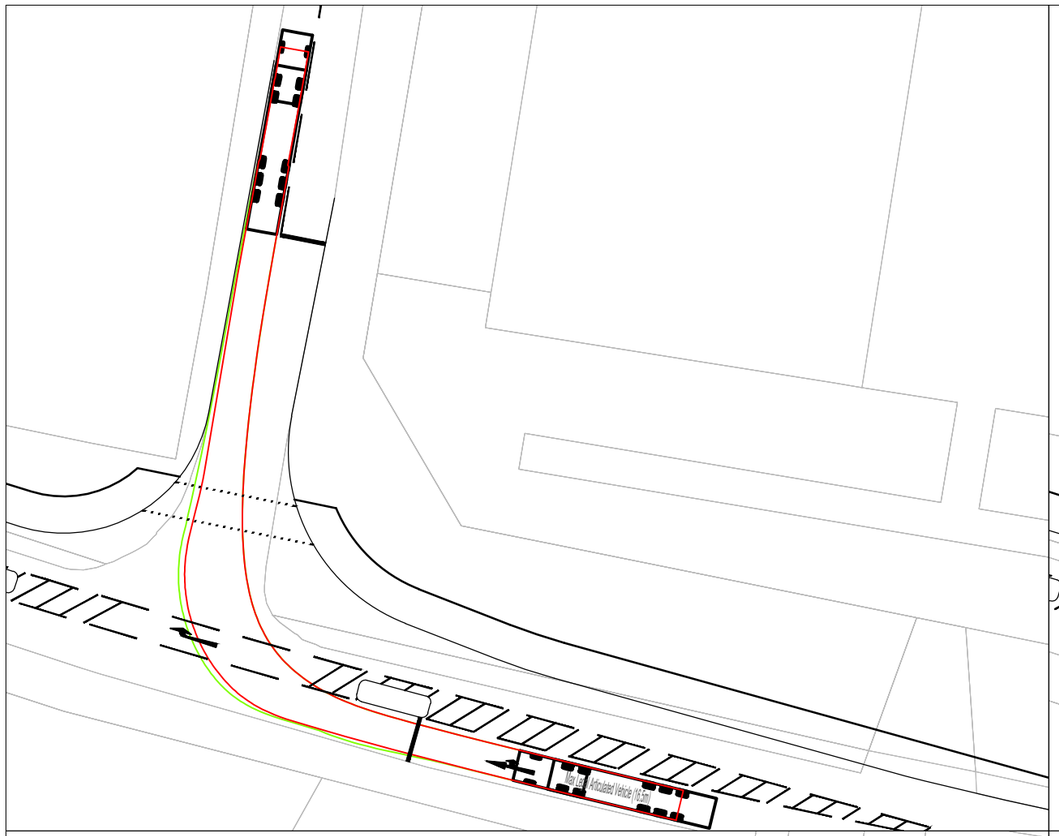
Drawn:	J.Manifold		Reviewed:	S.Carter	
BWB Ref:	NTT2814	Date:	10.11.23	Scale@A1:	1:500

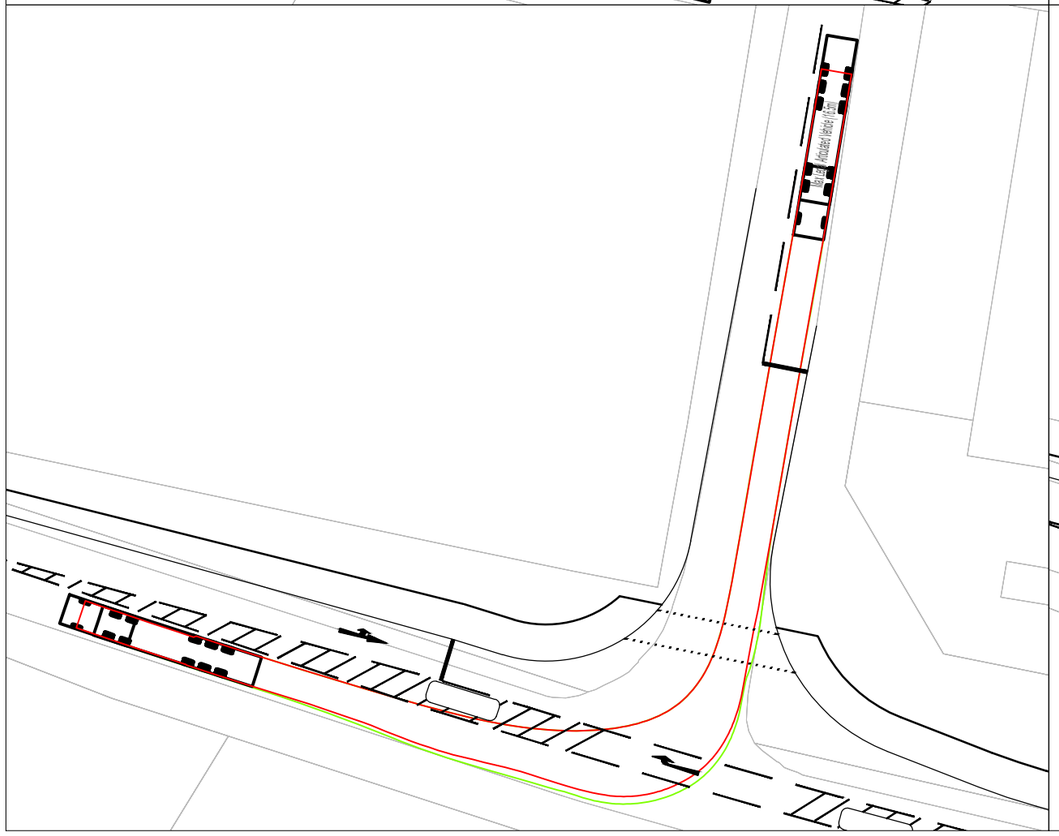
Drawing Status

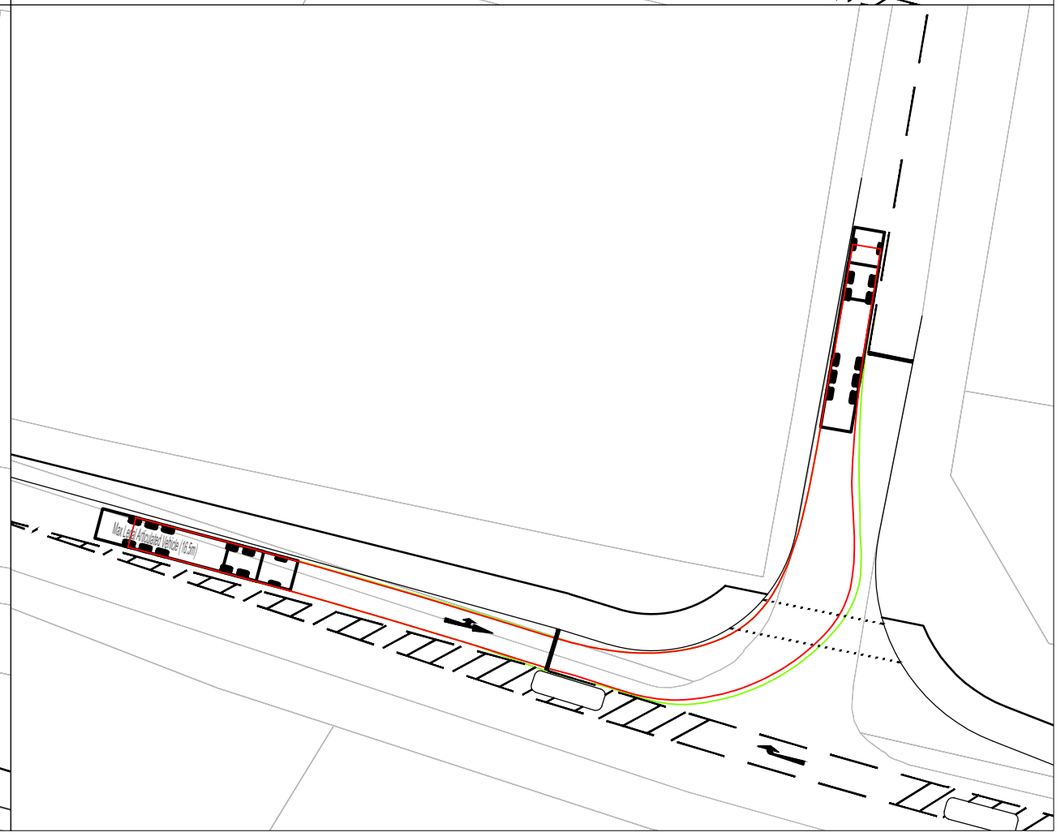
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW11-DR-CH-0115	S2	P01

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\HRF-BWB-HGN-HW-DR-CH-0140 – Vehicle Tracking Link Road and J2.dwg







Notes

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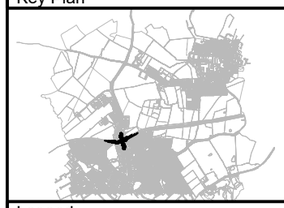
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



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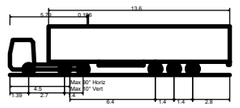

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

B4669 / STANTON LANE PROPOSED MITIGATION (SWEPT PATHS)

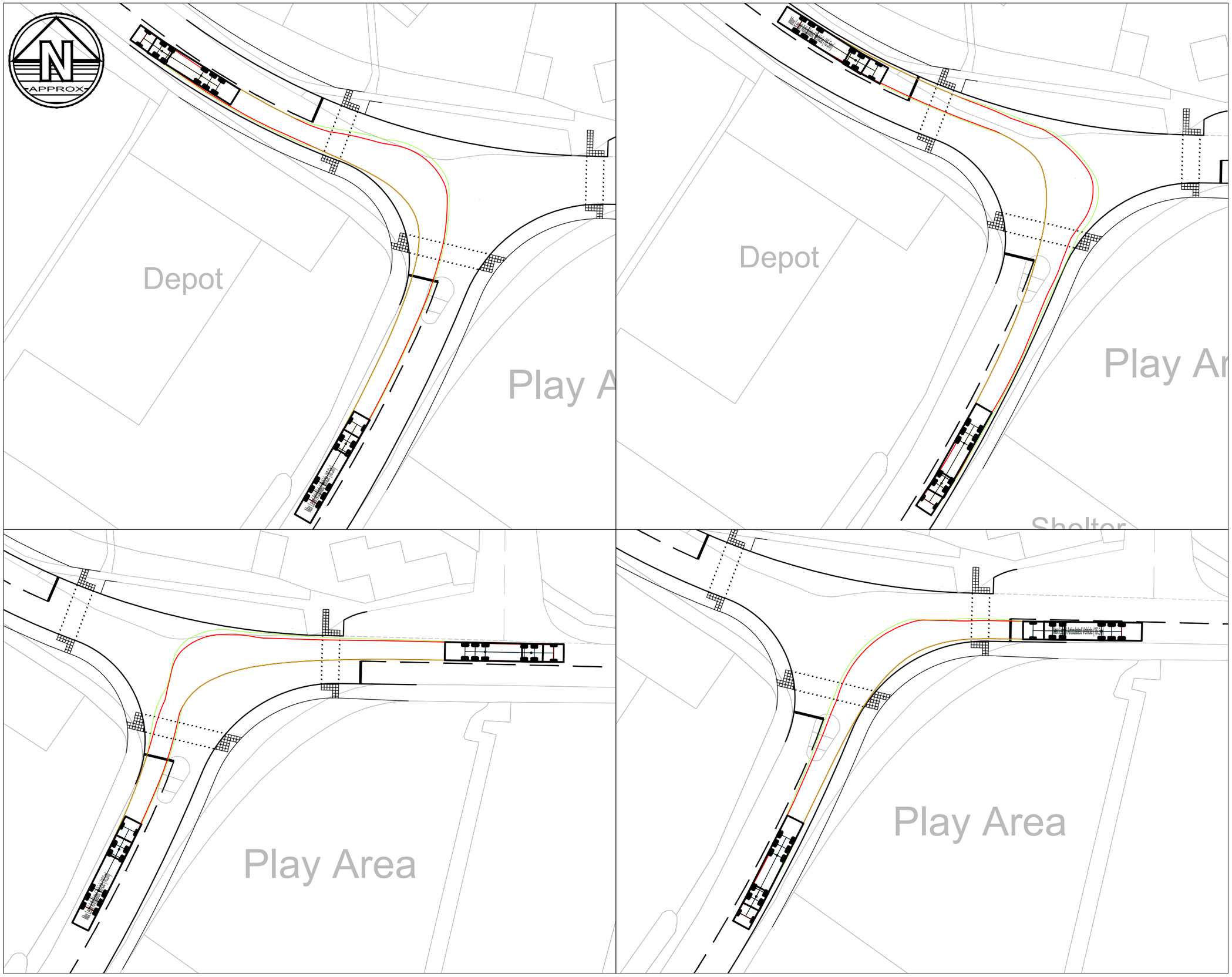
Drawn:	AJ Oakes		Reviewed:	Malcolm Ash	
BWB Ref:	NTT 2814	Date:	20.09.23	Scale@A3:	1:1000

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-109	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-129_B4669_Stanton Lane Mitigation Swept Paths.dwg



Notes

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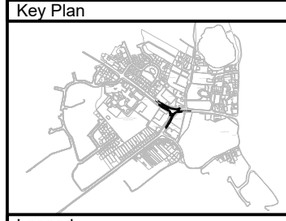
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



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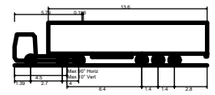

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.662m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

B581 / HINCKLEY ROAD / NEW ROAD PROPOSED SIGNALS (SWEPT PATHS)

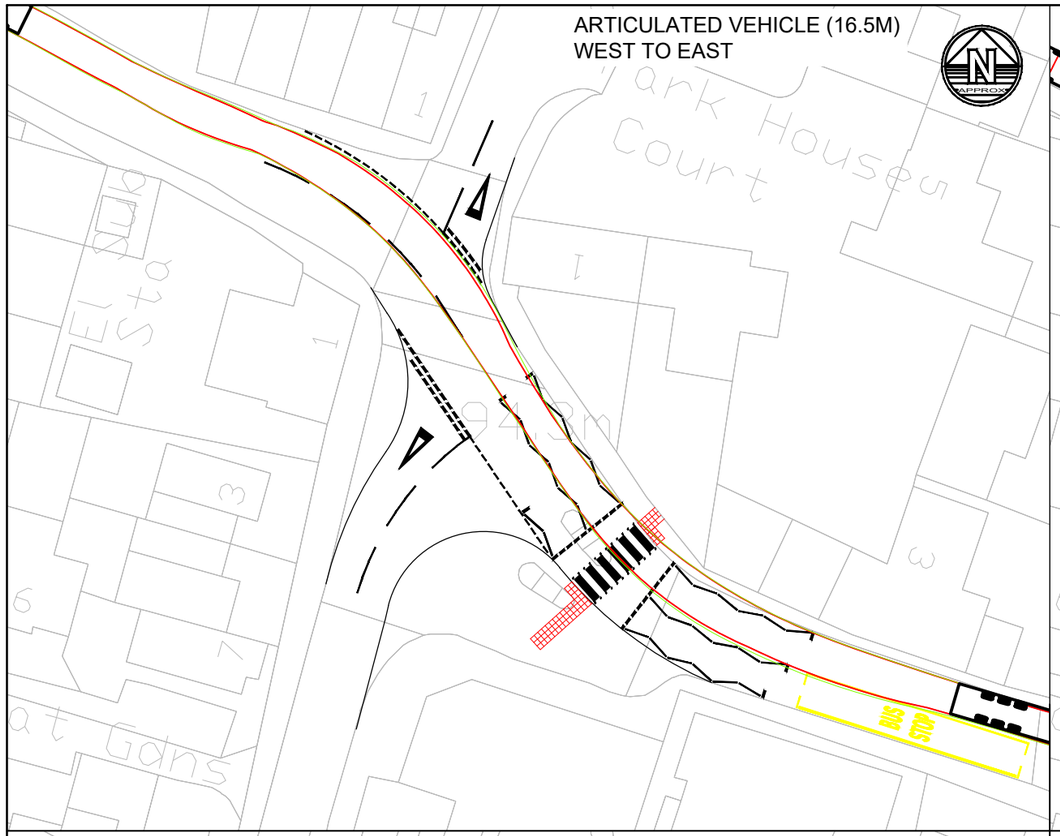
Drawn:	AJ Oakes		Reviewed:	Malcolm Ash	
BWB Ref:	NTT 2814	Date:	20.09.23	Scale@A3:	1:500

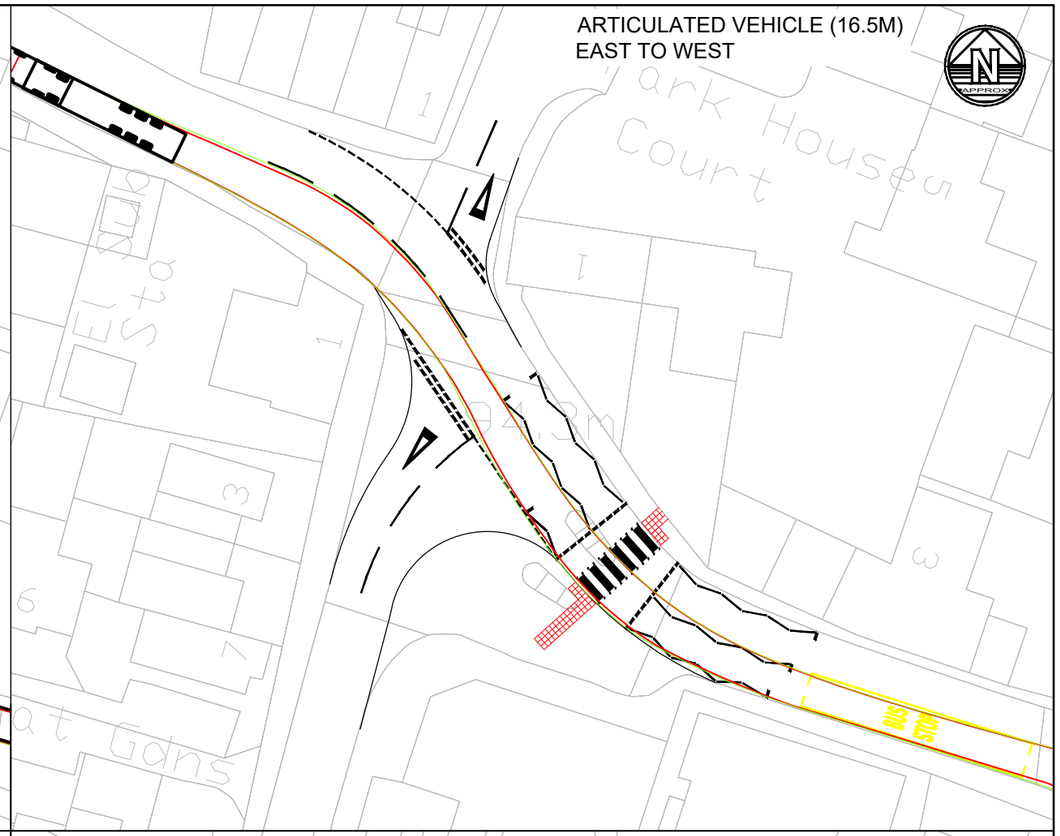
Drawing Status

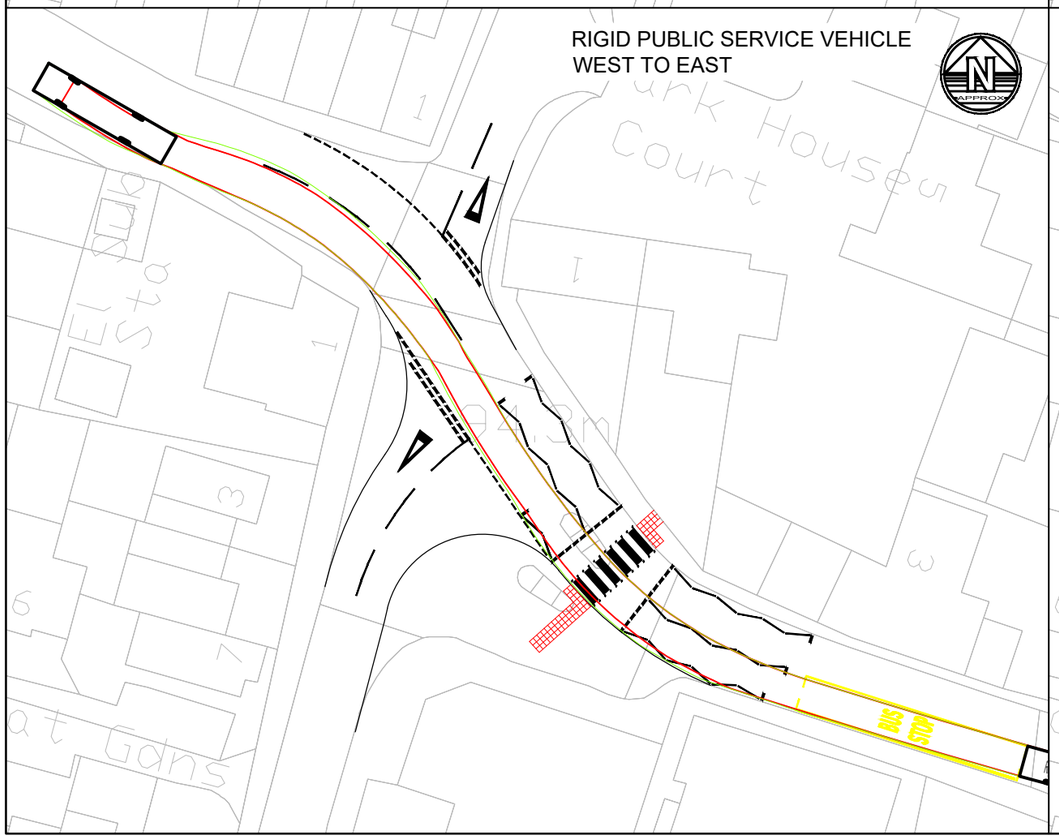
PRELIMINARY

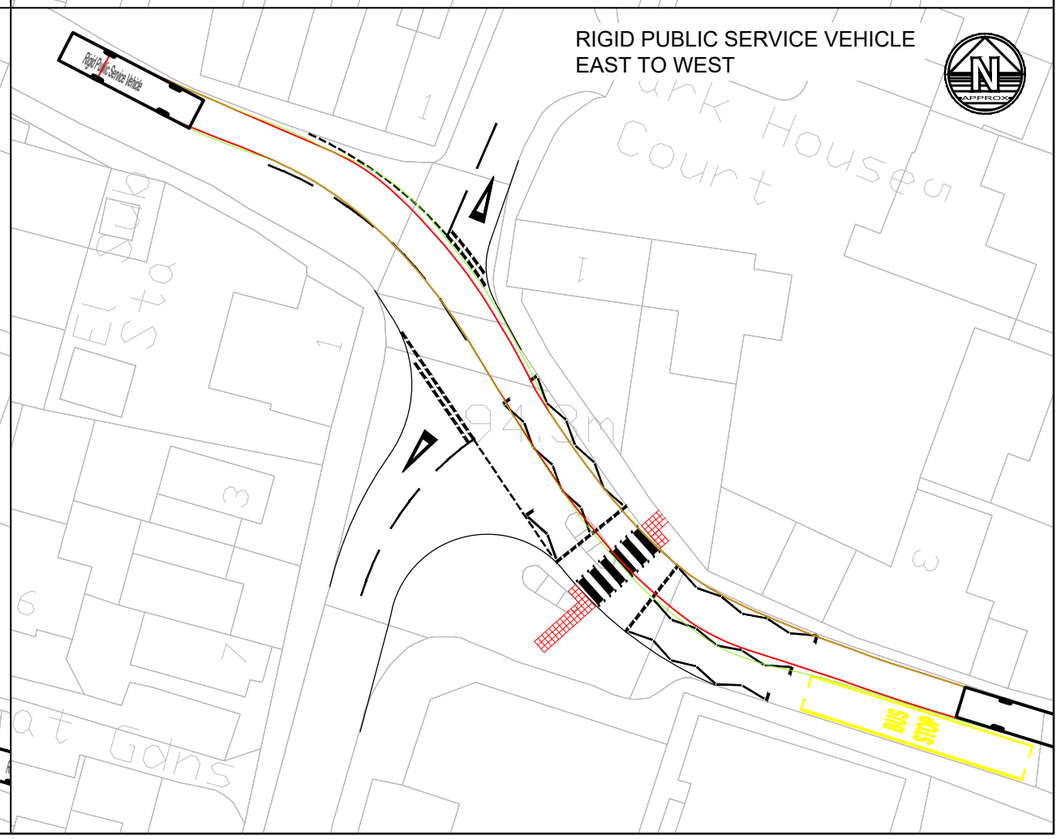
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-124	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-00124_B581_Hinckley Road_New Road Mitigation Swept Paths.dwg









Notes

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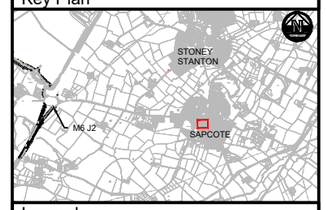
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



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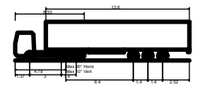
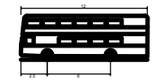


Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Rigid Public Service Vehicle

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.173m
Min Body Ground Clearance	0.344m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.500m

Rev	Date	Details of issue / revision	Drw	Rev
P1	13.11.23	PRELIMINARY ISSUE	JM	SC

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

SAPCOTE (B4669) SWEPT PATHS

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT 2814	Date: 13.11.23	Scale@A3: 1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-135	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-135 - Sapcote Swept paths.dwg

Notes

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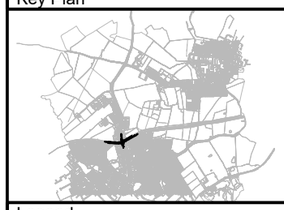
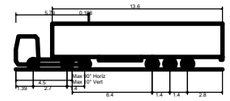
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Legend



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.970m

Rev	Date	Details of issue / revision	Drw	Rev
P1	19.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

A47 NORMANDY WAY / ASHBY ROAD PROPOSED MITIGATION (SWEPT PATHS)

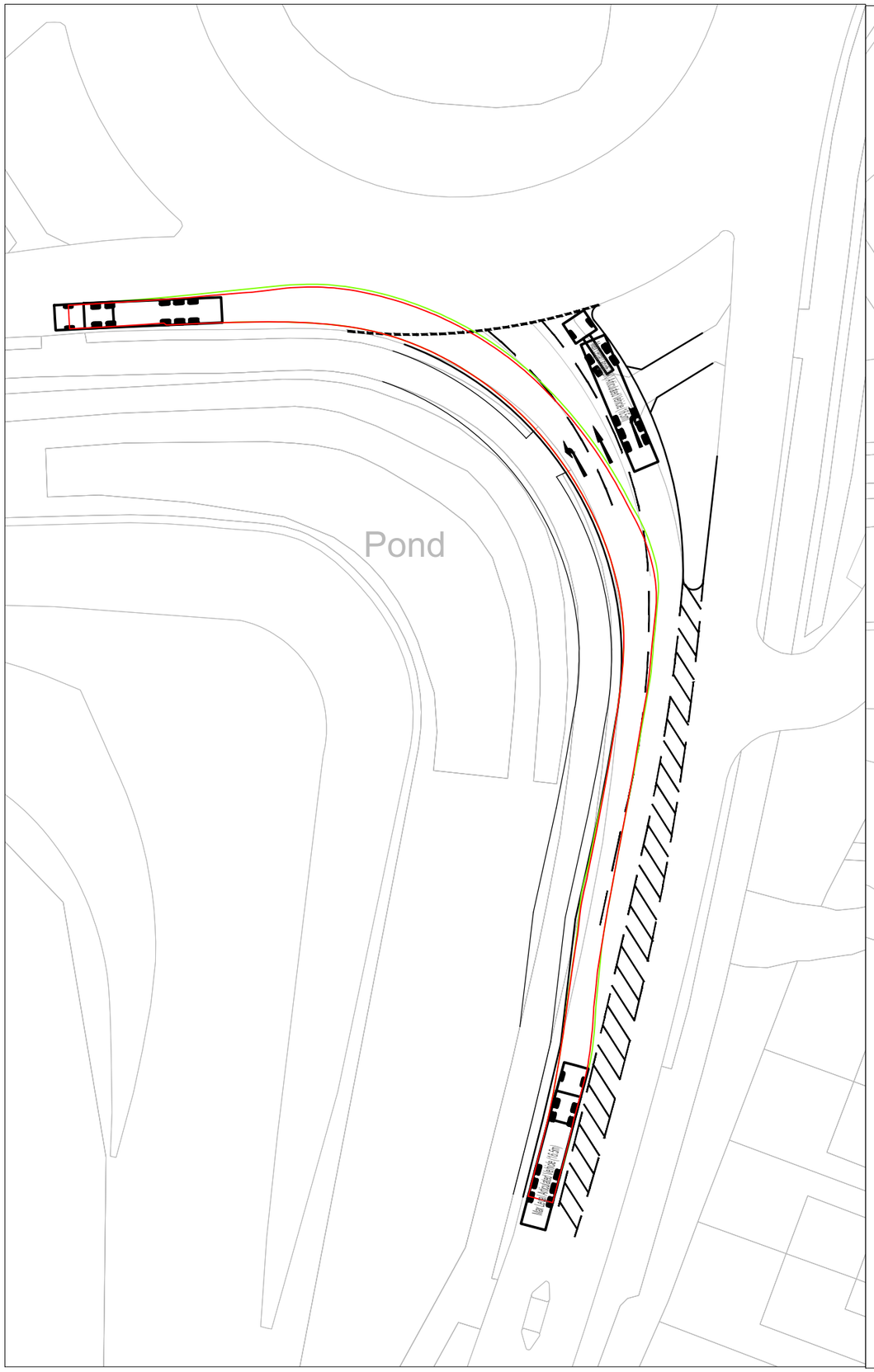
Drawn:	AJ Oakes		Reviewed:	Malclom Ash	
BWB Ref:	NTT 2814	Date:	19.09.23	Scale@A3:	1:1000

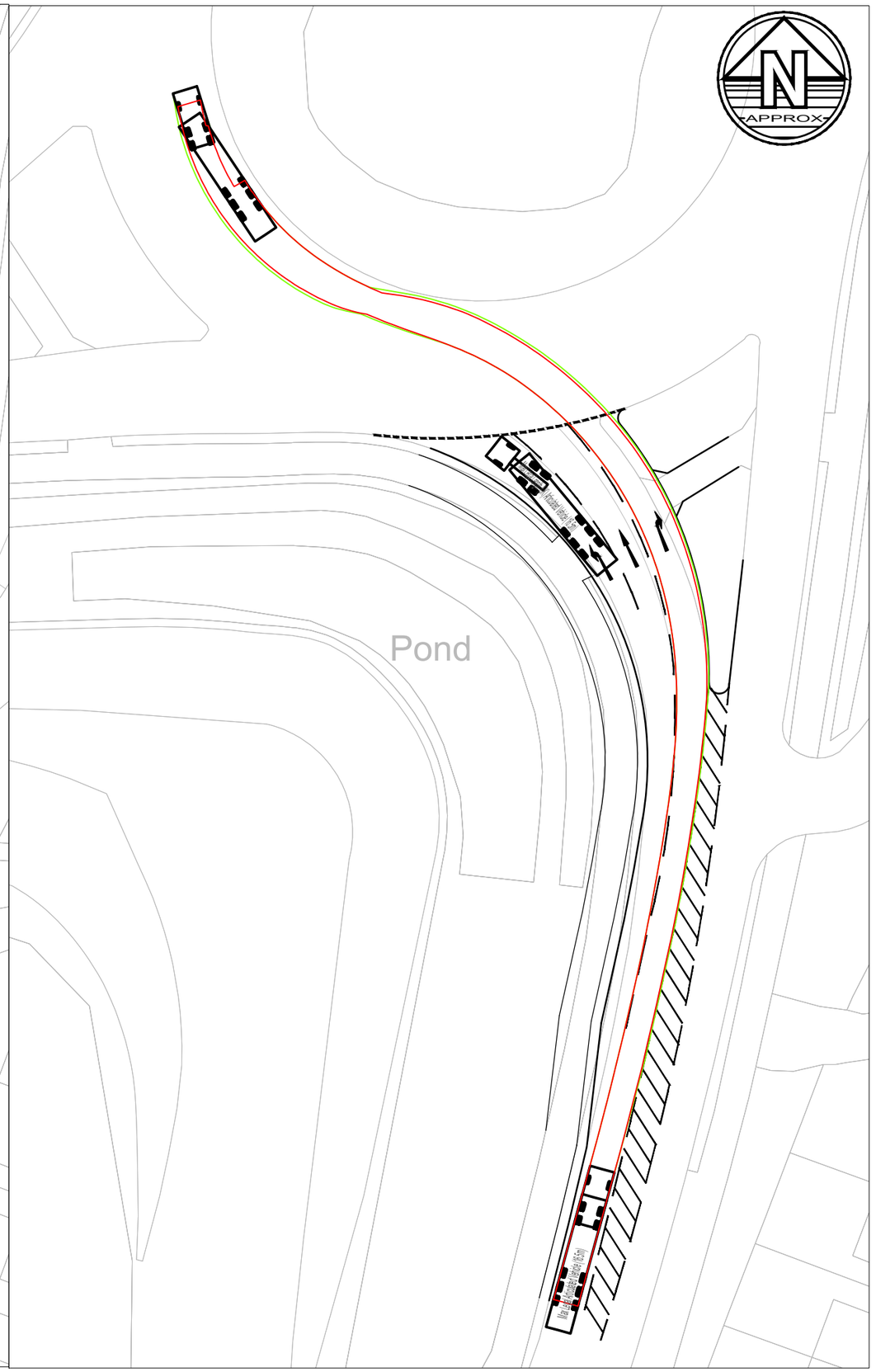
Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-128	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-128_A47 Normandy Way_Ashby Rd Mitigation Swept Paths.dwg





Notes

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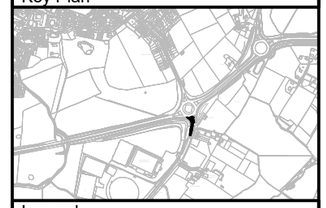
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Legend

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

A47 / THE COMMON / LEICESTER ROAD PROPOSED MITIGATION (SWEPT PATH)

Drawn:	AJ Oakes		Reviewed:	Malclom Ash	
BWB Ref:	NTT 2814	Date:	20.09.23	Scale@A3:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-125	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-125_A47_The Common_Leicester Road Mitigation Swept Paths.dwg

Notes

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3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
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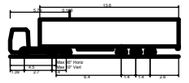
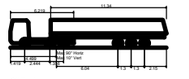
Key Plan

Legend



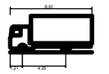
Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.832m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



Oil Tanker

Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.670m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.150m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

COVENTRY ROAD / CROFT ROAD PROPOSED MITIGATION (SWEPT PATHS)

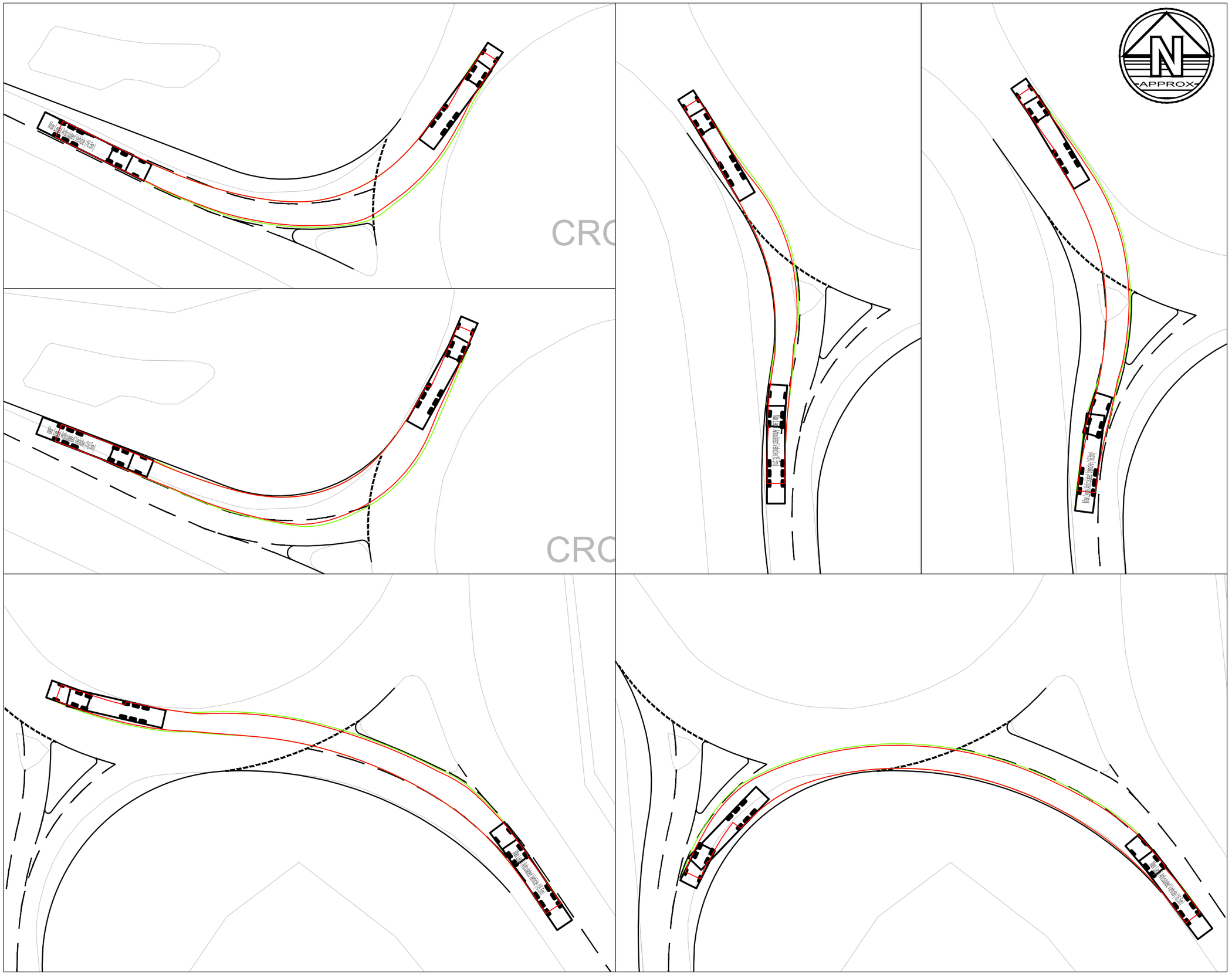
Drawn:	AJ Oakes			Reviewed:	Malcolm Ash
BWB Ref:	NTT 2814	Date:	20.09.23	Scale@A3:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-127	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-127_Coventry Road_Croft Road Mitigation Swept Paths.dwg



Notes

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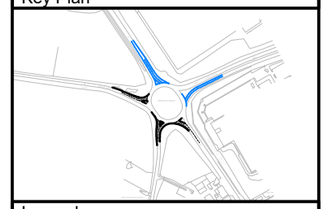
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



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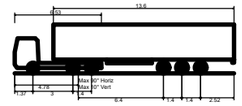

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

A5 / A4303 / COAL PIT LANE PROPOSED MITIGATION (SWEPT PATHS)

Drawn:	AJ Oakes		Reviewed:	Malclom Ash	
BWB Ref:	NTT 2814	Date:	05.03.21	Scale@A3:	1:500

Drawing Status

PRELIMINARY

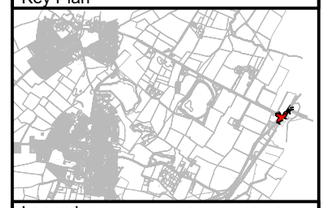
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-126	S2	P1

X:\NTT\NTT2814_Hinckley Rail Freight Interchange\02. Project Delivery\01. WIP\Drawings\Other drawings\HRF-BWB-GEN-XX-DR-TR-126_A5_Coal Pit Lane_A4303 Mitigation Swept Paths.dwg

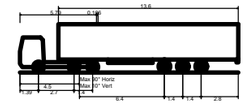
Notes

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

Key Plan



Legend



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Rev	Date	Details of issue / revision	Drw	Rev
P1	20.09.23	PRELIMINARY ISSUE	AJ	MA

Issues & Revisions

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Client

TRITAX SYMMETRY (HINCKLEY) LIMITED

Project Title

HINCKLEY RAIL FREIGHT INTERCHANGE

Drawing Title

B4114 / B581 BROUGHTON ROAD PROPOSED MITIGATION (SWEPT PATHS)

Drawn:	AJ Oakes		Reviewed:	Malcom Ash	
BWB Ref:	NTT 2814	Date:	20.09.23	Scale@A3:	1:500

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-GEN-XX-DR-TR-133	S2	P1

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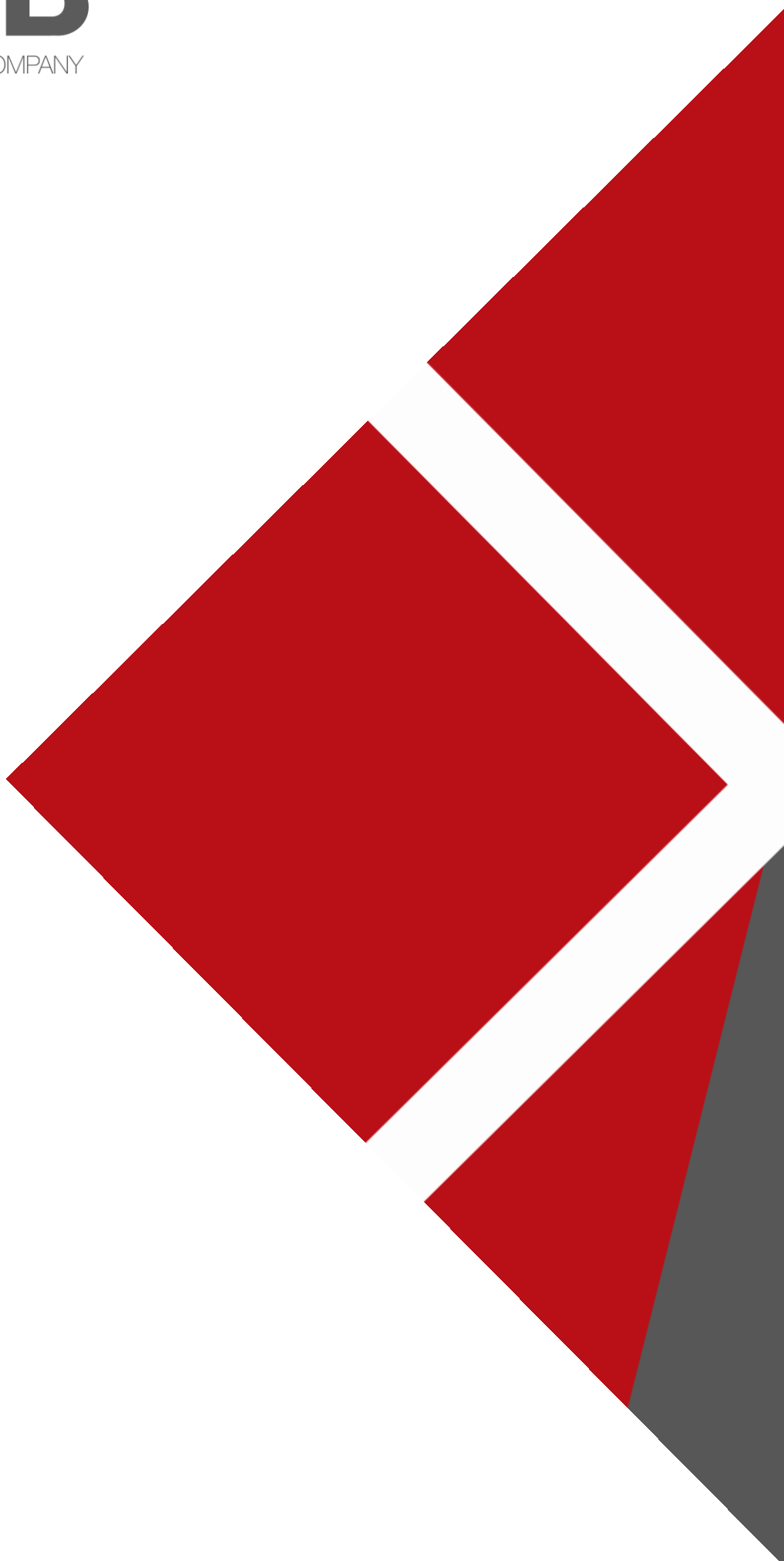

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