SOUTH ROAD

MANHOLE - SEE DETAIL A

DITCH CROSSING POINT TO BE MAINTAINED

24295

EXISTING DITCH FROM RAIL CULVERT TO TERMINATE AT NEW HEADWALL FOR PIPE CULVERT

EXISTING PIPE-TRACK

VPI SUPPLY GAS PIPELINE

CULVERT TERMINATES AT HEADWALL. OPEN DITCH FORMED WITH CONSTANT FALL

EXISTING RAILWAY

EXISTING DITCH TO BE FILLED IN

EXISTING DRAINAGE DITCH

CONCRETE WALL EXTENDED HERE

THIS SECTION OF DITCH TO RECEIVE EROSION PROTECTION

OUTFALL FROM VPI-I BALANCING POND

INDICATIVE PIPE BRIDGE TO ACCESS T&S COMPOUND MINIMUM HEIGHT 4.7m TO UNDERSIDE

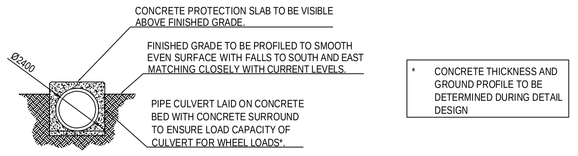
DENOTES EDGE OF 7m WIDE EASEMENT

BOTTOM OF BATTER SLOPE

299094

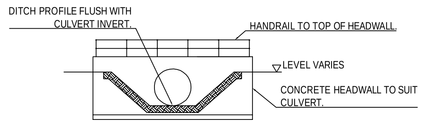
OPEN DITCH WITH CLAY LINING PARALLEL TO VPI-I SITE BOUNDARY

7000 EASEMENT AS PROVIDED FOR

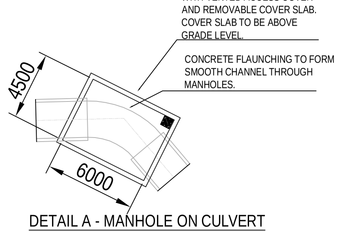


SECTION A-A VIEW THROUGH CULVERT

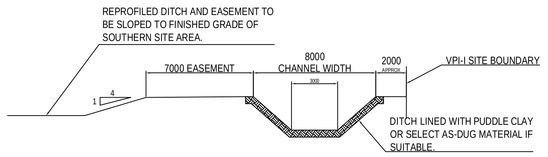
* CONCRETE THICKNESS AND GROUND PROFILE TO BE DETERMINED DURING DETAIL DESIGN



SECTION B-B VIEW ON HEADWALL



DETAIL A - MANHOLE ON CULVERT



SECTION C-C VIEW ON OPEN DITCH

LEVELS

LEVELS ALONG THE NEW DITCH ALIGNMENT WILL VARY. THESE ARE TO BE DEVELOPED FURTHER DURING DETAILED DESIGN. THE FOLLOWING IS PROVIDED FOR GUIDANCE:

UPSTREAM INVERT AT THE COMMENCEMENT OF NEW CULVERT IS 1.6m. GROUND LEVEL IS 3.3m. THIS PORTION OF THE SITE IS OUTSIDE THE VPI-I PCC DEVELOPMENT AND CUTTING AND FILLING IS ONLY PROPOSED FOR CULVERT INSTALLATION AND CONSTRUCTION LAYDOWN.

AT CULVERT TERMINAL HEADWALL, THE INVERT IS 1.06m AND GROUND LEVEL WILL BE BUILT UP TO APPROXIMATELY 3.65m.

AT THE CONFLUENCE OF THE REALIGNED DITCH WITH THE ORIGINAL ROUTE, THE INVERT IS 0.77m AND GROUND LEVEL WILL BE BUILT UP TO APPROXIMATELY 3.69m.

THE CULVERT AND DITCH WILL HAVE UNIFORM GRADES FOR THE FULL LENGTH. ADJACENT GROUND LEVELS WILL BE NO LOWER THAN CURRENT GROUND LEVELS ADJACENT TO THE CURRENT DITCH ALIGNMENT.

NOTES

THIS DRAWING IS PRODUCED TO SHOW THE CONCEPTUAL DIVERSION OF THE SOUTH KILLINGHOLME DRAIN.

CONSTRUCTION DETAILS WILL BE DEVELOPED IN LATER STAGES OF THE PCC PROJECT.

THE CONCEPT SHOWN HERE HAS BEEN DISCUSSED WITH IDB AND IS INTENDED TO REFLECT THOSE DISCUSSIONS.

MINIMUM SIZE OF NEW CULVERT SHALL MATCH THE SIZE OF EXISTING.

FLOW RATE IN NEW OPEN CHANNEL SHALL BE LIMITED BY ESTIMATED FLOW IN EXISTING CHANNEL.

SOUTH BANK LEVEL OF DIVERTED DITCH SHALL MATCH OR BE HIGHER THAN THE CURRENT SOUTH BANK LEVELS.

NORTH BANK LEVEL IS APPROXIMATELY THE SAME AS THE DEVELOPED AREA BUT ALL OF THE VPI-I PCC SITE DRAINAGE IS SEGREGATED AND DISCHARGES TO SOUTH KILLINGHOLME DRAIN VIA A BALANCING POND AND OIL SEPARATION FACILITY.

TEMPORARY DITCH CROSSINGS WILL BE PROVIDED FOR CONSTRUCTION ACCESS. LOCATIONS TO BE CONFIRMED IN DETAILED DESIGN.

KEY

- OPEN DITCH SLOPING SIDE. SLOPE VARIES. EROSION PROTECTION TO BE ASSESSED AND PROVIDED AS REQUIRED.
- OPEN DITCH BASE. CLAY MATERIAL SIMILAR TO EXISTING EITHER SELECT AS DUG MATERIAL OR IMPORTED PUDDLE CLAY.
- EROSION PROTECTION TO CHANNEL AT MAJOR CHANGES IN DIRECTION AND DOWNSTREAM OF NEW VPI DISCHARGE.
- INDICATIVE LOCATION OF EXISTING DITCH. CHANNEL EXCAVATED TO REMOVE SOFT CLAY AND VEGETATION THEN BACKFILLED.

PLANT NORTH

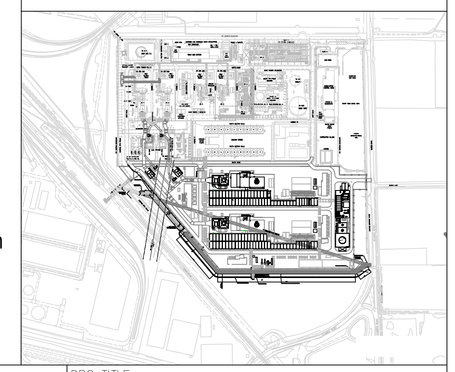
ORDNANCE SURVEY GRID NORTH

PREVAILING WIND

0 25m 50m 75m

SCALE 1:500 AT A0

KEY PLAN



REV	DATE	REVISION DESCRIPTION	DRAWN	DRAFT CHK	DESIGNED	ENG CHK	APPROVED	CUSTOMER	REF DRAWING No	REFERENCE DRAWING TITLE
5	16/02/23	ISSUED FOR USE	MRichard	MRichard	MRichard	MRichard	MRichard			
4	01/02/23	ISSUED FOR USE	PBA	CFT	PBA	CFT	PBA			
3	20/01/23	ISSUED FOR USE	PBA	CFT	PBA	CFT	PBA			
2	13/12/22	ISSUED FOR USE	PBA	SB	PBA	SB	PBA			
1	12/12/22	ISSUED FOR USE	PBA	SB	PBA	SB	PBA			
0	06/12/22	ISSUED FOR USE	PBA	SB	PBA	SB	PBA		9140-8230-02-0002	IMMINGHAM CHP PROJECT KEY PLAN PLOT PLANS
A	23/11/22	ISSUED FOR REVIEW	PBA	SB	PBA	SB	PBA		2180-8310-40-001	VPII CARBON CAPTURE PLANT TOPOGRAPHICAL SURVEY LAYOUT

A0 SHT SCALE: 1:500

Worley

WORLEY PROJECT No. 415000-00201

ENGINEERING AND PERMIT STAMPS (As Required)

CUSTOMER

HUMBERZERO

VPIImmingham

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DRG TITLE

HZ-VPI-I PCC PROJECT
DITCH DIVERSION PROPOSALS

DRG No 415000-00201-8310-41-0001

REV 5

Worley_A0