

The Lake Lothing (Lowestoft) Third Crossing Order 201[*]



Lake Lothing
**THIRD
CROSSING**

Document SCC/LLTC/EX/40: Environmental Statement Volume 3 Appendix 18B

Drainage Strategy - Track changes

Revision 1

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rule 2010

PINS Reference Number: TR010023

Author: Suffolk County Council

Document Reference: SCC/LLTC/EX/40

Date: January 2019

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1 Introduction

1.1 Purpose of the Drainage Strategy

- 1.1.1 This document sets out the drainage strategy to be adopted for the Scheme. It sets the framework for the design and build contractor to undertake the detailed design of the drainage for the Scheme.

1.2 Proposed Design Parameters

- 1.2.1 The following design parameters for return periods for drainage from the Scheme must be adopted in the detailed design: ÷

- 1 in 100 years and a 12 hour storm duration for sizing of the storage facilities (75mm) to account for the event of the tidal barrier creating a tidal lock preventing drainage discharge into Lake Lothing¹;
- 1 in 100 years and a 6 hour storm duration for sizing of the pipe networks and storage facilities (63mm~~HF~~);
- 1 in 1 year design period without surcharge; and
- 1 in 5 years without surcharge up to chamber cover level – i.e. no flooding.

- 1.2.2 The Design will take into account the effects of climate change +30% additional capacity within the system – for the run-off from the new carriageway only.

1.3 Design Standards to be adopted

- 1.3.1 The following Design Standards will be used in developing the drainage strategy into a detailed design:
- Design Manual for Roads and Bridges – Volume 4 Section 2 based on HD33/16 and HD45/09;
 - Sewers for Adoption 7th Edition 2012; and
 - Suffolk County Council Specification for Estate Roads 2007.

¹ Bullet point added following discussions with SCC as local lead flood authority (LLFA);

2 Drainage Strategy

2.1 Drainage Design

2.1.1 The document has been shall be split into the following 4 sections, with a brief description of the drainage works:

- The new bridge deck;
- The carriageway north of the new bridge;
- The carriageway south of the new bridge; and
- The New Access Road

2.1.2 The drainage strategy identified in this document is depicted on the drawings Nos. 1069948-WSP-HDG-LL-DR-CD-0001, 0002, 0003 and 0004² included in Appendix A, and identifies the areas of carriageway discharging to either the north or south of the new bridge.

2.1.3 The drainage design ultimately discharges into the Anglian Water network at the agreed discharge rate set out in Table 1 below using a flow control device. Anglian Water has undertaken a detailed assessment and have confirmed that the agreed outfalls have enough capacity to cope with the additional runoff generated by the scheme as shown in Table 1 below. Additional storage has been provided within the proposed drainage design system for the 'High Tide event' (tide lock in).³

Outfall (AW Reference)	Outfall (Drawing Reference)	Eastern	Northing	Area (m ²)	Predeveloped Site Discharge rate (l/s)	Proposed Discharge rate	Betterment (%)	Attenuation Volume required 6hr - 100year	Comments	Attenuation Volume required 12hr - 100year
MH-9951S	O1	653910	292973	15199	211.3	65.0	69%	958		1094
New chamber	O2	653900	292652	2597	36.1	10.0	72%	180	Outfall beside Nexen Attenuation Tank	187
MH-9954S	O3	653914	292574	4306	59.9	25.0	58%	271		310

Table 1.- Proposed attenuation volumes/outfalls/discharge rates

~~2.1.3 Where the drainage discharges into the Anglian Water network the capacity of the discharge pipe(s) shall be checked (in liaison with Anglian Water pursuant to their protective provisions in the DCO) to ensure that there is still capacity in the pipe network to accommodate the additional volume of water being discharged. If this discharge coincides with a 'High Tide' (tide lock in), then it will be necessary to provide additional storage attenuation within the designed drainage system.~~

2.1.4 In addition a non-return flap valve shall be fitted to the discharge point if one is not already fitted.

2.1.42.1.5 Vegetated systems will be used to provide storage and a significant degree of treatment of highway runoff and protection to receiving waters. The appropriate

² Drawing Nos. added to provide clarity

³ Paragraph 2.1.3 rewritten and table added following discussions with SCC as LLFA to take account of the requirements of the tidal barrier lock in and discussions with Anglian Water.

vegetation will be designed according to the water level and water supply in line with the requirements of the detailed design, taking into account its integration into the landscape. When the use of vegetated systems is not practical, such as lack of space, appropriate pollution control will be provided to improve the quality of surface water runoff from the carriageway.⁴

2.2 The New Bridge Deck

- 2.2.1 The lifting section of the new bridge will not feature any positive drainage as reliable pipework connections between the lifting section and the static crossing sections cannot be achieved. Drainage of the carriageway will be accomplished through a combination of the crossfall on the highway which will drain water laterally towards the kerb line, and the vertical profile of the deck which will drain water longitudinally from the lifting section on to the adjacent fixed spans. This flow will then be collected by the combined kerb drainage system commencing immediately after the joints on each side of the lifting section of the bridge. Provision will be made to collect the run-off that does not flow over the joints via a grating in the kerb line which will feed into transverse channels running across the piers below the deck at each end of the lifting section. These transverse drains will discharge into the positive drainage systems provided as part of the fixed sections of the crossing each side of the lifting section.

2.3 The Carriageway North of the New Bridge

- 2.3.1 The segregated footway/cycleway, combined footway/cycleway and strip for street furniture to each side of the bascule bridge will drain towards the carriageway.
- 2.3.2 Run off from the carriageway including the moveable bridge deck will be collected by a combined kerb drainage system for the majority of the crossing as far as the northern junction.
- 2.3.3 The run-off from the main carriageway and associated footways/cycleways will discharge into a suitably sized pond(s)/storage facility(ies), before it is discharged into the existing Anglian Water system in Peto Way/Denmark Road. A flow control device will be incorporated into the layout to restrict the discharge to a rate ~~acceptable to agreed with~~⁵ Anglian Water⁶, ~~pursuant to the provisions of the DCO~~. The existing system will need take into account for the effects of ~~c~~Climate change on the network, but only for the area of new carriageway.
- 2.3.4 A separate system with another pond facility will be provided between Denmark Road and the new bridge to store run-off from the Rotterdam Road area prior to discharge into the existing Anglian Water system in Peto Way/Denmark Road. A flow control device will be incorporated into the layout to restrict the discharge to a rate ~~acceptable to agreed with~~⁷ Anglian Water⁸, ~~pursuant to the provisions of the DCO~~. The existing system will need take into account the effects of Climate change on the network, but only for the area of new carriageway.

⁴ Paragraph 2.1.5 added following discussions with SCC as LLFA

⁵ Acceptable changed to agreed following agreement with Anglian Water on the rate of discharge;

⁶ Text deleted as superfluous following agreement of discharge rates;

⁷ Acceptable changed to agreed following agreement with Anglian Water on the rate of discharge;

⁸ Text deleted as superfluous following agreement of discharge rates;

~~2.3.5~~ The individual ponds will be lined to prevent any historic ground contamination from polluting the water within the ponds themselves, and will be planted to remove hydrocarbons, soluble metals and other sediment bound pollutants from the road drainage.

~~2.3.6~~ 2.3.5 It is anticipated that the junction area itself and the surrounding area will be served by a conventional kerb and gully/manhole and piped system before the run-off is discharged into the drainage pond(s)/storage facilities.

~~2.3.7~~ 2.3.6 Penstocks and oil interceptors (or equipment of similar performance) shall be incorporated into the outfall design to enable the system to be closed down following an accidental spillage on the network.

2.4 The Carriageway South of the New Bridge

2.4.1 The segregated footway/cycleway, combined footway/cycleway and strip for street furniture each side of the crossing will drain to the carriageway.

2.4.2 Run off from the carriageway including the bridge deck will be collected by a combined kerb drainage system for the majority of the new bridge south towards the southern junction.

2.4.3 The run-off from the main carriageway and associated footways and combined footway/cycleway will be discharged at two separate locations:

- South of main bascule bridge and north of the access serving bridge provided to serve Nexen, the run-off will be collected into a storage tank situated below the footprint of the bridge. The tank will be sized to store the run-off from a 1 in 100 year storm with a ~~six~~ twelve hour duration. Initial calculations indicate that the tank will need to be capable of storing approximately 180m³ of water. The tank will then discharge into an existing Anglian Water stormwater sewer via appropriate pollution control at an acceptable discharge rate to Anglian Water⁹, ~~pursuant to the provisions of the DCO.~~
- South of the bridge access serving Nexen, the drainage run-off will be captured by oversized pipes within the vicinity of Waveney Drive, before it is discharged into attenuation tanks that will store the extra flow in the event of the lock up of the tidal barrier in to the existing drainage system in either Riverside Road or Waveney Drive.¹⁰ An existing Anglian Water storm water system is currently present in Riverside Road, which appears to collect the existing run-off from the Riverside Road area. Flow control devices ~~A flow control device~~ will be incorporated into the layout from the storage pipes and the attenuation tanks which will restrict the discharge into the existing Anglian Water sewer at a rate acceptable to Anglian Water¹¹, ~~pursuant to the provisions of the DCO.~~

2.4.4 At the southern roundabout the carriageway run-off will be collected by a combination of a conventional gully system for the side roads and a kerb drainage system for the

⁹ Re-written following discussions with Anglian Water and SCC

¹⁰ Drainage will go to Riverside Road not Waveney Drive as agreed with Anglian Water and SCC

¹¹ Re-written following discussions with Anglian Water and SCC

roundabout itself. Storage will be via oversized pipe networks networks and suitably sized attenuation tank(s)¹², prior to discharge into an existing Anglian Water stormwater sewer, through an appropriate pollution control system and at a discharge rate ~~acceptable agreed with~~ Anglian Water¹³, ~~pursuant to the provisions of the DCO~~. Initial calculations indicate that the oversized pipes and the tanks will need to be capable of storing approximately 572m³ of water.¹⁴

- 2.4.5 Penstocks and oil interceptors (or equipment of similar performance) shall be incorporated into the outfall design to enable the system to be closed down following an accidental spillage on the network.

2.5 The New Access Road

- 2.5.1 The drainage for the New Access Road from Waveney Drive to the Riverside Road employment area, and from Riverside Road to Canning Road, will be a conventional manhole, piped network and gully system. These new systems will outfall into the existing Anglian Water storm sewers in either Waveney Drive, and/or the Canning Road/Riverside Road area west of the A12 Lake Lothing Third Crossing, subject to the approval of Anglian Water.

- 2.5.2 Manholes will be situated in the verge at a maximum spacing of 75m.

- 2.5.3 Penstocks and oil interceptors (or equipment of similar performance) shall be incorporated into the outfall design to enable the system to be closed down following an accidental spillage on the network.

2.6 Footway/Cycleways

- 2.6.1 Footways and cycleways which are provided as part of the works, will either:

- Drain towards the carriageway, or
- Drain into a separate system-within the footways, which will be collected prior to discharge into the main drainage system.

2.7 Construction Details

- 2.7.1 Manholes, gullies and pipe networks used for the construction of the Scheme will be constructed in accordance with either:

- Suffolk County Council's standard drawings; or
- The MCHW Highway Construction details; or
- Sewers for Adoption 7th Edition 2012 construction details

¹² Additional text added to identify the use of flow control and attenuation tanks

¹³ Acceptable changed to agreed following agreement with Anglian Water over discharge rates;

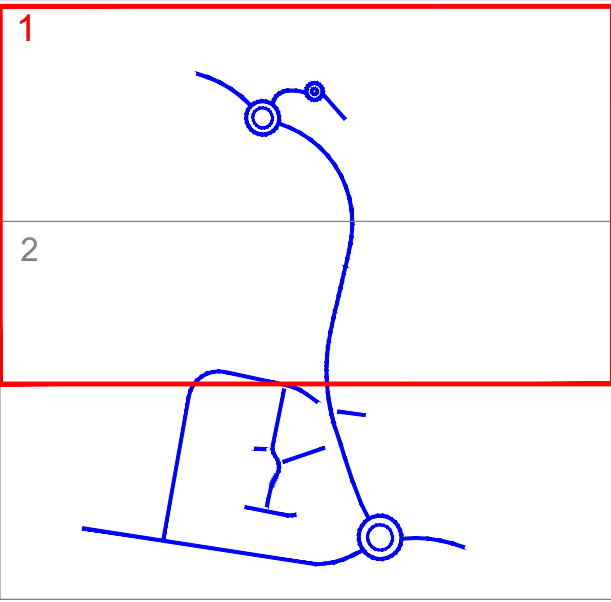
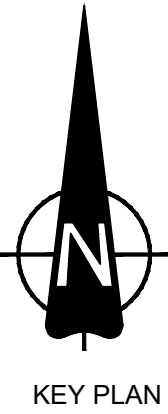
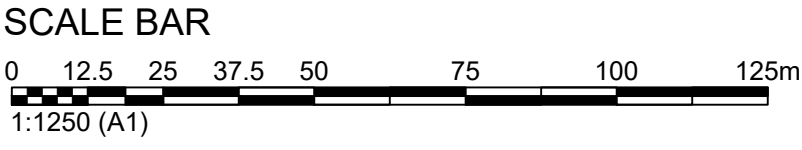
¹⁴ Storage capacity added to correspond to the drawings as requested by SCC

3 Summary

3.1 Summary

- 3.1.1 The discharge points identified are shown in Appendix A and the General Arrangement plans (document reference 2.2).



Appendix A - Drawings

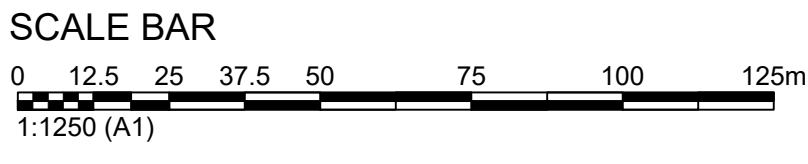
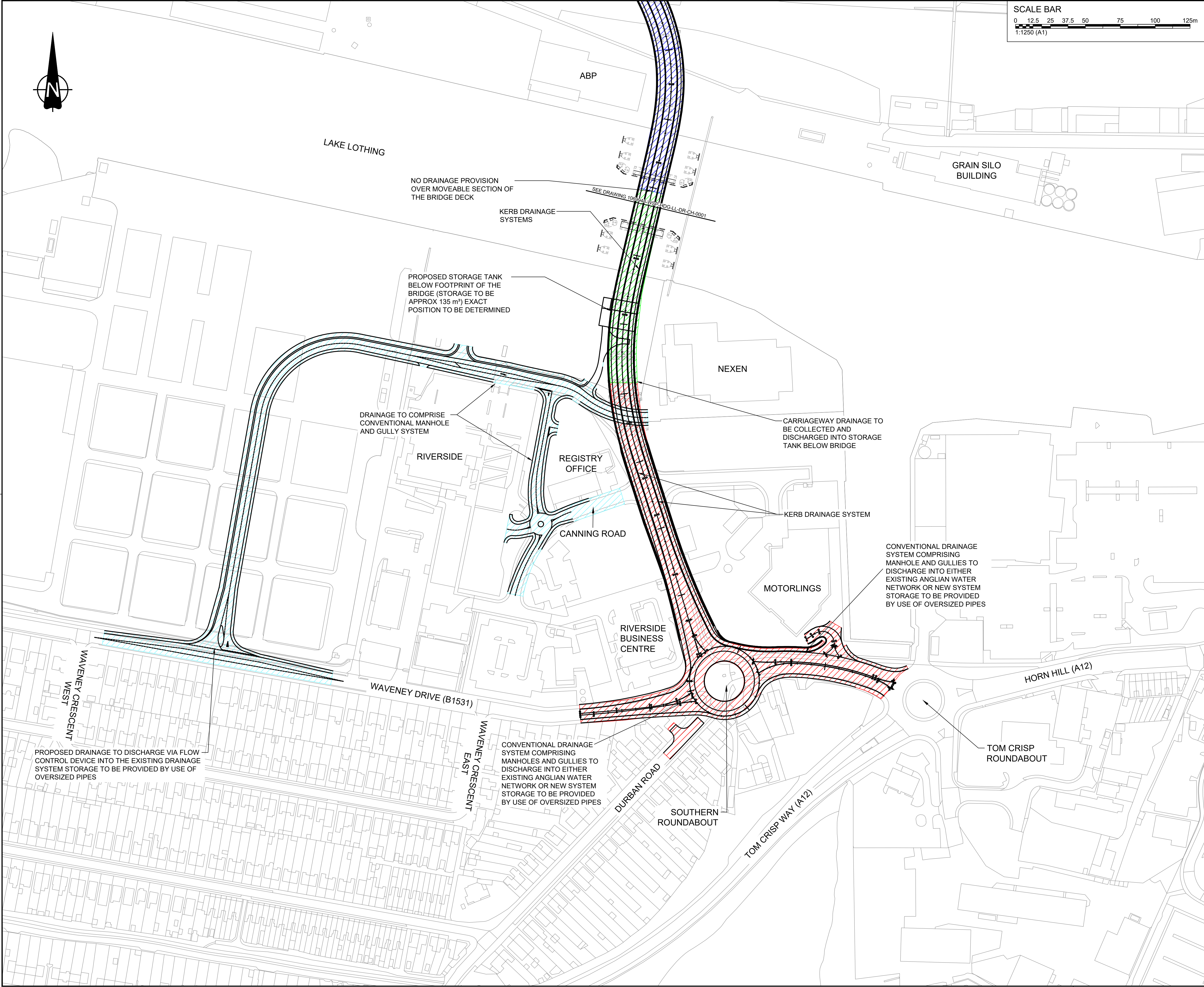


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 - DRAINAGE AREA B
 - DRAINAGE AREA C
 - DRAINAGE AREA D

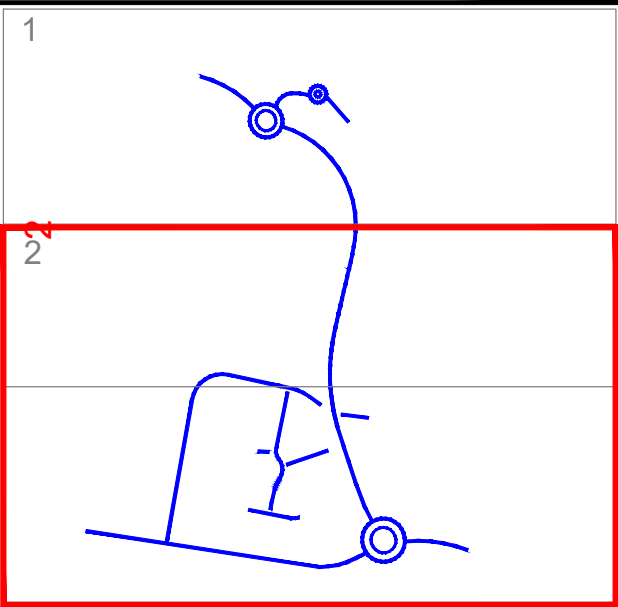
- NOTES**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - REFER TO DRAWINGS 1069948-WSP-HGN-LL3X-DR-CH-0103 AND 0104 FOR DETAILS OF PROPOSED CANNING ROAD ACCESS.
 - THE WORKS WILL BE SUBJECT TO DETAILED DESIGN DEVELOPMENT IN ACCORDANCE WITH THE DEVELOPMENT CONSENT ORDER.
 - THESE WORKS PLANS SHOULD BE READ IN CONJUNCTION WITH THE ENGINEERING SECTION DRAWINGS AND PLANS; THE DEVELOPMENT CONSENT ORDER PROVIDES FOR VERTICAL DEVIATION WITH REFERENCE TO THE LEVELS OF THE WORKS SHOWN ON THE ENGINEERING SECTION DRAWINGS AND PLANS.
 - ALL OUTFALLS TO EITHER LAKE LOTHING, ANGLIAN WATER ASSETS, SUFFOLK COUNTY COUNCIL DRAINAGE ASSETS OR NEW SYSTEMS SHALL HAVE POLLUTION CONTROL DEVICES INSTALLED.

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DESCRIPTION				
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PROJECT TITLE				
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DRAWING TITLE				
LAKE LOTHING THIRD CROSSING DRAINAGE STRATEGY SHEET 1 OF 2				
DRAWING STATUS				
FOR DCO EXAMINATION				
DRAWN	CHECKED	APPROVED	AUTHORISED	SUITABILITY
GA	PC	PC	JB	S4
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DRAWING NUMBER				
Project		Originator		Volume
1069948-WSP-HDG-LL-DR-CH-0001				
Location		Type	Role	Number



KEY PLAN



KEY

- DRAINAGE AREA A
- DRAINAGE AREA B
- DRAINAGE AREA C
- DRAINAGE AREA D

NOTES

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- REFER TO DRAWINGS 1069948-WSP-HGN-LL3X-DR-CH-0103 AND 0104 FOR DETAILS OF PROPOSED CANNING ROAD ACCESS.
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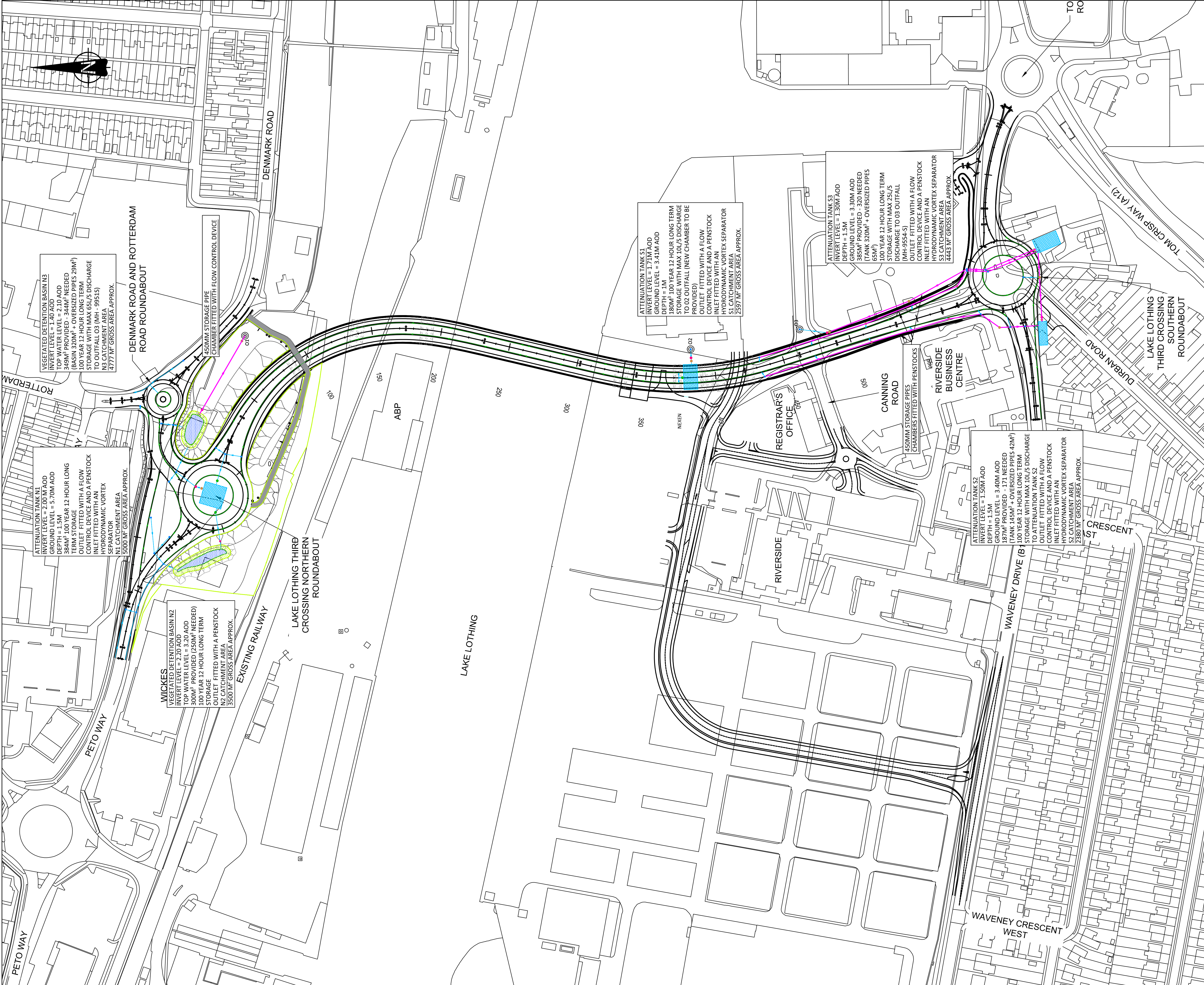
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Lake Lothing
THIRD CROSSING

DRAWING TITLE

LAKE LOTHING THIRD CROSSING
DRAINAGE STRATEGY
SHEET 2 OF 2

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Project		Originator	Volume	
1069948-WSP-HDG-LL-DR-CH-0002				
Location	Type	Role	Number	



KEY PLAN

KEY

- COMBINED KERB DRAIN UNITS
- 450MM OVERSIZED CARRIER DRAIN PIPES
- CARRIER DRAIN PIPES
- PROPOSED HEADWALL
- PROPOSED OUTFALL
- INDICATIVE ATTENUATION TANK
- INDICATIVE DETENTION BASIN
- FILTER STRIP
- HYDRODYNAMIC VORTEX SEPARATOR
- FLOW CONTROL DEVICE
- PENSTOCK
- PROPOSED CHAMBER

NOTES

- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- SIZE, AREAS, LEVELS, LOCATION AND SHAPE OF ATTENUATION TANKS AND DETENTION BASIN SYSTEMS ARE INDICATIVE. FINAL SIZE, LOCATION AND SHAPE TO BE CONFIRMED THROUGH DETAIL DESIGN.
- DRAWINGS ARE TO BE PRINTED IN COLOUR.
- THIS DRAWING HAS BEEN PRODUCED BASED ON ANGLIAN WATER RECORDS AND A TOPOGRAPHICAL SURVEY.
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PROJECT TITLE

Lake Lothing
THIRD CROSSING

DRAWING TITLE

PROPOSED INDICATIVE
DRAINAGE

DRAWING STATUS

FOR DCO EXAMINATION

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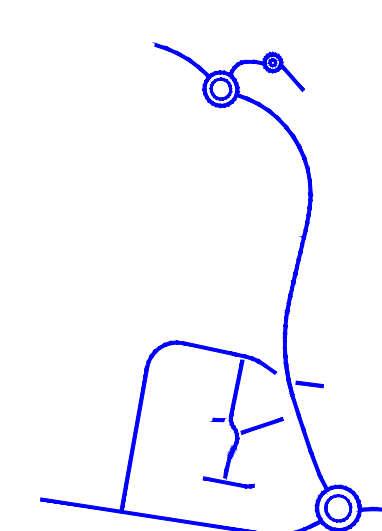
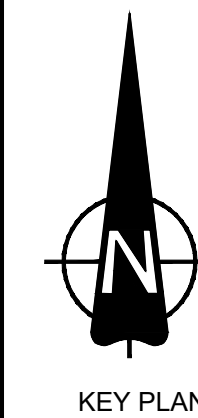
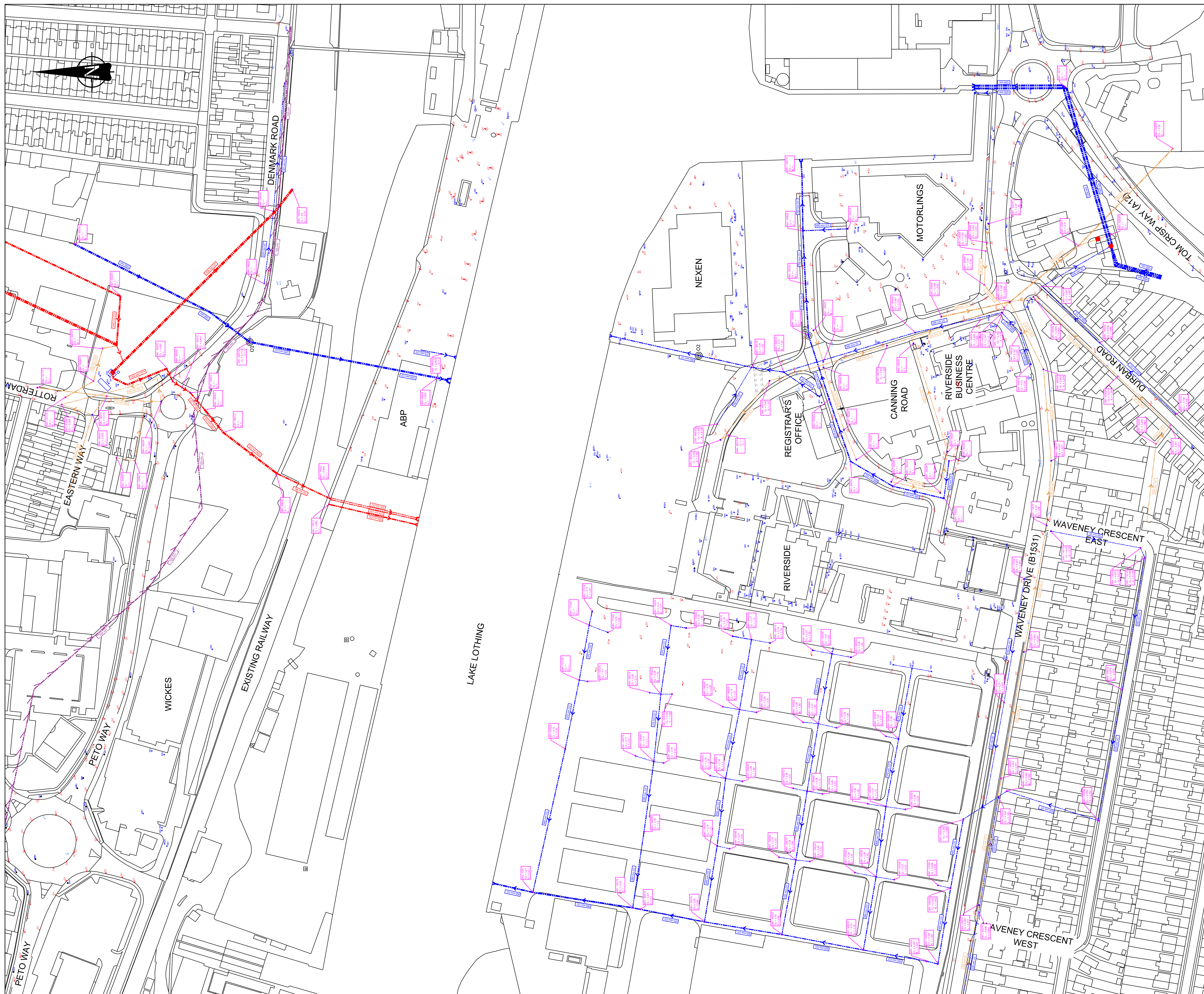
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Project | Originator | Volume

1069948-WSP-HDG-LL-DR-CD-0003

Location | Type | Role | Number



KEY

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|  | EXISTING FOUL SEWER (BASED ON ANGLIAN WATER RECORDS AND TOPOGRAPHICAL SURVEY) |
|  | EXISTING COMBINED SEWER (BASED ON ANGLIAN WATER RECORDS AND TOPOGRAPHICAL SURVEY) |
|  | EXISTING RISING MAIN (BASED ON ANGLIAN WATER RECORDS) |
|  | EXISTING OUTFALL (COLOR DENOTES EFFLUENT TYPE) (BASED ON ANGLIAN WATER RECORDS) |
|  | EXISTING GULLY ASSET (BASED ON TOPOGRAPHICAL SURVEY) |
|  | EXISTING CHAMBER ASSET (BASED ON TOPOGRAPHICAL SURVEY) |
|  | EXISTING CHAMBER ASSET (BASED ON TOPOGRAPHICAL SURVEY) |
|  | EXISTING PUMPING STATION |
|  | EXISTING SEWER CHAMBER ASSET (BASED ON ANGLIAN WATER RECORDS AND TOPOGRAPHICAL SURVEY) |
|  | PROPOSED OUTFALL |

NOTES

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PROJECT TITLE	
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EXISTING DRAINAGE

DRAWING STATUS

FOR DCO EXAMINATION

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