

NMGH MSCP

Response to Planning Comments

Condition 12B

Project Code: 075805
Project Name: NMGH MSCP
Date: 16th February 2022

MCC Comments		Curtins Response
1	Evidence that the drainage system for MSCP has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100-year rainfall event with allowance for 40% climate change; some discrepancies in design between the proposed drainage layout and hydraulic model.	Please refer to Flow Design Results, which confirm that flooding does not occur in the 1 in 100 Year +40%CC Climate Change Event. Drainage Drawing and Model have been updated to match revised external levels and have been checked for discrepancies. (Refer also to drawing 20200-CUR-MSCP-EX-DR-D-7511)
2	Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;	Refer to drawing 20200-CUR-MSCP-EX-DR-D-7513
3	A catchments drawing should be presented alongside the hydraulic model for the carrier drainage, highlighting the areas (m2) which will drain to the proposed drainage within the highway as shown on DWG: 20200-CUR-MSCP-EX-DR-D-7501 & 20200-CUR-MSCP-EX-DR-D-7502. Ensuring that that the proposed network has sufficient capacity for future plots to drain into this network (upstream of the hydrobrake with a restriction of 10.5l/s).	The network for the MSCP has been designed with sufficient capacity in the pipe network to convey the water from the areas shown on the plan. Due to the location of existing buildings, this phase will have a temporary drainage attenuation in the carpark to the north. Once the full scheme comes forward, a larger tank will be provided in the location shown on NMGH-CUR-ZZ-XX-DR-D-72101 and NMGH-CUR-ZZ-XX-DR-D-72102-P01. The 10.7l/s Hydrobrake will be assessed as to whether it is appropriate to leave or remove based on a total greenfield discharge rate for the larger catchment area.
4	Some attenuation structures are not shown on DWG: 20200-CUR-MSCP-EX-DR-D-7501 & 20200-CUR-MSCP-EX-DR-D-7502 but are included within the hydraulic model, clarification needed.	

5	Construction details of oil interceptor and filter drains.	Oli Interceptor Detail shown on drawing 20200-CUR-MSCP-ZZ-DR-C-9254. Filter Drain Detail shown on 20200-CUR-MSCP-ZZ-DR-C-9252 (Land drain)
6	As the existing drainage connects indirectly to the UU sewer, agreement in principle from United Utilities is required to confirm that the proposed flows are acceptable for a temporary connection and that if the masterplan drainage cannot connect to the river then permeant connection is also acceptable.	A S106 application has been issued to UU. Payment from client pending; once the payment has been completed, a response should be received within 10 working days from payment date.
7	Details of how the drainage system will be maintained.	Refer to Maintenance Strategy 075805-CUR-00-XX-RE-C-002