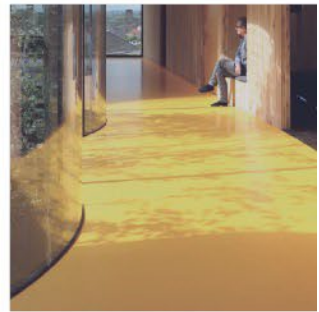
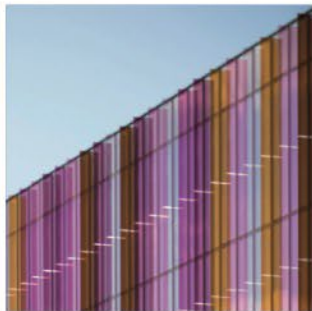
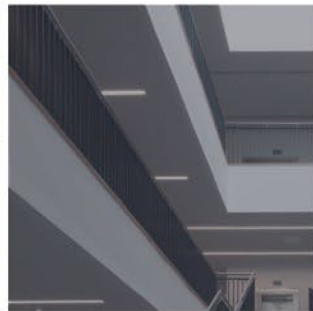
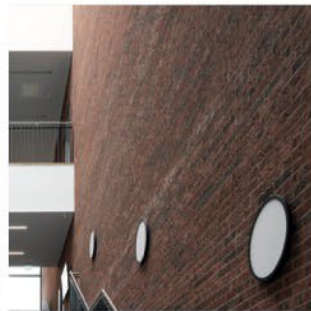
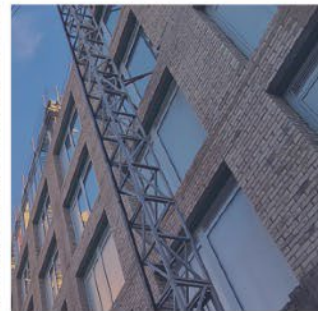
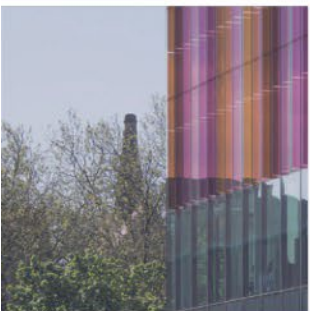
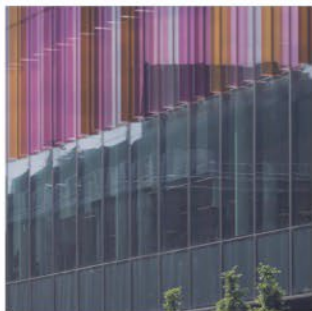
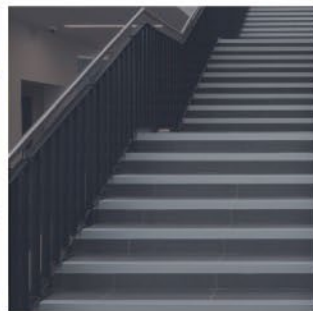
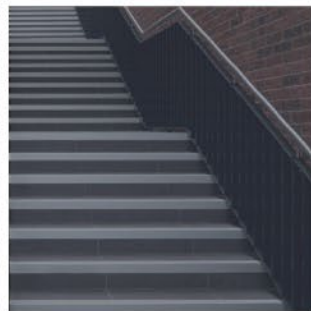


PIXB – West Didsbury

Drainage Planning Conditions Discharge Statement

Doc Ref: 15094-BKP-XX-XX-RP-C-0002 Rev. A

Date: 04.03.2025



boothking



1. Planning Conditions

Condition 4.

Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Response to Condition 3

Please refer to Document Reference No: 15095-BKP-XX-XX-RP-C-0001 Drainage Statement Rev.A Date: 03.09.2024 - Rev A. for the calculations for both foul and surface water discharge rates and the description of the works. Drawings: 15094-BKP-XX-XX-DR-C-0501 - Drainage Areas GA, 15094-BKP-XX-XX-DR-C-0510 - Proposed Drainage Key Plan, 15094-BKP-XX-XX-DR-C-0511 - Proposed Drainage GA – Sheet 1 and 15094-BKP-XX-XX-DR-C-0511 - Proposed Drainage GA – Sheet 2 also with the issued report show the drainage scheme.

Surface Water

The removal of the restaurant and creation of the new annex extension requires a small extension to the existing car park area. With reference to Appendix C a comparison of proposed hardstanding area shows that there is a nominal increase of 69m².

Due to this it is proposed to install an element of betterment to the existing hotel surface water system.

It is proposed to drain the new area of car parking and a section of the existing car parking with a new surface water system which will include attenuation and controlled discharge.

It is proposed that the remaining majority of the existing car park and roof drain system is unaltered.

The new area of car parking to be attenuated has an area of 1245m².

It is proposed to limit the discharge from this area to a reasonable flow rate of 5.0 l/s through a hydro brake of minimum 75mm diameter to mitigate any risk of blockage and subsequent flooding issues.

As required for a storm event of 1:100 years and with an allowance of 40% for climate change, the new network attenuation is required to be a minimum of 49.3m³ in accordance with the Wallingford Procedure storage calculator.

This will be provided within the car park, using 'Polystorm PSM1 grates by 'Polypipe' (or equal approved) to allow for the required minimum cover depth of 0.6m. It will be 15x4.5x0.8m dp., providing 51m³. From the technical data below the crates are suitable for lightly trafficked areas such as the car park.

Refer to Drawings 15094-BKP-XX-XX-DR-C-0510 - Proposed Drainage Key Plan, 15094-BKP-XX-XX-DR-C-0511 - Proposed Drainage GA Sheet 1 and 15094-BKP-XX-XX-DR-C-0511 - Proposed Drainage GA Sheet 1 for proposed drainage layout. These improvements on the drainage with attenuation of existing surfacing will provide a betterment in overall site discharge rates. Approval will be sought with the local authority and United Utilities for this adjustment.

Condition 5.

Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 4, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 4.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Response to Condition 5

- During construction, the contractor and design engineer should keep detailed photographic records to ensure that Condition 5 bullet point 1 is met.
- As built drawing will be provided upon completion and prior to occupation as Condition 5 bullet 2.
- Application Section 106 agreement with United Utilities will be submitted at the appropriate time and agreed prior to occupation.

Please find below the maintenance plan:

The Drainage network has been designed with minimal maintenance in mind. The maintenance is generally of a 'common sense' approach and is to comprise:

- Regular day to day care: - litter collection, grass cutting and checking the inlets and outlets where water enters or leaves drainage features.
- Occasional tasks: - managing vegetation in wet areas and removing any silt that builds up in the drainage features.
- Remedial work: - repairing damage when, and where, necessary.

Specific recommendations for each feature are provided in the following sections and should be referred to in the first instance if there are any issues. Please contact Booth King Partnership Ltd. if any further advice is required.

During the works the Contractor, subject to agreement from their client, will ensure that all drains on which the proposed drainage works rely will be jetted out and made good as required to ensure correct operation.

Maintenance Activity	Required Action	Frequency
Inspection	Inspect for sediment and debris in pre-treatment component such as gullies, sump units and catch pits.	Monthly for the first year and on a 6-monthly basis thereafter.
Gutters	Clear gutters and any leaf guards.	On a 6-monthly basis or as required following inspection regime.
Sump Units	Remove all obstructions and debris from all sump units (gullies, channels and catch pits).	On a 6-monthly basis or as required following inspection regime.
Pipe Work	Inspect all pipework for all silt accumulation and high pressure jet any pipe work which has silt accumulation. Care is to be taken that any silts within the pipework are not flushed using chamber bungs.	On a 6-monthly basis or as required following inspection regime.
Manholes	Covers should be lifted and inspected for litter and debris to ensure that the runs are free flowing.	On a 6-monthly basis or as required following inspection regime.
Flow Control	Check flow control manhole to ensure emptying is occurring. Little to no water should be present after consecutive days of dry weather). Check function of the emergency drain down. Check for build-up of debris and silt. Clear and remove as necessary.	6 monthly basis. After extreme events.
Offline Attenuation Tanks	Ensure that ventilation pipework is free of obstruction. If jetting through the tank is required, this must be done following the jetting and clearance of upstream sumps.	6 monthly basis. After extreme events.
Oil Interceptor	It is advisable to have an accredited professional service your oil interceptor at least every three to six months. However, that should be increased in the event of heavy rain (which may flood your interceptor or cause extra contaminants to be washed in) or in areas where there are particularly high levels of traffic.	6 monthly basis. After extreme events.

Manholes

Manholes are typically sized in accordance with Sewers for Adoption, which relates to the incoming and outgoing pipe diameters. However, as the system is not Adopted, PPICs have been used where manufacturer's limitations permit.

Manholes have been located outside the building in all cases which will allow much greater freedom with future maintenance access.

Hydro-Brake Flow Control Device

The Hydro-Brake Flow Control is a versatile, self-activating device with a unique geometry designed to harness the energy of vortex flow.

The Hydro-Brake is used to maximize savings on new construction projects by minimizing stormwater detention volumes. The Hydro-Brake can be installed in downstream manholes to restrict the outflow without requiring the construction of additional detention volumes.

Not only will a Hydro-Brake allow more water to go downstream in the build-up of a storm event, but it will drain down quicker than alternatives leaving the tank volume ready to accept a following storm event. Some advantages include;

- Reduced stormwater storage volumes by up to 45%
- Up to 50% savings in project storage costs
- Self-activating with no moving parts or power requirements
- Available in wall-mounted or floor-mounted geometries
- Virtually maintenance free

Spillage – Emergency Action

Most of the potential spillages on site are of compounds that do not pose a serious risk to the environment if they enter in the drainage in a slow and controlled manner. Therefore, small spillages of oil or other known organic substances should be removed where possible using soak mats or saw dusting as recommended by the Environment Agency. Inlet points such as linear drainage channels and gullies will be trapped or baffled thus retaining minor spillage within the unit and allowing any oil to be removed using vacuum tanker. Infiltration tanks will be surrounded using oil trapping filter membranes thus allowing residual spillage to bioremediate within the drainage system.

In the event of a serious spillage, either by volume or of unknown components, contact the Environment Agency immediately and isolate the spillage with soil, turf or fabric and block outlet pipes from chambers downstream of the spillage.

The above measures are based on proposed commercial distribution usage for the site, with regular vehicle movements. Site use does not include for large-scale storage of chemicals or fuels / oils and storage of such materials should not be undertaken on site. Above measures allow for minor cleaning works to vehicles only, no regular large-scale cleaning of vehicles or vehicle maintenance to be undertaken on this site without prior agreement with Local Authority / United Utilities / Environment Agency.

End users to also note potential for future site alterations to impact on SuDS strategy (including future excavations in permeable areas, additional hard-standing areas, etc). Minor alterations to be carried out in consultation with qualified engineering input to ensure SuDS system is not compromised by works. Major alterations (including extensions, new hard-standings, etc) to be carried out in consultation with Local Authority.