

BRIGHAM STREET, OPENSHAW, MANCHESTER.

DRAINAGE MAINTENANCE PLAN

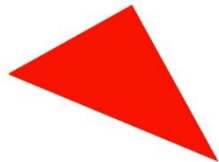
The new site drainage is shown on Carley Daines and Partners drawings references 21.B.13127-11P – Engineering Layout; 21.B.13127-20G – Private Drainage Layout; & 21.B.13127-32K – S38 General Arrangement (for highway drainage), all drawings reflect the drainages’ “as built” status.

The new development comprises of 24 new residential dwellings adjacent to Brigham Street, Manchester with driveway provisions; and the extension of adopted public highway Staton Street. The new drainage system comprises of separate foul and surface water networks which drain by gravity to the public combined sewerage system. The system is designed to prevent flooding in all storms up to and including a 1 in 100 year storm +45% climate change.

The foul water from the properties flows by gravity through the rear gardens, making 2 x connections into the public combined sewer – one at manhole C3 for 12 properties; with another connection into public manhole C4 from the remaining 12 properties. The foul drainage will remain private at all times and will be managed and maintained by the landowner, One Manchester. Where the connections are made to the public sewerage system, Section 106 approval has been granted by United Utilities and the public sewer and direct connections will be managed and maintained by them.

The surface water is split into two separate systems, providing a total run off of 5l/s. The residential properties including rooftops and driveways from all plots discharge into combined manhole C4 at a flow rate of 2l/s via a private HydroBrake within manhole S4. The water is attenuation on site by a 105m³ below ground attenuation tank beneath the rear gardens of plots 13-16. All peripheral plot drains and manholes, the attenuation tank, and the private HydroBrake will remain private at all times and will be managed and maintained by the landowner, One Manchester.

The second aspect of the surface water drainage is a new highway drain located beneath the new road, comprising of 3 new manholes, 2 new lengths of 600mm diameter concrete pipe, and one run of 150mm diameter pipe. One of the manholes, S3, is fitted with a HydroBrake which will discharge surface water into the combined sewer at manhole C4 at a rate of 3l/s. This system has been accepted for adoption by Manchester City Council Highways department under the Section 38 road adoption agreement, agreement reference number L/AF/HIG006/00726. As part of this adoption, all highway drain manholes, pipes, road gullies and the HydroBrake will be managed and maintained going forward by MCC highways.



In the case of the plot surface water and all foul water, all drains will remain private and are not to be adopted, responsibility and ownership falls under the property owner (One Manchester), and will be maintained by them, or an appointed maintenance team.

In the case of the highway surface water drains, these will be managed and maintained by Manchester City Council highways department as their asset.

The systems have been designed to be self-cleansing, however, silt and debris may accumulate within the system over time. The system will be inspected and cleansed prior to Practical Completion and handover, following which the following schedule will be adopted. A further inspection will be carried out at the end of the 12-month contractual Maintenance Period.

Action	Frequency
GENERAL	
Clear external areas of litter	Monthly
Clear gutters, gullies and drainage channels of leaves and debris	Twice yearly, Spring & Autumn
Inspect inspection chambers and manholes for build-up of debris & potential blockages, jet and clear where required	Six monthly.
Inspect flow control chamber(s) and attenuation tank for potential build up of silt/ debris, and jet clear where required. Ensure all parts, inlet/outlet pipes are operating correctly, and repair if needed	Monthly for first three months, then six monthly. (Attenuation tank to be inspected for build up of silt and functionality after heavy rainfall for first 12 months).

Avoid use of weedkillers and pesticides to prevent chemical pollution.

Avoid de-icing agents wherever possible to allow bio-remediation of pollutants.

24 months after Practical Completion, the Maintenance Schedule will be reviewed and adjusted as necessary in the light of experience over the previous two years.

Carley Daines And Partners Limited
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