

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Sapcote Technical Note [Appendix 2 (C) – Details of Enhanced Scheme]

Revision: 01

December 2024

Planning Act 2008

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)**

**Sapcote Enhanced Scheme
Appendix C (part 1)
General Arrangement Plan**



New uncontrolled crossing point to discourage crossing at central hatched area further east. Waiting restrictions in the vicinity of the crossing point to be considered at detailed design if required and agreed by Overseeing Authority

Existing island and central hatching left in place due to pedestrians using this as an informal crossing refuge. Other facilities provided to attempt to discourage this behaviour.

Uncontrolled crossing with tactile paving to Stanton Road

Footway on north side of B4669 widened



Road Narrows sign with supplementary plate as shown. Sign plate to be mounted at 2.3m clearance to footway

Vehicle activated sign operating when large vehicles travel in opposite direction. Exact details agreed at detailed design

Footway widened to 2m to provide improved footway route to bus stop.

1010 carriageway markings provided to guide large vehicles away from footways and towards the middle of the road. Cars and light vans are still able to pass each other on the correct side of the road.

Carriageway widened into verge to allow large vehicles to pass each other

Footway widened into verge to provide additional space for people waiting at bus stop as far as existing zebra crossing.

Parking and waiting restrictions in this area to be considered at detailed design and implemented if agreed by the overseeing organisation and subject to appropriate consultation.

Existing uncontrolled crossing with central islands replaced by zebra crossing. Central islands removed.

Bus stop area outside Co-op to be entirely pedestrianised. Bus stop relocated to the east. Delivery vehicles and cars which currently use this area to park are to use the Co-op parking and loading area on Church St.

Uncontrolled crossing with tactile paving to New Walk

Vehicle activated sign operating when large vehicles travel in opposite direction. Exact details agreed at detailed design



Road Narrows sign with supplementary plate as shown

Footway widened into verge to provide additional space for people waiting at bus stop.

Footway widened to 2m adjacent to bus stop layby

New bus stop layby in existing verge area

- Notes**
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 - For further details on specific areas of works, see the relevant SHW series drawings and appendices
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- Legend**
- Order Limits
 - Highway Boundary
 - 47m visibility to warning signage

P04	06.12.24	Amended following Stage 1 RSA	JM	SC
P03	08.11.24	Amended following Stage 1 RSA	JM	SC
P02	25.10.24	Amended following traffic modelling	JM	SC
P01	04.10.24	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title
SAPCOTE ENHANCED SCHEME GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	04.10.24
Scale@A1:	1:250		

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW18A-DR-CH-0100	S2	P04

**Sapcote Enhanced Scheme
Appendix C (part 2)
s278 General Arrangement**

Sapcote Enhanced Scheme
Appendix C (part 3)
Crossing Visibility Drawing



Reference Standard

Traffic Signs Manual Chapter 6 - Table 15-1 - Recommended visibility distances for pedestrian crossings

Measured vehicle 85th percentile speed (mph)	Recommended Stopping Sight Distance (m)
25	31
30	40

Legend

Westbound 85th percentile speed: 23.5mph
Eastbound 85th percentile speed: 21.9mph

- Visibility to crossing by approaching vehicles from 1.2m set back greater than 40m
- Visibility to crossing by approaching vehicles from 1.2m set back greater than 31m

P03	06.12.24	Updated following RSA 1	JM	SC
P02	25.10.24	Updated following traffic modelling	JM	SC
P01	04.10.24	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title

**HINCKLEY NATIONAL RAIL
FREIGHT INTERCHANGE**

Drawing Title

**SAPCOTE ENHANCED
SCHEME
VISIBILITY TO
PEDESTRIAN CROSSINGS**

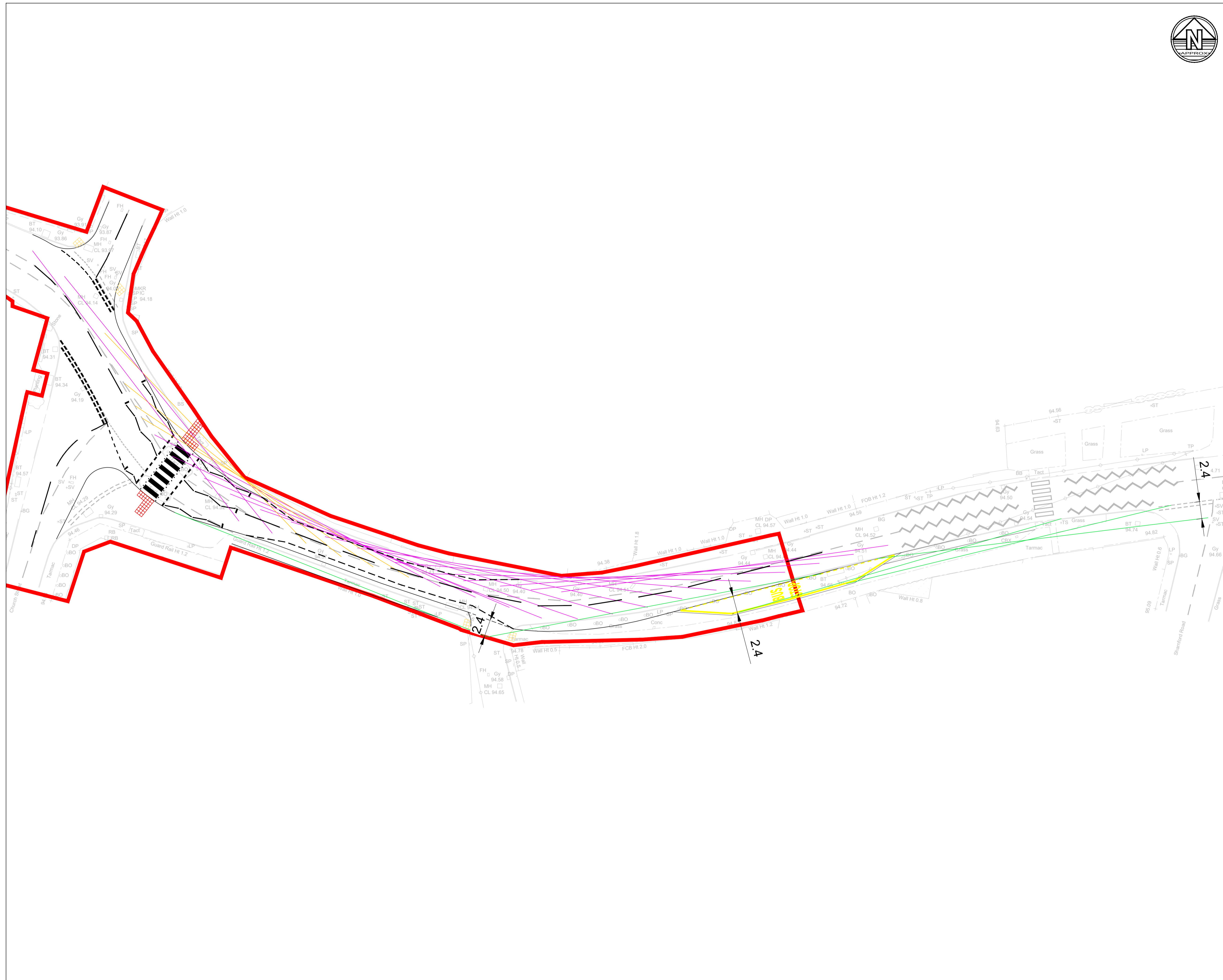
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BWB Ref:	NTT2814	Date:	04.10.24
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Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW18A-DR-CH-0110	S2	P03

Sapcote Enhanced Scheme
Appendix C (part 4)
Oncoming Vehicle Visibility Drawing



Reference Standard

Leicestershire Highways Design Guide Table DG4 - Visibility Splays	
Measured vehicle 85th percentile speed (mph)	Visibility distance at junctions, bends and vertical crests (m) HGVS
21 - 25	36
26 - 30	47

Legend

- Westbound 85th percentile speed: 23.5mph
Eastbound 85th percentile speed: 21.9mph
- Forward visibility to oncoming traffic greater than 47m
 - Forward visibility to oncoming traffic greater than 36m
 - Junction visibility and visibility from/to bus layby greater than 47m

Note:
This drawing demonstrates that adequate visibility is available for the measured 85th percentile speeds for westbound traffic approaching the narrow carriageway section to see oncoming traffic (and vice versa) and react accordingly.

Rev	Date	Details of issue / revision	Drw	Rev
P04	06.12.24	Amended following RSA 1	JM	SC
P03	08.11.24	New Walk and Shamford Rd visibility added	JM	SC
P02	25.10.24	Amended following traffic modelling	JM	SC
P01	04.10.24	Preliminary Issue	JM	SC

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Project Title
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title
SAPCOTE ENHANCED SCHEME JUNCTION & ONCOMING VEHICLES VISIBILITY

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	04.10.24
Scale@A1:	1:250		

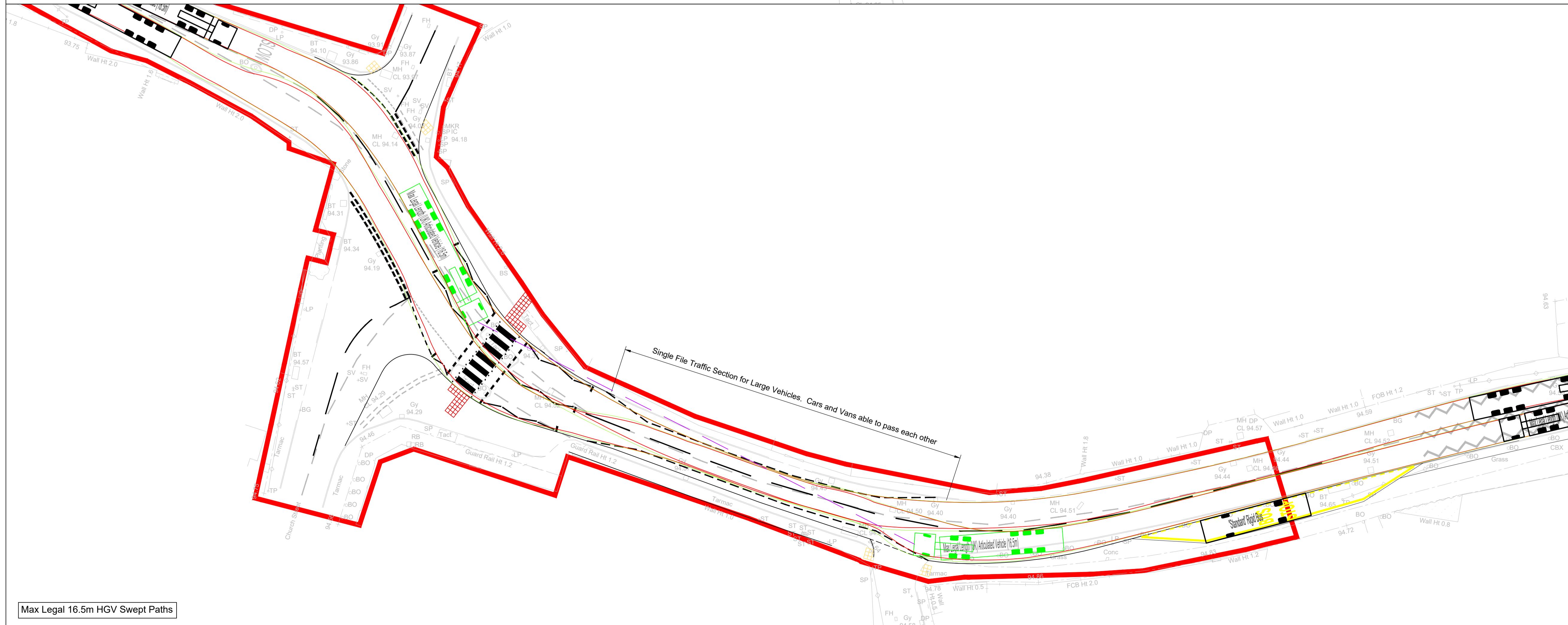
Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW18A-DR-CH-0111	S2	P04

**Sapcote Enhanced Scheme
Appendix C (part 5)
Vehicle Tracking Sheet 1**



7.5t Box Van Swept Paths



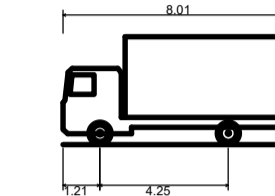
Max Legal 16.5m HGV Swept Paths



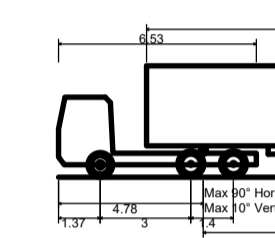
Notes

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Legend



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 2.350m
 Min Body Ground Clearance 0.351m
 Track Width 2.054m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 2.651m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

P05	06.12.24	Updated following RSA 1	JM	SC
P04	18.11.24	Vehicle outlines shown	JM	SC
P03	08.11.24	Bus shown in layby for HGV tracking	JM	SC
P02	25.10.24	Updated following traffic modelling	JM	SC
P01	04.10.24	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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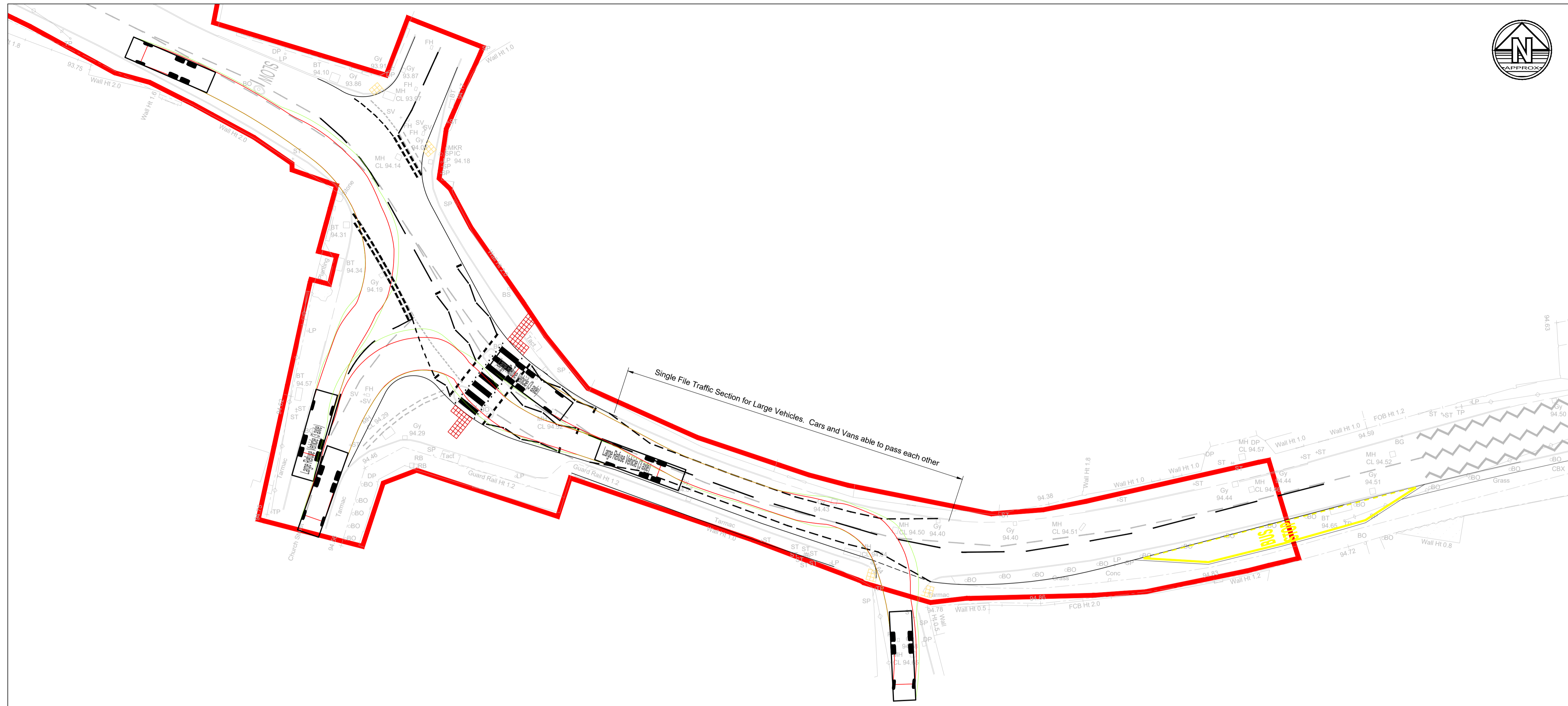
Drawing Title
**SAPCOTE ENHANCED
 SCHEME
 VEHICLE TRACKING
 SHEET 1**

Drawn:	J.Manifold	Reviewed:	S.Carter
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Scale:	@A1: 1:250		

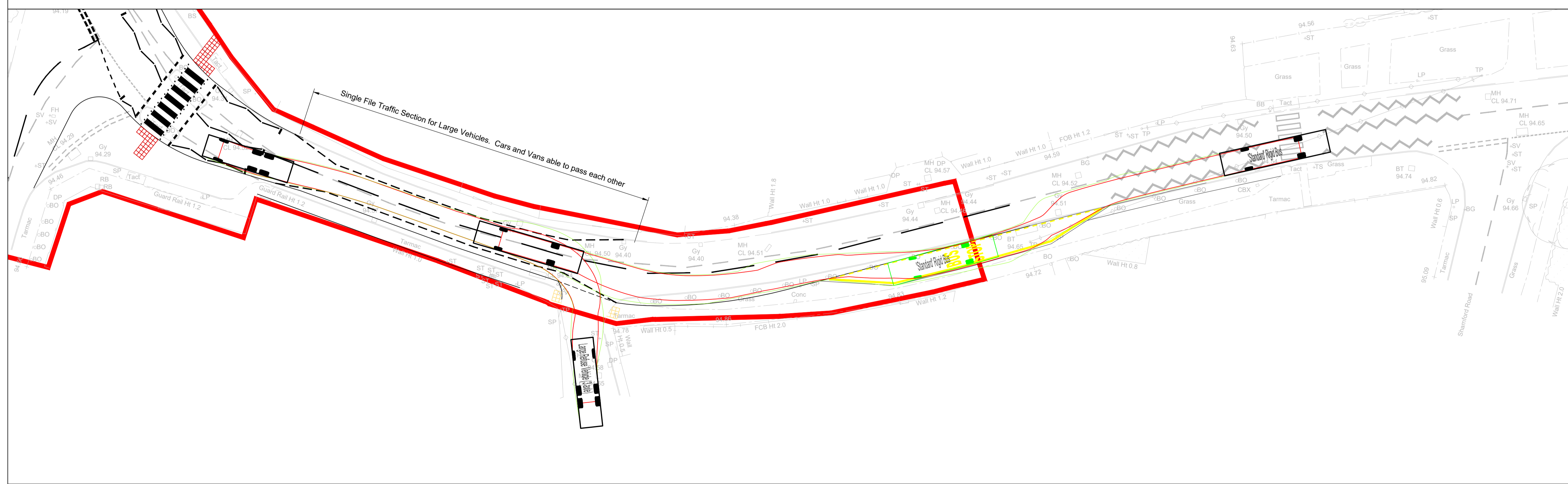
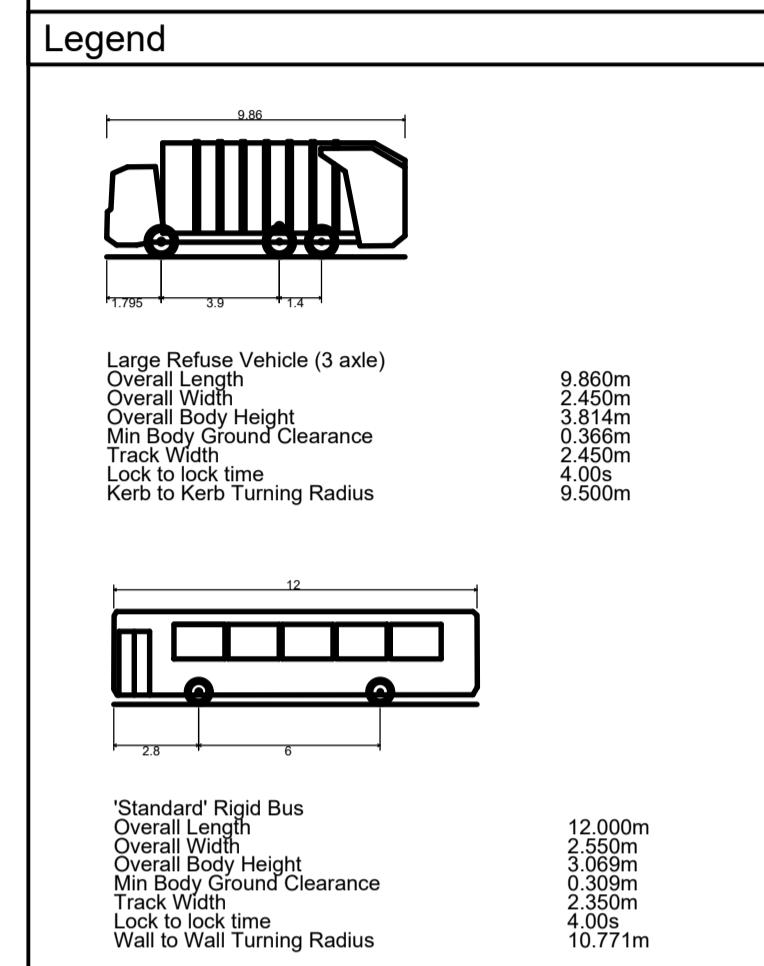
Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-HW18A-DR-CH-0120	S2	P05

**Sapcote Enhanced Scheme
Appendix C (part 6)
Vehicle Tracking Sheet 2**



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P04	06.12.24	Updated following RSA 1	JM	SC
P03	08.11.24	Refuse Vehicle Tracking out of New Walk	JM	SC
P02	25.10.24	Updated following traffic modelling	JM	SC
P01	04.10.24	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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**HINCKLEY NATIONAL RAIL
FREIGHT INTERCHANGE**

Drawing Title

**SAPCOTE ENHANCED
SCHEME
VEHICLE TRACKING
SHEET 2**

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	04.10.24
Scale:	@A1: 1:250		

Drawing Status

PRELIMINARY

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HRF-BWB-HGN-HW18A-DR-CH-0121	S2	P04