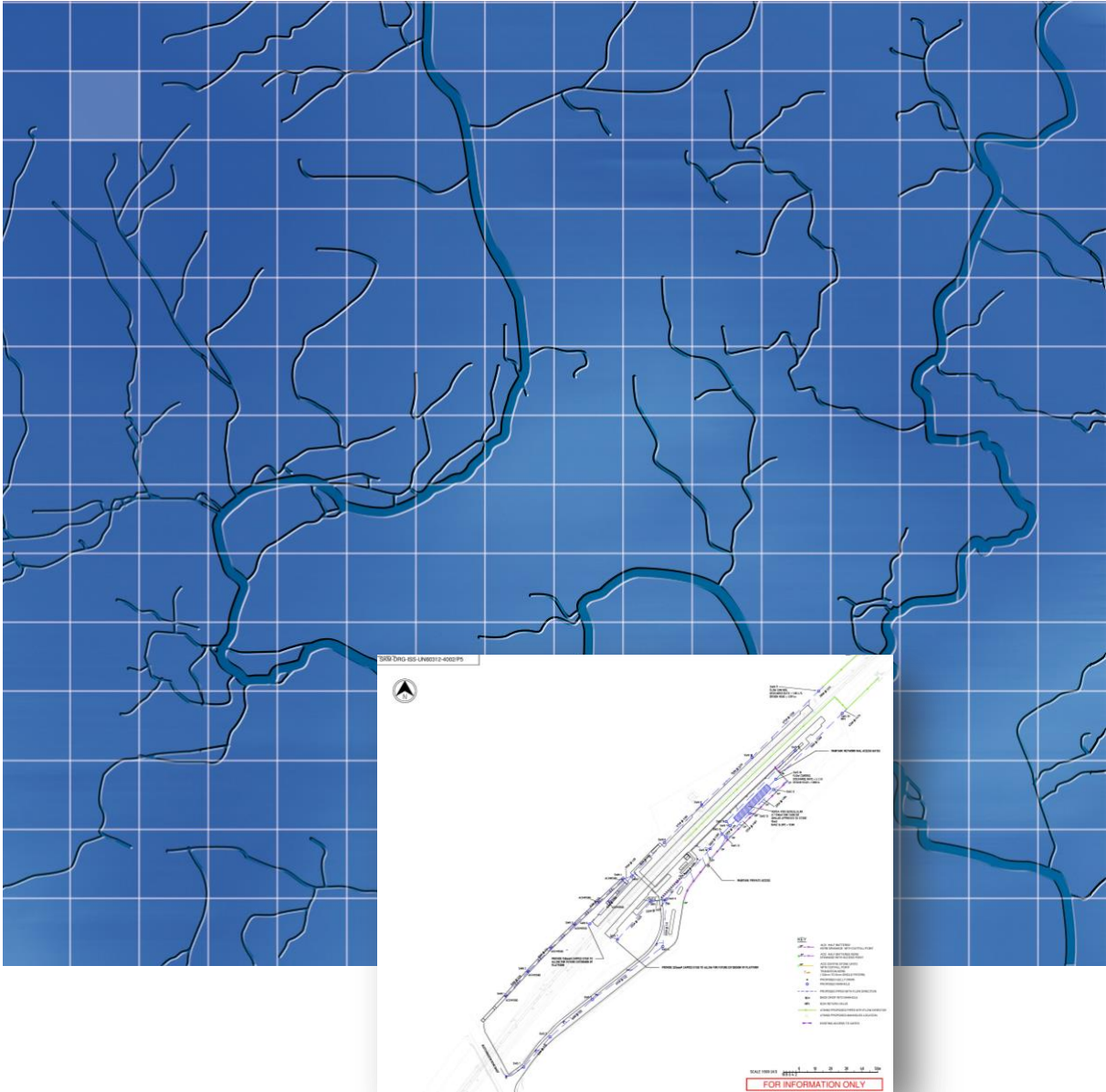


# Network Rail and Chiltern Railways

May 2015

## EWR P1 – SW Drainage Assessment (AP11 Islip Station)



Wallingford HydroSolutions Limited

# Network Rail and Chiltern Railways

## EWR P1 – SW Drainage Assessment (AP11)

### Document issue details

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For and on behalf of Wallingford HydroSolutions Ltd.

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Date **05<sup>th</sup> May 2015**

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# 1 Purpose

This document constitutes a surface water drainage assessment, as required by Condition 13 of the Order under the Transport and Works Act 1992 (TWA) obtained by Chiltern Railways for the construction of the East West Rail Phase 1 (EWR P1) project between Bicester and Oxford. This document also provides the information required by the National Planning Policy Framework (NPPF) and the associated requirements of PPS25, in considering the surface water drainage aspects of a Flood Risk Assessment for new development. This surface water drainage assessment considers the requirements for the development of AP11 – Islip Station.

Figure 1 shows the location of these Assessment Points in relation to the overall railway development.

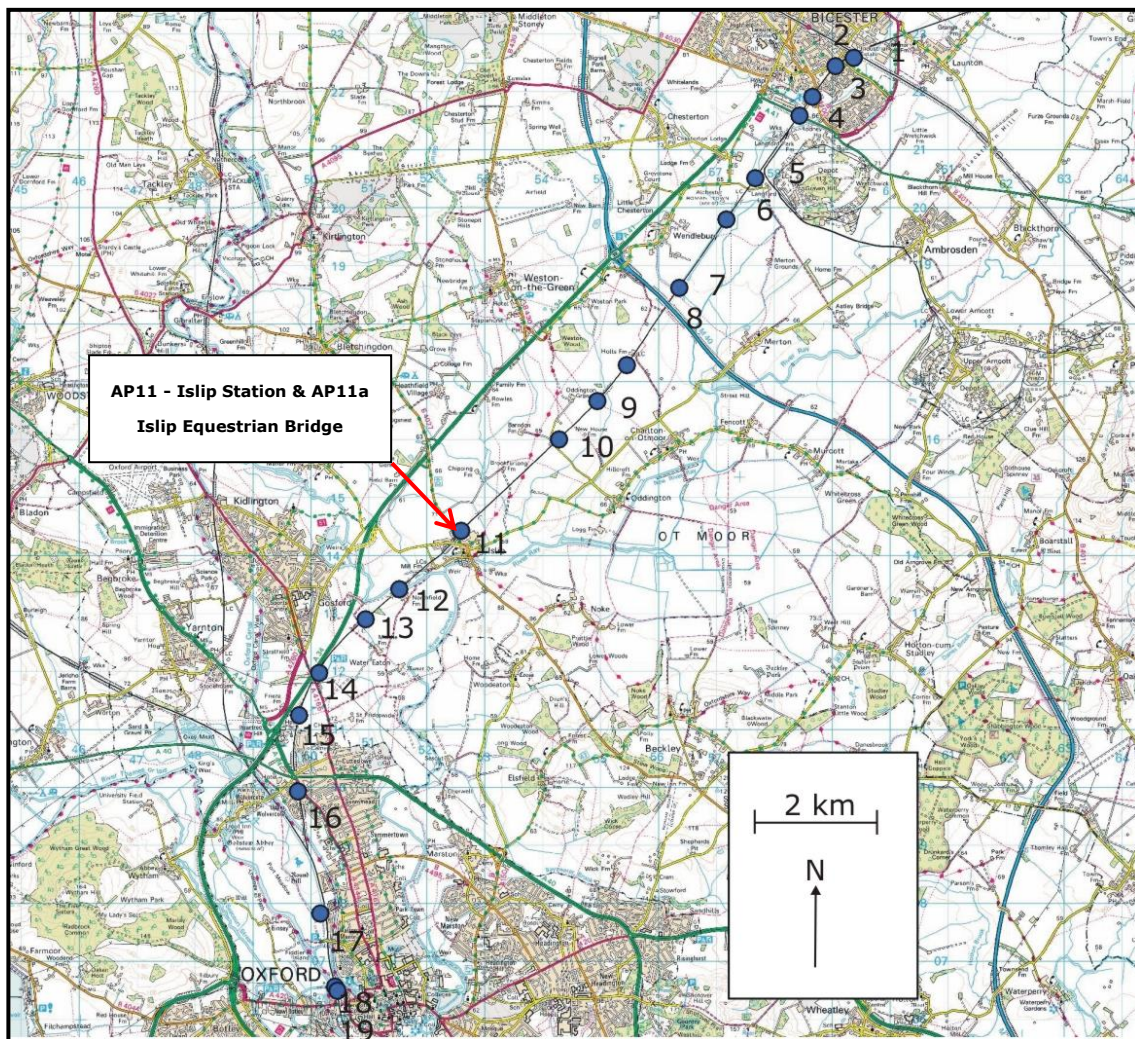


Figure 1 - Overview of the scheme with Assessment Points shown.

Condition 13 of the TWA Order requires that:

*'No construction of any one of the following elements of development shall commence until a surface water drainage assessment and scheme for that element (as identified in the Level 2 Flood Risk Assessment Revised, July 2010 (Inquiry document CD/2.22), unless stated otherwise here) has been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency:*

- AP1 Bicester Chord.
- AP2 Tubbs Lane footbridge.
- AP3 Bicester Town station.
- AP4 A41 overbridge.
- AP6 Elm Tree Farm/Langford Lane Overbridge (modified to accord with the revised proposal shown on Revised Sheets 8b, 35 and 37 of the Deposited Plans and Sections (Inquiry Document CD/1.28)).
- AP7 Merton footbridge.
- AP8 Holts Farm overbridge.
- AP9 Oddington Footbridge No 5.
- AP10 Oddington overbridge.
- AP11 Islip station in Phase 1.
- AP11a Islip equestrian bridge.
- AP13 Water Eaton No5 overbridge.
- AP14 Water Eaton Parkway.
- AP14a Banbury Road Sidings.
- AP15 Gosford and Water Eaton Footbridge No 10.
- AP18 Sheepwash Bridge.
- AP19 Oxford station.

*The surface water drainage assessments shall follow the methodology set out in the Scope of Surface Water Drainage Assessment, July 2010, agreed by the Environment Agency. Each surface water drainage assessment shall demonstrate that surface water discharge rates and volumes from that element of the development will not increase flood risk, or taken together with other relevant works in the same catchment, can be maintained at or below the agreed limits, using sustainable drainage techniques. Development shall be in accordance with the approved surface water drainage assessment and scheme.'*

Therefore the purpose of this document is to obtain approval of the local planning authority, in consultation with the Environment Agency, for the surface water drainage assessment for AP11 Islip Station thus discharging the requirements of Condition 13 of the TWA Order and meeting the surface water drainage requirements of NPPF/PPS25.

## 2 Proposed Development

### 2.1 Overview

EW R P1 is a major package of infrastructure investments including: the doubling of the line between Bicester town and Oxford North Junction; the existing stations at Bicester Town and Islip being rebuilt, and a new station built at Water Eaton Parkway. The following section describes the proposed works at AP11 in more detail.

### 2.2 AP11 – Islip Station

Islip Station is to be reconstructed to include new platforms, a footbridge, pedestrian ramps, passenger shelters and carparking for 28 no. cars (2 no. disabled parking spaces). Only minor works are to be undertaken on the existing entrance road. The single existing two car platform is to be extended to accommodate eight car units and accompanied by a new platform structure for the London bound line. A new access pedestrian ramp will allow access from the Bletchingdon Road Bridge to the second platform. The proposals include a passive provision for platform extensions at each end of the station. The proposals include a passive provision for platform extensions at each end of the station. Surface water runoff assessments have therefore been undertaken to include these areas to ensure that any drainage infrastructure designed for this site can accommodate additional runoff from any future platform expansion.

The works are to be undertaken at the site of the existing station, to the northern extent of Islip village, as shown in red in Figure 2.

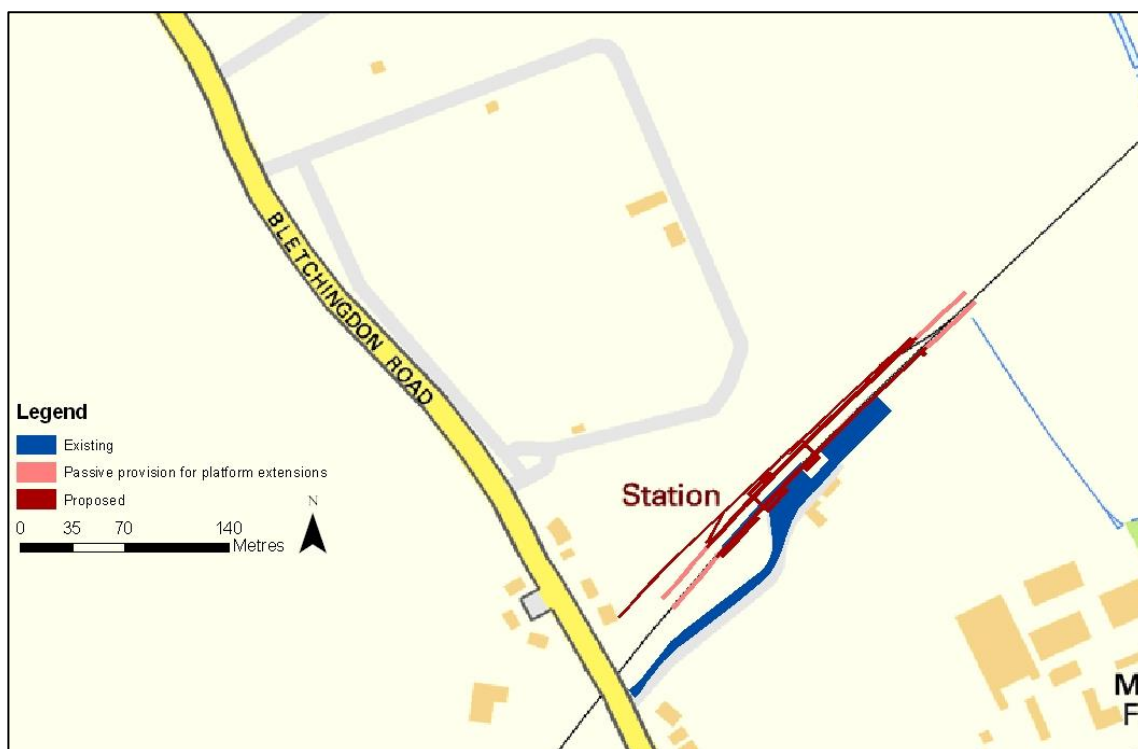


Figure 2 – AP11: Islip Station. (Contains Ordnance Survey Data © Crown copyright and database right 2013)

### 3 Management of Surface Water Runoff

#### 3.1 Planning Requirements

It is a recognised development requirement that post-development the stormwater runoff rates discharged from any new development should not be greater than flows currently generated from the site, whether this be at greenfield or existing brownfield run-off rates. Exceptions generally only apply where it is not practical to achieve this due to the size of the hydraulic control unit. In this situation overcompensation at neighbouring sites will be provided to ensure that over the whole scheme surface water runoff is reduced. These commitments are in line with guidance set out in the NPPF, PPS25 and through discussions with the EA. The following sections describe the calculation procedure followed to obtain these rates.

#### 3.2 Runoff Assessments

Pre-development (i.e greenfield or brownfield) and post-development peak surface water runoff rates have been calculated for the 1 in 1 year and 1 in 100 year plus climate change events for the development sites at AP11. Appendix 1 outlines the methodology used in the estimation of the peak surface water runoff rates. It should be noted that following discussions with the EA this analysis has not considered runoff from embankments, as these are permeable hence can be assumed to generate runoff at the greenfield rate. The following sections present the data used and the results of the surface water runoff calculations.

##### 3.2.1 Area Assessment

Table 1 details the areas of permeable and impermeable surfaces at each assessment point pre- and post-development.

**Table 1 - Surface types and areas at assessment points.**

Assessment Point	Type	Existing Brownfield		Post Development		Increase in Impermeable area (ha)
		Impermeable extent (ha)	Permeable extent (ha)	Impermeable extent (ha)	Permeable extent (ha)	
<b>AP11 Islip Station</b> (including passive provision)	<b>Brownfield</b>	0.29	0.28	0.58	0	0.28

##### 3.2.2 Surface Water Runoff Rates

Both greenfield and brownfield runoff rates were calculated as described in Appendix 1. Brownfield runoff rates have been based on a total area of 0.58ha which comprises of 0.28ha of existing hard surfaced roadway and the remaining 0.29ha is greenfield land on which the proposed platforms will be constructed. Runoff rates are presented in Table 2 below.

**Table 2 – Surface Water Runoff Rates.**

Return Period	Greenfield Runoff Rate (l/s)	Brownfield Runoff Rate (l/s)
1:1	1.53	2.90
1:100	5.72	7.03

## 4 Design Statements & Commitments

As part of the EWR Phase 1 scheme three stations require upgrade works to cater for the increased rail capacity on the Oxford to Bicester line. Jacobs has prepared drainage designs for AP11 Islip Station as part of the Form 003<sup>1</sup> detailed drainage designs (please see Appendix 2). This design shows the general drainage arrangements proposed at Islip Station to sustainably manage surface water. Jacobs have confirmed and identified on their detailed drainage design that the Post-Development runoff rate from Islip Station can be limited to the 1 in 100 year brownfield runoff rate as provided in Table 2. This will be achieved through the provision of onsite attenuation and discharge into the railway track drainage system. The following section describes the drainage layouts and the SuDS components used to sustainably manage runoff in more detail.

### 4.1 Target Discharge Rates

The drainage design for AP11 needs to ensure that discharge from site is limited to brownfield runoff rates (as per Table 2). However, the runoff rates for the lower return period events are very small (i.e less than 3l/s for the 1 in 1 year event). Through liaison with Gordon Hunt (Drainage Engineer) from Oxfordshire County Council (OCC) and Lewis Purbrick (Flood Risk Management Advisor) from the EA it has been agreed that limiting flows to such a small rate would result in a high risk of outfall blockage and associated maintenance issues and is considered to be impractical. Therefore the emphasis has been on controlling runoff for the larger return period events (i.e 1 in 100 year plus an allowance for climate change events), which are the more critical rainfall events when considering management of off-site flood risk.

### 4.2 AP11 – Islip Station Drainage Design

Jacobs have designed the surface water drainage system for AP11 Islip Station with details of the final designs provided in Appendix 2. Hydraulic calculations undertaken using Windes are available on request.

Surface water from the south side of the station that includes the access road, car parking and southern platform shall be collected via gullies before being directed via below ground drainage pipework and inspection chambers directly to a geocellular crate attenuation system. Surface water will be stored within this attenuation storage tank and discharged via a hydrobrake flow control to limit flow rates leaving the site. To restrict surface water discharges to 5l/s a total attenuation storage volume provision of 96m<sup>3</sup> is provided for the 1 in 100 year (plus a 30% increase in rainfall intensity to account for climate change) rainfall event. Based on EA guidance<sup>2</sup> there is no need for an oil interceptor at Islip because there is provision for less than 50 parking spaces and the car park area is less than 800m<sup>2</sup>.

<sup>1</sup> Jacobs. East West Rail Phase 1 Drainage Designs. FORM 003. (December. 2014)

<sup>2</sup> EA Guidance. Pollution Prevention Guidelines (PPG3). (April 2006)



Surface water from the northern platform is again collected via gullies and directed through a below ground piped drainage network and discharged at an rate of 1.98l/s into the railway track drainage network to the east of the site. No formal onsite attenuation is required for the northern drainage network.

The total post development discharge rate for both the southern and northern drainage networks combined is 6.98l/s which is a betterment over the Target Discharge Rate of 7.03l/s for the 1 in 100 year (plus an allowance for climate change) rainfall event.

## **5 Conclusions**

The proposed drainage arrangements at AP11 Islip Station will achieve the target discharge rates presented in Table 2. This will ensure that post-development runoff rates from this development are reduced to pre-development equivalents for the 1 in 100 year plus climate change event. We consider that the information provided in this surface water drainage assessment is sufficient to comply with Condition 13 of the TWA Order and the surface water drainage requirements of NPPF/PPS25.

**Appendix 1 – Surface Runoff Calculations Methodology**

## **1.1 Introduction**

Guidance issued by DEFRA<sup>3</sup> states that post development the stormwater runoff discharges from urban developments should approximate to the site greenfield response over an extended range of storm frequencies of occurrence (return periods). However, it is accepted that drainage proposals may be measured against the existing drainage performance of the site (brownfield). In addition the peak rate of runoff into a watercourse should be no greater than the undeveloped rate of runoff, although similarly exceptions apply where it is not practical to achieve this. The guidance outlines methodologies for estimating storage volumes for stormwater control for development sites and also provides methodologies for the estimation of peak rates of runoff from greenfield sites.

For clarification, the greenfield rate refers to the volumes and peak flows associated with an undeveloped site whilst brownfield relates to a site which has been previously developed hence a proportion of the site is impermeable.

As part of the Network Rail/Chiltern Railways development surface water runoff volumes for greenfield and brownfield conditions are required. In addition, peak runoff rates are also required for greenfield and brownfield conditions. Section 1.2 outlines the methodology for the estimation of the surface water runoff volumes whilst Section 1.3 outlines the methodology for estimating the peak runoff rates. Note that there is no guidance on estimating brownfield peak runoff rates, and the guidance states that greenfield runoff rates should be considered as indicative only due to the limitations of the methodologies.

## **1.2 Surface Water Runoff Methodology**

The DEFRA guidance recommends the use of Institute of Hydrology Report 124 (IH124)<sup>4</sup> for estimating surface water runoff. However, recent research into flood design for small catchments<sup>5</sup> suggests that the FEH statistical method<sup>6</sup> and the Revitalised Flood Hydrograph (ReFH)<sup>7</sup> event-based method both outperform the older methods. The report states that these are applicable across the range of catchment sizes used in their development and that the continued recommendation of outdated methods such as IH124 and ADAS 345 is inappropriate. The research notes that there is little evidence to suggest that the accuracy of the FEH methods when applied to ungauged catchments is particularly scale dependent and recommends the use of current versions of the FEH statistical approach or the ReFH rainfall-runoff model except on highly permeable (BFIHOST > 0.65) or urbanised catchments (URBEXT2000>0.15) where the results of the ReFH model can be less reliable. The research recommends that for catchments smaller than 0.5 km<sup>2</sup> and plot scale, which is relevant for the development sites within the Chiltern Railways development, runoff estimates should be derived from FEH methods applied to the nearest suitable catchment above 0.5 km<sup>2</sup> for which descriptors can be derived from the FEH CD-ROM and scaled down by the ratio of catchment areas.

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<sup>3</sup> Kellagher R, 2012, Preliminary rainfall runoff management for developments, DEFRA R&D Technical Report W5-074/A/TR/1 Revision E

<sup>4</sup> Marshall D, C, W. Bayliss, A, C,. Flood Estimation for small catchments. Institute of Hydrology Report 124.

<sup>5</sup> Environment Agency, 2012, Estimating flood peaks and hydrographs for small catchments: Phase 1, SC090031

<sup>6</sup> Robson, A.J. and Reed, D.W. (1999) Statistical procedures for flood frequency estimation. Volume 3 of the Flood Estimation Handbook. Centre for Ecology & Ecology.

<sup>7</sup> NERC (CEH). 2005. Revitalised FSR/FEH rainfall runoff method. Spreadsheet application version 1.4.<http://www.ceh.ac.uk/feh2/SpreadsheetimplementationofReFH.html>

Following the guidance, and taking into account this research, greenfield runoff hydrographs were calculated using 6.25 hour duration design rainfall events for the required return period event using a conjunction of the IH124 and ReFH rainfall runoff method.

### **IH124**

Greenfield peak runoff rates have been calculated using the small catchment statistical method, IH124 methodology, in conjunction with the growth curves factors specified within the NERC Flood Studies Supplementary Reports 2<sup>8</sup> and 14<sup>9</sup>

A catchment area of 50 ha was assumed for each site with the results expressed as runoff rates per unit area to facilitate scaling to the development area. A key catchment descriptor within the method is the soil class(es) as defined by the Winter Rainfall Acceptance Potential (WRAP) map<sup>10</sup>. This is an extremely coarse map which is mapped at a scale of 1:625,000 and as such does not contain sufficient information for determining local soil and underlying substrate permeability. At design level the selection of appropriate soil class values would be informed by local soil maps coupled within infiltration tests. For the purposes of defining runoff rates for this assessment the soil permeability classes and substrate classes within the Hydrology of Soil Types (HOST) classification<sup>11</sup> were used to guide soil class selection. The HOST classification has replaced the WRAP map in all current flood estimation procedures.

### **ReFH**

Given that there is no available flood event data on which to calibrate the ReFH model, the catchment descriptors for each site were obtained from the FEH CD ROM v3. The nearest 1km cell to each site was used to obtain the rainfall parameters required for the rainfall Depth Duration Frequency (DFF) ReFH model. Where this is not possible catchment scale parameters were obtained for the nearest small river reach.

The ReFH model was run using the 6.25 hour event for the 1 in 1 year, 1 in 30 year and 1 in 100 year events. Allowances for climate change were made for the 1:100 year event by increasing the rainfall intensity by 30% in accordance with current Planning Policy Statement guidance<sup>12</sup>. Note that current DEFRA<sup>13</sup> guidance advises increasing rainfall intensities by 20% for 2080 and beyond, so the adopted values are conservative. A catchment area of 50 hectares was assumed and results are then scaled to the site level.

### **Development of final runoff rates**

The ReFH and IH124 methodologies produce independent runoff rates for the given return periods. Current research into small catchments<sup>14</sup> indicates that more recent methodologies are generally more reliable than the older (IH124) methodologies. The differences between the peak runoff rates

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<sup>8</sup> Faulkner, D.S. 1999. Rainfall Frequency Estimation. Flood Estimation Handbook Vol. 2, Institute of Hydrology, Wallingford, UK.

<sup>9</sup> Institute of Hydrology, 1983 Review of regional growth curves. Flood Studies Supplementary Report 14. Institute of Hydrology, Wallingford, UK

<sup>10</sup> Natural Environment Research Council, 1975. Flood Studies Report.

<sup>11</sup> Boorman, D. B., Hollis, J. M. and Lilly, A., Hydrology of soil types: a hydrologically-based classification of the soils of the United Kingdom. Institute of Hydrology Report 126.

<sup>12</sup> Communities and Local Government (CLG), 2010, Planning Policy Statement 25.

<sup>13</sup> Kellagher R, 2012, Preliminary rainfall runoff management for developments, DEFRA R&D Technical Report W5-074/A/TR/1 Revision E

<sup>14</sup> Environment Agency, 2012, Estimating flood peaks and hydrographs for small catchments: Phase 1, SC090031.

were resolved by adjusting the BFIHOST or WRAP classes. For most of the sites the peak runoff from IH124 was rescaled to be similar to ReFH. Since ReFH is not considered as reliable in high permeability catchments (taken to be where the BFIHOST is greater than 0.6) in highly permeable catchments the IH124 estimates for peak runoff were given a greater weighting.

### **Calculation of current brownfield and potential post development runoff volumes**

The assessment of current brownfield and potential post-development runoff volumes for each return period is conducted:

- by assuming a runoff coefficient of unity for impermeable areas;
- calculating a gross direct runoff volume by taking the product of the areal extent of the impermeable area and the corresponding rainfall event profile;
- calculating the equivalent greenfield runoff profile for the impermeable area by taking the product of the greenfield runoff hydrograph (expressed in units of runoff per unit area) and the impermeable areas, and estimating the net runoff volume for the impermeable area.

This nett runoff volume represents the runoff volume that has to be captured, and preferably infiltrated to maintain runoff at the greenfield rate. For the 1:100 year event the runoff calculations have included an overall increase in event rainfall depth of 30% for the impermeable runoff estimate to allow for climate change.

Surfaces assumed to be impermeable in this outline design level assessment include roofs, car parks, pavements, roads, bridge structures and platforms. As such this represents a worst case scenario as it ignores the detailed design potential for at-source mitigation.

### **1.3 Brownfield Peak Runoff**

The greenfield peak runoff can be obtained from the IH124 and ReFH methodologies. However, DEFRA<sup>15</sup> do not provide guidance on producing peak runoff for brownfield sites. Whilst ideally runoff volumes and peak runoff should be returned to the greenfield level, it is accepted that this is not always possible. In these circumstances maintaining the current runoff or peak flows is acceptable hence brownfield peak runoff values are required.

It is widely accepted that increasing the impermeable extents within a catchment, or development site in this case, increases runoff volume and decrease the response time within the catchment<sup>16</sup>.

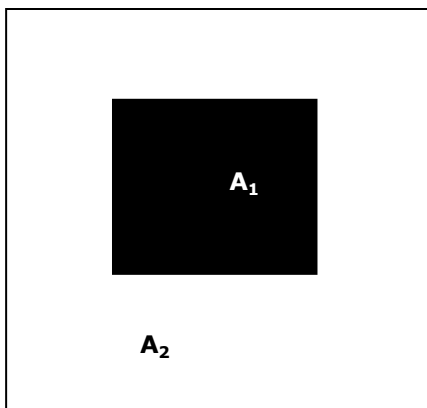
The following methodology has been developed to calculate the Brownfield peak flow:

- 1) Consider a site to contain an impermeable surface of area  $A_1$  ( $m^2$ ) and permeable surface of area  $A_2$  ( $m^2$ ), as per diagram below

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<sup>15</sup> Kellagher R, 2012, Preliminary rainfall runoff management for developments, DEFRA R&D Technical Report W5-074/A/TR/1 Revision E

<sup>16</sup> Chow V. T., Maidment D. R. and Mays L. W., 1988, Applied Hydrology, McGraw-Hill, New York, USA.



2) Calculations within ReFH assume that A<sub>1</sub> and A<sub>2</sub> are both greenfield hence we already have the design rainfall P (mm) and the greenfield runoff Q (mm) for the design hydrograph.

3) For a completely impermeable surface, A<sub>1</sub> and A<sub>2</sub> are impermeable, the following is proposed:

$$Q = 0.7 \times P + 0.3 \times Q$$

It is assumed that 70% of the rainfall becomes direct runoff. The value of 70% is used as this is generally recommended for use within the UK<sup>17,18</sup>. A proportion of the rainfall is also delayed through the system and this is reflected by adding 30% of the greenfield runoff.

The result is a hydrograph which has a faster time to peak, higher peak and greater total runoff than the greenfield hydrograph.

4) For a mixed impermeable/greenfield site these two components are combined according to the proportion of each within the development site.

$$Q = \left[ \frac{A_2}{A_1 + A_2} \times Q \right] + \left[ \frac{A_1}{A_1 + A_2} \times 0.7 \times P \right] + \left[ \frac{A_1}{A_1 + A_2} \times 0.3 \times Q \right]$$

5) The peak flows can then be extracted from the hydrographs and rescaled to cumecs.

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<sup>17</sup> Institute of Hydrology, 1999, Flood Estimation Handbook, Vols 1 – 5.

<sup>18</sup> Department of Environment/National Water Council, 1981, Design and analysis of Urban Storm Drainage:the Wallingford Procedure, National Water Council, UK.

An example is presented within Figure 3.

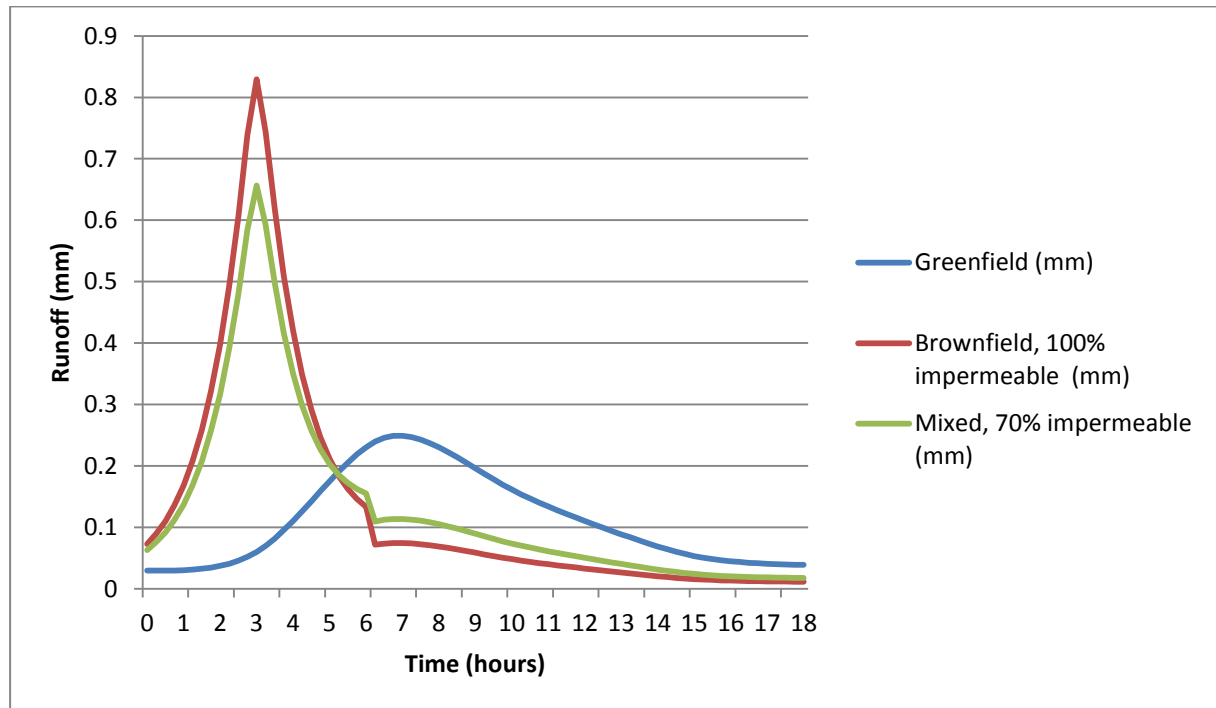


Figure 3 Example Hydrograph for a Greenfield, 100% impermeable and 70% impermeable site.

### 1.4 Determining the development site area

For most sites the development site considered is the same as the footprint of the development thus the post development will be 100% impermeable. i.e. if a footbridge is being built then the footprint of the footbridge is considered to be the development site and the site is initially 100% greenfield and post development 100% impermeable.

Some sites are more complex, for example the development of Islip and Oxford Parkway Stations. The proposal indicates that the aim will be to retain the runoff associated with the existing site (or greenfield where possible) which means that agreement of the development site extent may affect the amount of flood storage which must be allowed for. In these cases the development site is considered to be the addition of the existing and proposed development site. Post development all sites will be 100% impermeable unless land at any of the sites is returned to greenfield which is unlikely. This is illustrated for Islip Station, Figure 2, where the development site is the combined area of existing and proposed developments.



Figure 4 Existing and post development site at Islip Station.



**Appendix 2 – (AP11) Islip Station Surface Water Drainage Design**

# EWR P1 – SW Drainage Assessment (AP11 Islip Station)

