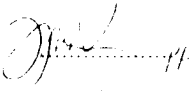


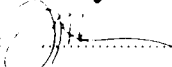
**PRELIMINARY DRAINAGE STRATEGY**  
**FOR**  
**DEVELOPMENT AT STANWAY SIDINGS, OFF**  
**HALSTEAD ROAD, COLCHESTER, ESSEX**

MLM Consulting Engineers Limited  
Civil, Structural and Building Services Engineers  
North Lodge  
25 London Road  
Ipswich  
Suffolk  
IP1 2HF  
Tel: 01473 381980 / 01473 231100  
Fax: 01473 231515  
Email: ipswich@mlm.uk.com

Ref: JJH/612102/ER  
Date: 28 July 2006

Prepared:  E Rahim  
Chartered Engineer

Checked:  R Elkington  
Technical Director

Approved:  J J Hawkins  
Director

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### Preliminary Drainage Strategy for Development at Stanway Sidings, Off Halstead Road, Colchester, Essex

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#### APPENDICES

- Appendix A - Site Location Plan
- Appendix B - Site Layout Plan
- Appendix C - Colchester Borough Council Local Plan Development Proposal
- Appendix D - Anglian Water Letter Dated 7 June 2006

## 1. INTRODUCTION

- 1.1. MLM were instructed by British Rail Board (Residuary) Ltd (BRBR) to prepare a drainage strategy report for the proposed development for residential purposes of land owned by the Board and known as the former Railway Sidings, Stanway, Colchester, Essex.
- 1.2. This report provides a summary of the information and agreements received to date in order to formulate a drainage strategy for the development.
- 1.3. This strategy has been prepared based on responses to enquiries made during May and June 2006, sent to the Environment Agency (Flood Prevention and Water Quality sections), Anglian Water, Essex County Council (Highway Authority) and Colchester Borough Council (Land Drainage Authority). Reference has also been made to the site investigation report included as part of the Drainage Strategy Summary Report prepared by JMP in 1993.
- 1.4. MLM undertook a site visit on 22 May 2006 and were able to view the perimeter of the site and access the woodland area to the north of the railway. It was not possible to access the development site at the time of the survey, and due to the dense tree line at the boundaries, it was not possible to view much of the site. It was raining at the time of our site visit and had been raining during the previous two days, enabling us to potentially identify any significant drainage problems and paths.
- 1.5. At the time of preparing this strategy, there was no available topographical survey of the site or the woodland area to the north. Such survey information that has been reviewed is that made available and associated with previous information included in the JMP investigation from 1993.

## 2. SITE LOCATION

- 2.1. The site is located to the north west of Colchester centre, grid reference TL952255 and is known as the Railway Sidings, Stanway, Colchester Essex, CO3 0JT. A site location plan is attached in Appendix A.

### 3. SITE DESCRIPTION AND LOCAL AREA

- 3.1. The site is approximately 5.65Ha in area, and is understood to be currently vacant land comprising a few small outbuildings and well established trees and bushes. The site is bound to the south and west by Halstead Road, Iron Latch Lane to the east and the main east-coast railway line to the north. The adjacent areas to the east, south and west are predominantly residential developments. The land to the immediate north comprises a woodland, beyond which is open farm land. A site layout plan is attached in Appendix B.
- 3.2. During our site visit, it was noticed within the woodland and adjacent land to the east there are notices that show management is by the Essex Wildlife Trust. We have not been advised of current arrangements.
- 3.3. The site may be accessed directly from Halstead Road, or via Iron Latch Lane, which crosses over the railway line. The northern woodland is accessible from the footpath access, which extends off the northern end of Iron Latch Lane.
- 3.4. The development site is at an approximate level of 34.50m OD, which is some 4m to 6m lower than Halstead Road. The railway is located in a cutting, beyond which the woodland slopes from the railway at an approximate level of 35.00m OD down to 23.50m OD at the ditch invert. There is also an area of lower level ground within the woodland. These levels are only approximate and need to be confirmed by a detailed topographical survey, that may need to include a tree survey identifying specimen trees.

#### **4. EXISTING SITE DRAINAGE**

- 4.1. Based on available information, we understand that there is no existing positive foul or surface water sewerage within the immediate vicinity of the site. No information has been provided concerning how surface water discharges from the existing buildings on the site, but it is assumed that some form of soakage was utilised.
- 4.2. The site is relatively flat, with much of the glacial sand and gravel having been removed to create the sidings, leaving the London Clay exposed at the remaining surface. From information supplied by others, we are given to understand that after periods of rain varying degrees of surface ponding has been observed.
- 4.3. During our site visit we observed that the surface water run-off on Halstead Road drained to kerb outlet gulleys on the north and south of the road. The outlets to the north of the road, then drained via pipes directly onto the development site boundary, at the top of the embankment. The surface water appeared in some locations to be contained within a shallow scrape at the top of the embankment, although this was not a continuous ditch along the site boundary. It appeared that some of the run-off could be discharging directly down the face of the embankment into the site. We are unable to comment on whether there is any deterioration of the embankment as a result of the discharge, as site access was not available to enable an assessment to be made. It was not obvious to where the kerb outlets to the south of the road discharged.
- 4.4. We have contacted Essex County Council Highways Department to determine the current method of draining Halstead Road. We were advised that they do not hold any records of the drainage system, though they considered it likely that the road discharged to a pipe ditch system at the site boundary, which then either discharged onto the site or via an outfall elsewhere. They also advised verbally that they claim rights to continue to drain Halstead Road in this manner as this has been done historically and because the Highway Authority has rights to discharge to ditches adjacent to the highway and they have assumed that one exists here.

## 5. GROUND CONDITIONS

5.1. A site investigation was undertaken by London Analytical Surveys Ltd in 1990 for the main purpose of assessing soakage potential within the site and northern woodland area. The site investigation report advised the following:

- The Geological Survey Map indicates the area to be underlain by London Clay, mantled by extensive deposits of glacial sand and gravel.
- The site and adjoining railway is in cutting, indicating that the general area has been excavated at some stage.
- The report considers that much of the glacial sand and gravel has been removed from the site, leaving it level. However, inspection of the soil logs related to an east-west section taken through the site suggests that a hollow in the upper surface of the Clay remains filled with sand and gravel. If this is confirmed, then perched and/or local water tables could be found. The level of such water table would be dependent upon the prevailing rainfall and the influence of the underlying clay.
- The report concludes that all the trial pits (5 No.) revealed ground conditions that would preclude the effective use of soakaways. Two of the pits were unsuitable due to the ingress of water, and three of the pits were unsuitable due to the impermeable nature of the soils.

5.2. Two trial pits were excavated during 1992 within the woodland area to the north of the railway, adjacent to Iron Latch Lane. These revealed a shallow depth (2.3m – 3.5m) of medium sand and gravel overlying London Clay.

## **6. DEVELOPMENT PROPOSALS**

- 6.1. For the purposes of this strategy, the development proposals outlined in the Colchester Borough Council Local Plan have been used. The site has been allocated as being suitable for high density development of between 30 to 50 dwellings per hectare. We have assumed that the development will comprise 170 units, which will be predominantly two storey development, with some three storey houses and flats. The development will also include associated access roads, parking areas and communal open space.
- 6.2. The site will also be surrounded by a noise protection area along the northern railway boundary and a tree preservation area along the southern and eastern boundaries.
- 6.3. An indicative illustration of the plan is attached in Appendix C, which has been used in the preparation of this strategy.
- 6.4. Based on the plan, it is assumed that up to 60% of the site area will be impermeable.
- 6.5. In the absence of other information regarding the development proposals, we have assumed the possible location of foul and surface water outfall points and on-site storage.

## 7. SURFACE WATER DRAINAGE PROPOSALS

7.1. An enquiry was sent to Anglian Water (AW) during May 2006 regarding the options of discharging surface water from the development to their network; a copy of their response is attached in Appendix D. AW advise that there are no public surface water sewers in Halstead Road and the nearest public surface water sewer in Lucy Lane North does not have capacity to accommodate this development. They advise that, if possible, surface water flows should be directed to soakways if viable. AW advise that they will not consider the adoption of a surface water pumping station, but that they would consider adopting a surface water system which has a positive outfall, such as to the ditch to the north of the site.

7.2. We have identified the following strategic options for draining surface water from the site from our review of the site proposals, the previous site investigation report and details available for our consideration at this time.

7.3. Based on the soakage testing carried out in 1990, we are of the view that infiltration within the development site itself, is not viable.

### 7.4. Option 1a

7.4.1. This option comprises the discharge of surface water to the ditch at the northern boundary of the woodland. This discharge will need to be restricted to a greenfield run-off rate to be agreed with the Environment Agency (EA), with storage provided for the run-off associated with the 1 in 100 year event, plus an allowance for climate change. We have discussed this option of discharge to the ditch with the Flood Prevention Department of the EA, submitting an assessment of greenfield run-off rate and associated storage based on current information.

7.4.2. The EA are in agreement with the principle of discharging to the ditch in this manner, and have advised that the calculations of Greenfield run-off and storage appear to be reasonable. They have advised in their response, the following matters in relation to the proposal of discharging to the ditch:

- a) Colchester Borough Council (CBC) are the Land Drainage Authority for the area, and therefore they must be satisfied that the receiving watercourse has sufficient capacity to take the proposed discharge.

An enquiry was sent to CBC regarding the option of discharge to the ditch. CBC has advised verbally that they do not object to the principle of discharging to the ditch subject to confirmation that the ditch has capacity to accept the flow and that the ditch will be adequately maintained. As part of the future detailed design and approval, it will be necessary to survey and assess the capacity of the ditch. In addition, a maintenance arrangement will need to be entered into, possibly as a Section 106 Agreement.

- b) Prior written permission of the owner(s) of the ditch confirming that they are happy to take the proposed run-off is required. The EA point out that the owner(s) do not have to do so. As such, the application for planning permission should include a copy of "Letter of Authorisation" to be obtained from such owners.

MLM has not been advised who the owner of the ditch may be, and so it is recommended that this is determined as part of future investigations by BRBR.

- c) We have contacted the Water Quality section of the EA. They have advised that a licence to discharge is required, but as the run-off is not regarded as contaminated (residential roof and road run-off), no objections are likely to be raised by them.

7.4.3. We have assessed the greenfield run-off rate using the IoH124 methodology, and estimated this to be 11.8 l/s, based on current site and development information. This value will need to be reviewed when the detailed site proposals, and future impermeable areas of the development are known, and then agreed with the EA as part of the detailed drainage design.

7.4.4. The attenuation and storage required may have to be considered as two elements; both on-line and off-line storage.

The proposed network could be offered for adoption by AW. However, AW will only adopt an attenuation system with a structure designed to store run-off up to the 1 in 30 year return period storm event. As the discharge would be to a ditch, the EA, and also the Local Drainage Authority, will require attenuation to limit the discharge up to the 1 in 100 year event, plus an allowance for climate change. The balance of volume between the 1 in 30 and 1 in 100 year event, plus an allowance for climate change, will need to be stored off-line from the adoptable drainage system, either on the development site or within the woodland. The off-line storage could utilise infiltration methods if possible, but again maintenance in perpetuity will need to be addressed.

We have estimated the 1 in 30 year storage as being  $1435\text{m}^3 - 1822\text{m}^3$ , which is based on an assumed impermeable site area of 3.35Ha, plus an allowance of 0.495Ha associated with Halstead Road (highway and footway) which currently discharges onto the site. We have estimated the 1 in 100 year storage as being  $2122\text{m}^3 - 2539\text{m}^3$ , using the above criteria, providing an off-line storage requirement of  $687\text{m}^3 - 714\text{m}^3$ .

- 7.4.5. Based on the above, a potential drainage strategy acceptable to AW could be to provide all the storage on-site. The 1 in 30 year storage (on-line) could be stored within concrete box culverts or oversized pipes, located at the north east corner of the site. A pipe network would then lead from this, beneath the railway down to the ditch. The balance of the 1 in 100 year storage (off-line) could either be located on site within below ground storage structures such as culverts, cellular units, etc. or above ground within a pond. Alternatively, the off-line storage could be located within the woodland in similar forms to those suggested above.
- 7.4.6. The location of the off-line storage either on or off the actual development site and the pipe network linking the site to the ditch through the woodland will need to be located such that access for maintenance is available at all times. In order to comply with AW requirements for adoptable sewers located exclusive of highway or public open space a minimum 6m wide clearance zone over the pipe through the woodland (dependant upon pipe diameter and current AW requirements), as well as 24 hour vehicular access to the pipe, must be provided. With regards to the off-line storage, vehicular access will also be required at all times for maintenance puposes. It should be noted that the provision of the pipe and off-line storage within the woodland may require significant tree and vegetation clearance.
- 7.4.7. It will be necessary to thrust a pipe beneath the railway to link the site to the ditch. We do not have a detailed topographical survey information at this time and so it is not possible to confirm whether this needs to be via an inverted siphon or via a gravity laid pipe beneath the railway line.
- 7.4.8. It would be preferable to locate the pipe leading from the site to the ditch within Iron Latch Lane as far as possible, however, this is dependant on negotiations with the owners of the Lane, who are not thought to be BRBR.
- 7.4.9. It was not clear from our site visit, who owns the bridge crossing the railway on Iron Latch Lane, and whether there is a load restriction applied to this. This may affect the rights and means of access to the woodland for maintenance of the surface water system.
- 7.4.10. This option (1a) is completely dependent on the existence of rights to discharge from the site to the ditch. From previous correspondence between third parties in 1993, regarding the scheme, statements were made that British Rail Board (Residuary) have riparian rights to discharge surface water to the ditch to the north of their woodland site. There was/is no confirmation of the ownership boundary to verify this fact and it is essential that this matter is clarified. Without confirmation that BRBR have rights to discharge to this ditch, this option is not viable.

## 7.5. Option 1b

7.5.1. An earlier report prepared by others (1993) mentioned the possibility of improving the capacity of the watercourse network, downstream of the woodland, in the vicinity of Argents Lane, where there is a known flooding problem at intervals more frequent than 1 in 30 year return period. The purpose of improving this capacity would be to negotiate a greater discharge rate to the ditch, which in turn would reduce the required volume of storage. This option is likely to involve a considerable amount of survey work of the existing watercourse network and associated culvert, with assessment of its hydraulic and hydrological characteristics. Such an assessment would have to consider the flood risk implications to sites upstream and downstream and may show that works are necessary on sections of the watercourse system owned by third parties. Agreements and any necessary arrangements could be protracted and fraught with possible cost implications. We would only recommend pursuing this option if the estimated storage volumes could not be accommodated within the scope of the development.

## 7.6. Option 2

7.6.1. The limited site investigation work carried out during 1992 in the woodland area to the north of the railway line indicated that infiltration may be possible within this area, however, there is a possibility that soakaways located in the area may drain down to the tracks. We have made an enquiry to the Water Quality section of the EA regarding the use of soakaways in this area and they have advised that uncontaminated run-off from the site can be discharged to soakaways within the woodland. This discharge is dependent however, on confirming that there are no adverse effects on the woodland (such as waterlogging). The use of Petrol Interceptors will also need to be considered and agreed with the EA at detailed design stage. It may be possible to avoid the use of interceptors if the parking areas are relatively small and trapped gullies are used. Further site investigation works are required to determine whether soakaways will be viable in this woodland area and whether they would have an adverse effect on the railway and the site.

7.6.2. Assuming that the ground conditions within the woodland provide suitable soakage potential, the use of soakage within the woodland could include an infiltration storage basin or soakaways for the discharge of run-off designed to comply with Building Regulations. However, the provision of an infiltration basin is only likely to be viable if future maintenance arrangements in perpetuity can be secured.

## 8. FOUL DRAINAGE STRATEGY

An enquiry was made to AW during May 2006 regarding the options of discharging foul water from the development to their network; a copy of their response is attached in Appendix D. AW have confirmed that there are no public foul water sewers adjacent to the development site. AW advise that foul drainage from the development may be connected to the 225mm diameter sewer in Halstead Road, with no restrictions applied, but that formal application under Section 160 of the Water Industry Act 1991 must be made prior to commencement of works, to obtain consent to discharge to the existing public sewer. Anglian Water will also consider the adoption of the on-site drainage and pumping station if constructed in accordance with Sewers for Adoption 6<sup>th</sup> Edition.

The development site is some 4 - 6m lower than the level of Halstead Road. As a result, it will be necessary to drain the foul water to a pumping station within the site boundary, and pump the discharge up to the 225mm diameter sewer in Halstead Road. Based on the Local Plan for the site, one option may be to locate the pumping station in the west of the site. Access to the pumping station will need to be maintained at all times.

Based on 170 units, it is estimated that the peak foul flow to be discharged from the site will be 8 l/s, in accordance with Sewers for Adoption 6<sup>th</sup> Edition.

## 9. DISCUSSION AND CONCLUSIONS

- 9.1. This strategy has been based on responses to enquiries made during May and June 2006, sent to the EA, AW, Essex County Council and CBC. Reference has also been made to the site investigation report prepared by others in 1993, and a site visit during May 2006. For the purposes of this strategy, the development proposals outlined in the Colchester Borough Council Local Plan have been used, and assumes that the development comprises 170 residential units.
- 9.2. The development site is relatively level, with the railway located in cutting, with the woodland beyond to the north, sloping north down to a remote ditch. A previous site investigation report indicates that the general site area comprises London Clay, mantled by extensive deposits of glacial sand and gravel, much of which has been removed from the site area, leaving it level. Previous site investigations have also revealed that the use of soakaways is not viable within the site due to water ingress and the impermeable nature of the subsoil.
- 9.3. The site is not currently known to be connected to a public foul or surface water sewer. AW has advised that there is no available surface water sewer in the vicinity of the site to which the site can discharge. They do, however, advise that foul drainage from the development can be connected to the 225mm diameter sewer in Halstead Road, with no restrictions applied, subject to a formal application under Section 160 of the Water Industry Act 1991.
- 9.4. During the course of our enquiries and site visit, it was noted that Halstead Road currently discharges directly to the site at the top of the site boundary. Essex County Council Highways Authority has advised that they claim a continued right to discharge in this manner. If this is the case, it is recommended that the method discharge is confirmed via a drainage survey and the rights to discharge are investigated and pursued with the Highway Authority. If this method of highway drainage is continued, the development will need to accommodate the run-off, which may involve works to the embankment and attenuation storage or soakaways in addition to those required by the development.
- 9.5. **Option 1**
- 9.5.1. There are two possible options for the disposal of surface water from the development site, which would be acceptable to AW and the EA.

- 9.5.2. Option 1 involves the discharge of run-off to the ditch at the north of the woodland. This option requires the discharge to be restricted to an agreed greenfield run-off rate (currently estimated as 11.8 l/s), with the storage provided for up to the 1 in 100 year event (plus an allowance for climate change). The storage will need to be split such that the 1 in 30 year storage is part of the on-line drainage network, adopted by AW, and the remainder located off-line, to be maintained by others. It is recommended that all the storage is located on site to enable easier maintenance access. Alternatively, the off-line storage could be located within the woodland, however the location this will need to be selected to enable continuous access for maintenance purposes.
- 9.5.3. This option will require extensive clearance of the woodland to accommodate the pipe network and off-line storage, as well as maintenance access. A consent under the Land Drainage Act will also be required for construction of the outfall to the ditch.
- 9.5.4. AW will not adopt the off-line storage facility and so it will be necessary for the developer to make suitable arrangements for maintenance of this facility in perpetuity.
- 9.5.5. In order for this option to be viable, it is essential that BRBR's rights to discharge to the ditch are confirmed, and that agreement of the Land Drainage Authority, the owner of the ditch and EA are obtained. If rights to discharge do not exist, then negotiations and agreements will need to be made with the owner of the ditch. A detailed topographical survey is also required to confirm the feasibility of the methods of discharging beneath the railway, which will itself require consent of the Rail Authority.
- 9.5.6. The volume of storage associated with the above, could be reduced by the use of infiltration within the storage structures, or link to the outfall, however, further site investigation works are required to assess this reduction in volume. In addition, implementation of Sustainable Drainage Systems such as grey water recycling, use of water butts or grassed roofs could reduce the storage required, which should be considered as part of the detailed development design.
- 9.5.7. A further option for reducing the volume of storage associated with the above, which was considered in a previous strategy, is to improve the capacity of the downstream watercourse and culvert to enable a greater discharge to the ditch. We have not, however, pursued this option at this time as it considered to be costly, timely and is likely to involve potentially problematic negotiations.

9.6. **Option 2**

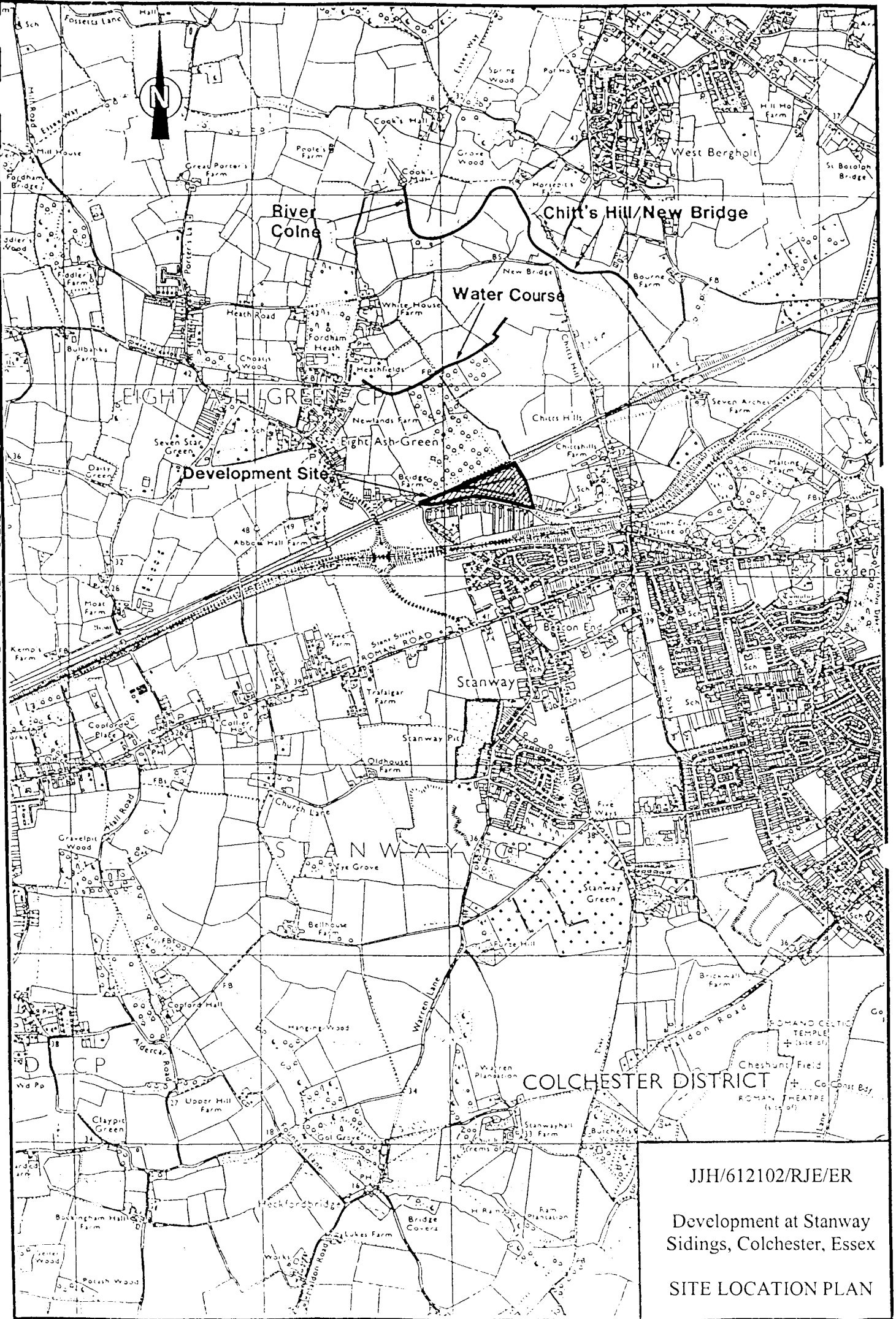
9.6.1. A possible Option 2 involves the disposal of run-off to soakaways within the woodland area. Further site investigation and soakage tests are required to assess the feasibility of this option. Depending on the outcome of these investigation works it will then be necessary to check that there are no adverse impacts on the woodland (eg waterlogging), or on the main railway line. This option will also involve extensive clearance of the woodland to construct the soakaways which would not be adopted by AW. This option also relies on the woodland being under the ownership of BRBR, or an agreement being reached with the landowner.

## 10. LIMITATIONS

- 10.1. This report has been produced for the sole use of British Rail Board (Residuary) Ltd in connection with their Planning Application for residential development on this site, and its contents should not be relied upon by others without the written authority of MLM Consulting Engineers Ltd. If any unauthorised third party makes use of this report they do so at their own risk and MLM Consulting Engineers Ltd owe them no duty of care or skill.
- 10.2. All information provided by others is taken in good faith as being sufficiently accurate for these purposes, but MLM Consulting Engineers Ltd does not accept any liability for the detailed accuracy, errors or omission in such information.

**APPENDIX A**

**SITE LOCATION PLAN**



JJH/612102/RJE/ER

Development at Stanway  
Sidings, Colchester, Essex

SITE LOCATION PLAN

**APPENDIX B**

**SITE LAYOUT PLAN**

JJH/612102/RJE/ER  
Development at Stanway  
Sidings, Colchester, Essex  
SITE LAYOUT PLAN



8762  
4.561ha  
11.27

8049  
894ha  
2.21

8642  
0.008ha  
0.02

0746  
13.106ha  
32.39

4518  
43.969ha  
108.65

5556  
7.382ha  
18.24

Residential estate under construction  
by Wimpeys

42 m

Stanway Depot

Stanway Depot

HALTED ROAD

Bridge Farm

IRON LANE

Lucy Cottage

Wayside

West View

Stanville

Nirvana

Belvedere

Huntly

May Rol

Selmor

Sutton

Tidworth

Yeore

Postle

Lucy Lane North

Lucy Lane South

Lucy Lane

Lucy Lane

Lucy Lane

Lucy Lane

Lucy Lane

SWEET BRIAR ROAD

WIMPEYS

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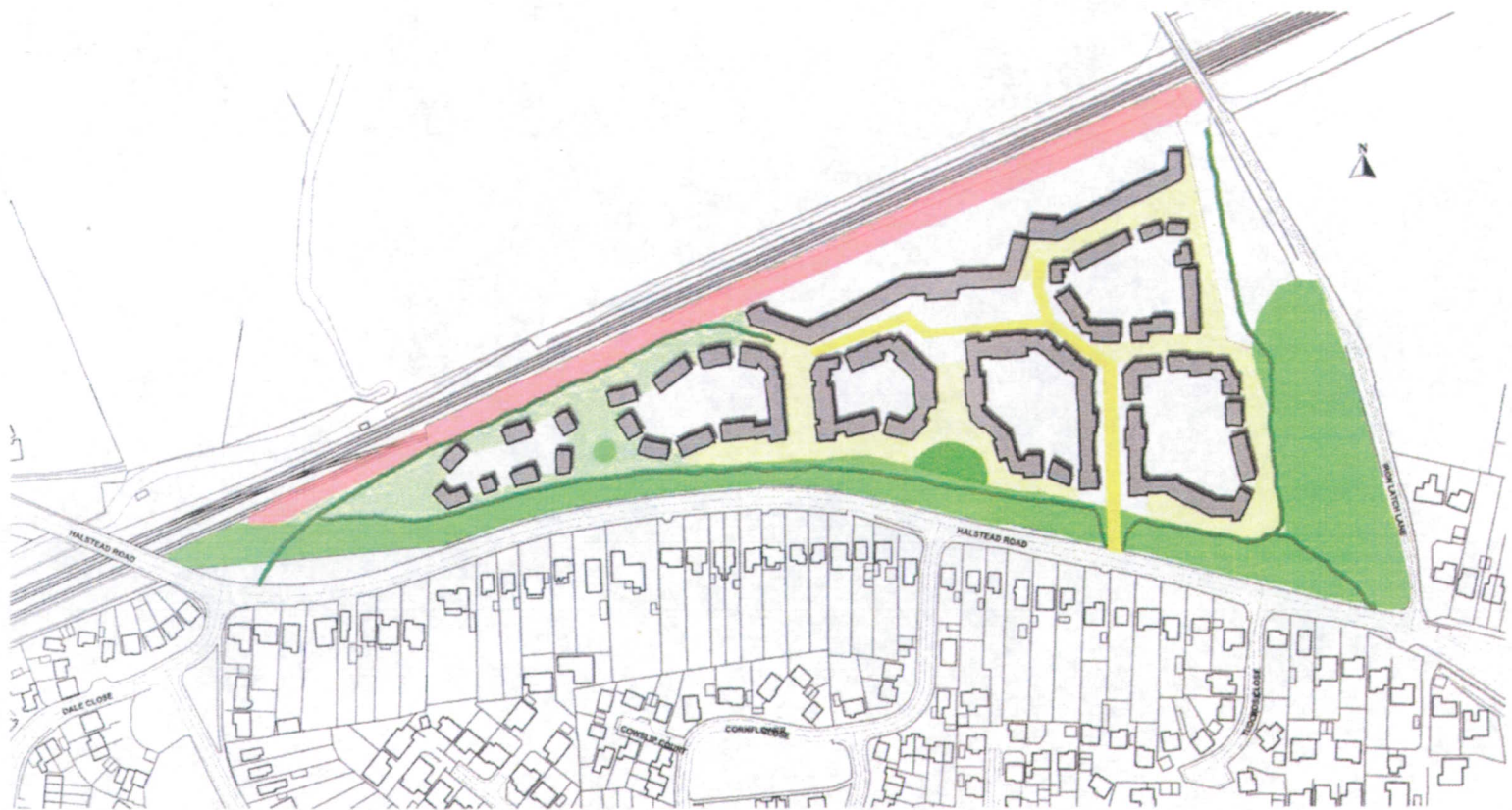
WIMPEYS

Holt

King Coal Bnc

**APPENDIX C**

**COLCHESTER BOROUGH COUNCIL  
LOCAL PLAN DEVELOPMENT PROPOSAL**



- |   |                           |   |                       |   |                 |
|---|---------------------------|---|-----------------------|---|-----------------|
|  | Tree Preservation Area    |  | Noise Protection Area |  | Public Footpath |
|  | Play Street               |  | Primary Road          |   |                 |
|  | Sylvan/Arcadian Character |  | Play Area             |   |                 |

JJH/612102/RJE/ER

Development at Stanway Sidings, Colchester, Essex

COLCHESTER BOROUGH COUNCIL LOCAL  
PLAN DEVELOPMENT PROPOSAL

This document will also include illustrations of homezone characteristics, building typologies suitable for this site and parking arrangements.

This document was produced by Lee Smith-Evans for further information please contact 01206 282456.

**APPENDIX D**

**ANGLIAN WATER LETTER DATED 7 JUNE 2006**

# anglianwater

Ms E Rahim  
MLM Building Control Consultancy  
North Lodge,  
25 London Road,  
Ipswich  
Suffolk  
IP1 2HF

Developer Services  
Anglian Water  
Services Limited  
PO Box 495  
Huntingdon  
PE29 6YY

Tel: 01480 323808  
Fax: 01223 201261  
Email: [developerservices@anglianwater.co.uk](mailto:developerservices@anglianwater.co.uk)

Our ref: DS/E8326

Your ref: JJH/612102/ER

|             |  |                    |          |
|-------------|--|--------------------|----------|
| 07 JUN 2006 |  | IPS                |          |
| 2102        |  |                    |          |
| RJE         |  | SIGN               | DATE     |
| ER          |  | <i>[Signature]</i> | 12/06/06 |
| FILE        |  | <i>[Signature]</i> | 8/6/06   |

07 June 2006

Dear Ms Rahim

**Re: Colchester: Former Railway Sidings**

Thank you for your letter dated 11 May 2006 regarding the above.

I regret that any agreements from 1993 are no longer valid, as growth has significantly increased since that time.

Our records show that there are no public foul or surface water sewers or any other assets owned by this company within the boundary of your development site. However, you need to be aware that the site may contain private water mains or other installations not shown on our records and subsequently are not Anglian Water's responsibility but that of the landowners.

The foul drainage from your development can be connected to the 225 mm diameter foul sewer in Halstead Road. There are no foul restrictions. You must make a formal application under Section 106 of the Water Industry Act 1991 prior to commencement of works to obtain consent. Anglian Water will consider the adoption of the on-site drainage and pumping station (if required) if constructed in accordance with Sewers for Adoption 6<sup>th</sup> Edition.

There are no public surface water sewers in Halstead Road and the nearest public surface water sewer in Lucy Lane North does not have capacity to accommodate this development. Therefore flows should be directed to soakaways, if viable.

Cont.

Registered in England  
No 2366656  
Registered Office: Anglian House,  
Ambury Road, Huntingdon,  
Cambridgeshire, PE29 3NZ

If other alternatives are available Anglian Water will not consider the adoption of a surface water pump station. Anglian Water will not adopt a drainage system that does not have a positive outfall (Option 1) however a system discharging to the ditch to the North of the site will be considered (Option 2).

It should be noted that the above comments relate to circumstances prevailing at the present time. These may change if there is further development in the area or for other reasons. Accordingly, if your own development does not proceed within six months you may wish to renew your request in order to ensure that capacity remains available.

I hope that the above information is sufficient for you to consider your proposals.

Yours sincerely



Mrs D Harding  
Developer Services

**I P S W I C H**

North Lodge, 25 London Road, Ipswich IP1 2HF  
T: 01473 231100 F: 01473 231515 E: ipswich@mlm.uk.com

**C A M B R I D G E**

7200 Cambridge Research Park, Cambridge CB5 9TL  
T: 01223 815560 F: 01223 815630 E: cambridge@mlm.uk.com

**C H E L M S F O R D**

Mansard House, 107 - 109 New London Road, Chelmsford CM2 0PP  
T: 01245 359911 F: 01245 359001 E: chelmsford@mlm.uk.com

**L O N D O N**

Zetland House, 5 - 25 Scrutton Street, London EC2A 4HJ  
T: 020 7613 7500 F: 020 7613 5747 E: london@mlm.uk.com

**N O R W I C H**

Cringleford Business Centre, Intwood Road, Cringleford, Norwich NR4 6AU  
T: 01603 504340 F: 01603 507693 E: norwich@mlm.uk.com

**A S H F O R D**

Kingston House, The Long Barrow, Orbital Park, Ashford TN24 0GP  
T: 01233 502255 F: 01233 502288 E: ashford@mlm.uk.com

**W E B S I T E**

[www.mlm.uk.com](http://www.mlm.uk.com)