

Civil and Structural Design Services Proposed Scheme

Hammonds Way
Hinckley

Technical Note 01

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Job no 25109

Rev P02

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Document Control

Client:	Graftongate		
Document Ref:	2025 07 19 - 25109 MJM Hammonds Way - Hinckley – Technical Note 01		
Report Status:	Information		
Date:	12 th August 2026		
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Document History and Status

Revision:	Date:	Purpose/Status:	Prepared:	Checked:	Approved:
P01	12.08.2026	Information	APD	APD	APD
P02	08.09.2026	Information	APD	APD	APD

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1 Introduction

This document has been prepared by MJM Consulting Engineers Ltd, on behalf of Hinckley Investment LLP, to summarise engineering aspects of the proposed development of a site which is adjacent Hammonds Way, Hinckley.

The site currently is predominantly soft landscaping. It is bounded on two sides by Nutts Lane (North and West). The South is bounded by Hammonds Way. The East is bounded by an existing industrial site. To the West of the site is a localised hard paved area occupied by a utilities company and contains a number of containers and temporary cabins.



The current proposed plan being considered is below:



2 Earthworks and Topography

The existing site levels can be found on StafSurv Land Surveyors drawing Ref : 14109 dated 27th March 2025. The site is generally flat with levels around 90.400m AOD. There are localised earth bunds to the north and south of the site – typically these mounds are approx. 1-1.5m in height.

The existing ground levels on site are summarised in Table below.

Item	Level (mAOD)	Source	Comment
Maximum and minimum ground levels.	Max = 91.37 Min = 89.96	StafSurv Land Surveyors drawing Ref : 14109 dated 27 th March 2025	The lowest part of site is located at the southern boundary. The highest part of site is to the Northern boundary.
Existing ground levels on site along the northern site boundary.	90.81 - 91.37	StafSurv Land Surveyors drawing Ref : 14109 dated 27 th March 2025	Levels generally fall from north to south.
Existing ground levels on site along the eastern site boundary.	91.13 – 91.00	StafSurv Land Surveyors drawing Ref : 14109 dated 27 th March 2025	Levels generally flat
Existing ground levels on site along the southern site boundary.	90.70 – 91.80	StafSurv Land Surveyors drawing Ref : 14109 dated 27 th March 2025	Levels generally rise to the west
Existing ground levels on site along the western site boundary.	89.96 – 90.48	StafSurv Land Surveyors drawing Ref : 14109 dated 27 th March 2025	Levels generally rise to the south.

Proposed levels have been dictated by the highway levels at the access point and ensuring maximum gradients on site comply with DDA legislation.

The MJM analysis indicates that achieving a material 'balance' on site is possible. This is the most desirable outcome in terms of environmental considerations i.e. keeping material on site where possible. The earthworks exercise undertaken demonstrates that in order to satisfy compliant DDA gradients, undertake an on site earthworks operation (cut & fill) whilst tying into to existing boundary levels and highway connection – sets the building FFL at 91.000m AOD.

Retaining and reusing suitable materials on site minimises waste generation, reduces the demand for imported materials, lowers embodied carbon, and avoids the environmental impacts associated with disposal facilities, making on-site reuse the more sustainable option wherever it is technically and economically feasible. Exporting excavated or surplus material from a construction site is generally considered neither environmentally responsible nor sustainable because it requires significant transportation that generates carbon emissions, consume fuel, contribute to air pollution, and increase traffic impacts.

There are a number of public utility HV/LV cables that cross the site. The cables are situated beyond the building footprint and are located beneath areas designated for either soft landscaping or hard paving. The intension is to maintain these cables in their current location (i.e. no diversion works planned). The proposed levels scheme generally allows the minimum and maximum cover depths to be maintained in relation to these cables.

There are legal easements in place for this critical infrastructure which limits (and in some circumstances) prevents levels being altered.

Various options were considered by the team to lower the building FFL. These were dismissed for the following reasons :-

- This would result in a net export of materials from site to landfill
- This would result in complicated works around the existing HV and LV cables that cross the site and, in some instances, provide inadequate cover to this existing utility infrastructure
- This would result in the need for pumped FW and SW drainage solutions