

Pell Frischmann

Hinkley Motorway Service Area (MSA) M69 Junction 1 – S278 works to A5

Statement of Intent

Date: 03 October 2025

Report Ref: 110705-PEF-XX-S278-TRP-G-0001

GDMS ID Number: TBC

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1 Scheme

1.1 Introduction

This Statement of Intent (SOI) has been prepared for Section 278 (S278) works to facilitate access to a proposed Motorway Service Area (MSA) at Junction 1 of the M69 in Hinkley, Leicestershire. The S278 works will comprise a new vehicular access junction at the A5(T) Watling Street and a package of improvements along Watling Street between the M69 Junction 1 and Wolvey Road. The scope of works and content of this report have been defined in accordance with CD 622 Managing Geotechnical Risk (2025).

Pell Frischmann has been appointed by the client, Welcome Break, to undertake the outline through to detailed design for the S278 works. The A5 (where the S278 works are located) and the adjacent M69 are part of the National Highways road network, while Wolvey Road forms part of the local road network (the local highway authority is Leicestershire County Council). The adjacent land to the west, that the new junction targets is in the ownership of Welcome Break, except for a parcel of land to the north by Wolvey Road under private ownership. Pell Frischmann are undertaking the process of geotechnical certification of the proposed junction and improvements along the A5 through National Highways and Leicestershire County Council on behalf of Welcome Break.

1.2 Site Description

The site comprises a section of the A5 Watling Street and adjacent open land. Watling Street is a single carriageway running roughly northwest-southeast through the area, interrupted at the site's southern extent by the M69 Junction 1 Stretton Baskerville Interchange connecting the A5, M69 and B1409; and forming junctions with Wolvey Road near the site's northern extent. Both Wolvey Road and the M69 are roughly perpendicular to the A5. The adjacent land owned by Welcome Break is a field partially covered by dense vegetation (with some trees) including where the junction is proposed. Directly northeast of the A5 are fields and several properties with direct access to the carriageway. National Grid overhead power cables run roughly perpendicular across the A5, and the MSA site, near the interchange.

From the interchange to Wolvey Road, the A5 gradually rises in elevation from approximately 108m above ordnance datum (AOD) to 119mAOD. The A5 is not within any significant embankment or cutting and the adjacent land largely follows the same trend in elevation. The proposed junction is centred at Ordnance Survey (OS) National Grid reference SP432911.

1.3 Scheme Proposals

It is proposed to construct a new junction on the A5 Watling Road by means of localised widening and modification of the existing A5 and its verges, to accommodate additional highway lanes, drainage alterations and combined cycleway/footway required for the new junction.

The package of improvements to the A5 Watling Road comprises road widening to accommodate additional lanes throughout the site extents with particular attention drawn to the junction with Wolvey Road and the stretch between the M69 J1 interchange and the proposed junction.

A 3m width dual footway/cycleway is to be established to both carriageways of the A5.

A work in progress drawing, 110705-PEF-HGN-XX-DR-CH-00001, showing the existing site area and the planned S278 works is included within Appendix A.

2 Objectives

The objectives of this study are to define the scope of further study and to assess and manage geotechnical risks associated with the Section 278 works only, namely the construction of the access road, the new junction and the improvements along the A5 Watling Road.

It is recommended that the proposed works be classified as Geotechnical Category 2. This Geotechnical Category is to be verified by National Highways and Leicestershire County Council.

3 Existing Information

3.1 Geological Data Sources

The following British Geological Survey (BGS) data sources will be reviewed at Preliminary Sources Study Report (PSSR) stage:

- BGS online GeoIndex datasets, including historic boreholes and 1:50,000 scale geological mapping,
- 1:50,000 scale solid and drift geological map, Sheet 169, Coventry, 1994;
- 1:10,000 scale solid and drift geological map, Sheet SP 49 SW (Hinckley), 1991.

3.2 Previous Geotechnical Studies

3.2.1 National Highways

National Highways' Geotechnical and Drainage Management System (GDMS) was used to search for any previous geotechnical studies applicable to the scheme. Relevant reports and drawings are listed in Table 1.

3.2.2 Hinckley and Bosworth Borough Council

The Hinckley and Bosworth Borough Council Planning Applications Portal was used to search for any previous development/reports applicable to the site area. The following schemes may be relevant and information shall reviewed at PSSR stage:

- 94/00178/OUT – Erection Of Industrial Buildings And Construction Of New Access
- 95/00193/OUT – Erection Of Industrial Buildings (Class B8 Use) And Construction Of New Access
- 99/00757/OUT – Hotel Public House And Drive Thru Restaurant With Ancilliary Car Parking/Deliveries And Infrastructure Works
- 79/02444/4 – Erection Of Motel Function Rooms Conference Facilities And Associated Car Parking Outline
- 74/01360/4 – Erection Of Motel And Car Parking
- 87/01092/4 – Hotel And Ancillary Accommodation Outline
- 93/00046/4 – Storage And Distribution Depot
- 20/00531/HYB – Erection Of A Roadside Services Facility
- 23/01023/HYB - Construction of motorway service area comprising vehicular and pedestrian access from the A5 (*current proposed scheme associated with S278 works*)

3.2.3 Provided by Client

The following additional documents were provided by the client, Welcome Break:

- Topographical Survey – Stretton Point A5 Watling Street Hinckley: Advanced Surveys on behalf of Subscan, February 2016 (7 sheets).
- GPR Utilities Survey – details and origin to be confirmed.
- Phase II Geo-Environmental Assessment – Stretton Point, Hinckley: BWB Consulting on behalf of Brackley Property Developments, February 2020, Ref: SPH-BWB-ZZ-00-RP-YE-0001-PH2_P2.
- Transport Assessment – Proposed Motorway Service Area Development, M69 Junction 1, Hinckley: Dynamic Transport Planning on behalf of Welcome Break, August 2023, Ref: 3711622-TA-RevA.
- Tree Assessment Plan – Stretton Point, Hinckley: BWB Consulting, January 2025 (2 sheets).
- Utility Search Report – Land East off Stretton Croft Wolvey Road Burbage Leicestershire: Greenhatch Group on behalf of Welcome Break, March 2025, Ref: J0539121.
- Phase II Geoenvironmental Report – Land East of Stretton Croft, Hinckley: RGS on behalf of Welcome Break, May 2025, Ref: C5007/25/E/7632.

The Phase II Geo-Environmental Assessment by BWB Consulting (2020) refers to the following:

- Preliminary site investigation report conducted by Applied Geology for Kendrick Homes dated 2011
- Phase I desk study report conducted by Fairhurst for Stretton Croft Developments Ltd dated 2016;
- Phase II geo-environmental site investigation report conducted by Fairhurst for Brackley Property Developments dated August 2018.

These reports have not been made available to Pell Frischmann, although they may be available for review as part of the PSSR Stage.

Table 1: Geotechnical and Drainage Management System (GDMS) reports and drawings relevant to the scheme.						
GDMS Report ID	Linked Roads	Type	Year	Scheme	Title	Author
4334	M69	Geotechnical Report	1970	M69 Coventry to Leicester Motorway	New Route Stage I Site Investigation (8054/JD).	Cementation
4333	M69	Contract Documents	1971		Contract for Site Investigation Stage II.	-
142	M69	Geotechnical Report	1972		Main Route Site Investigation Report Stage 3.	Ground Engineering Limited
4335	M69	Geotechnical Report	1972		Stage II Site Investigation (8640/JD/DT).	Cementation
12420	M69	Factual Report	1973		Spur Route Stage III Site Investigation (3P/5070).	Ground Engineering Limited
16327	A5	Statement of Intent	1999	A5 - B578 Smockington Hollow, Leicester	Junction Improvement Scheme – Combined Preliminary Sources Study & Procedural Statement (2) (198/BW5016/ 90709R01).	W S Atkins
16328	A5	Factual Report	1999		Factual Report on a Ground Investigation (LR: G99140).	Nicholls Colton Geotechnical Consulting
16682	M6, M69	Factual Report	2000	Warwickshire MS3 & MIDAS Upgrade: M6 J1 to J4 and M69	Factual Report on a Ground Investigation (MRC/DS/sac/110253).	Exploration Associates
20073	M6, M69	Geotechnical Report	2005		Site Investigation Supplementary Interpretative Report (12140008).	WSP Environmental Ltd
19164	A5, M69	Factual Report	2004	Scheme 173, A5/M69 Junction Improvements, Hinckley, Leicestershire	Ground Investigation (LR: G04028).	Nicholls Colton Geotechnical
19871	A512, M1, M40, M6	Factual Report	2004	Scheme 501: Depot Environmental Enhancement Works for Optima's Works Depots Keele, Doxey, Ansty, Longbridge, Misterton, Leicester Forest East, Shepshed.	Ground Investigation (LR: G04151).	Nicholls Colton Geotechnical
25236	A5, M69	Preliminary Sources Study	2003	Area 11 MAC Contract A5/M69 Signalisation	Combined Geotechnical Statement of Intent and Preliminary Sources Study (5009807.089).	Atkins
21010	A5, M69	Geotechnical Report	2006		– Geotechnical Report (11/06012/DOC 017).	Optima Infrastructure Management
23917	A5, M69	Feedback Report	2009		Feedback Report (11/06012/DOC/061).	Optima
27501	M69	Ground Investigation Report	2013	East Midlands TechMAC M69 Junction1 Technology Update	Ground Investigation Report (1049762/666/GEO/ ODOC/001).	Mouchel

Table 1: Geotechnical and Drainage Management System (GDMS) reports and drawings relevant to the scheme.						
GDMS Report ID	Linked Roads	Type	Year	Scheme	Title	Author
27502	-	Geotechnical Design Report	2013		SAP 800666 – Geotechnical Design Report (1049762/666/GEO/ DOC/002).	Mouchel
30850	M1	Statement of Intent	2018	M69 J1 Slip Road Mitigation	Statement of Intent	Fairhurst
30851	M1	Preliminary Sources Study	2019		Preliminary Sources Study	-
30854	A5, M1	Feedback Report	2019		Feedback Report	Fairhurst
38544	A5	Preliminary Sources Study	2022	A5 Hinckley to Hartshill Pipeline – URX	Preliminary Sources Study Report (22045-R-002-01).	Gavin and Doherty Geosolutions Ltd
38545	A5	Ground Investigation Report	2022		Ground Investigation Report (22045-012-03).	Gavin and Doherty GeoSolution
38546	A5	Geotechnical Design Report	2023		A5 Crossing No. 1 Geotechnical Design Report (22045-R-013-02).	Gavin and Doherty Geosolutions
49569	A5	Geotechnical Design Report	2023		A5 Crossing No.2 Geotechnical Design Report (22045-R-014).	Gavin and Doherty Geosolutions
49570	A5	Geotechnical Design Report	2023		A5 Crossing No.3 Geotechnical Design Report (22045-R-015).	Gavin and Doherty Geosolution
47428	A14, A45, A52, M1	Geotechnical Design Report	2023	Ad-hoc Design - Accidental Damage	Combined SOI, PSSR and GDR (NH611532-AMEY-HGT-A14_A45_A52_M1).	Amey Consulting Ltd
48473	-	Ground Investigation Scoping Report	2023	A5 Lutterworth to Magna Park Signs and Lighting Renewal	Combined SOI, PSSR and GDR (COEM0153 / NH611582-AMEY-HGT-A5-RP-CE-00001).	Amey Consulting
1765 *	M69	Drainage Drawing Set	1974	Coventry Sector between M6 J2 and M69 J2	As built drainage drawing set ((09_1017)	Warwickshire County Council
1862 *	M69	Drainage Drawing Set	1995	M69 Motorway (Junction 1 Hinckley) Major Maintenance	As built drainage drawing set between marker posts M69/109/1 and M69/112/8 (07_0267)	T.W.Thompson Engineering Design Services

* - GDMS Drawing Sets Number

3.3 Environmental Data and Lane Use Data Sources

An Envirocheck Report will be obtained in due course for the proposed areas of the access road and widening of the existing road, with a buffer of 250m. This will form part of the future PSSR works and include information on historical site usage, water abstraction points, discharge points, landfill sites, etc.

The interactive map on the MAGIC website (www.magic.gov.uk) shall be consulted during the PSSR works for information held by the following bodies:

- Department for Environment, Food and Rural Affairs (DEFRA).
- Countryside Agency.
- English Heritage.
- English Nature.
- Environment Agency.
- Forestry Commission.
- Office of the Deputy Prime Minister.
- Rural Development Service.

The Environment Agency (EA) dataset information held on its own webpage and on government webpage www.gov.uk will be consulted to determine flood risks, groundwater vulnerability issues and landfill data.

3.4 Other Data Sources

In addition to the above, the following sources will also be consulted at PSSR stage:

- Current OS mapping.
- Existing topographic survey information.
- Current and historic aerial photography contained within GDMS, Google Maps, Bing Maps, etc.
- Existing earthworks observations recorded in GDMS.
- Mining Remediation Authority Online Interactive Maps.

4 Geotechnical Risk

A geotechnical risk register (Table 5) has been produced for the scheme to identify potential hazards, probability of occurring, impact and risk rating. The risk register is in accordance with CD 622 Managing Geotechnical Risk (2025). It is in its current form a generalised risk register that covers the main risks for the proposed new junction, access road and A5 Watling Street improvements; it reflects the current level of understanding of the geotechnical and geo-environmental aspects of the scheme and will be subject to revision.

Table 2, Table 3 and Table 4 define the parameters of the geotechnical risk register.

Table 2: Valuation of Risk Likelihood and Severity						
Likelihood (L)		Severity				
		1	2	3	4	5
		Minor	Moderate	Serious	Major	Catastrophic
1	Extremely unlikely	1	2	3	4	5
2	Unlikely	2	4	6	8	10
3	Likely	3	6	9	12	15
4	Extremely Likely	4	8	12	16	20
5	Almost Certain	5	10	15	20	25

Table 3: Summary of Potential Severity		
Potential Severity of Harm Occurring (S)		
1	Minor	Minor damage or loss (no human injury)
2	Moderate	Moderate damage or loss (Slight injury or illness)
3	Serious	Substantial damage or loss (serious injury or illness)
4	Major	Major Damage or loss (Fatal injury)
5	Catastrophic	Catastrophic loss or damage Multiple fatalities

Table 4: Risk Classification	
Risk Classification (R)	
Low (1 to 8)	Ensure assumed control measures are maintained and reviewed as necessary
Medium (9 to 19)	Additional control measures needed to reduce risk rating
High (20 to 25)	Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level

Table 5: Geotechnical Risk Register.									
Hazard / Risk	Cause	Consequences	Pre-Control			Mitigation	Post-Control		
			P	I	R		P	I	R
Unforeseen ground conditions	-Inadequate site investigation data / unusual ground conditions. -Ground contamination.	-Increased geotechnical risk. -Conservative design approach. -Delay in construction. -Further site investigation required. -Damage to pavement / earthworks. -Additional cost of remediation.	3	3	9	-Undertake PSSR to determine site history and develop GISR. -Appropriate ground investigation coverage with contamination risk assessment (as appropriate). -Appropriate design parameters and design methods.	2	3	6
Excessive settlement of earthworks and/or failure of road pavement	-Weak, compressive ground. -Poor subgrade. -Soft/hard spots at formation level -Settlement of infill/underlying ground.	-Excessive differential settlement across pavement. -Potential cost of remedial measures. -Delay in construction. -Pavement damage.	3	3	9	-Carriageway largely at grade with no significant earthworks proposed. -Adequate and appropriate ground investigation. -Adopt appropriate geotechnical parameters for design. -Use of ground improvement techniques to increase the strength of founding stratum if required. -Subgrade and earthworks testing and inspection during construction. -Appropriate design. -Appropriate site controls during infilling and topping-up of infill following a period of settlement potentially utilising staged construction.	2	3	6
Slope instability	-Side slopes constructed at inappropriate gradients. -Inadequate drainage in cutting side slopes where seepage is encountered. -Animal burrows undermining embankments/cuttings. -Excavating side slopes in previously disturbed soils. -Excavations (temporary and permanent) adjacent to existing National Highways Earthworks.	-Damage to pavement, services and street furniture. -Road closure. -Land slips directly affecting third party land and/or sections of carriageway. -Site personnel and general public put at risk. -Cost of remedial works and maintenance. -Delay in construction.	2	3	6	-Carriageway largely at grade and site generally level with no significant earthworks or slopes envisaged. -Review existing GDMS earthworks inspection details. -Adequate and appropriate ground investigation. -Adopt appropriate geotechnical parameters for design. -Slope stability assessment as part of design. -Formation inspections to be undertaken prior to fill placement. -Appropriate assessment and design. -Conservative gradients to be adopted for cutting side slopes. -Inspections of cutting side slopes to be undertaken.	1	3	3

Table 5: Geotechnical Risk Register.									
Hazard / Risk	Cause	Consequences	Pre-Control			Mitigation	Post-Control		
			P	I	R		P	I	R
Pollution of Environment	-Unsuitable handling and storage of potentially contaminated sub-surface material(s) during construction. -Surface run-off of sediment loaded water following flooding of construction works.	-Potential cost of additional disposal. -Health Risks. -Disturbing materials could mobilise contaminants in dust blow, leachate, etc. -Migration to adjacent land. -Impact on adjacent ecology. -Legal liability for nuisance, etc. -Migration to aquifers / watercourses.	3	3	9	-Undertake PSSR to determine site history. -Appropriate ground investigation coverage with contamination risk assessment. -Removal of unsuitable material(s) and replacement with acceptable materials. -Suitable handling and storage methodologies including appropriate PPE. -Removal and disposal to off-site licensed landfill. -Imported materials to be suitable for use and have appropriate/adequate certification. -Use of appropriate construction method to minimise/reduce risk of developing pathway for contaminants. -Control surface water run-off during and after construction.	2	3	6
Damage to known and unmarked services	-Inaccurate / no service plans. -Damage caused by imposed loads from new structures / carriageway.	-Damage to utilities. -Health and safety risk to site personnel and general public. -Buildability constraints and issues. -Utilities temporarily unavailable. -Environmental impact from spillages such as oil or sewerage. -Litigation	3	4	12	- Confirm accuracy of service plans on site by means of hand excavation, slit trenches and on-site detection to determine location and depth of services. - Services plans to be sourced / produced prior to construction works commencing. - Protect or divert services prior to construction works beginning on site. - All work locations to be scanned for services prior to work commencing. -Structural monitoring during construction. -Review as-built structural records. -Adequate geotechnical assessment/design. -Temporary works measures (e.g. support / protection).	2	4	8

Table 5: Geotechnical Risk Register.

Hazard / Risk	Cause	Consequences	Pre-Control			Mitigation	Post-Control		
			P	I	R		P	I	R
Damage to existing National Highways structures	-Undermining during new road/drainage construction.	-Structural failure. -Damage to carriageways. -Damage to buried culverts. -Safety risk to general public and site workers. -Delay to construction.	3	5	15	-Confirm accuracy of drainage records on site by means of topographical survey, drainage survey and slit trenches (where appropriate) -Locate and identify any structures assets during PSSR. -Review any as-built structural records. -Adequate geotechnical assessment/design. -Temporary works measures (e.g. support or protection). -Structural monitoring during construction.	1	5	5

5 Proposed Studies and Investigations

Pell Frischmann will prepare a combined Preliminary Sources Study Report (PSSR) and Ground Investigation Scope Report (GISR) for the proposed junction, access road and improvements along the A5 Watling Street. The document will review existing information in detail and will assess the presence of any geotechnical and geoenvironmental hazards which may impact on the delivery of the project. The GISR will detail proposed ground investigation and monitoring required for the design and construction of the S278 works. At this stage it is envisaged this will be limited to shallow inspection/trial pits, DCP/TRL probe testing to confirm shallow ground conditions and provide information at formation level for the design of pavement foundations and shallow foundations for any proposed highway signage.

Following this it is envisaged that a GIR will be produced to inform the geotechnical design, which will be covered within a GDR. Due to the relatively small scale and conventional nature of the S278 works it is proposed to combine these into a single document.

6 Special Consultation

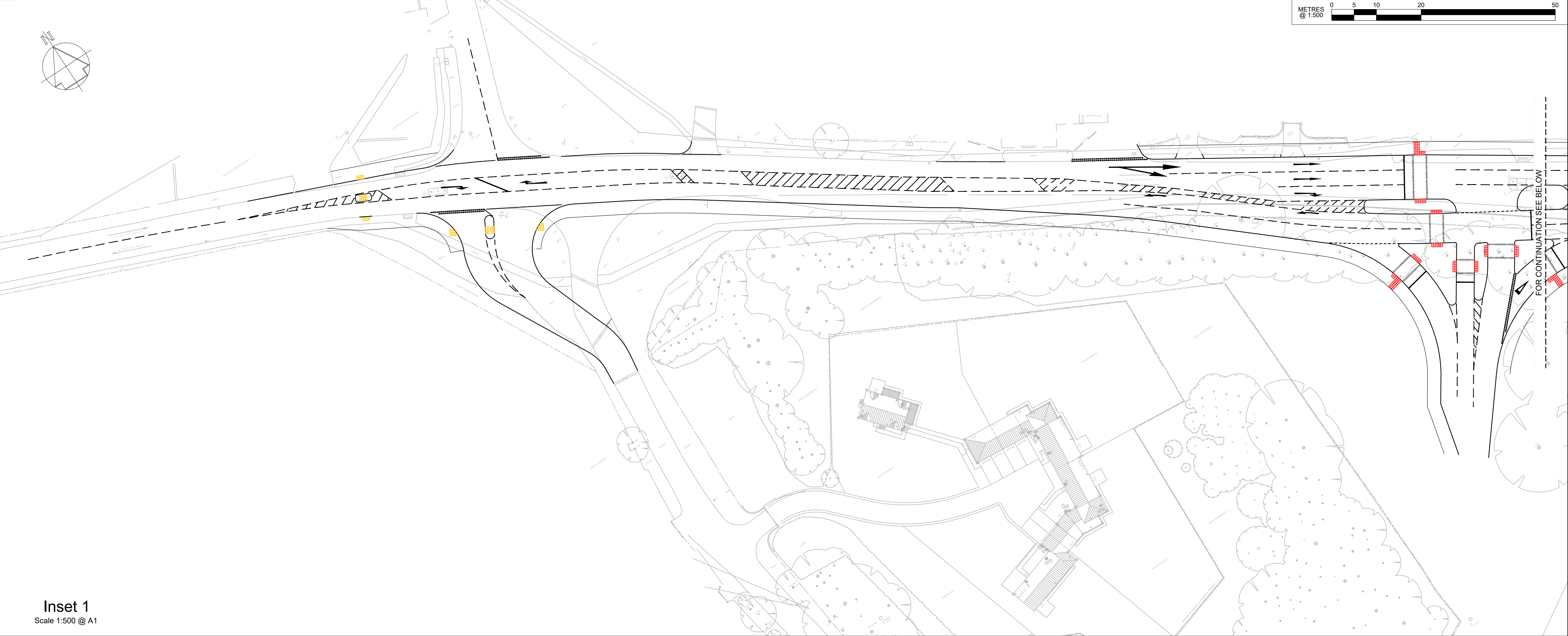
Specialist consultation is not proposed at this stage.

7 Programme

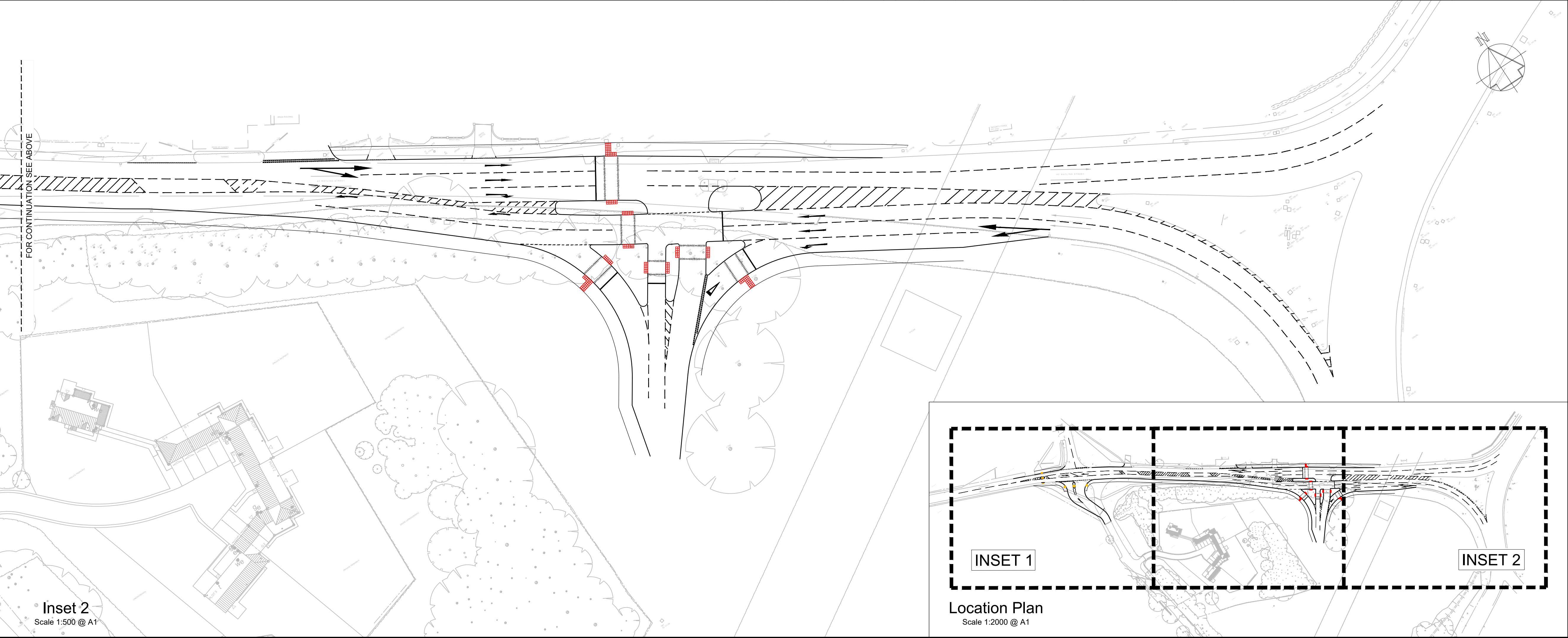
The programme for geotechnical certification in accordance with CD 622 will be subject to approval periods by the technical approval authorities (TAA), Leicestershire County Council and National Highways. Should there be a requirement for Leicestershire County Council/National Highways to also provide approval as an interested party then this may also control the programme. It is anticipated that a combined PSSR and GISR will be required to allow a planning application to be submitted and therefore it is proposed to commence the study immediately following submission of this SOI.

Appendix A Drawings

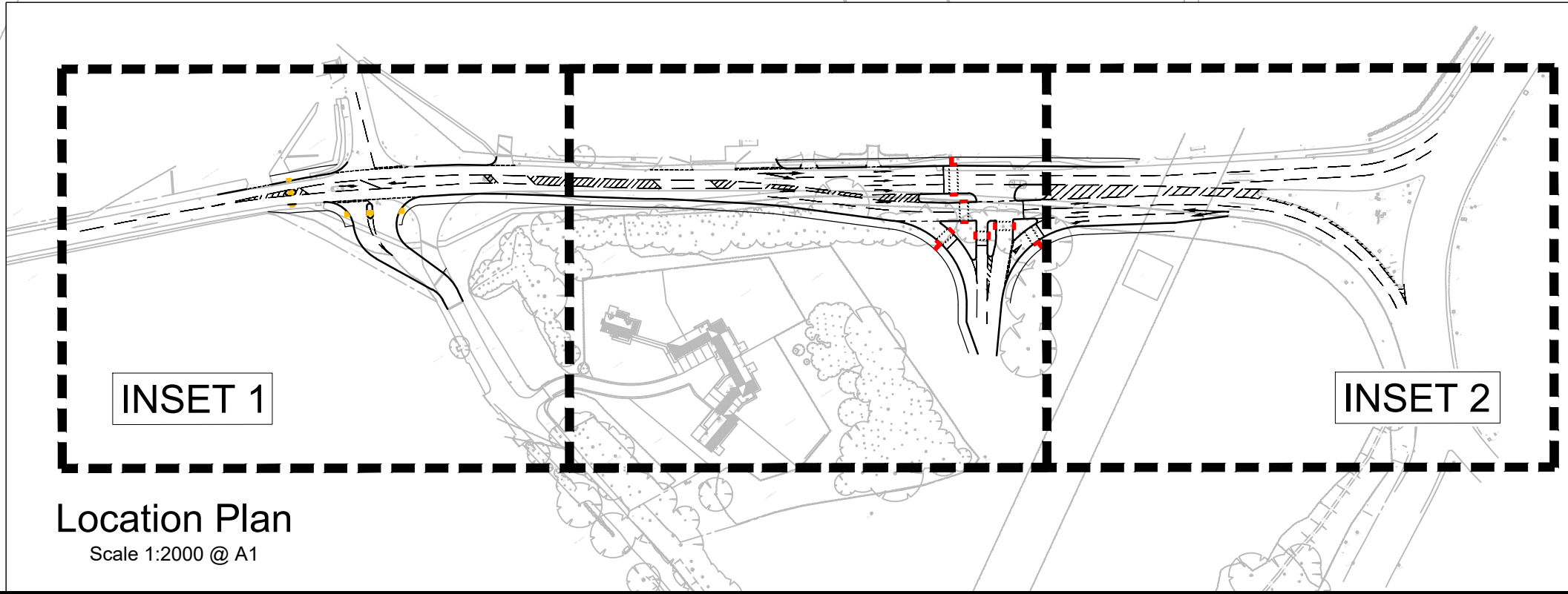
110705-PEF-HGN-XX-DR-CH-00001 – Welcome Break Hinckley Section 278 – General Arrangement (WIP)



Inset 1
Scale 1:500 @ A1



Inset 2
Scale 1:500 @ A1



Location Plan
Scale 1:2000 @ A1

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Project

**WELCOME BREAK
HINCKLEY
SECTION 278**

Drawing Title

GENERAL ARRANGEMENT

Drawing Status			
WORK IN PROGRESS			
Drawn	Name	Date	Status Code
Designed	J. WALL		S0
Eng Chk			Scale
Approved			1:500
			Revision
			P01
Drawing No.			
110705 - PEF - HGN - XX - DR - CH-00001			