



## Adoptable Highway Drainage Guidance

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## 1. Introduction

A positive drainage system should be provided for all roads to be offered for adoption. This guide gives advice to developers wishing to offer highway drainage infrastructure for adoption to Wiltshire Council. The document outlines the highway drainage design principles and permitted Sustainable Drainage Systems (SuDS) which may be acceptable for adoption under agreements entered into under Section 38 and Section 278 of the Highways Act 1980.

The National Planning Policy Framework (NPPF) and its associated technical guidance states that priority should be given to SuDS. Highway drainage requires proper control of surface water runoff preventing flooding and pollutants from road surfaces flowing straight into watercourses.

The adoption of SuDS benefits Wiltshire Council as Highway Authority in a number of ways:

- Promoting the use of SuDS in new developments by providing an adoption organisation and mechanism.
- Reducing the risk of harm to highways infrastructure from surface water flooding.
- Reducing the costs of surface water drainage for Highways, as well designed SuDS can be cheaper to construct and maintain than traditional drainage methods.
- Improving the maintenance of surface water drainage for Highways, as well designed SuDS will be easier to access for maintenance.
- Improving the quality of the environment through attractive, green SuDS
- Accounting for Climate Change and adaptation to Climate Change

For drainage schemes to be suitable for adoption and maintenance at public expense it must be demonstrated that the design has considered the future maintenance requirements, including inspection access points and measures to minimise maintenance requirements.

## 2. Reference documents

This document references the following industry guidance:

Name	Link	Abbreviation
Design Manual for Roads and Bridges	<a href="https://www.standardsforhighways.co.uk/dmrb/">https://www.standardsforhighways.co.uk/dmrb/</a>	DMRB
Manual of Contract Documents for Highway Works	<a href="https://www.standardsforhighways.co.uk/ha/standards/mchw/">https://www.standardsforhighways.co.uk/ha/standards/mchw/</a>	MCHW
Sewerage Sector Guidance (previously Sewers for Adoption)	<a href="https://www.water.org.uk/sewerage-sector-guidance-approved-documents/">https://www.water.org.uk/sewerage-sector-guidance-approved-documents/</a>	SSG

### **3. Highway drainage suitable for adoption**

Wiltshire council will consider the following items for adoption:

#### **3.1 SuDS using 'Open' soft engineering techniques:**

- Storage ponds
- Balancing ponds
- Retention and infiltration basins
- Swales
- Ditches
- Infiltration strips

#### **3.2 SuDS using hard engineering techniques:**

- Attenuation of drainage by oversize pipework and throttles.
- Underground attenuation and storage tanks (provided adequate inspection and maintenance access is provided).
- Ditches constructed from prefabricated elements

#### **3.3 What is required at planning application stage**

All developers wishing to offer any parts of the sustainable highway drainage systems for adoption are encouraged to engage in initial / pre-application discussions covering the design and adoption of SuDS with Planning, Drainage and Highways teams. This will ensure that all the relevant parties are on board and all the requirements are highlighted early. All planning applications must be accompanied by a site specific highway drainage strategy that demonstrates compliance with this document and other supporting information referenced therein.

The application should include:

- Any evidence of pre application discussions including any agreements in principle
- Design including surveys, calculations and drawings
- Operation and maintenance manual

Additional information required for adoption process:

- Construction Plan including construction drawings and details
- Inspection of SuDS elements during the construction process and sign off by the adopting body to ensure that the drainage elements have been built in accordance with the approved design
- Maintenance and defects agreements
- Defects rectification agreements and signoff

#### **3.4 Existing Highway Drainage**

Where development proposals impact the existing highway, the applicant shall contact Wiltshire Council to obtain drainage records.

Where drainage records are not available, the applicant shall undertake necessary site investigations in order to determine connectivity, line, level and outfall.

Where highway drains are to be adopted by Wiltshire Council, a CCTV survey shall be undertaken by the Developer and a full report made available. This should be carried out prior to the surface course being laid on carriageways and footways

There will be a presumption against connections into existing highway drainage systems unless sufficient evidence is provided that the highway drainage system has capacity or that improvements can be made to accommodate the additional highway surface water run-off. Private surface water will not be allowed to discharge into a highway drainage system.

Failure to undertake necessary investigation will delay the technical approval process. Where detailed investigation is not undertaken in advance of works starting, Wiltshire Council will not be in a position to fund repairs to existing highway drainage systems where damage to the system is identified at such a late stage in the delivery process.

Where development proposals result in an element of redundant Highway drainage this shall be removed.

### **3.5 Easements**

Any proposal using land outside the existing/proposed adoptable extents will require a legal easement to ensure that Wiltshire Council has a right for use and maintenance. The owner of that land will be required to enter into a deed of grant of easement.

### **3.6 Adoptable Highway Drainage Criteria**

The Council will require the following to be demonstrated:

- Highway drainage including SuDS features must be located within the highway boundary.
- The system can be adopted as part of a s278 or s38 agreement.
- The system is designed to receive highway runoff only.
- Consideration has been given to all technical and safety implications.
- Maintenance and operation for the lifetime of the development has been considered.
- The proposed SuDS components are robust, well designed and of a good standard that the Council has approved.
- The proposed SuDS are free of statutory services and ducting (as this can interfere with their operation and could also cause issue if the service companies need to dig them out and do not replace like for like).
- The appropriate level of water treatment must be provided.
- The drainage scheme for the development as a whole is acceptable in terms of surface water management.

The following table outlines the fundamental requirements:

Discharge rates and volumes	<ul style="list-style-type: none"> <li>• With regards the control of surface water discharges from greenfield sites, Wiltshire Council requires post development discharges to provide 20% betterment over pre development discharges for both peak flow and volume.</li> <li>• With regards the control of surface water discharges from brownfield sites, Wiltshire Council requires post development discharges to be as close as reasonably practicable to greenfield runoff for both peak flow and volume.</li> <li>• Flow rates shall be controlled by way of suitable flow control device.</li> </ul>	
Climate change allowance	40% <sup>1</sup> uplift in peak rainfall intensity	
Highway drain standard design return period	Up to 40mph	>40mph
	<p>1:1 year- no surcharge of the drainage system</p> <p>1:5 year + 40% climate change - no flooding of the drainage system</p>	<p>1:1 year- no surcharge of the drainage system</p> <p>1:30 year + 40% climate change - no flooding of the drainage system</p>
Exceedance provision	The highway system must be designed not to flood (full containment) any part of the highway (or 3rd party land adjacent) in a 1:30 year return period.	
Flood flows & climate change	<p>The highway system must be assessed in a 1:100 year return period plus an allowance for climate change.</p> <p>Where storage (full containment) below ground is not viable then above ground storage (SuDS) shall be provided.</p> <p>Utilising the highway assets as surface storage shall be considered on a case by case basis whereby the safety of the proposals shall be judged to accord with The Environment Agency pedestrian safe depth/velocity criteria.</p>	
Flood flow routes	<p>Flow routes through the development/highway must be demonstrated as follows:</p> <ol style="list-style-type: none"> <li>1. Low flow routes Once surface water runoff has been collected, cleaned and controlled in source control features it will either be stored where it fell as rain in permeable material, or flow onward to local storage structures. The day-to-day flows from these features should travel in low flow channels through the development in a controlled way contributing to landscape quality.</li> <li>2. Overflows In the event of local blockages or surcharge a simple overflow arrangement should allow water to bypass the obstruction and return to the management train sequence until conditions return to normal.</li> <li>3. Flood routes When SuDS are overwhelmed by exceptional rainfall, then flood routes are required to protect people and property, by providing unobstructed overland flow routes from the development and should be considered for all drainage schemes. The SuDS design must demonstrate that flow routes have been considered at each</li> </ol>	

<sup>1</sup> This value may be updated from time to time as the Environment Agency issues new guidance.

	design stage to take into account the effect of proposed development on the natural flow pattern for the site. Flood routes should also be protected from future changes in land use.
Minimum pipe size	225mm diameter minimum for highway spine drain. 150mm diameter minimum for gully lateral.
Soakaways	Soakaway design to be based on infiltration rates proven by field tests according to BRE 365 <sup>2</sup> , and a groundwater level assessment, taking into account seasonal variations. A minimum of 1m clearance between the base of the soakaway and the maximum groundwater level is required. This is to prevent rising groundwater from reducing the available storage capacity within the soakaway, to ensure a sufficient depth of unsaturated material, and to protect groundwater from contamination.
Water quality / pollution control	<ul style="list-style-type: none"> <li>• Designing for water quality to be in accordance with The SuDS Manual<sup>3</sup>.</li> <li>• Comply with the Environment Agency's approach to groundwater protection - <a href="https://www.gov.uk/government/publications/groundwater-protection-position-statements">https://www.gov.uk/government/publications/groundwater-protection-position-statements</a></li> </ul>
Discharges to ordinary watercourses or works within 8m of an ordinary watercourse	<p>Wiltshire Council is the land drainage authority under the Land Drainage Act 1991. Land drainage consent is required if a development proposes to discharge flow into an ordinary watercourse or carry out work within 8m of an ordinary watercourse.</p> <p>An ordinary watercourse is a watercourse that does not form part of a main river. The term watercourse includes all rivers and streams and all ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers within the meaning of the Water Industry Act 1991) and passages, through which water flows.</p> <p>Wiltshire Council's land drainage byelaws can be downloaded <a href="#">here</a>. The land drainage consent application form and guidance notes can be found on our website <a href="#">here</a>.</p>
Discharges to a main river or works within 8m of a main river	<p>An environmental permit is required for any works within 8m of a main river. Consult the <a href="#">Environment Agency's main river map</a> to see if a river/watercourse is designated as a main river. For more guidance on environmental permits, consult the <a href="#">website</a>.</p> <p>The Environment Agency issues environmental permits, however, as Wiltshire Council is the Lead Local Flood Authority that has the lead responsibility for surface water management, <b>the discharge rate from the site must be agreed with Wiltshire Council</b> as part of agreeing the surface water drainage strategy for the site.</p>

<sup>2</sup> BRE Digest 365 *Soakaway design*, 1991 (minor revisions 2003). ISBN 1 86081 604 5

<sup>3</sup> CIRIA C753 *The SuDS Manual*, 2015. ISBN 978 0 86017 760 9

### 3.7 Specification for highway drainage

Wiltshire Council will only adopt highway drainage if it fully complies with this Specification, the latest edition of the SSG or other relevant guidance's stipulated by Wiltshire Council, the [DMRB Volume 4 Section 2](#) and the clauses within the [MCHW Series 500](#).

Excavation for Pipes and Chambers	<ul style="list-style-type: none"> <li>• MCHW Clause 502</li> <li>• Excavations for pipes and chambers shall be carried out in accordance with accepted good practice and particular attention should be given to the support of trench sides to ensure the safety of pipelaying operatives.</li> </ul>
Bedding, Laying and Surrounding of Pipes	<ul style="list-style-type: none"> <li>• Pipe bedding requirements can be determined from the <a href="#">DMRB HA 40/01</a> – Determination of Pipe and Bedding Combinations for Drainage Works</li> <li>• Refer to Wiltshire Standard Detail drawing WC-HCD-500-DO14 for details of typical bedding and trench requirements for surface water drains</li> <li>• All highway drains shall be bedded according to one of the following alternatives:             <ol style="list-style-type: none"> <li>a) Granular bed and surround material to <a href="#">Clause 503.3(i)</a> of the MCHW</li> <li>b) Concrete to <a href="#">Clause 503.3(iii)</a> of the MCHW</li> </ol> </li> <li>• Pipe bedding, haunching and surrounding material shall be as shown on HCD Drawing Numbers F1 and F2 (<a href="#">DMRB HA 40/01</a>) with reference to Tables 5/3 and 5/4.</li> <li>• Pipe strengths shall be according to depth and location. The Developer will be required to submit structural strength calculations to support his proposals.</li> </ul>
Pipes for Drainage and Service Ducts	<ul style="list-style-type: none"> <li>• MCHW Clause 501</li> <li>• Pipes for service ducts shall be vitrified clay or unplasticised polyvinyl chloride (refer to MCHW Table 5/2)</li> </ul>
Gullies and Pipe Junctions	<ul style="list-style-type: none"> <li>• MCHW Clause 508</li> <li>• Refer to the Wiltshire Standard component drawings table in 3.7 for additional information.</li> <li>• Gully pots shall be trapped with a min. internal diameter of 450mm, a min. depth of 900mm and formed of either:             <ol style="list-style-type: none"> <li>a) Precast concrete to BS 5911-6: 2004</li> <li>b) UPVC Plastic in accordance with the BBA approval certificate requirements</li> </ol> </li> <li>• All gully gratings and frames to be 'hinged' heavy duty ductile iron minimum grade D400 in accordance with BS EN 124: 1994 and Clause 508. All ironwork shall carry a BSI kite mark.</li> <li>• Where the longitudinal gradient is less than 0.8% (or 1:125), channel blocks and additional gullies will be required.</li> </ul>

Chambers	<ul style="list-style-type: none"> <li>• MCHW Clause 507</li> <li>• Refer to the Wiltshire Standard component drawings table in 3.7 for additional information.</li> <li>• ST4 unreinforced concrete surround and base slabs will comply with BS 8500-2 and BS EN 206-1.</li> <li>• Manhole covers and frames shall conform to BS EN 124, BS 7903 and <a href="#">DMRB HA 104/09</a> and will be BSI kitemarked.</li> <li>• Chamber covers in the carriageway shall be grade D400. In the verge, covers can be grade B125 except where vehicles are expected to run onto the verge in which a higher grade should be considered.</li> <li>• Double-triangular square covers Type MA 60 (or MB1.60) are preferred.</li> </ul>
Jointing of Pipes	<ul style="list-style-type: none"> <li>• All jointing of pipes should comply with <a href="#">Clause 504</a> of the MCHW.</li> <li>• Any damaged flexible mechanical joints shall be rejected regardless of passing an air test or not.</li> <li>• Joint filler board shall be used for rigid pipes with flexible joints surrounded by concrete to <a href="#">Clause 504.5</a> of the MCHW.</li> </ul>
Backfilling of Trenches and Filter Drains	<ul style="list-style-type: none"> <li>• MCHW Clause 505</li> <li>• Refer to Wiltshire Standard Detail drawings WC-HCD-500-DO12 and WC-HCD-500- DO13 for details of typical bedding and trench requirements for filter drains.</li> <li>• Wiltshire Council reserve the right to request that granular material Type 1 (to <a href="#">Clause 803</a> of the MCHW) or Type 2 (to <a href="#">Clause 804</a>) is used as backfill to drainage trenches in the carriageway / footway when excavated material is deemed unacceptable in the opinion of Wiltshire county council officer for return to the trench.</li> </ul>
Connecting to Existing Drains, Chambers and Channels	<ul style="list-style-type: none"> <li>• MCHW Clause 506</li> <li>• No new drainage systems should be connected to an existing highway system without the consent of the Local Highways Engineer. To do otherwise is contrary to Section 100 (4) (b) of the Highways Act 1980 and constitutes an offence.</li> <li>• Connections to existing public sewers shall be subject to the approval of the appropriate Water Authority or its agent, under the provisions of the <a href="#">Water Industry Act 1991</a>.</li> <li>• Connections to watercourses (including non-main and main rivers) shall be subject to the approval of the appropriate Water Authority, under the provision of the <a href="#">Control of Pollution Act 1974</a> and the <a href="#">Land Drainage Act 1976</a>, or the Environment Agency.</li> <li>• Connections that involve openings in the existing highway will be subject to the written approval of the Engineer under the provisions of the New Roads and Street Works Act 1991.</li> <li>• Saddle connections to existing highway drains are NOT permitted. If prior written consent has been obtained from the Local Highways Engineer allowing connection to an existing highway system, that connection must be provided by installation of a suitable manhole or catchpit.</li> </ul>

<ul style="list-style-type: none"><li>• All highway drains and filter drains shall be vitrified clay, concrete or unplasticised polyvinyl chloride (refer to MCHW Table 5/1).</li></ul>
<ul style="list-style-type: none"><li>• All pipes in the carriageway and footway shall have mechanically flexible joints, be watertight (except filter drains) and tested to <a href="#">Clause 509</a> of the MCHW.</li></ul>
<ul style="list-style-type: none"><li>• Pipes within industrial developments should be unplasticised PVC pipes to BS 3506: 1969 (or latest version).</li></ul>
<ul style="list-style-type: none"><li>• The minimum diameter of any pipe shall be 150mm.</li></ul>

### 3.8 Exceedance paths/routes – Use of highways

- Flood flows for exceedance must be examined as part of the design.
- Safe and an appropriate flow routes as a result of blockage and exceedance of the drainage systems must be evaluated, and the potential effects of flooding assessed.
- Exceedance areas and overland flood routes must be clearly identified on the relevant drawings.
- Where exceedance routes cross the 3rd party land, then evidence of consultation and agreement with that land owner or any relevant stakeholder must be submitted as part of the submission.

Wiltshire Council is the local Highway Authority and has a responsibility to keep roads free from flooding. Flooding on to the highway is not acceptable. The highway must be maintained in a safe condition to pass and repass as and when required. The highways Act 1980 in Section 163 gives Highway Authority the duty to prevent the water falling on or flowing onto highway.

It should be noted that the primary function of highways is to accommodate the movement of the traffic and the main purpose of the highway drainage is to drain the surface of the highway and keep highway free from flooding. Exceedance paths must not compromise primary functions of the highway and highway drainage. While designing your exceedance paths you must assess impact on the downstream system, take into consideration any safety implications and take due care. As part of the design the designer should identify and design above ground flood routes. For example, a grass lined channels could be used to convey exceedance flow across an area of open space.

The drainage design should show the natural drainage routes/paths through the proposed development, demonstrating where surface water will be conveyed.

### 3.9 Permitted Adoptable Highway Drainage Components and standards

Wiltshire Council will adopt drainage infrastructure required for the drainage of the publicly maintainable highway. Wiltshire Council will only adopt drainage infrastructure where it is demonstrated that the designer has considered the future maintenance of the asset and where appropriate commuted sums are secured for the future maintenance of the asset.

Component	Commuted sum payable	Standard Component Technical Drawing References and standards.
Precast concrete gully	NO	<a href="#">WC-HCD-500-D001</a>
Sumpless gully / online gullies in remote rural areas may be considered Adoptable on case by case basis.	TBC	<a href="#">WC-HCD-500-D003</a>
Precast concrete kerb inlet gully	NO	<a href="#">WC-HCD-500-D004</a>
Offset gully options	NO	<a href="#">WC-HCD-500-D005</a>
Precast concrete catchpits type 71 & 72	NO	<a href="#">WC-HCD-500-D006</a>

Component	Commuted sum payable	Standard Component Technical Drawing References and standards.
Precast concrete ring soakaways	NO	<a href="#">WC-HCD-500-D007</a>
Precast concrete catchpit type B	NO	<a href="#">WC-HCD-500-D008</a>
Flow control manhole	YES	Design should be carried out in accordance with Chapter 28 of The SuDS Manual.
Brickwork headwall-pipes up to 600mm DIA	NO	<a href="#">WC-HCD-500-D011</a>
Filter drains	NO	<a href="#">WC-HCD-500-D012</a> <a href="#">WC-HCD-500-D013</a>
Surface water drains	NO	<a href="#">WC-HCD-500-D014</a>
Chambers, manholes, catchpits and inspection chambers	NO	Shall be constructed from either: Precast concrete to BS 5911-3: 2010 and BS EN 1917 Brickwork to MCHW Clause 507.3 and Clause 2412, with Mortar to Clause 2404
Lateral connections	NO	To relevant industry standards.
Trench soakaway	YES	Consult The SuDS Manual for guidance
Drainage channels min 300mm	TBC	DRAWING REQUIRED
Filter strips	YES	Consult The SuDS Manual for guidance
Hydrocarbon interceptors	YES	To relevant manufacture standards.
Swales/Ditches	YES	Consult The SuDS Manual for guidance
Dry and wet ponds	YES	Consult The SuDS Manual for guidance
All pipe sizes	NO	To relevant manufacture standards.

## 4. Highway drainage not suitable for adoption

Wiltshire council will not consider the following items for adoption:

### 4.1 Components

- Plastic pot gullies
- Combined kerb drainage system
- Bagwork headwalls for pipes
- Cellular storage (tanks and / or soakaways)
- Permeable tarmac / paving

### 4.2 Structures

Information must be submitted to Wiltshire Council if a drain, culvert or watercourse spanning structure has a diameter of 0.9m or greater and/or a headwall or underground structure is proposed within the 45° load line of the public highway.

### 4.3 Land Drains

- Refer to the [Land Drainage Act 1991](#) and [Wiltshire Council's land drainage byelaws](#) for legal requirements.
- Land drains severed by the works shall only be connected to the public sewerage system (via highway drainage) with the consent of the appropriate Water Authority or its agent.

### 4.4 Private Drains

- Wiltshire Council will not accept highway gullies being connected into private surface water sewers which are not subject to agreements under Section 104 of the Water Industry Act 1991.
- Private sewers are not permitted within the public highway area and should be designed to be outside the highway.
- Private drainage crossings are permitted and shall be designed to minimise acute angle and crossing distance. Private drainage crossings will require a road opening licence under Section 50 of the New Roads and Street Works Act 1991.
- Private drainage is not permitted to connect to highway drainage.

## 5. Adoption checklist

The adoption checklist must be completed by the developer and submitted as part of any Section 38<sup>4</sup> application.

Required documentation and agreements	Complete/permission granted	
Have you undertaken any pre application discussions?	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Have any agreements in principle been obtained?	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Planning application including a Drainage strategy and site-specific highways drainage strategy. See section 3.3 for further details.	Ref document:	
Evidence of surveys:	Topographic survey	<input type="checkbox"/>
	CCTV survey	<input type="checkbox"/>
	Dye test	<input type="checkbox"/>
	Scans	<input type="checkbox"/>
Evidence of clearance works	Vegetation clearance	<input type="checkbox"/>
	Jetting / Cleansing	<input type="checkbox"/>
Calculations	Design Calculations	<input type="checkbox"/>
	Capacity Assessment	<input type="checkbox"/>
	Hydrological/Hydraulic modelling	<input type="checkbox"/>
Drawings / Plans	Design	<input type="checkbox"/>
	Construction	<input type="checkbox"/>
	As built	<input type="checkbox"/>
Method Statement	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Construction Plan	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Operation Manual / Plan	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Inspection	Plan	<input type="checkbox"/>
	Schedule	<input type="checkbox"/>
	Drawings	<input type="checkbox"/>

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<sup>4</sup> Highways Act 1980

Required documentation and agreements	Complete/permission granted	
	Surveys	<input type="checkbox"/>
Defects	Agreements	<input type="checkbox"/>
	Rectifications	<input type="checkbox"/>
Proof of application for the right to discharge surface water from the highway to an existing/proposed sewer or watercourse. Proof will be required that your drainage proposal has been approved by the relevant Water and Sewerage Company.	Ref document:	
Approved details of all necessary easement before Wiltshire Council can sign the Section 38 <sup>5</sup> agreement. See section 3.5 for further detail.	Ref document:	
If the highway drainage discharges into a sewer containing roof or yard (or both) runoff then the relevant Water and Sewerage Company must approve the proposal, and this should be included in the Section 104 <sup>6</sup> . Wiltshire Council will not sign a Section 38 agreement before you have received a "Letter of intent" from the Water and Sewerage Company confirming that the drainage proposal is suitable for adoption under a Section 104 agreement.	Ref document:	
Proof of any 3 <sup>rd</sup> party agreements	Yes	<input type="checkbox"/>
	No	<input type="checkbox"/>
Proof that all amounts due under the agreement including additional inspection and administration costs have been paid in full.	Ref document:	
All relevant Grants of Deeds have been provided to us.	Ref document:	
All agreed commuted sums have been paid to us. See table in section 3.9 for more detail.	Ref document:	

<sup>5</sup> Highways Act 1980

<sup>6</sup> Water Industry Act 1991