

KEY (PLAN):

- Highway Maintainable at Public Expense (HMPE)
- Existing Severn Trent Water (STW) pumping station
- Proposed STW foul raising main and chainage
- Existing utility covers
- Proposed catchpit Type 7, 1200mm dia
- Existing gully pot, frame & lid removed. Reinstatement carriageway as per Appendix 2/1
- Existing gully pot, frame & lid removed. New gully pot, frame, lid & connection to be installed at the same location
- Proposed 225mm Ø SW carrier drain & flow direction. Design Group 17 (concrete bed & surround)
- Proposed 375mm Ø SW carrier drain & flow direction. Design Group 17 (concrete bed & surround)
- Proposed 150mm Ø gully connection
- Proposed slip trench to aid alteration to the comm's cable level if clashes with gully connection (if required)
- Existing incoming/outgoing pipes in existing highway manhole

RESIDUAL DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)

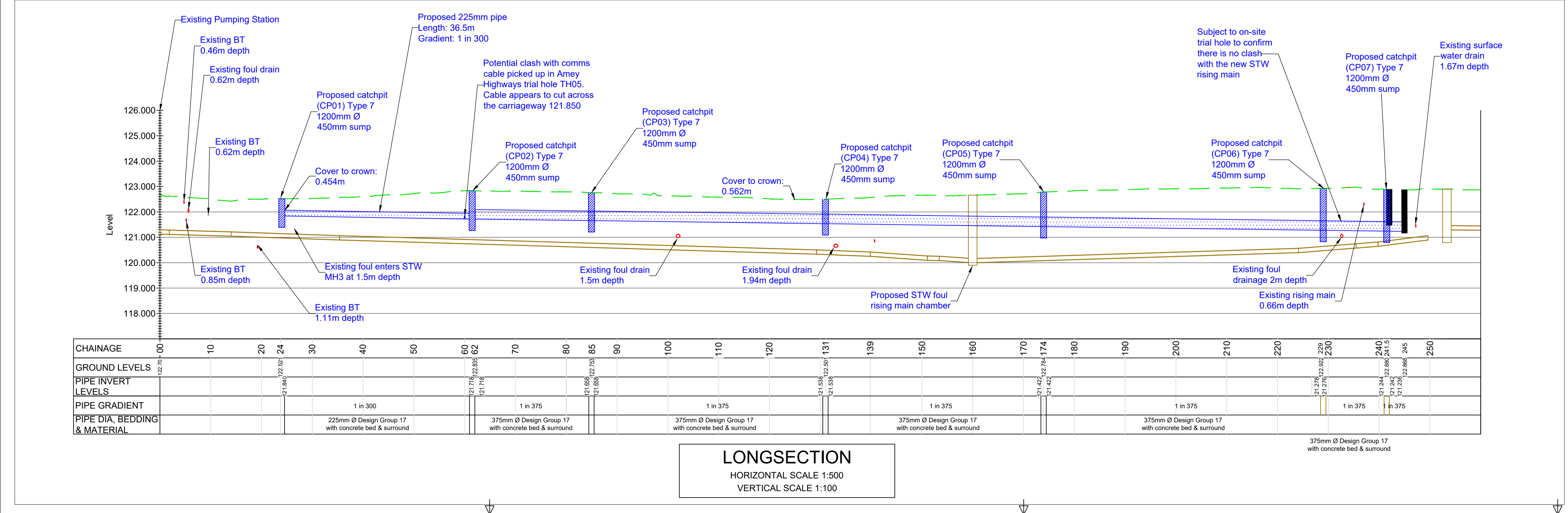
- 1.3 Existing Severn Trent Water (STW) foul water pumping station
- 1.3a Existing 450mm diameter concrete Network Rail culvert
- 1.6 Existing West Coast Mainline
- 1.7 Existing & proposed drainage system is connected to Fowlea Brook via Network Rail 450mm culvert. During installation of the proposed SW carrier drain it is anticipated that ground water will be encountered. Principal Contractor to considered options for disposal of ground water which maybe contaminated
- 1.8 Existing statutory undertakers equipment within the work area. For combined utilities plan the Principal Contractor is to reference drawing D3150F-R27-01
- 1.14 Existing Network Rail feeder pillar and overhead electrical lines for the Coast Mainline. Principle Contractor to establish a 3m exclusion zone within Chemical Lane offset the face of the retaining wall running parallel to the railway line
- 1.14a Proposed line of new STW foul rising main
- 1.14b Existing communication cable within the proposed SW carrier drain dig.
- 1.14c Principal Contractor to hand dig in this area to locate cable and adjust position to suit gully branch connection
- 2.2 Chemical Lane will need to be closed to traffic, so a diversion will need to be in place for motorists. A safe route through the works for NMU's is required
- 3.1 Due to nature of the business properties around Chemical Lane a lot of silt is created which finds its way into the drainage system. An enhanced maintenance regime will be required to keep the system operational

- NOTES:**
1. Do not scale.
 2. Drawings are to be printed in full colour.
 3. All dimensions in metres unless stated otherwise.
 4. Design based on Ordnance Survey mapping.
 5. Drawing to be read in conjunction with Specification.
 6. All pipes to be to Design Group 17.

Rev	Detail	By	Date
C0	For construction	TS	08.05.2026
T1	Updated follow installation of STW rising main	TS	16.04.2026
T0	Original drawing	TS	05.12.2025

Revisions

Original Version	Preliminary
Drawn: TS	For comment
Design: TS	For tender
Date: December 2025	For construction
	As constructed
	Other



KEY (LONGSECTION):

- Existing ground
- Existing underground utility (STW GPR survey)
- Existing manhole
- Proposed SW carrier drain
- Proposed STW foul rising main
- Proposed Type 7 Catchpit, 1200mm Ø, 450mm sump

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Project Name
D3150F - Chemical Lane Drainage Improvement Scheme

Drawing Title
Plan and Long Section Gravity Drain

Grid reference : 385208, 350218
Original Drawing Size : A1 Dimensions : Metres
Scale : As Shown Copyright © Amey
Drawing No D3150F-R05-020
Rev C0