

Robert Bray Associates
9 New Mills, Libby's Drive
Stroud
Gloucestershire GL5 1RN
t : 01453 763116
info@robertbrayassociates.co.uk
www.sustainabledrainage.com

Norton Road. SCAPE project Community Consultation Report



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Introduction

This report summarises the design proposals presented to the public and community feedback/discussion recorded at a consultation event held on 15th September 2018 in conjunction with Brighton and Hove City Council.



View of Norton Road

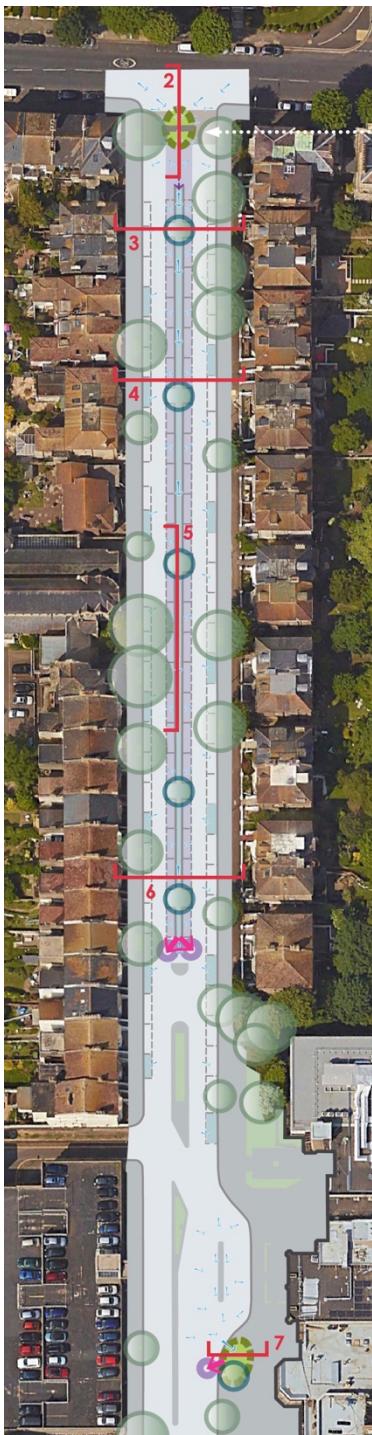
About the site

The Norton Road SuDS design begins with the re-direction of surface water flows at the upper end of the road where it joins Eaton Road. In exceedance conditions water from higher in the catchment, which cannot enter the conventional pipe drainage system flows down the gutter on the eastern side of Norton Road. This single flow route causes inconvenience and can result in flooding of basements, particularly lower down the road.

The SuDS proposals

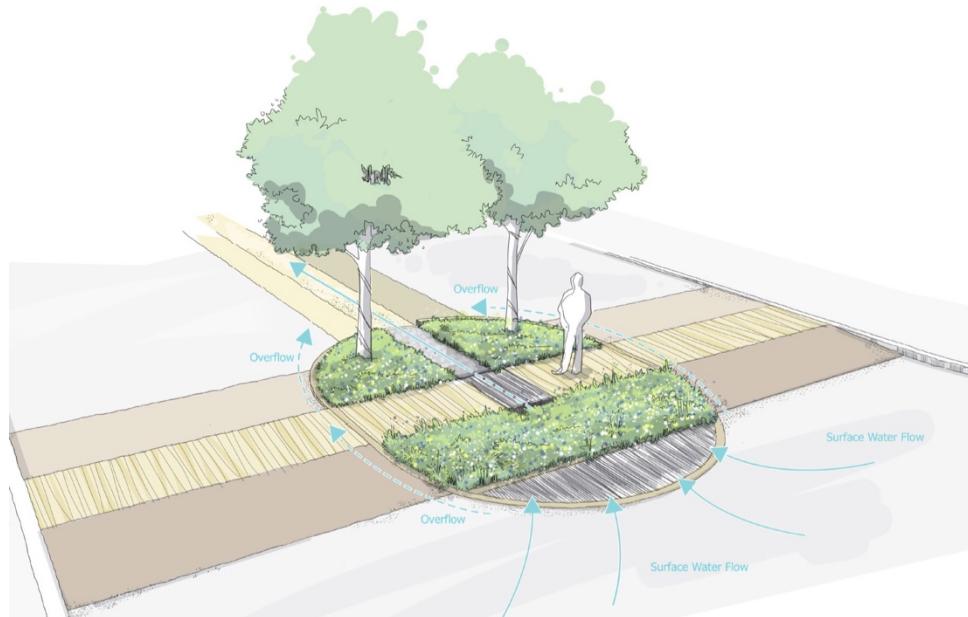
The design proposals comprise:

- **Re-profiling of Eaton Road to direct flows to the centre of Norton Road.**
- **Re-profiling Norton Road to include a pedestrian crossing that helps collect and direct runoff into a grated collection chamber at the top of the road. This chamber will intercept silt and debris below 50mm diameter that is the proposed mesh size of the grating. Larger debris will collect on top of the grating.**
- **Once the grated chamber is full of water it overflows into**



the first bio-retention planter that infiltrates everyday flows and intercepts finer silts that could block infiltration surfaces along the road.

- Water can overflow again into a second planter reinforcing the cleaning process. These planters and the pedestrian walkway enhance the character and functionality at the head of Norton Road. The planters will be planted with attractive herbaceous planting to assist in filtering runoff and trees or shrubs to provide visual interest and structure to the eye.
- Increasing flows will pass through the interception feature along a raised channel and flow down the re-profiled centre of Norton Road. This channel will have a large flow capacity together with a permeable surface to allow reasonably clean water to infiltrate into storage void below the surface.
- In the event of very high flows some runoff may overflow sideways into the existing gutters increasing the capacity of the road from a single channel to three thereby significantly reducing flood risk.
- Tree planting at intervals will enhance the character of the road.
- Water that cannot be stored within the trench profile will be directed to the sewer as happens at present.



Examples of plan, sketch and sectional visualization presented at the consultation.

The consultation event

The consultation event was held on the morning of the 15th September 2018 in the Council offices. Four residents attended the meeting. A number of questions and suggestions were introduced at the meeting.

- It was confirmed that runoff that did not enter the trench by infiltration would enter the sewer in the same way as at present.
- A suggestion was made to extend the central channel beyond the current proposal to where the housing stops. This would require removal of the existing planter and diversion of lamp standards.
- The removal of the very tight turning point before the first raised planter was discussed as it usually required a three point turn to get round the turning. Car headlights shine directly into houses on the western end of Norton Road.
- It was remarked that gutters and gullies are frequently blocked and a protocol for cleaning the existing pipe system, which will still operate after this intervention, should be provided.
- It was confirmed that the parking provision and driving width would not change due to the new proposals.
- The road rises and falls ‘like a rollercoaster’ – particularly in response to tree roots. This creates dips that apparently hold water ‘for days on end’ and ‘can be seen as sludgy areas’ without drainage. There was a request to position SuDS features (permeable parking bays) in these locations.
- There was general agreement that although it is difficult to predict the exact flows and volumes coming down Norton Road in extreme rainfall these measures will reduce its impact and should be undertaken.

Next steps

In response to this consultation event and subsequent Skype meeting with Brighton & Hove City Council we are amending our designs to reflect some of the feedback and will issue revised outline design drawings for project team review.

Brighton & Hove CC will explore the feasibility of extending the central SuDS treatment to occupy what is currently the vehicle turning point.

Robert Bray Associates will carry out a review of existing and proposed maximum flow rates down Norton Road without property flooding. We will also explore whether

Southern Water can provide detailed modelling on the flow performance of the scheme in relation to overland flows from off site.

Alongside the outline design drawings, we are preparing an Outline SuDS & Landscape Design Statement describing the project objectives and our design response.

This will include a summary of the runoff volumetric performance of the proposals.

To facilitate this decision making, we will also include an outline cost estimate for the scheme.