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## Drainage Strategy Report

Medicines Evaluation Unit Extension  
Wythenshawe Hospital  
Southmoor Road  
Manchester M23 9QA

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Client Name: Medicines Evaluation Unit

Our ref: 33631/LRD

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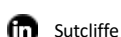
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## Drainage Strategy Report

### DOCUMENT VERIFICATION

Report Reference: LRD33631

Issue: 3

Date: Dec. 2023

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Revision History:

| Rev | Date     | Description               | Prepared | Checked | Approved |
|-----|----------|---------------------------|----------|---------|----------|
| 1   | Oct 2023 | First Issue               | JG       | AD      | MP       |
| 2   | Nov 2023 | Drainage Strategy updated | JG       | AD      | MP       |
| 3   | Dec 2023 | Site Layout updated       | JG       | AD      | MP       |

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## **1. Introduction**

- 1.1 As part of the planning process, it is necessary to prepare a site-specific drainage strategy for the extension of the Medicines Evaluation Unit, Wythenshawe.
- 1.2 The development area is less than 1 hectare and therefore a flood risk assessment is not a requirement of the National Planning Policy Framework (NPPF).
- 1.3 The site is situated in a zone of low flood risk as defined by the Environment Agency (see Environment Agency Flood Maps in Appendix B).
- 1.4 The National Planning Policy Framework (NPPF) seeks to promote development in areas at low risk of flooding and to reduce the flood risk resulting from development through the management of surface water runoff.

## **2. Development Description and Location**

- 2.1 The proposed works involves the extension of the Langley Building and relocation of car parking bays.

The proposed site layout can be found in Appendix A.

- 2.2 The development site is located off Southmoor Road, Manchester.

Grid Reference: SJ 80675 88202

x: 380675            y: 388202

Area of works: 4,710 m<sup>2</sup> (0.47ha)

- 2.3 According to the NPPF Technical Guide Table 3, the development falls within the 'more vulnerable' risk classification. The 'more vulnerable' classification covers buildings used for dwelling houses, hospitals, student halls of residence, drinking establishments, nightclubs and hotels, etc.
- 2.4 The site is in Flood Zone 1 and is therefore suitable for all vulnerability classifications.
- 2.5 The proposed development is consistent with Local Development Documents. It is in a low flood risk area and therefore satisfies the sequential test as it is in a zone with a low probability of flooding.

### 3. Review of the Flood Risk

3.1 As part of the drainage strategy the current flood risk to the site has been assessed in the below Table 1.

| Sources       | Risk                          |
|---------------|-------------------------------|
| Sea           | Low (EA Flood Maps)           |
| River         | Low (EA Flood Maps)           |
| Surface Water | Low (EA Flood Maps, Figure 1) |
| Groundwater   | Low (MCC SFRA 2011)           |
| Sewers        | Low (MCC SFRA 2011)           |

**Table 1: Summary of Sources of Flooding**

3.2 Surface water flood risk will need to be considered in the drainage strategy.

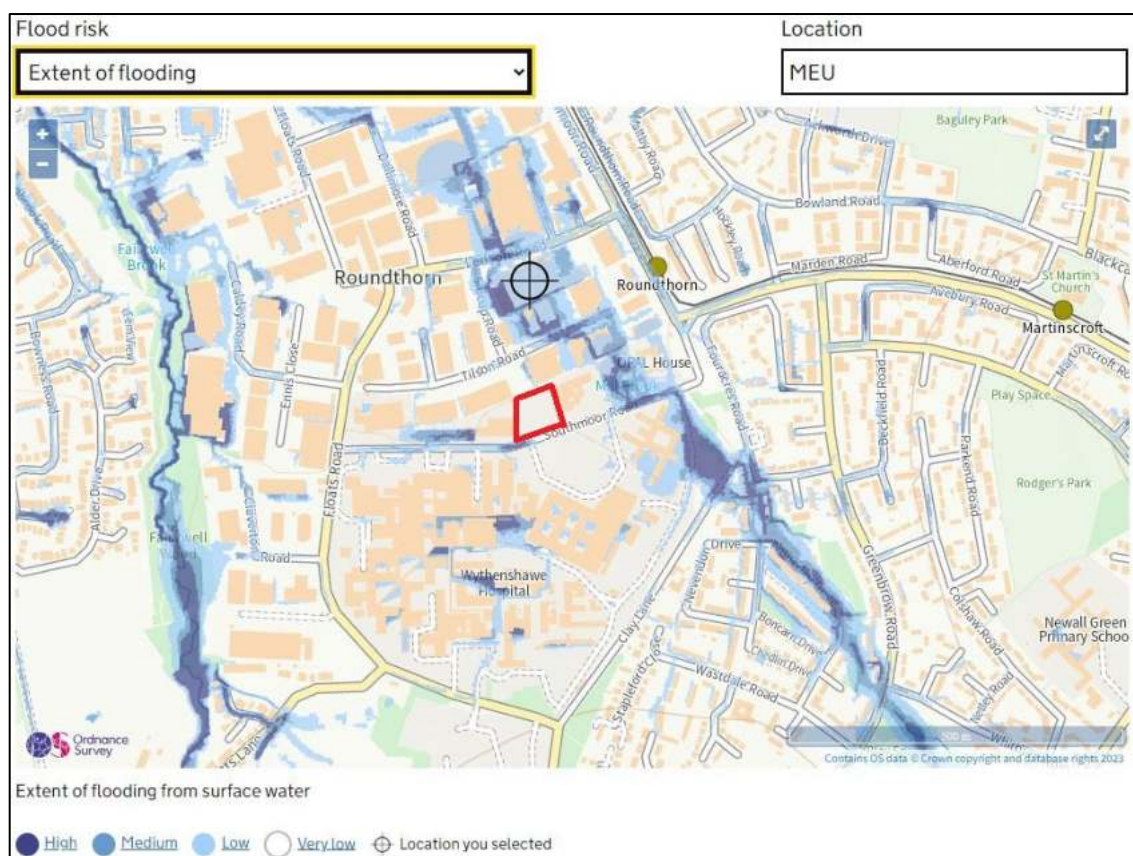


**Figure 1: Extract from Surface Water Flood Map: Risk of Flooding from Surface Water**

3.3 Careful consideration of proposed site levels and the general topography of the site will mitigate any future risk posed by surface and sewer flooding.

- 3.4 EA Flood maps and the maps contained within the SFRA confirm the development site is in Flood Zone 1.
- 3.5 No incidents of historic flooding are noted in the SFRA that affect the site. There are no other known risks to the site.
- 3.6 The NPPF requires the proposed drainage plan ensure that the runoff caused by the development does not contribute to flooding offsite; this approach will help mitigate off site flooding that could be attributed to the site.

#### 4. Climate Change

- 4.1 As part of the drainage strategy is necessary to consider the impact of climate change on the proposed development.
- 4.2 Paragraph 153 of the National Planning Policy Framework (NPPF) requires that plans should take a proactive approach to mitigating and adapting to climate change.
- 4.3 Paragraph 161 of the NPPF requires all plans to adopt a risk based approach taking into account all sources of flood risk and future impacts of climate change.
- 4.4 To appropriately mitigate the increased flood risk caused by climate change the Government has published guidance (<https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>) related to the appropriate climate change allowances.
- 4.5 The proposed development, situated on Southmoor Road area of Manchester, fall in the Upper Mersey Management Catchment (<https://environment.data.gov.uk/hydrology/climate-change-allowances/rainfall?mgmtcatid=3106>).

| <b>3.3% Annual Exceedance Rainfall Event</b> |                          |                            |
|----------------------------------------------|--------------------------|----------------------------|
| <b>Epoch</b>                                 | <b>Central Allowance</b> | <b>Upper End Allowance</b> |
| <b>2050s</b>                                 | 20%                      | 35%                        |
| <b>2070s</b>                                 | 30%                      | 40%                        |
| <b>1% Annual Exceedance Rainfall Event</b>   |                          |                            |
| <b>Epoch</b>                                 | <b>Central Allowance</b> | <b>Upper End Allowance</b> |
| <b>2050s</b>                                 | 25%                      | 40%                        |
| <b>2070s</b>                                 | 30%                      | 45%                        |

**Table 2: Upper Mersey Management Catchment Peak Rainfall Allowances**

- 4.6 For development with a lifetime between 2061 and 2125 the 2070s epoch data should be used.
- 4.7 To mitigate the impact of climate change on the development the upper end allowances should be considered for both the 1% and 3.3% annual exceedance probability events and the development should be designed for the 1% annual exceedance probability event so that there is:

- No increased flooding elsewhere;
- And the development is safe from surface water flooding.

## **5. Review of Discharge Hierarchy**

- 5.1 The purpose of the strategy is to consider how the surface water runoff from the development site will be drained and managed throughout the lifetime of the development.

The site must, in the first instance, consider the use of SuDS in accordance with the National Planning Policy Framework.

The surface water discharge hierarchy is:

- Infiltration to ground
- Discharge to watercourse
- Discharge to surface water sewer network
- Discharge to a combined sewer network

Each level in the hierarchy is evaluated below.

- 5.2 Infiltration to ground

Infiltration to ground is typically provided by the provision of soakaways and permeable paving. To provide infiltration, the ground conditions must be suitable to allow infiltration to occur and the ground water table must be at least 1.0m below the base of any soakaways.

Intrusive ground investigation has not been carried out, soakaway tests need to be carried out in accordance with BRE365 to evaluate the potential for infiltration within the site. However, the website 'soilsdscapes' defines the soil type of the site as Soilscape 18 (Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils), which suggest that infiltration systems are unlikely to work.

Consideration should be given to the disconnection of paths and patios from the drainage network and allow them to free drain to surface SuDS features such as rain gardens, shallow depressions with water tolerant planting, where plant uptake and evaporation may occur. The inclusion of such features reduces the impermeable area treated through traditional drainage systems by encouraging the use of SuDS systems that mimic natural processes and it enables the management of surface water runoff at source. The use of these features should be informed by the results of the site investigation

- 5.3 Discharge to Watercourse

An inspection of the OS map confirms that the nearest watercourse (Mill Brook) identified is to the South-East of the site, approximately 190m away.

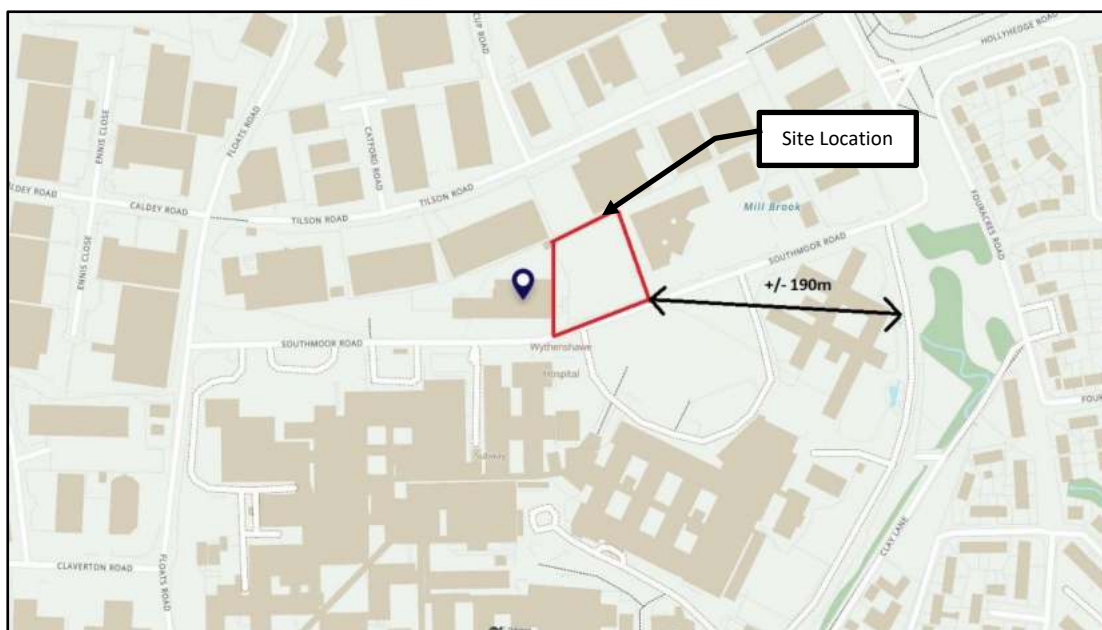


**Figure 4: OS Map. Location**

Discharge to a watercourse will not be viable due to the distance between our site and the nearest watercourse. There is an existing, live, private drainage network within the site.

#### 5.4 Discharge to Surface Water Sewer

An extract of the utilities survey and United Utilities sewer records are provided in Appendix A. They indicate that there are existing surface water drains within the site and a surface water sewer along Southmoor Road.

The existing Medicines Evaluation Unit building surface water network currently discharges to the private surface water network in Southmoor Road.

Given the availability of surface water sewers/drains in the vicinity of the site, discharge to a surface water sewer/drain is viable.

#### 5.5 Discharge to Combined Water Sewer

An extract of the public and private sewer record is provided in Appendix A.

The records indicate that there is a 600mm combined drain on the other side of Southmoor Road.

The foul water network from the new development will discharge into an existing outfall from the site, that discharges to this combined drain.

Given the combined sewers in the vicinity of the site, discharge to a combined water sewer is viable.

## 6. Detailed Development Drainage Proposals

- 6.1 Based on the review of the discharge hierarchy, the surface water runoff for the site will be managed via connection to an existing surface water drain, reusing existing connections where possible.

- 6.2 The greenfield rates for the site are presented in Table 3. The Windes calculations are provided in Appendix D.

|           | Site    |
|-----------|---------|
| $Q_{Bar}$ | 0.7 l/s |
| $Q_1$     | 0.6 l/s |
| $Q_{30}$  | 1.1 l/s |
| $Q_{100}$ | 1.4 l/s |

**Table 3: Greenfield Runoff Rates (Windes Greenfield Runoff Rate Estimation)**

- 6.3 Existing drainage for the site and the surrounds are private sewers.

In line with current best practice, the proposed drainage will be a separate system with the surface water and foul water sewers on site discharging to their respective drains (see appendix A for drainage strategy).

Extract from the utilities survey and United Utilities sewer records are included in appendix A for reference.

- 6.4 Although the site is already developed, the discharge rate must be as close as reasonably practicable to the greenfield runoff rates as per established in the LLFA guidance. This betterment of the discharge rates will reduce the impact of the development on the sewers and not lead to an increased risk of sewer flooding.

Based on the existing greenfield runoff rates (0.7 l/s), the minimum discharge rate for the site will be 5.0 l/s, which is considered to be the discharge rate that can be suitably managed throughout the lifetime of the development, in order to mitigate against the risk of blockage due to vegetation/other materials as established in the 'Rainfall runoff management for developments. Report – SC030219'.

The final storage volumes will be determined by the proposed drainage plan and the inclusion of SuDS within the scheme, where possible.

- 6.5 The proposed development increases the amount of impermeable area within the site. A surface water management strategy has been developed to address these increases and is included in the appendix A for reference.

It is proposed that the site will be of traditional construction, with a mix of permeable and impermeable surfaces with a network of pipes and gullies to collect and store, up to 1 in 100 years plus climate change, the runoff from the roofs, paths and car park to be managed by a flow control and the permeable surfaces.

Permeable paving will be used to reduce the water concentration and improve the water quality before entering the system.

The proposed surface water network will be divided in 2; one will be reusing the existing flow control and the other will use a new flow control. Both networks will discharge into the same drain within Southmoor Road. The existing network needs to be amended as the proposed building extension removes current drainage links between the front & rear of the building. The existing drainage areas to the rear of the building will be maintained but reallocated to the new network. To balance this, the equivalent design areas from the new proposed car park will be reallocated to the existing system ensuring that this does not exceed current discharge rate of 20 l/s or create flooding issues within this network.

A plan showing the proposed drainage layout with attenuation and flow control is included in the appendix with supporting calculations.

A SuDS maintenance and management checklist is provided in Section 9 confirming the type and frequency of inspection and maintenance required.

- 6.6 The proposed foul drainage system will be a separate gravity system within the site, discharging to an existing private foul drain (see Drainage Strategy Plan in appendix A for location).
- 6.7 A development enquiry has been sent to the LLFA, but an answer has not been received.
- 6.8 A predevelopment enquiry was sent to United Utilities and can be found in Appendix C. They have confirmed that the foul can be connected to private combined sewer in Southmoor Road and the surface water (in absence of infiltration method) can be discharged to the 300mm sewer located at the south of the site. For both outfalls, we are proposing to reuse existing connections to these sewer/drains.

## **7. Off Site Impacts**

- 7.1 Run-off from the proposed development is managed within the development boundary through infiltration, therefore off-site impacts are mitigated by the proposed development of the site.

## **8. Residual Risks**

- 8.1 Following implementation of the recommendations (flow control, permeable surfaces, raised floor levels, etc) residual flood risk to the site is considered low.

## 9. Future Surface Water Drainage Management and Maintenance

- 9.1 The proposed drainage system consists on a private system. The land/property owner will be responsible for the management and maintenance of the private proposed system.
- 9.2 Following construction there will be a 12-month defects/maintenance period during which the principal contractor will retain responsibility. Table 4 identifies the key management and maintenance requirements for the SuDS components shown on the drainage strategy. These requirements can be grouped in to three categories: regular maintenance, occasional maintenance, and remedial maintenance.
- Regular maintenance consists of the basic tasks that are carried out frequently and on a predictable schedule.
  - Occasional maintenance consists of tasks that are predictable but are not required a frequently as those falling under the regular maintenance.
  - Remedial maintenance is only required to rehabilitate the system when faults are identified during regular or occasional maintenance or pollution leads to contamination of the system.

| Operation and Maintenance Activity  | SuDS Component     |              |
|-------------------------------------|--------------------|--------------|
|                                     | Permeable Surfaces | Flow Control |
| <b>Regular Maintenance</b>          |                    |              |
| Inspection                          | ■                  | ■            |
| Litter and Debris Removal           | □                  | ■            |
| <b>Occasional Maintenance</b>       |                    |              |
| Sediment Management <sup>1</sup>    | ■                  | ■            |
| <b>Remedial Maintenance</b>         |                    |              |
| Structure rehabilitation/repair     | □                  | □            |
| Infiltration surface reconditioning | □                  | □            |

**Table 4: SuDS Maintenance Activities**

■ will be required ; □ may be required ; <sup>1</sup> sediment should be collected and managed upstream of the main device.

After the initial hand-over inspection confirms the system has been constructed and installed as designed inspections should take place monthly for 12-months. The frequent initial inspections will help determine the optimum maintenance routine as well as identify performance issues such as silt build-up and poorer infiltration than expected.

The inspection checklist should cover the typical actions noted in Table 5. At a minimum, the maintenance regime will require the following:

- An annual inspection of the drainage network to ensure that gullies, gutters and other inlets to the drainage system are not blocked.
- An annual inspection of the sediment forebay to ensure that the system is in full working order and free from blockages.
- Any deficiencies identified during the annual inspections must be rectified immediately to ensure the continued function of the system.

| Inspection Date:                                                                                                              |         |     |                 |                |
|-------------------------------------------------------------------------------------------------------------------------------|---------|-----|-----------------|----------------|
|                                                                                                                               | Details | Y/N | Action Required | Date Completed |
| <b>General Inspection Items</b>                                                                                               |         |     |                 |                |
| Is there evidence of poor hydraulic performance (i.e. standing water)?                                                        |         |     |                 |                |
| Is there any evidence of accidental spillages (oils etc.)?                                                                    |         |     |                 |                |
| Have any H&S risks been identified?                                                                                           |         |     |                 |                |
| Is there any deterioration of permeable paving surface?                                                                       |         |     |                 |                |
| <b>Silt/Sediment Accumulation</b>                                                                                             |         |     |                 |                |
| Is there any sediment accumulation in the catch-pits? (If yes remove)                                                         |         |     |                 |                |
| Does the permeable paving need sweeping to remove silt?                                                                       |         |     |                 |                |
| <b>System Blockages</b>                                                                                                       |         |     |                 |                |
| Is there any evidence of litter within the system? Can it cause blockages?                                                    |         |     |                 |                |
| Is there any evidence of blockages in gullies and gutters?                                                                    |         |     |                 |                |
| <b>Infrastructure</b>                                                                                                         |         |     |                 |                |
| Is there any evidence of accidental damage (i.e. broken or misplaced covers, settlement in vicinity of the cellular storage?) |         |     |                 |                |
| Is there any evidence of cross connections or other contamination (i.e. oils)                                                 |         |     |                 |                |
| <b>Other observations</b>                                                                                                     |         |     |                 |                |
| Appended information (i.e. photos)                                                                                            |         |     |                 |                |
| <b>Suitability of current maintenance regime</b>                                                                              |         |     |                 |                |
| Continue as current?                                                                                                          |         |     |                 |                |
| Increase maintenance?                                                                                                         |         |     |                 |                |
| Decrease maintenance?                                                                                                         |         |     |                 |                |
| <b>Next inspection</b>                                                                                                        |         |     |                 |                |
| Proposed date for next inspection                                                                                             |         |     |                 |                |

Table 5: Inspection checklist

## **10. Conclusion**

- 10.1 The drainage strategy has been prepared in accordance with local and national guidance in support of the proposed development of Medicines Evaluation Unit Extension, Manchester.
- 10.2 The site is Flood Zone 1 as identified by the Environment Agency.
- 10.3 The site is a low risk of all sources of flooding.
- 10.4 The proposed drainage strategy utilises permeable surfaces and flow control for the management of surface water runoff up to and including the 1 in 100 year plus 45%.
- 10.5 Surface water and foul water for the proposed development will be a private system maintained by land/property owner.
- 10.6 Based on the information contained herein the site can be deemed to satisfy sustainable objectives, through the use of SuDS techniques.

## **11. Appendices**

### **11.1. Appendix A**

Drawings:

Topographical Survey

Site Layout

Existing Areas

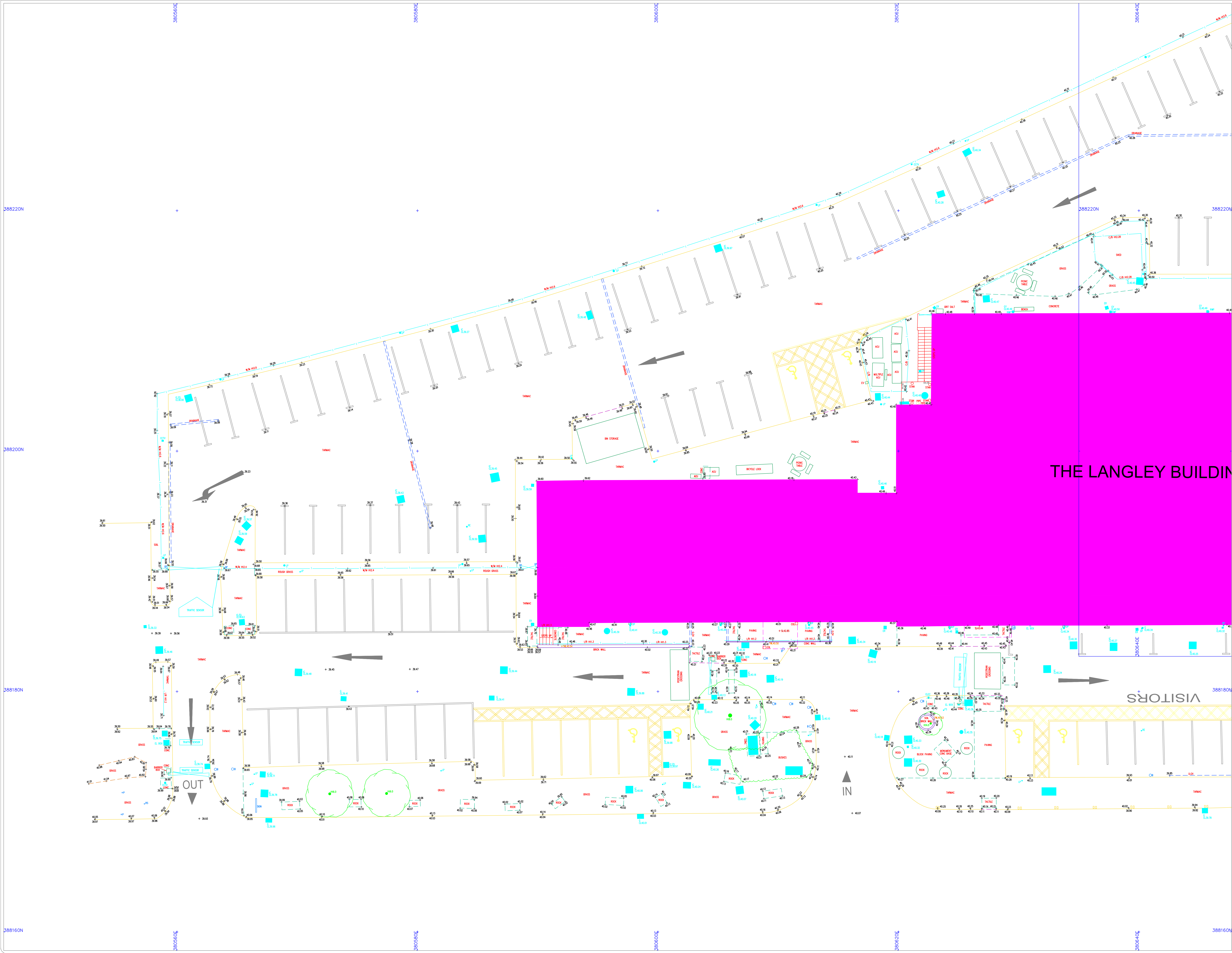
Proposed Areas

Flood Routing Plan

Drainage Strategy

Utilities Survey

United Utilities Sewer records



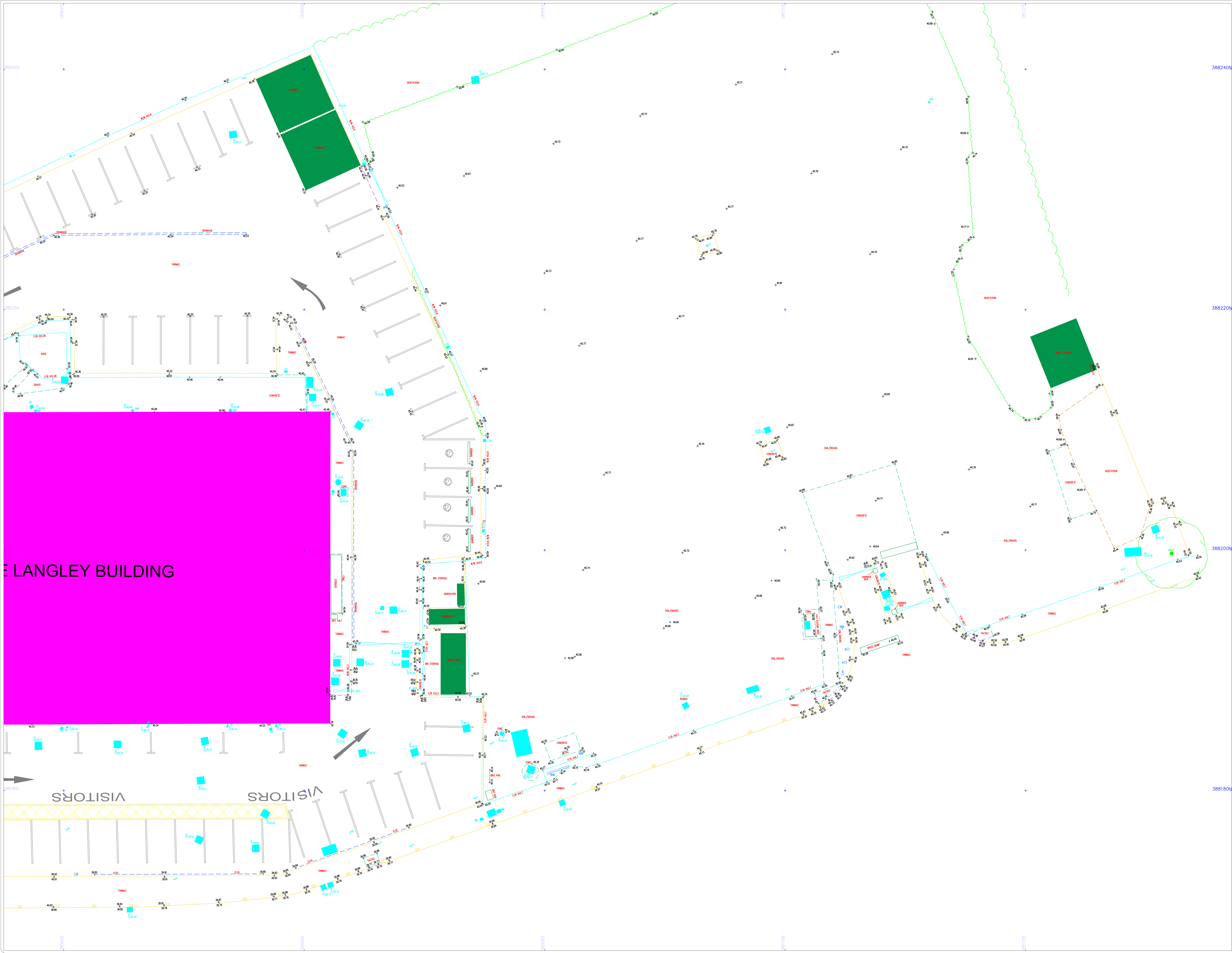
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PLAN GRID NORTH

File Name: 230708 2D Topo Survey 03-09-23.dwg

**TOPOGRAPHICAL LEGEND**

|     |            |     |         |
|-----|------------|-----|---------|
| 44  | AS. VAL.   | 45  | UTILITY |
| 46  | BRICK WALL | 47  | WATER   |
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| 730 | BRICK WALL | 731 | WATER   |
| 732 | BRICK WALL | 733 | WATER   |
| 734 | BRICK WALL | 735 |         |



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W. www.jrasoc.co.uk E. John.Robinson@JRA.soc.co.uk

N

PLAN GRID NORTH

File Name: 230708 2D Topo Survey 03-09-23.dwg

**TOPOGRAPHICAL LEGEND**

|    |        |     |         |
|----|--------|-----|---------|
| 44 | AS VAL | 45  | UTILITY |
| 45 | BOLAN  | 46  | WATER   |
| 46 | BRICK  | 47  | WATER   |
| 47 | BRICK  | 48  | WATER   |
| 48 | BRICK  | 49  | WATER   |
| 49 | BRICK  | 50  | WATER   |
| 50 | BRICK  | 51  | WATER   |
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| 87 | BRICK  | 88  | WATER   |
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| 93 | BRICK  | 94  | WATER   |
| 94 | BRICK  | 95  | WATER   |
| 95 | BRICK  | 96  | WATER   |
| 96 | BRICK  | 97  | WATER   |
| 97 | BRICK  | 98  | WATER   |
| 98 | BRICK  | 99  | WATER   |
| 99 | BRICK  | 100 | WATER   |

**PAS128 LEGEND**

|    |        |     |         |
|----|--------|-----|---------|
| 44 | AS VAL | 45  | UTILITY |
| 45 | BOLAN  | 46  | WATER   |
| 46 | BRICK  | 47  | WATER   |
| 47 | BRICK  | 48  | WATER   |
| 48 | BRICK  | 49  | WATER   |
| 49 | BRICK  | 50  | WATER   |
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| 95 | BRICK  | 96  | WATER   |
| 96 | BRICK  | 97  | WATER   |
| 97 | BRICK  | 98  | WATER   |
| 98 | BRICK  | 99  | WATER   |
| 99 | BRICK  | 100 | WATER   |

**QUALITY LEVEL**

|   |                                                        |
|---|--------------------------------------------------------|
| A | Verification                                           |
| B | Horizontal/Vertical location using multiple techniques |
| C | Horizontal/Vertical location using a single technique  |
| D | Horizontal location using a single technique           |
| E | Assumed value                                          |
| F | Site Measurement                                       |
| G | Desktop utility records search                         |

**NOTES**

All levels are to O.S. (Newlyn Datum). Established using network RTK. Survey points are on a plane grid, identified by station code.

Due to the high density of the vegetation on site (indicated on the drawing), measurements were not possible to detail without suitable vegetation clearance prior to our visit.

The underground utility survey was conducted in compliance with the BS PAS 128:2014 standards.

Services shown on this drawing are based on an observation of the ground surface only. It is the Client's responsibility to ensure that the information shown on this drawing is accurate and to ensure that the information is used for the intended purpose.

Penetration tests and should be considered as Quality Level 2.

Quality Level descriptions shown in the above legend are for reference purposes only and are not intended to be used as a guide for the intended purpose.

For full information on Quality Levels, please consult the BS PAS 128:2014 standards document.

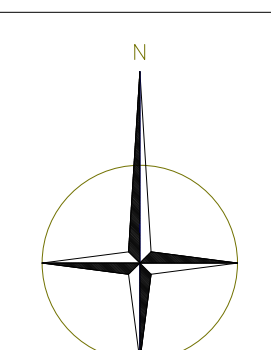
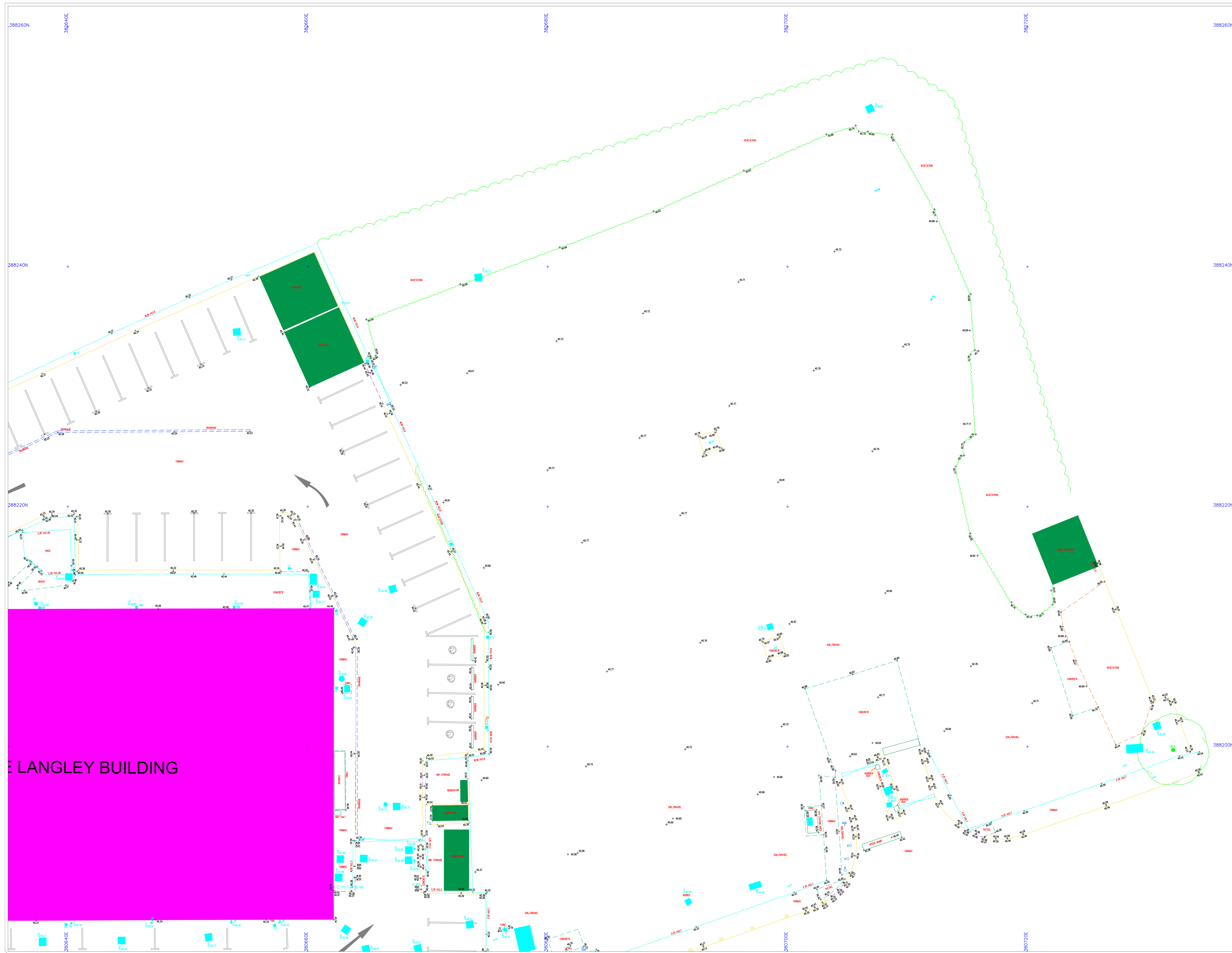
| Rev | Date  | Description    |
|-----|-------|----------------|
| 1   | 09/23 | Initial Survey |
| 2   | 09/23 | Revised Survey |
| 3   | 09/23 | Final Survey   |

**John Robinson Associates**  
Utility Survey Specialists & Consultants

Client:  
MEDICINES EVALUATION UNIT

Project Title:  
2D Topographical survey of:  
The Langley Building,  
Southmoor Road, Roundthorn Industrial Estate,  
Wythenshawe, Greater Manchester, M23 9QZ

| Surveyed       | Drawn         | Checked                |
|----------------|---------------|------------------------|
| JRA            | JRA           | JRA                    |
| Scale<br>1:100 | Date<br>09/23 | Drawing Ref.<br>230708 |
| No.<br>02      | Rev<br>AD     | Rev<br>-               |



PLAN GRID NORTH

File Name: 201810-20 Topo Survey 100-201.dwg

**TOPOGRAPIHICAL LEGEND**

|     |          |     |           |
|-----|----------|-----|-----------|
| 100 | ROAD     | 100 | UPPERBURY |
| 101 | RAILROAD | 101 | RAILROAD  |
| 102 | RAILROAD | 102 | RAILROAD  |
| 103 | RAILROAD | 103 | RAILROAD  |
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| 193 | RAILROAD | 193 | RAILROAD  |

|              |                      |      |                 |
|--------------|----------------------|------|-----------------|
| PAS12 LEGEND |                      |      |                 |
| AA           | AR VALVE             | BT   | TRAILER         |
| AB           | BT IMPECTION COVER   | CA   | CABLE DUCT      |
| CB           | CONTINGENCY          | CD   | CONCRETE        |
| CC           | CONCRETE             | CE   | CEMENT          |
| CM           | COMMUNICATIONS COVER | CH   | CHAMFER         |
| CC           | CONCRETE             | CH   | CHAMFER         |
| CD           | CONCRETE             | CH   | CHAMFER         |
| CE           | CEMENT               | CH   | CHAMFER         |
| CF           | CEMENT               | CH   | CHAMFER         |
| CG           | CEMENT               | CH   | CHAMFER         |
| CH           | CHAMFER              | CH   | CHAMFER         |
| CI           | CONCRETE             | CH   | CHAMFER         |
| CJ           | CONCRETE             | CH   | CHAMFER         |
| CK           | CONCRETE             | CH   | CHAMFER         |
| CL           | CONCRETE             | CH   | CHAMFER         |
| CM           | COMMUNICATIONS COVER | CH   | CHAMFER         |
| CN           | CONCRETE             | CH   | CHAMFER         |
| CO           | CONCRETE             | CH   | CHAMFER         |
| CP           | CONCRETE             | CH   | CHAMFER         |
| CQ           | CONCRETE             | CH   | CHAMFER         |
| CR           | CONCRETE             | CH   | CHAMFER         |
| CS           | CONCRETE             | CH   | CHAMFER         |
| CT           | CONCRETE             | CH   | CHAMFER         |
| CU           | CONCRETE             | CH   | CHAMFER         |
| CV           | CONCRETE             | CH   | CHAMFER         |
| CW           | CONCRETE             | CH   | CHAMFER         |
| CX           | CONCRETE             | CH   | CHAMFER         |
| CY           | CONCRETE             | CH   | CHAMFER         |
| CZ           | CONCRETE             | CH   | CHAMFER         |
| DA           | DRILLING             | DA   | DRILLING        |
| DB           | DRILLING             | DA   | DRILLING        |
| DC           | DRILLING             | DA   | DRILLING        |
| DD           | DRILLING             | DA   | DRILLING        |
| DE           | DRILLING             | DA   | DRILLING        |
| DF           | DRILLING             | DA   | DRILLING        |
| DG           | DRILLING             | DA   | DRILLING        |
| DH           | DRILLING             | DA   | DRILLING        |
| DI           | DRILLING             | DA   | DRILLING        |
| DJ           | DRILLING             | DA   | DRILLING        |
| DK           | DRILLING             | DA   | DRILLING        |
| DL           | DRILLING             | DA   | DRILLING        |
| DM           | DRILLING             | DA   | DRILLING        |
| DN           | DRILLING             | DA   | DRILLING        |
| DO           | DRILLING             | DA   | DRILLING        |
| DP           | DRILLING             | DA   | DRILLING        |
| DQ           | DRILLING             | DA   | DRILLING        |
| DR           | DRILLING             | DA   | DRILLING        |
| DS           | DRILLING             | DA   | DRILLING        |
| DT           | DRILLING             | DA   | DRILLING        |
| DU           | DRILLING             | DA   | DRILLING        |
| DV           | DRILLING             | DA   | DRILLING        |
| DW           | DRILLING             | DA   | DRILLING        |
| DX           | DRILLING             | DA   | DRILLING        |
| DY           | DRILLING             | DA   | DRILLING        |
| DZ           | DRILLING             | DA   | DRILLING        |
| EA           | ELECTRIC             | EA   | ELECTRIC        |
| EB           | ELECTRIC             | EA   | ELECTRIC        |
| EC           | ELECTRIC             | EA   | ELECTRIC        |
| ED           | ELECTRIC             | EA   | ELECTRIC        |
| EE           | ELECTRIC             | EA   | ELECTRIC        |
| EF           | ELECTRIC             | EA   | ELECTRIC        |
| EG           | ELECTRIC             | EA   | ELECTRIC        |
| EH           | ELECTRIC             | EA   | ELECTRIC        |
| EI           | ELECTRIC             | EA   | ELECTRIC        |
| EJ           | ELECTRIC             | EA   | ELECTRIC        |
| EK           | ELECTRIC             | EA   | ELECTRIC        |
| EL           | ELECTRIC             | EA   | ELECTRIC        |
| EM           | ELECTRIC             | EA   | ELECTRIC        |
| EN           | ELECTRIC             | EA   | ELECTRIC        |
| EO           | ELECTRIC             | EA   | ELECTRIC        |
| EP           | ELECTRIC             | EA   | ELECTRIC        |
| EQ           | ELECTRIC             | EA   | ELECTRIC        |
| ER           | ELECTRIC             | EA   | ELECTRIC        |
| ES           | ELECTRIC             | EA   | ELECTRIC        |
| ET           | ELECTRIC             | EA   | ELECTRIC        |
| EU           | ELECTRIC             | EA   | ELECTRIC        |
| EV           | ELECTRIC             | EA   | ELECTRIC        |
| EW           | ELECTRIC             | EA   | ELECTRIC        |
| EX           | ELECTRIC             | EA   | ELECTRIC        |
| EY           | ELECTRIC             | EA   | ELECTRIC        |
| EZ           | ELECTRIC             | EA   | ELECTRIC        |
| FA           | FAIRWAY              | FA   | FAIRWAY         |
| FB           | FAIRWAY              | FA   | FAIRWAY         |
| FC           | FAIRWAY              | FA   | FAIRWAY         |
| FD           | FAIRWAY              | FA   | FAIRWAY         |
| FE           | FAIRWAY              | FA   | FAIRWAY         |
| FF           | FAIRWAY              | FA   | FAIRWAY         |
| FG           | FAIRWAY              | FA   | FAIRWAY         |
| FH           | FAIRWAY              | FA   | FAIRWAY         |
| FI           | FAIRWAY              | FA   | FAIRWAY         |
| FJ           | FAIRWAY              | FA   | FAIRWAY         |
| FK           | FAIRWAY              | FA   | FAIRWAY         |
| FL           | FAIRWAY              | FA   | FAIRWAY         |
| FM           | FAIRWAY              | FA   | FAIRWAY         |
| FN           | FAIRWAY              | FA   | FAIRWAY         |
| FO           | FAIRWAY              | FA   | FAIRWAY         |
| FP           | FAIRWAY              | FA   | FAIRWAY         |
| FQ           | FAIRWAY              | FA   | FAIRWAY         |
| FR           | FAIRWAY              | FA   | FAIRWAY         |
| FS           | FAIRWAY              | FA   | FAIRWAY         |
| FT           | FAIRWAY              | FA   | FAIRWAY         |
| FU           | FAIRWAY              | FA   | FAIRWAY         |
| FV           | FAIRWAY              | FA   | FAIRWAY         |
| FW           | FAIRWAY              | FA   | FAIRWAY         |
| FX           | FAIRWAY              | FA   | FAIRWAY         |
| FY           | FAIRWAY              | FA   | FAIRWAY         |
| FZ           | FAIRWAY              | FA   | FAIRWAY         |
| GA           | GRAVEL               | GA   | GRAVEL          |
| GB           | GRAVEL               | GA   | GRAVEL          |
| GC           | GRAVEL               | GA   | GRAVEL          |
| GD           | GRAVEL               | GA   | GRAVEL          |
| GE           | GRAVEL               | GA   | GRAVEL          |
| GF           | GRAVEL               | GA   | GRAVEL          |
| GG           | GRAVEL               | GA   | GRAVEL          |
| GH           | GRAVEL               | GA   | GRAVEL          |
| GI           | GRAVEL               | GA   | GRAVEL          |
| GJ           | GRAVEL               | GA   | GRAVEL          |
| GK           | GRAVEL               | GA   | GRAVEL          |
| GL           | GRAVEL               | GA   | GRAVEL          |
| GM           | GRAVEL               | GA   | GRAVEL          |
| GN           | GRAVEL               | GA   | GRAVEL          |
| GO           | GRAVEL               | GA   | GRAVEL          |
| GP           | GRAVEL               | GA   | GRAVEL          |
| GQ           | GRAVEL               | GA   | GRAVEL          |
| GR           | GRAVEL               | GA   | GRAVEL          |
| GS           | GRAVEL               | GA   | GRAVEL          |
| GT           | GRAVEL               | GA   | GRAVEL          |
| GU           | GRAVEL               | GA   | GRAVEL          |
| GV           | GRAVEL               | GA   | GRAVEL          |
| GW           | GRAVEL               | GA   | GRAVEL          |
| GX           | GRAVEL               | GA   | GRAVEL          |
| GY           | GRAVEL               | GA   | GRAVEL          |
| GZ           | GRAVEL               | GA   | GRAVEL          |
| HA           | HANDRAIL             | HA   | HANDRAIL        |
| HB           | HANDRAIL             | HA   | HANDRAIL        |
| HC           | HANDRAIL             | HA   | HANDRAIL        |
| HD           | HANDRAIL             | HA   | HANDRAIL        |
| HE           | HANDRAIL             | HA   | HANDRAIL        |
| HF           | HANDRAIL             | HA   | HANDRAIL        |
| HG           | HANDRAIL             | HA   | HANDRAIL        |
| HH           | HANDRAIL             | HA   | HANDRAIL        |
| HI           | HANDRAIL             | HA   | HANDRAIL        |
| HJ           | HANDRAIL             | HA   | HANDRAIL        |
| HK           | HANDRAIL             | HA   | HANDRAIL        |
| HL           | HANDRAIL             | HA   | HANDRAIL        |
| HM           | HANDRAIL             | HA   | HANDRAIL        |
| HN           | HANDRAIL             | HA   | HANDRAIL        |
| HO           | HANDRAIL             | HA   | HANDRAIL        |
| HP           | HANDRAIL             | HA   | HANDRAIL        |
| HQ           | HANDRAIL             | HA   | HANDRAIL        |
| HR           | HANDRAIL             | HA   | HANDRAIL        |
| HS           | HANDRAIL             | HA   | HANDRAIL        |
| HT           | HANDRAIL             | HA   | HANDRAIL        |
| HU           | HANDRAIL             | HA   | HANDRAIL        |
| HV           | HANDRAIL             | HA   | HANDRAIL        |
| HW           | HANDRAIL             | HA   | HANDRAIL        |
| HX           | HANDRAIL             | HA   | HANDRAIL        |
| HY           | HANDRAIL             | HA   | HANDRAIL        |
| HZ           | HANDRAIL             | HA   | HANDRAIL        |
| IA           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IB           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IC           | IMPECTION COVER      | IA   | IMPECTION COVER |
| ID           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IE           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IF           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IG           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IH           | IMPECTION COVER      | IA   | IMPECTION COVER |
| II           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IJ           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IK           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IL           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IM           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IN           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IO           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IP           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IQ           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IR           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IS           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IT           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IU           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IV           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IW           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IX           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IY           | IMPECTION COVER      | IA   | IMPECTION COVER |
| IZ           | IMPECTION COVER      | IA   | IMPECTION COVER |
| JA           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JB           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JC           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JD           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JE           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JF           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JG           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JH           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JI           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JJ           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JK           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JL           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JM           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JN           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JO           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JP           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JQ           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JR           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JS           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JT           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JU           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JV           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JW           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JX           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JY           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| JZ           | JUNCTION BOX         | JA   | JUNCTION BOX    |
| KA           | KERB                 | KA   | KERB            |
| KB           | KERB                 | KA   | KERB            |
| KC           | KERB                 | KA   | KERB            |
| KD           | KERB                 | KA   | KERB            |
| KE           | KERB                 | KA   | KERB            |
| KF           | KERB                 | KA   | KERB            |
| KG           | KERB                 | KA   | KERB            |
| KH           | KERB                 | KA   | KERB            |
| KI           | KERB                 | KA   | KERB            |
| KJ           | KERB                 | KA   | KERB            |
| KK           | KERB                 | KA   | KERB            |
| KL           | KERB                 | KA   | KERB            |
| KM           | KERB                 | KA   | KERB            |
| KN           | KERB                 | KA   | KERB            |
| KO           | KERB                 | KA   | KERB            |
| KP           | KERB                 | KA   | KERB            |
| KQ           | KERB                 | KA   | KERB            |
| KR           | KERB                 | KA   | KERB            |
| KS           | KERB                 | KA   | KERB            |
| KT           | KERB                 | KA   | KERB            |
| KU           | KERB                 | KA   | KERB            |
| KV           | KERB                 | KA   | KERB            |
| KW           | KERB                 | KA   | KERB            |
| KX           | KERB                 | KA   | KERB            |
| KY           | KERB                 | KA   | KERB            |
| KZ           | KERB                 | KA   | KERB            |
| LA           | LANDSCAPE            | LA   | LANDSCAPE       |
| LB           | LANDSCAPE            | LA   | LANDSCAPE       |
| LC           | LANDSCAPE            | LA   | LANDSCAPE       |
| LD           | LANDSCAPE            | LA   | LANDSCAPE       |
| LE           | LANDSCAPE            | LA   | LANDSCAPE       |
| LF           | LANDSCAPE            | LA   | LANDSCAPE       |
| LG           | LANDSCAPE            | LA   | LANDSCAPE       |
| LH           | LANDSCAPE            | LA   | LANDSCAPE       |
| LI           | LANDSCAPE            | LA   | LANDSCAPE       |
| LJ           | LANDSCAPE            | LA   | LANDSCAPE       |
| LK           | LANDSCAPE            | LA   | LANDSCAPE       |
| LL           | LANDSCAPE            | LA   | LANDSCAPE       |
| LM           | LANDSCAPE            | LA   | LANDSCAPE       |
| LN           | LANDSCAPE            | LA   | LANDSCAPE       |
| LO           | LANDSCAPE            | LA   | LANDSCAPE       |
| LP           | LANDSCAPE            | LA   | LANDSCAPE       |
| LQ           | LANDSCAPE            | LA   | LANDSCAPE       |
| LR           | LANDSCAPE            | LA   | LANDSCAPE       |
| LS           | LANDSCAPE            | LA   | LANDSCAPE       |
| LT           | LANDSCAPE            | LA   | LANDSCAPE       |
| LU           | LANDSCAPE            | LA   | LANDSCAPE       |
| LV           | LANDSCAPE            | LA   | LANDSCAPE       |
| LW           | LANDSCAPE            | LA   | LANDSCAPE       |
| LX           | LANDSCAPE            | LA   | LANDSCAPE       |
| LY           | LANDSCAPE            | LA   | LANDSCAPE       |
| LZ           | LANDSCAPE            | LA   | LANDSCAPE       |
| MA           | MANHOLE              | MA   | MANHOLE         |
| MB           | MANHOLE              | MA   | MANHOLE         |
| MC           | MANHOLE              | MA   | MANHOLE         |
| MD           | MANHOLE              | MA   | MANHOLE         |
| ME           | MANHOLE              | MA   | MANHOLE         |
| MF           | MANHOLE              | MA   | MANHOLE         |
| MG           | MANHOLE              | MA   | MANHOLE         |
| MH           | MANHOLE              | MA   | MANHOLE         |
| MI           | MANHOLE              | MA   | MANHOLE         |
| MJ           | MANHOLE              | MA   | MANHOLE         |
| MK           | MANHOLE              | MA   | MANHOLE         |
| ML           | MANHOLE              | MA   | MANHOLE         |
| MM           | MANHOLE              | MA   | MANHOLE         |
| MN           | MANHOLE              | MA   | MANHOLE         |
| MO           | MANHOLE              | MA   | MANHOLE         |
| MP           | MANHOLE              | MA   | MANHOLE         |
| MQ           | MANHOLE              | MA   | MANHOLE         |
| MR           | MANHOLE              | MA   | MANHOLE         |
| MS           | MANHOLE              | MA   | MANHOLE         |
| MT           | MANHOLE              | MA   | MANHOLE         |
| MU           | MANHOLE              | MA   | MANHOLE         |
| MV           | MANHOLE              | MA   | MANHOLE         |
| MW           | MANHOLE              | MA   | MANHOLE         |
| MX           | MANHOLE              | MA   | MANHOLE         |
| MY           | MANHOLE              | MA   | MANHOLE         |
| MZ           | MANHOLE              | MA   | MANHOLE         |
| NA           | NATURAL              | NA   | NATURAL         |
| NB           | NATURAL              | NA   | NATURAL         |
| NC           | NATURAL              | NA   | NATURAL         |
| ND           | NATURAL              | NA   | NATURAL         |
| NE           | NATURAL              | NA   | NATURAL         |
| NF           | NATURAL              | NA   | NATURAL         |
| NG           | NATURAL              | NA   | NATURAL         |
| NH           | NATURAL              | NA   | NATURAL         |
| NI           | NATURAL              | NA   | NATURAL         |
| NJ           | NATURAL              | NA   | NATURAL         |
| NK           | NATURAL              | NA   | NATURAL         |
| NL           | NATURAL              | NA   | NATURAL         |
| NM           | NATURAL              | NA   | NATURAL         |
| NN           | NATURAL              | NA   | NATURAL         |
| NO           | NATURAL              | NA   | NATURAL         |
| NP           | NATURAL              | NA   | NATURAL         |
| NQ           | NATURAL              | NA   | NATURAL         |
| NR           | NATURAL              | NA   | NATURAL         |
| NS           | NATURAL              | NA   | NATURAL         |
| NT           | NATURAL              | NA   | NATURAL         |
| NU           | NATURAL              | NA   | NATURAL         |
| NV           | NATURAL              | NA   | NATURAL         |
| NW           | NATURAL              | NA   | NATURAL         |
| NX           | NATURAL              | NA   | NATURAL         |
| NY           | NATURAL              | NA   | NATURAL         |
| NZ           | NATURAL              | NA   | NATURAL         |
| OA           | OVERHEAD             | OA   | OVERHEAD        |
| OB           | OVERHEAD             | OA   | OVERHEAD        |
| OC           | OVERHEAD             | OA   | OVERHEAD        |
| OD           | OVERHEAD             | OA   | OVERHEAD        |
| OE           | OVERHEAD             | OA   | OVERHEAD        |
| OF           | OVERHEAD             | OA   | OVERHEAD        |
| OG           | OVERHEAD             | OA   | OVERHEAD        |
| OH           | OVERHEAD             | OA   | OVERHEAD        |
| OI           | OVERHEAD             | OA   | OVERHEAD        |
| OJ           | OVERHEAD             | OA   | OVERHEAD        |
| OK           | OVERHEAD             | OA   | OVERHEAD        |
| OL           | OVERHEAD             | OA   | OVERHEAD        |
| OM           | OVERHEAD             | OA   | OVERHEAD        |
| ON           | OVERHEAD             | OA   | OVERHEAD        |
| OO           | OVERHEAD             | OA   | OVERHEAD        |
| OP           | OVERHEAD             | OA   | OVERHEAD        |
| OQ           | OVERHEAD             | OA   | OVERHEAD        |
| OR           | OVERHEAD             | OA   | OVERHEAD        |
| OS           | OVERHEAD             | OA   | OVERHEAD        |
| OT           | OVERHEAD             | OA   | OVERHEAD        |
| OU           | OVERHEAD             | OA   | OVERHEAD        |
| OV           | OVERHEAD             | OA   | OVERHEAD        |
| OW           | OVERHEAD             | OA   | OVERHEAD        |
| OX           | OVERHEAD             | OA   | OVERHEAD        |
| OY           | OVERHEAD             | OA   | OVERHEAD        |
| OZ           | OVERHEAD             | OA   | OVERHEAD        |
| PA           | PARKING AREA         | PA   | PARKING AREA    |
| PB           | PARKING AREA         | PA   | PARKING AREA    |
| PC           | PARKING AREA         | PA   | PARKING AREA    |
| PD           | PARKING AREA         | PA   | PARKING AREA    |
| PE           | PARKING AREA         | PA   | PARKING AREA    |
| PF           | PARKING AREA         | PA   | PARKING AREA    |
| PG           | PARKING AREA         | PA   | PARKING AREA    |
| PH           | PARKING AREA         | PA   | PARKING AREA    |
| PI           | PARKING AREA         | PA   | PARKING AREA    |
| PJ           | PARKING AREA         | PA   | PARKING AREA    |
| PK           | PARKING AREA         | PA   | PARKING AREA    |
| PL           | PARKING AREA         | PA   | PARKING AREA    |
| PM           | PARKING AREA         | PA   | PARKING AREA    |
| PN           | PARKING AREA         | PA   | PARKING AREA    |
| PO           | PARKING AREA         | PA   | PARKING AREA    |
| PP           | PARKING AREA         | PA   | PARKING AREA    |
| PQ           | PARKING AREA         | PA   | PARKING AREA    |
| PR           | PARKING AREA         | PA   | PARKING AREA    |
| PS           | PARKING AREA         | PA   | PARKING AREA    |
| PT           | PARKING AREA         | PA   | PARKING AREA    |
| PU           | PARKING AREA         | PA   | PARKING AREA    |
| PV           | PARKING AREA         | PA   | PARKING AREA    |
| PW           | PARKING AREA         | PA   | PARKING AREA    |
| PX           | PARKING AREA         | PA   | PARKING AREA    |
| PY           | PARKING AREA         | PA   | PARKING AREA    |
| PZ           | PARKING AREA         | PA   | PARKING AREA    |
| QA           | QUANTITY             | QA   | QUANTITY        |
| QB           | QUANTITY             | QA   | QUANTITY        |
| QC           | QUANTITY             | QA   | QUANTITY        |
| QD           | QUANTITY             | QA   | QUANTITY        |
| QE           | QUANTITY             | QA   | QUANTITY        |
| QF           | QUANTITY             | QA   | QUANTITY        |
| QG           | QUANTITY             | QA   | QUANTITY        |
| QH           | QUANTITY             | QA   | QUANTITY        |
| QI           | QUANTITY             | QA   | QUANTITY        |
| QJ           | QUANTITY             | QA   | QUANTITY        |
| QK           | QUANTITY             | QA   | QUANTITY        |
| QL           | QUANTITY             | QA   | QUANTITY        |
| QM           | QUANTITY             | QA   | QUANTITY        |
| QN           | QUANTITY             | QA   | QUANTITY        |
| QO           | QUANTITY             | QA   | QUANTITY        |
| QP           | QUANTITY             | QA   | QUANTITY        |
| QQ           | QUANTITY             | QA   | QUANTITY        |
| QR           | QUANTITY             | QA   | QUANTITY        |
| QS           | QUANTITY             | QA   | QUANTITY        |
| QT           | QUANTITY             | QA   | QUANTITY        |
| QU           | QUANTITY             | QA   | QUANTITY        |
| QV           | QUANTITY             | QA   | QUANTITY        |
| QW           | QUANTITY             | QA   | QUANTITY        |
| QX           | QUANTITY             | QA   | QUANTITY        |
| QY           | QUANTITY             | QA   | QUANTITY        |
| QZ           | QUANTITY             | QA   | QUANTITY        |
| RA           | RAILWAY              | RA   | RAILWAY         |
| RB           | RAILWAY              | RA   | RAILWAY         |
| RC           | RAILWAY              | RA</ |                 |

|                    | QUALITY LEVEL                                               |
|--------------------|-------------------------------------------------------------|
| LAMP POST          |                                                             |
| MANHOLE            |                                                             |
| MH                 |                                                             |
| OUTFALL PIPE       |                                                             |
| PF                 |                                                             |
| PYLON              |                                                             |
| RETICUL. PUMP      |                                                             |
| RECOVERING EYE     | A - Verification                                            |
| ROADWAY            | B1 - Horizontal/Vertical location using multiple techniques |
| SEPTIC TANK        |                                                             |
| SOFTTIE CALL       | B2 - Horizontal/Vertical location using a single technique  |
| STAKE              |                                                             |
| TELEPHONE CALL BOX | B3 - Horizontal location using a single technique           |
| TRAVEL LIGHT       |                                                             |
| TRAFFIC LIGHT BOX  |                                                             |
| TRUCK              |                                                             |
| WATER METER        | B4 - Assumed note                                           |
| WATER OULETS       |                                                             |
| WATER STOP TAP     | C - Site Reconnaissance                                     |
| WHT                |                                                             |
| REAM LEVEL         | D - Desktop utility records search                          |

**NOTES:**  
All levels relate to O.S. (newly) drawn. Established using network RTK. Survey plotted on a plane local grid, oriented to National GSD.

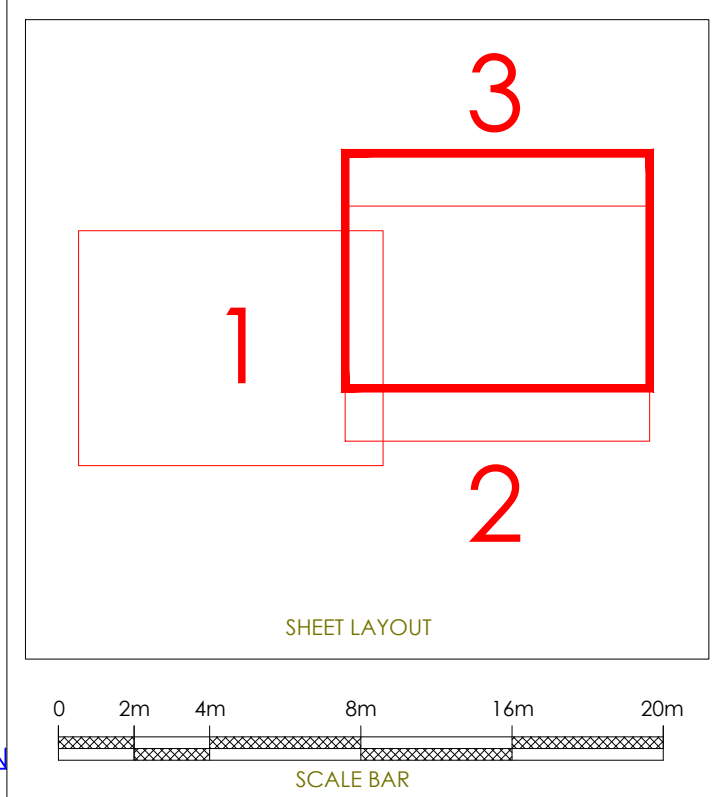
Due to the high density of the vegetation on site (annotated on the drawing), level/heights were not possible to detail without suitable vegetation clearance prior to our site visit.

This Underground Utility survey was conducted in compliance with the BS PAS128:2014 standards.

Services identified display text indicating first an abbreviation of the service (e.g. 'E' = Electric, 'GAS' = Gas) followed by the Quality Level to which that service was located (e.g. B4 = Assumed route). Lines annotated as GPR were located using only the Ground Penetrating Radar and should be treated as B1/B2.

Quality Level descriptions shown in the above legend are for reference purposes only and are not inflexible as detailed descriptions.

For full information on Quality Levels, please consult the BS PAS128:2014 standards document.

[illegible]

|      |      |             |
|------|------|-------------|
|      |      |             |
| REV. | DATE | DESCRIPTION |

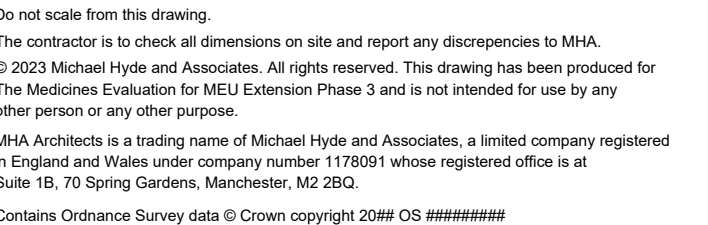
|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|



Client  
MEDICINES EVALUATION UNIT

**Project Title**  
2D Topographical survey at:  
  
The Langley Building,  
Southmoor Road, Roundthorn Industrial Estate,  
Wythenshawe, Greater Manchester, M23 9QZ

|                 |               |                        |  |               |            |          |
|-----------------|---------------|------------------------|--|---------------|------------|----------|
| Surveyed<br>JRA |               | Drawn<br>JRA           |  | Checked<br>JR |            |          |
| Scale<br>1:100  | Date<br>09/23 | Drawing Ref.<br>230708 |  | No.<br>03     | Size<br>A0 | Rev<br>- |



**KEY**

 Denotes extents of planning application

|         |                               |
|---------|-------------------------------|
| +40.440 | Proposed site levels          |
| +40.010 | Existing site levels retained |

Refer to 1ME06-MHA-ZZ-ZZ-DR-01-xxx Landscape Strategy for details of hard and soft landscaping

Refer to 1ME06-MHA-ZZ-ZZ-DR-01-xxx Boundary Treatments plan for details of railings and fence lines

**NOTE**

Site plan shows ground floor plan. Refer to ME06-MHA-ZZ-ZZ-DR-02-xxx for full GA floor plans.

## PARKING

|                              |     |
|------------------------------|-----|
| MEU Existing Parking Spaces: | 129 |
| Lost Parking Spaces:         | 25  |
| New Parking Spaces:          | 75  |
| Total MEU Parking Spaces     | 179 |

EVCP denotes charging point for electric vehicles, each positioned to serve one of two bays, to M&E engineers' details

4 cycle parking space:

Blue hatch shown  
Nightingale extension  
extent. Planning approval  
ref; 137892/FO/2023

|     |            |                                                                                                                                                                                                                                 |     |     |
|-----|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|
| P5  | 07/11/2023 | Additional notation added regarding access & security fencing                                                                                                                                                                   | YQ  | JL  |
| P4  | 31/10/2023 | Red boundary updated, fence line added behind the building.<br>Enabling works added to existing site western entrance, Red boundary revised. Some extra information about nightingale extension planning extent added for info. | CS  | JL  |
| P3  | 25/10/2023 | General update                                                                                                                                                                                                                  | CS  | JL  |
| P2  | 2023-09-18 | General update                                                                                                                                                                                                                  | CS  | JL  |
| P1  | 2023-08-07 | Initial Issue                                                                                                                                                                                                                   | CS  | JL  |
| REV | DATE       | DESCRIPTION                                                                                                                                                                                                                     | DRN | CHK |

The Medicines Evaluation Unit Ltd

PROJECT TITLE  
MEU Extension Phase 3

TITLE

Proposed Site Plan

SUITABILITY

Work In Progress

| DRAWN / CHECKED | INITIAL ISSUE DATE | SCALE      |
|-----------------|--------------------|------------|
| CS / JL         | Sept 2023          | 1:500 @ A1 |

| Project | Originator | Volume | Level | Type | Role | Number   | Status | Revision |
|---------|------------|--------|-------|------|------|----------|--------|----------|
| 1ME06   | - MHA      | - ZZ   | - ZZ  | - DR | - A  | - 01-003 | - S0   | - P5     |

**mha**  
**ARCHITECTS**

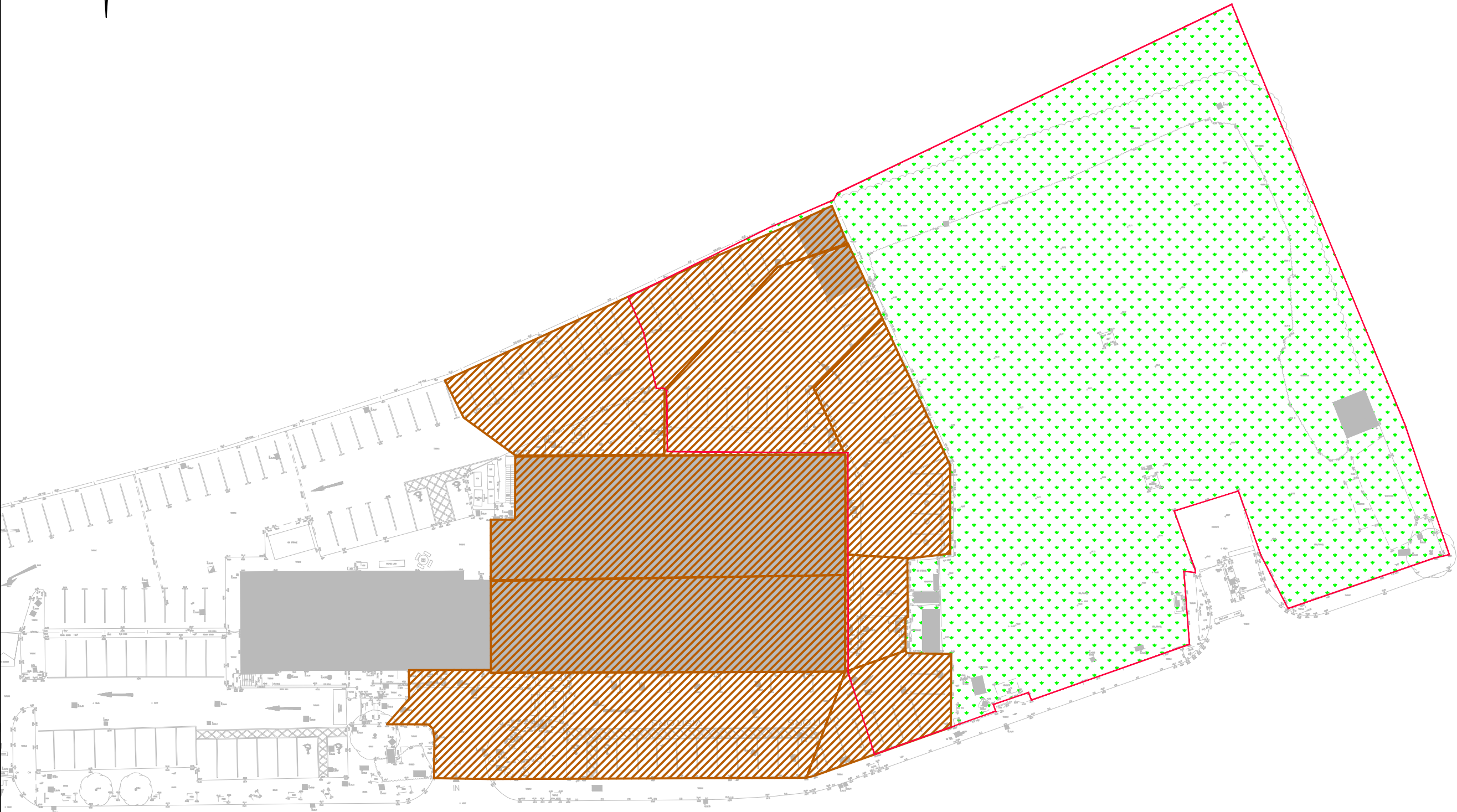
Suite 1B  
70 Spring Gardens  
Manchester  
M2 2BQ

t +44 (0)161 834 1018  
f +44 (0)161 834 4798  
e [contact@mhaarchitects.com](mailto:contact@mhaarchitects.com)  
w [www.mhaarchitects.com](http://www.mhaarchitects.com)



- GENERAL NOTES
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  2. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR / FABRICATOR PRIOR TO COMMENCEMENT OF WORKS.
  3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
  4. ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH THE ENGINEER'S SPECIFICATIONS, RELEVANT BRITISH STANDARDS AND WHERE APPLICABLE LOCAL AUTHORITIES REQUIREMENTS.

- KEY
-  SITE BOUNDARY
  -  PERMEABLE AREA: 3636 m<sup>2</sup> (0.36ha)
  -  IMPERMEABLE AREA: 3160 m<sup>2</sup> (0.32ha)



SCALE BAR 1:500





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Drawing Status

PRELIMINARY DRAWING

Client

MEDICINES EVALUATION UNIT

Project

MEU EXTENSION  
SOUTHMOOR ROAD

Drawing Title

EXISTING CATCHMENT PLAN

|                           |                       |          |                |            |          |      |
|---------------------------|-----------------------|----------|----------------|------------|----------|------|
| P01                       | ISSUE FOR INFORMATION |          |                | 18.10.23   | JG       | AD   |
| Rev                       | Description           |          |                | Date       | By       | Chkd |
| Date                      |                       | Drawn By |                | Checked By |          |      |
| OCT. 23                   |                       | JG       |                | AD         |          |      |
| Scale at A3               |                       |          | Project Number |            |          |      |
| 1:500                     |                       |          | 33631          |            |          |      |
| Sheet Number              |                       |          |                |            | Revision |      |
| 33631-SUT-ZZ-XX-DR-C-6000 |                       |          |                |            | P01      |      |

- KEY**
- |                                                                                     |                                                   |
|-------------------------------------------------------------------------------------|---------------------------------------------------|
|  | SITE BOUNDARY                                     |
|  | IMPERMEABLE AREA:<br>5744 m <sup>2</sup> (0.57ha) |
|  | PERMEABLE AREA:<br>1078 m <sup>2</sup> (0.11ha)   |

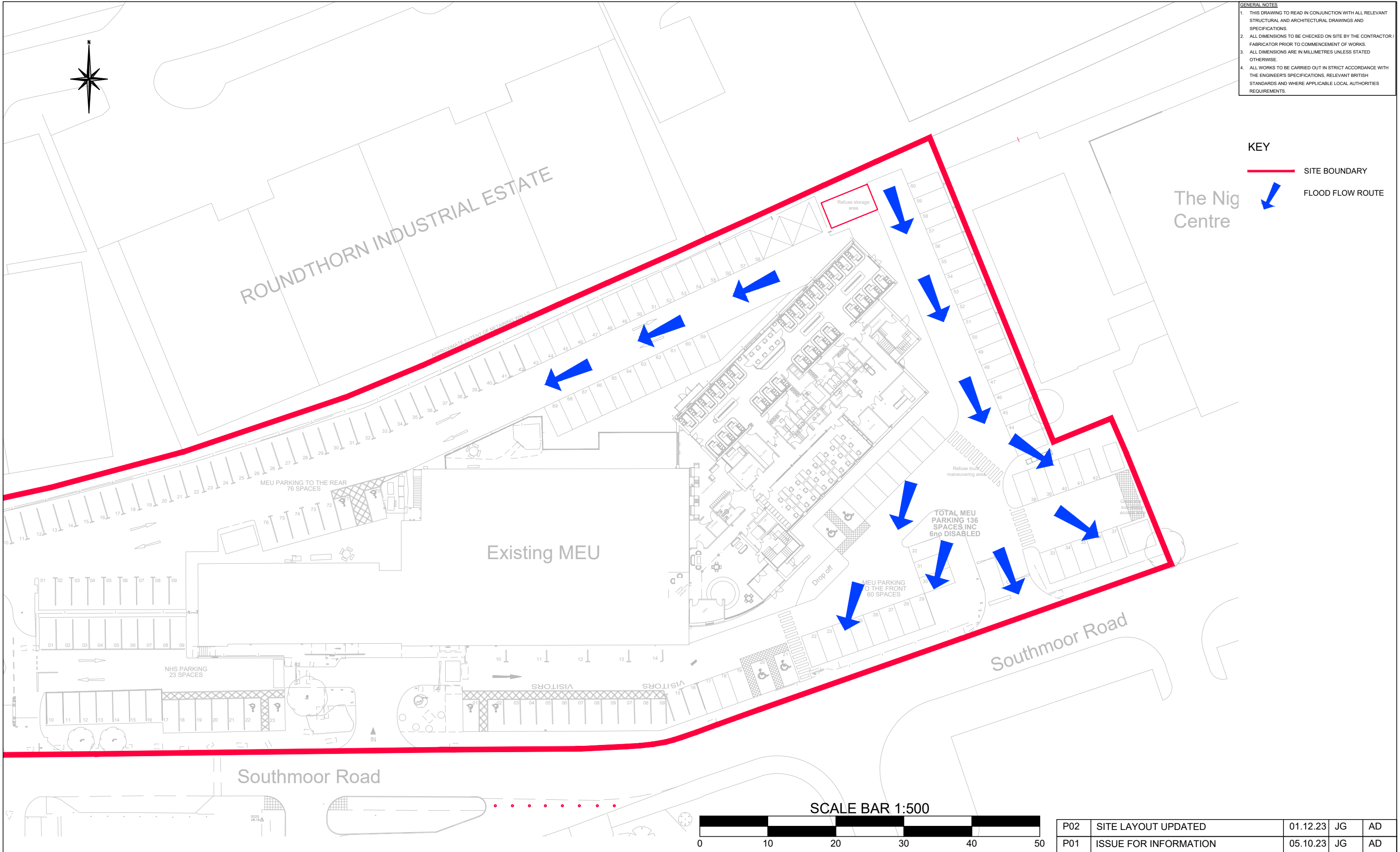


|         |                                 |
|---------|---------------------------------|
| Client  | MEDICINES EVALUATION UNIT       |
| Project | MEU EXTENSION<br>SOUTHMOOR ROAD |

Drawing Title

# PROPOSED CATCHMENT PLAN

|                                                  |                       |                       |                                |                         |      |
|--------------------------------------------------|-----------------------|-----------------------|--------------------------------|-------------------------|------|
| P02                                              | SITE LAYOUT UPDATED   |                       | 01.12.23                       | JG                      | AD   |
| P01                                              | ISSUE FOR INFORMATION |                       | 18.10.23                       | JG                      | AD   |
| Rev                                              | Description           |                       | Date                           | By                      | Chkd |
| Date<br><b>OCT. 23</b>                           |                       | Drawn By<br><b>JG</b> |                                | Checked By<br><b>AD</b> |      |
| Scale at A3<br><b>1:500</b>                      |                       |                       | Project Number<br><b>33631</b> |                         |      |
| Sheet Number<br><b>33631-SUT-ZZ-XX-DR-C-6001</b> |                       |                       |                                | Revision<br><b>P02</b>  |      |



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KEY

— SITE BOUNDARY

→ FLOOD FLOW ROUTE



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Drawing Status

**PRELIMINARY DRAWING**

Client

**MEDICINES EVALUATION UNIT**

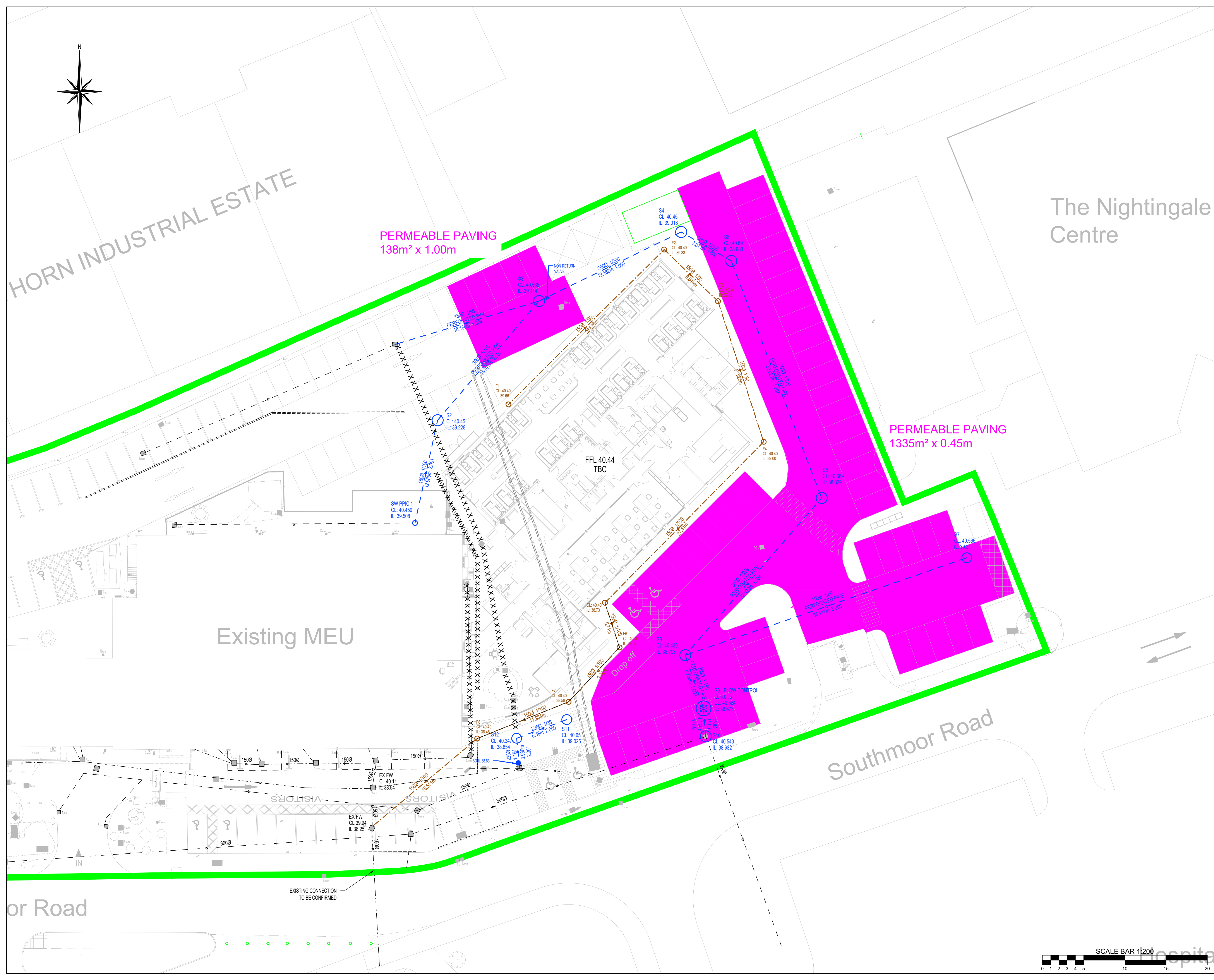
Project

**MEU EXTENSION  
SOUTHMOOR ROAD**

Drawing Title

**FLOOD FLOW ROUTE PLAN**

|                                           |                       |                         |    |                 |
|-------------------------------------------|-----------------------|-------------------------|----|-----------------|
| P02                                       | SITE LAYOUT UPDATED   | 01.12.23                | JG | AD              |
| P01                                       | ISSUE FOR INFORMATION | 05.10.23                | JG | AD              |
| Rev                                       | Description           | Date                    | By | Chkd            |
|                                           |                       | OCT. 23                 | JG | AD              |
| Scale at A3<br>1:500                      |                       | Project Number<br>33631 |    |                 |
| Sheet Number<br>33631-SUT-ZZ-XX-DR-C-6002 |                       |                         |    | Revision<br>P02 |



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DRAINAGE KEY

- SITE BOUNDARY
- ○ --- PROPOSED SURFACE WATER DRAIN/MH
- ○ --- PROPOSED FOUL WATER DRAIN/MH
- ○ --- EXISTING SURFACE WATER DRAIN/MH
- ○ --- EXISTING FOUL WATER DRAIN/MH
- X X X X X X X X X X DRAIN TO BE ABANDONED
- PERMEABLE PAVING

|     |                           |          |    |    |
|-----|---------------------------|----------|----|----|
| P03 | SITE LAYOUT UPDATED       | 01.12.23 | JG | AD |
| P02 | PERMEABLE PAVING EXTENDED | 14.11.23 | JG | AD |
| P01 | ISSUE FOR INFORMATION     | 16.10.23 | JG | AD |

| Rev | Description | Date | By | Chkd |
|-----|-------------|------|----|------|
|     |             |      |    |      |

Drawing Status

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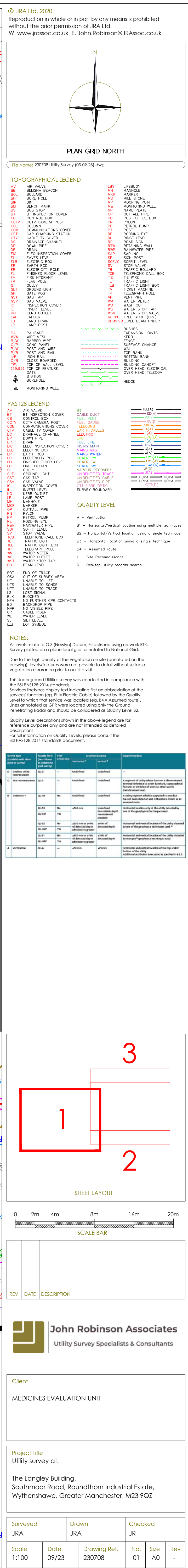
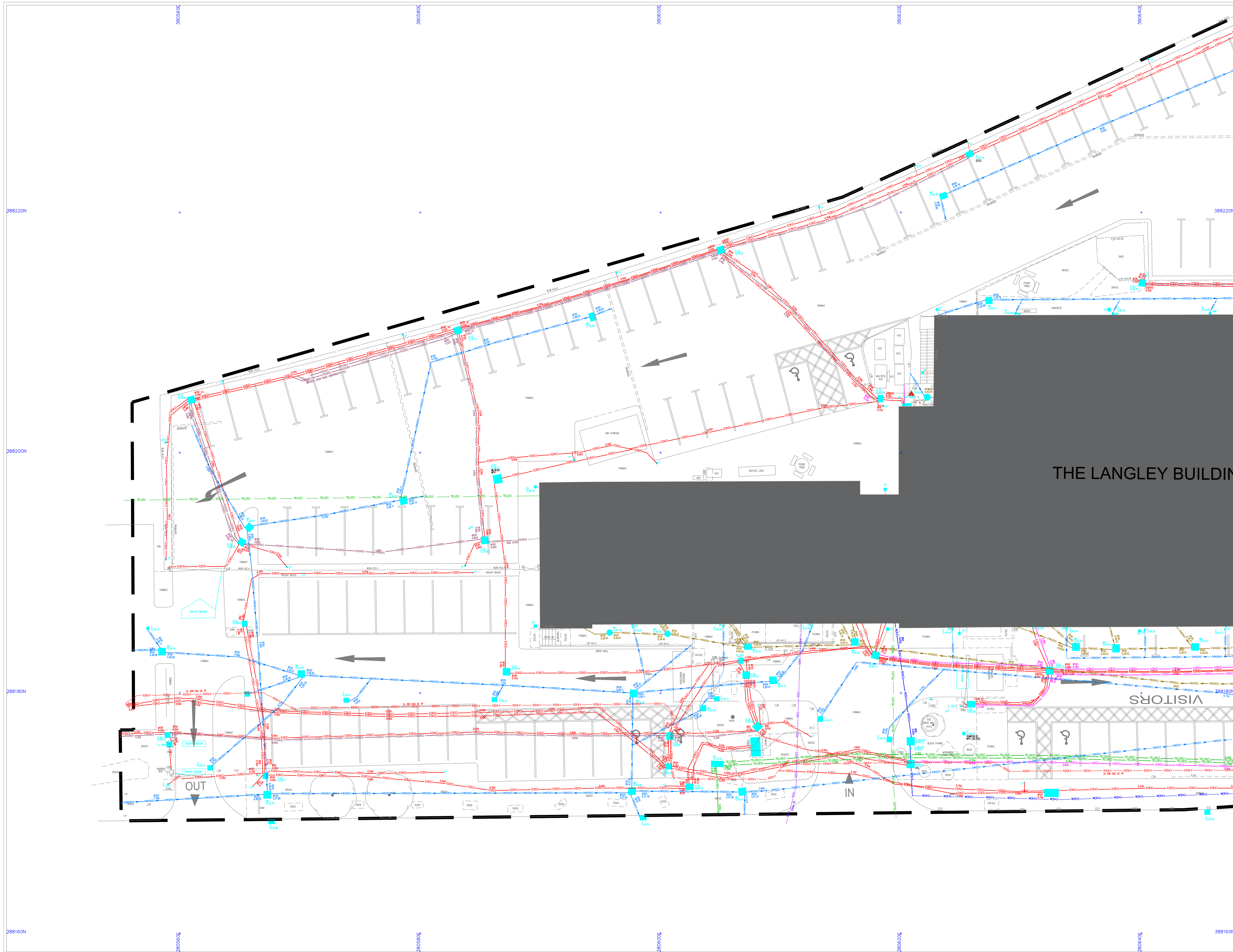
Project  
**MEU EXTENSION  
SOUTHMOOR ROAD**

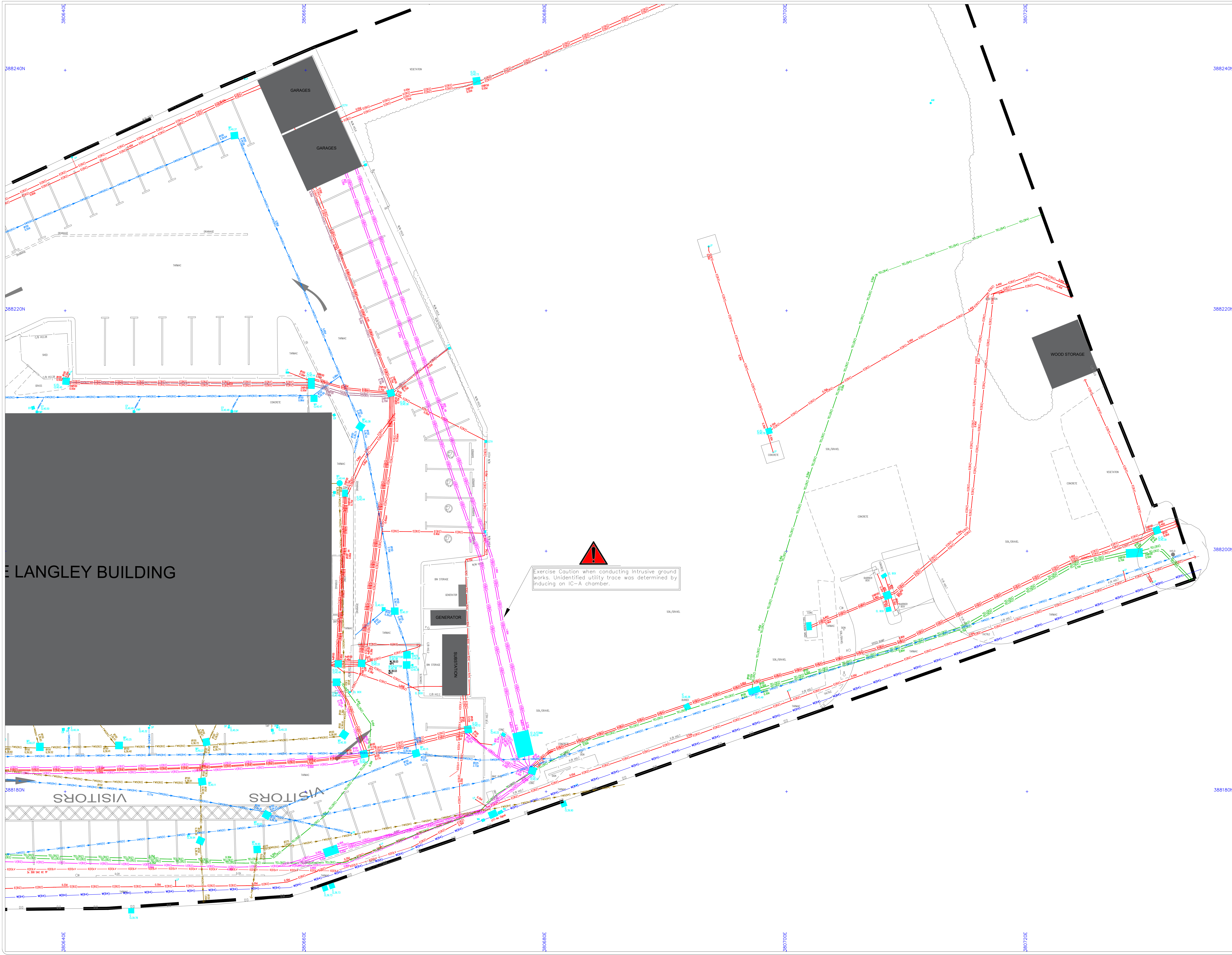
Drawing Title  
**INDICATIVE DRAINAGE STRATEGY**

|                                                  |                                |                         |
|--------------------------------------------------|--------------------------------|-------------------------|
| Date<br><b>OCT. 23</b>                           | Drawn By<br><b>JG</b>          | Checked By<br><b>AD</b> |
| Scale at A1<br><b>1:200</b>                      | Project Number<br><b>33631</b> | Revision                |
| Sheet Number<br><b>33631-SUT-ZZ-XX-DR-C-6020</b> |                                | <b>P03</b>              |

SCALE BAR 1:200

0 1 2 3 4 5 10 15 20





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PLAN GRID NORTH

File Name: 230708 Utility Survey 03-04-23.dwg

**TOPOGRAPHICAL LEGEND**

|    |        |     |         |
|----|--------|-----|---------|
| 44 | AS VAL | 45  | UTILITY |
| 45 | BS VAL | 46  | WATER   |
| 46 | CS VAL | 47  | WATER   |
| 47 | DS VAL | 48  | WATER   |
| 48 | ES VAL | 49  | WATER   |
| 49 | FS VAL | 50  | WATER   |
| 50 | GS VAL | 51  | WATER   |
| 51 | HS VAL | 52  | WATER   |
| 52 | IS VAL | 53  | WATER   |
| 53 | JS VAL | 54  | WATER   |
| 54 | KS VAL | 55  | WATER   |
| 55 | LS VAL | 56  | WATER   |
| 56 | MS VAL | 57  | WATER   |
| 57 | NS VAL | 58  | WATER   |
| 58 | OS VAL | 59  | WATER   |
| 59 | PS VAL | 60  | WATER   |
| 60 | QS VAL | 61  | WATER   |
| 61 | RS VAL | 62  | WATER   |
| 62 | TS VAL | 63  | WATER   |
| 63 | US VAL | 64  | WATER   |
| 64 | VS VAL | 65  | WATER   |
| 65 | WS VAL | 66  | WATER   |
| 66 | XS VAL | 67  | WATER   |
| 67 | YS VAL | 68  | WATER   |
| 68 | ZS VAL | 69  | WATER   |
| 69 | AS VAL | 70  | WATER   |
| 70 | BS VAL | 71  | WATER   |
| 71 | CS VAL | 72  | WATER   |
| 72 | DS VAL | 73  | WATER   |
| 73 | ES VAL | 74  | WATER   |
| 74 | FS VAL | 75  | WATER   |
| 75 | GS VAL | 76  | WATER   |
| 76 | HS VAL | 77  | WATER   |
| 77 | IS VAL | 78  | WATER   |
| 78 | JS VAL | 79  | WATER   |
| 79 | KS VAL | 80  | WATER   |
| 80 | LS VAL | 81  | WATER   |
| 81 | MS VAL | 82  | WATER   |
| 82 | NS VAL | 83  | WATER   |
| 83 | OS VAL | 84  | WATER   |
| 84 | PS VAL | 85  | WATER   |
| 85 | QS VAL | 86  | WATER   |
| 86 | RS VAL | 87  | WATER   |
| 87 | TS VAL | 88  | WATER   |
| 88 | US VAL | 89  | WATER   |
| 89 | VS VAL | 90  | WATER   |
| 90 | WS VAL | 91  | WATER   |
| 91 | XS VAL | 92  | WATER   |
| 92 | YS VAL | 93  | WATER   |
| 93 | ZS VAL | 94  | WATER   |
| 94 | AS VAL | 95  | WATER   |
| 95 | BS VAL | 96  | WATER   |
| 96 | CS VAL | 97  | WATER   |
| 97 | DS VAL | 98  | WATER   |
| 98 | ES VAL | 99  | WATER   |
| 99 | FS VAL | 100 | WATER   |

**PAS128 LEGEND**

|   |        |   |        |   |        |   |        |   |        |   |        |   |        |   |        |   |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |    |        |     |        |
|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|-----|--------|
| 1 | AS VAL | 2 | BS VAL | 3 | CS VAL | 4 | DS VAL | 5 | ES VAL | 6 | FS VAL | 7 | GS VAL | 8 | HS VAL | 9 | IS VAL | 10 | JS VAL | 11 | KS VAL | 12 | LS VAL | 13 | MS VAL | 14 | NS VAL | 15 | OS VAL | 16 | PS VAL | 17 | QS VAL | 18 | RS VAL | 19 | TS VAL | 20 | US VAL | 21 | VS VAL | 22 | WS VAL | 23 | XS VAL | 24 | YS VAL | 25 | ZS VAL | 26 | AS VAL | 27 | BS VAL | 28 | CS VAL | 29 | DS VAL | 30 | ES VAL | 31 | FS VAL | 32 | GS VAL | 33 | HS VAL | 34 | IS VAL | 35 | JS VAL | 36 | KS VAL | 37 | LS VAL | 38 | MS VAL | 39 | NS VAL | 40 | OS VAL | 41 | PS VAL | 42 | QS VAL | 43 | RS VAL | 44 | TS VAL | 45 | US VAL | 46 | VS VAL | 47 | WS VAL | 48 | XS VAL | 49 | YS VAL | 50 | ZS VAL | 51 | AS VAL | 52 | BS VAL | 53 | CS VAL | 54 | DS VAL | 55 | ES VAL | 56 | FS VAL | 57 | GS VAL | 58 | HS VAL | 59 | IS VAL | 60 | JS VAL | 61 | KS VAL | 62 | LS VAL | 63 | MS VAL | 64 | NS VAL | 65 | OS VAL | 66 | PS VAL | 67 | QS VAL | 68 | RS VAL | 69 | TS VAL | 70 | US VAL | 71 | VS VAL | 72 | WS VAL | 73 | XS VAL | 74 | YS VAL | 75 | ZS VAL | 76 | AS VAL | 77 | BS VAL | 78 | CS VAL | 79 | DS VAL | 80 | ES VAL | 81 | FS VAL | 82 | GS VAL | 83 | HS VAL | 84 | IS VAL | 85 | JS VAL | 86 | KS VAL | 87 | LS VAL | 88 | MS VAL | 89 | NS VAL | 90 | OS VAL | 91 | PS VAL | 92 | QS VAL | 93 | RS VAL | 94 | TS VAL | 95 | US VAL | 96 | VS VAL | 97 | WS VAL | 98 | XS VAL | 99 | YS VAL | 100 | ZS VAL |
|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|---|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|----|--------|-----|--------|

**QUALITY LEVEL**

|   |                                                        |
|---|--------------------------------------------------------|
| A | Verification                                           |
| B | Horizontal/Vertical location using multiple techniques |
| C | Horizontal/Vertical location using a single technique  |
| D | Horizontal location using a single technique           |
| E | Assumed value                                          |
| F | Site Measurement                                       |
| G | Desktop utility records search                         |

**NOTES**

All levels are to O.S. (Newlyn Datum). Established using network RTK. Surveyed on a 20m x 20m grid. Identified as follows:

Due to the high density of the vegetation on site (indicated on the drawing), some features were not possible to detect without suitable vegetation clearance prior to the visit.

The underground utility survey was conducted in compliance with the PAS 128:2014 standards.

Services shown on this drawing are for information only. The quality of the service shown on this drawing is determined by the quality of the data provided to the survey. The quality of the data provided to the survey is determined by the quality of the data provided to the survey.

Use of this drawing for any purpose other than that for which it was prepared is at the user's risk. The user is advised to consult the original drawing for full details.

Quality Level descriptions shown in the above legend are for reference purposes only and are not intended to be used as a guide to the quality of the survey. For further information on Quality Levels, please consult the PAS 128:2014 standards document.

| Rev | Date  | Description            |
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| 1   | 09/23 | Issue for construction |

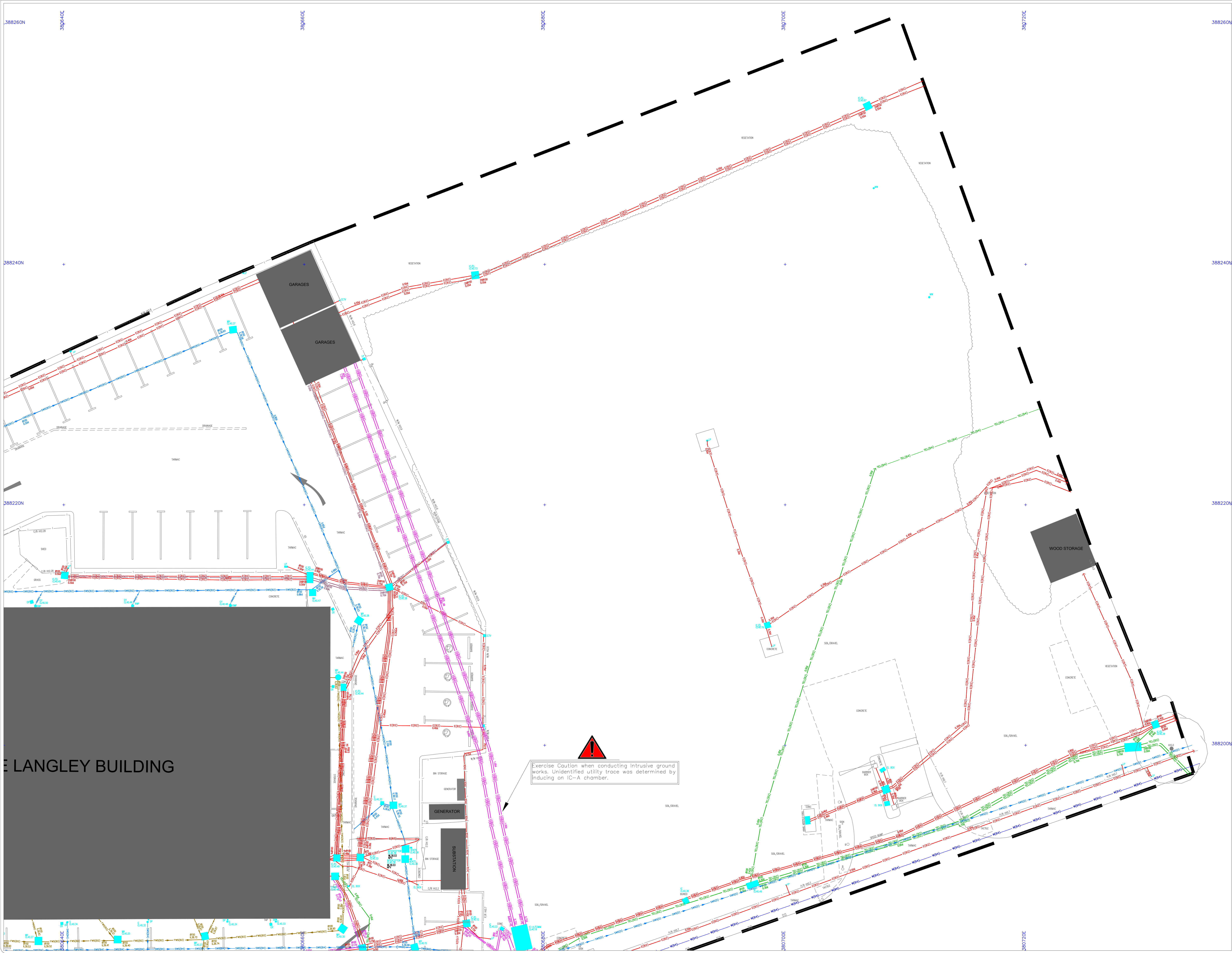
**John Robinson Associates**  
Utility Survey Specialists & Consultants

Client: MEDICINES EVALUATION UNIT

Project Title: Utility survey at:  
The Langley Building,  
Southmoor Road, Roundthorn Industrial Estate,  
Wythenshawe, Greater Manchester, M23 9QZ

| Surveyed    | Drawn      | Checked             |
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| JRA         | JRA        | JR                  |
| Scale 1:100 | Date 09/23 | Drawing Ref. 230708 |
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| REV | DATE  | DESCRIPTION            |
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W. www.jrasoc.co.uk E. John.Robinson@JRA.soc.co.uk

PLAN GRID NORTH

File Name: 230708 Utility Survey 03-04-23.dwg

**TOPOGRAPHICAL LEGEND**

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Centre : X : 380815 Y : 388157 Date : 30/03/2016 15:17:01 Scale Approx : 2500.0000000003

The map displays the Roundthorn Industrial Estate and its surroundings. A red rectangle highlights a specific area labeled 'SITE'. The map includes labels for 'Roundthorn Industrial Estate', 'Wythenshawe Hospital', 'The Langley Building', and 'North West Bank Centre'. Roads shown include 'LONDON ROAD', 'HOLLIS ROAD', 'HOLLYBROOK ROAD', 'HOLLYBROOK DRIVE', 'HOLLYBROOK LANE', 'HOLLYBROOK CLOSE', 'HOLLYBROOK COURT'. The map also shows 'M11 Brook' and 'M11 Road'. A red line with arrows indicates a route through the site and surrounding areas. A red dot is located near the 'North West Bank Centre'.

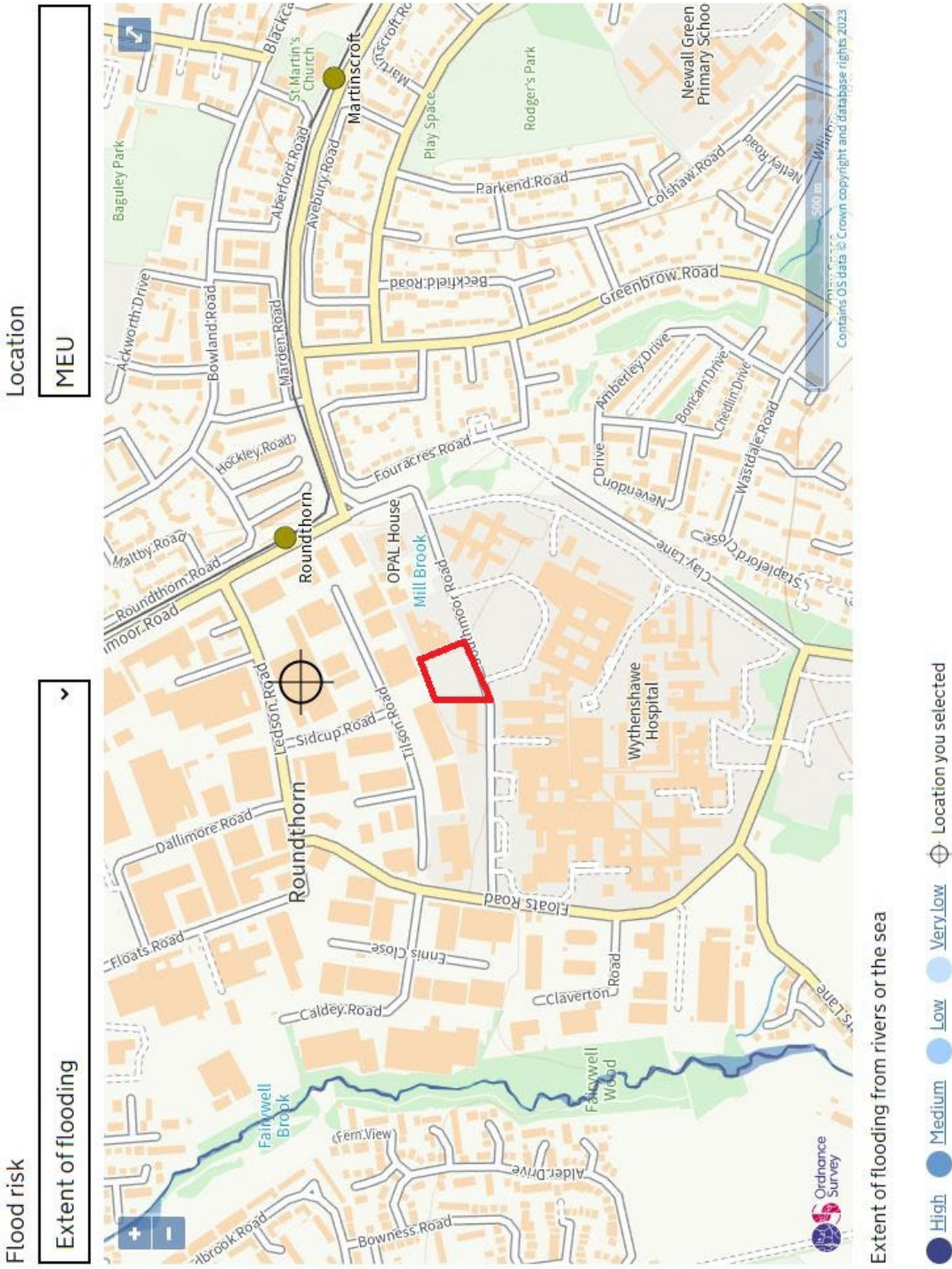
The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. The actual positions may be different from those shown on the plan and private service pipes may be shown by a blue broken line. United Utilities Water will not accept liability for any damage caused by the actual position being different from those shown.



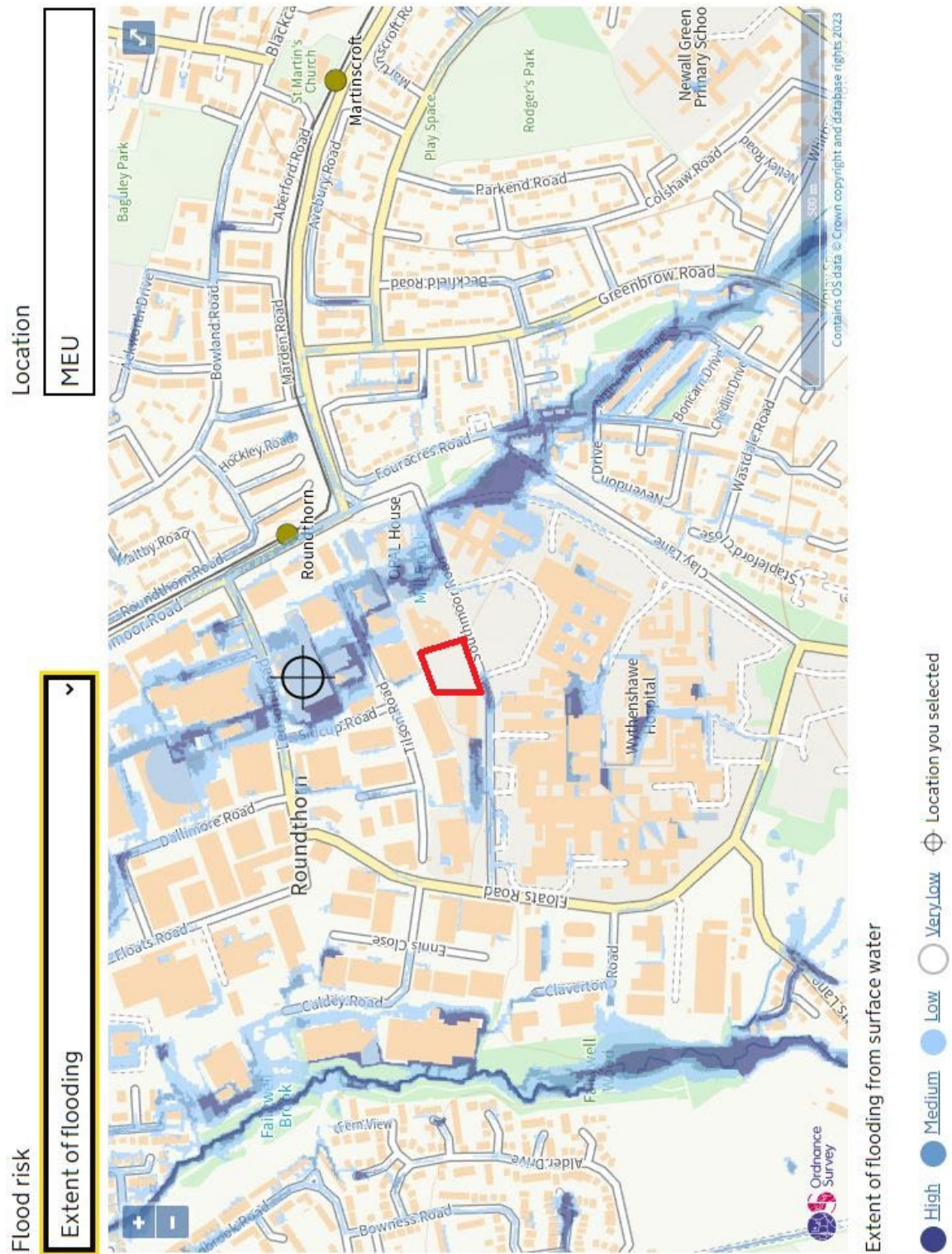
## **11.2. Appendix B**

Environment Agency Flood Maps

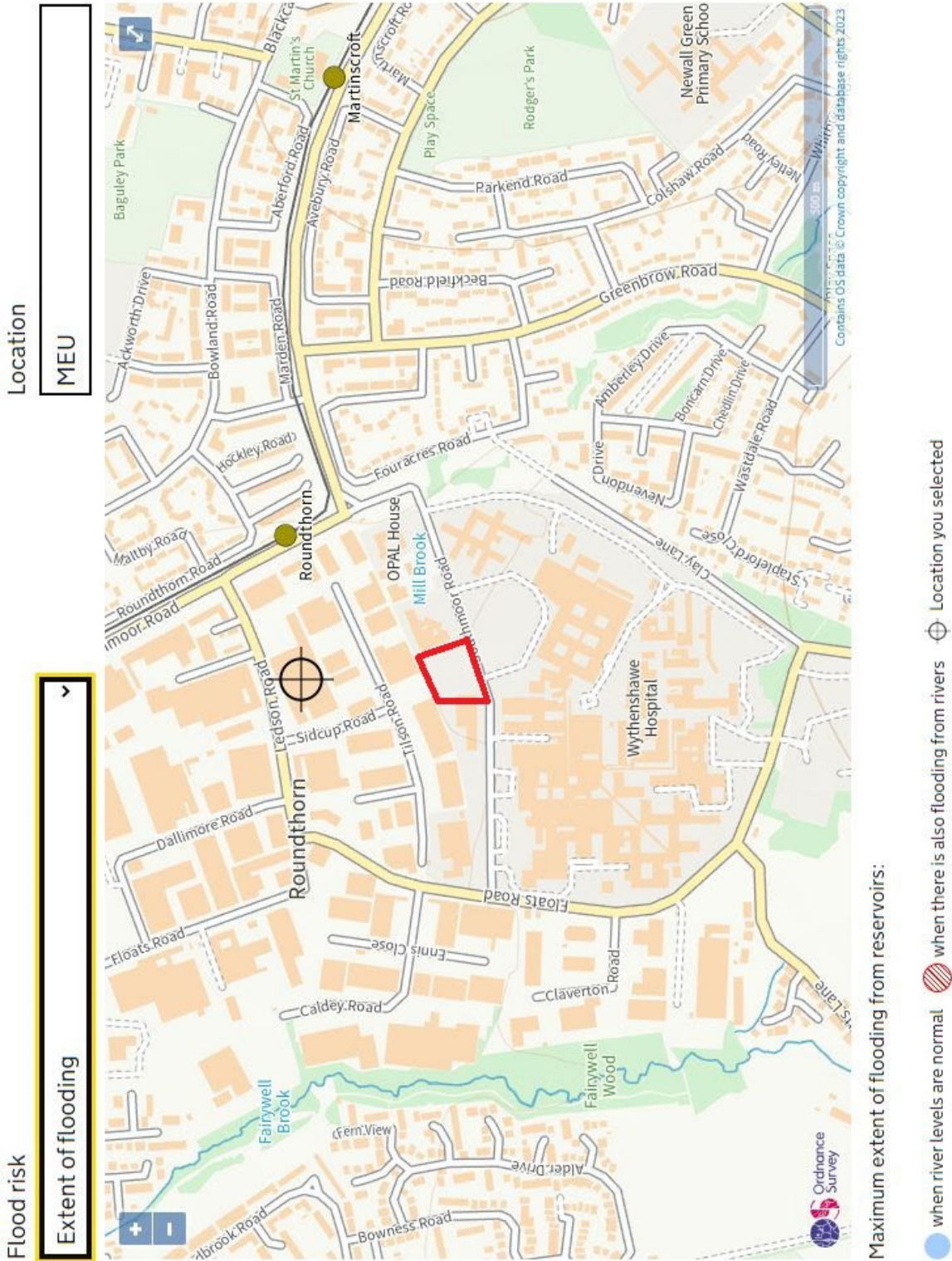
Flooding from River and Sea



## Surface Water Flooding



Flooding from Reservoirs



### **11.3. Appendix C**

Correspondence

**From:** [seweradoptions@uuplc.co.uk](mailto:seweradoptions@uuplc.co.uk)  
**To:** [Javier Gonzalez](#)  
**Subject:** Pre Development Enquiry for: Medicines Evaluation Unit Extension, M23 9QZ      UU Reference Number : 04673203  
**Date:** 27 September 2023 15:05:37

---

**Good afternoon Javier ,**  
**Pre Development Enquiry for: Medicines Evaluation Unit Extension, M23 9QZ      UU**  
**Reference Number : 04673203**

We have carried out an assessment of your application which is based on the information provided. This pre-development advice on your drainage strategy will be valid for 12 months. Your drainage strategy will need to be reviewed by other competent authorities as part of the planning process, and we advise that you carry out the necessary site investigations to confirm the viability of your proposals.

If your investigations require access to our public sewer network, we ask that you contact our network engineers with a request for an access certificate via our main contact telephone number 0345 6723 723 or refer to the link below:

<https://www.unitedutilities.com/builders-developers/working-near-our-assets/>

### **Foul Water**

Please be advised there is a 600mm private combined sewer to the south of your development on Southmoor Road, we would recommend contacting the owner of this sewer and requesting consent to discharge.

If this is not possible your closest point of discharge would be to the 450mm diameter public combined sewer within Tilson Road located to the North of your proposed development at an unrestricted rate.

If you are able to identify an alternative, more suitable point of discharge, we request that you contact us at your earliest convenience so that we can assess suitability.

In accordance with our infrastructure plans we may ask you to change your point of connection. Therefore please contact us when you are ready to formalise your drainage proposals, we would suggest before you submit for Full Planning.

### **Surface Water**

All surface water flow from the proposed development should drain in-line with the drainage hierarchy, as outlined in Paragraph 80, (Reference ID: 7-080-20150323), of the National Planning Practice Guidance. We also recommend you prioritise the use of multi-functional sustainable drainage systems for the management of surface water in accordance with national planning policy.

*Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable.*

This is outlined as follows, in order of priority:

1. **into the ground (infiltration);**
2. **to a surface waterbody;**
3. **to a surface water sewer or highway drain;**
4. **to a combined sewer.**

For guidance, The [North West SuDS Pro-Forma](#) provides information on the appropriate evidence required at each stage of the hierarchy, to demonstrate how each level has been discounted.

The Lead Local Flood Authority has responsibility for all surface water drainage concerns and their input to your proposal is critical. You should also consider whether it is necessary to discuss your proposal with the Environment Agency, or Internal Drainage Board (if operating in your area).

The Local Planning Authority are the determining authority for any application for planning permission and the appropriate authority for determining cost viability of a proposed drainage scheme, such assessments are outside of the jurisdiction of United Utilities.

### **Infiltration**

Surface water runoff generated from this development should discharge to the ground via infiltration system where feasible.

A detailed evidence based feasibility assessment must be carried out in line with Chapter 25 of the CIRIA SuDS Manual 2015 to determine whether infiltration is a suitable method of surface water disposal.

Particular attention must be paid to Ground Water Source Protection Zones to ensure that the risk of pollution to these valuable resources is not compromised. Details can be obtained from the government website:

<https://www.gov.uk/guidance/groundwater-source-protection-zones-spzs#find-groundwater-spzs>

If your site is in a Groundwater Source Protection Zone, you should have regard to the Environment Agency's approach to Groundwater Protection. Information on this is available via the link below:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

Please note that such a location could have implications for the principle of your development and the need for additional mitigating measures to protect the groundwater environment and public water supply in the detailed design of your site.

### **Highway Drainage**

If an evidence based assessment has been carried out and confirms that infiltration is not feasible, we recommend that you investigate the possibility of draining surface water to the highway drain where this ultimately discharges to a watercourse, by contacting the relevant Highway Authority.

### **Public Sewer**

In accordance with the hierarchy of drainage options within the National Planning Practice Guidance, both discharge to ground via infiltration and discharge to a waterbody should be discounted prior to consideration of discharging surface water to the public sewer system. Evidence should be provided to demonstrate how these have been discounted, as outlined in the North West SuDS pro-forma.

Once evidence is provided as outlined above, United Utilities will consider a connection to the 300mm diameter public surface water sewer within located South of the proposed site at a pass forward flow to be agreed by the Lead Local Flood Authority. United Utilities request that any agreed rate does not exceed 5l/s.

As a Water Company, we have no obligation to accept highway drainage into our public sewer network. However, should your proposals include runoff from highways, we would request that consideration is given to SuDS components that deliver source control are incorporated within the design of the scheme to reduce the volume and frequency of discharges of these flows to the public sewer.

### **Levels**

For low-lying sites, (where the ground level of the site or the level of a basement is below the ground level at the point where the drainage connects to the public sewer), care should be taken to ensure that the property is not at increased risk of flooding. If these circumstances exist, we recommend that you contact us to discuss further. It could affect the detailed design of your site and result in the need to incorporate appropriate mitigating measures in your drainage scheme.

### **Land drainage / Overland flows / track drainage**

United Utilities have no obligation, and furthermore we do not accept land drainage, overland flows or track drainage into the public sewerage network under any circumstances

### **Existing Wastewater Assets Crossing the Site**

We have reviewed our records and can confirm that there does not appear to be any charted public sewers located within the boundary of proposed development. However, due to the accuracy of the records and the public sewer transfer legislation in 2011, not all public sewers are shown on our records so we would ask that you proceed with caution and carry out your own site investigation works. If any uncharted sewers are identified while carrying out your works we would ask that you contact United Utilities at the earliest opportunity so that we can offer guidance and update our records.

### **Existing Water Assets Crossing the Site**

It is the developer responsibility to identify utilities on-site. Where clean water assets are shown on our records, we recommend that you contact our Water Pre-Development Team, via the following email address: [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk). Further information for this service can be found on our website via the link below:

<https://www.unitedutilities.com/builders-developers/larger-developments/pre-development/water-pre-dev/>

Kind Regards

**Lewis Barr**

Assistant Developer Engineer  
Developer Services & Metering  
Customer Services  
07827286541  
unitedutilities.com

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----- Original Message -----

**From:** seweradoptions@uuplc.co.uk [seweradoptions@uuplc.co.uk]

**Sent:** 21/09/2023 13:13

**To:** javier.gonzalez@sutcliffe.co.uk

**Subject:** Medicines Evaluation Unit Extension - ref 04673203

Dear Javier

**PRE DEVELOPMENT APPLICATION AT: Medicines Evaluation Unit Extension – UU Ref 04673203**

Please accept this email as receipt of your application received on 20 September 2023 for the above development. This has now been logged on our system and the job reference is 04673203 we would ask that you quote this reference in all future correspondence.

I have reviewed your application (and attachments) and can confirm this is suitable to be passed to Ashleigh Bellerby for technical assessment. Her contact number is 07826891650. You will receive their response on or before 4 October 2023.

Kind regards

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#### **11.4. Appendix D**

Calculations

|                         |                         |                                                                                    |
|-------------------------|-------------------------|------------------------------------------------------------------------------------|
| Sutcliffe               |                         | Page 1                                                                             |
| 18-20 Harrington Street | MEU EXTENSION           |  |
| Liverpool               | WYTHENSHAW              |                                                                                    |
| L2 9QA                  | Greenfield Runoff Rates |                                                                                    |
| Date 05/10/2023 12:50   | Designed by JG          |                                                                                    |
| File                    | Checked by AD           |                                                                                    |
| Innovyze                | Source Control 2020.1.3 |                                                                                    |

ICP SUDS Mean Annual Flood

Input

Return Period (years) 100 SAAR (mm) 815 Urban 0.000  
Area (ha) 0.300 Soil 0.300 Region Number Region 10

**Results 1/s**

QBAR Rural 0.7  
QBAR Urban 0.7  
  
Q100 years 1.4  
  
Q1 year 0.6  
Q30 years 1.1  
Q100 years 1.4



|                                           |                  |                                                                                    |
|-------------------------------------------|------------------|------------------------------------------------------------------------------------|
| Sutcliffe                                 |                  | Page 1                                                                             |
| 18-20 Harrington Street                   | MEU EXTENSION    |  |
| Liverpool                                 | SOUTHMOOR ROAD   |                                                                                    |
| L2 9QA                                    | SW Calcs North   |                                                                                    |
| Date 04/12/2023 11:15                     | Designed by JG   |                                                                                    |
| File 33631 Master Model - All Permeabl... | Checked by AD    |                                                                                    |
| Innovyze                                  | Network 2020.1.3 |                                                                                    |

#### Network Design Table for Surface Network 2

| PN    | Length<br>(m) | Fall<br>(m) | Slope<br>(1:X) | I.Area<br>(ha) | T.E.<br>(mins) | Base<br>Flow (l/s) | k<br>(mm) | HYD<br>SECT | DIA<br>(mm) | Section Type | Auto<br>Design                                                                      |
|-------|---------------|-------------|----------------|----------------|----------------|--------------------|-----------|-------------|-------------|--------------|-------------------------------------------------------------------------------------|
| 2.002 | 18.972        | 0.114       | 166.4          | 0.004          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 1.005 | 19.162        | 0.096       | 200.0          | 0.001          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 1.006 | 7.011         | 0.035       | 200.0          | 0.045          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 1.007 | 30.765        | 0.154       | 200.0          | 0.035          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 1.008 | 25.237        | 0.121       | 208.6          | 0.048          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 3.000 | 36.117        | 0.451       | 80.0           | 0.015          | 5.00           | 0.0                | 0.600     | o           | 150         | Pipe/Conduit |  |
| 1.009 | 6.981         | 0.035       | 200.0          | 0.023          | 0.00           | 0.0                | 0.600     | o           | 300         | Pipe/Conduit |  |
| 1.010 | 4.114         | 0.041       | 100.3          | 0.000          | 0.00           | 0.0                | 0.600     | o           | 150         | Pipe/Conduit |  |

#### Network Results Table

| PN    | Rain<br>(mm/hr) | T.C.<br>(mins) | US/IL<br>(m) | Σ I.Area<br>(ha) | Σ Base<br>Flow (l/s) | Foul<br>(l/s) | Add Flow<br>(l/s) | Vel<br>(m/s) | Cap<br>(l/s) | Flow<br>(l/s) |
|-------|-----------------|----------------|--------------|------------------|----------------------|---------------|-------------------|--------------|--------------|---------------|
| 2.002 | 50.00           | 5.66           | 39.228       | 0.064            | 0.0                  | 0.0           | 0.0               | 1.22         | 86.0         | 11.5          |
| 1.005 | 48.32           | 7.33           | 39.114       | 0.170            | 0.0                  | 0.0           | 0.0               | 1.11         | 78.3         | 29.6          |
| 1.006 | 48.01           | 7.43           | 39.018       | 0.215            | 0.0                  | 0.0           | 0.0               | 1.11         | 78.3         | 37.2          |
| 1.007 | 46.71           | 7.90           | 38.983       | 0.250            | 0.0                  | 0.0           | 0.0               | 1.11         | 78.3         | 42.1          |
| 1.008 | 45.68           | 8.28           | 38.829       | 0.298            | 0.0                  | 0.0           | 0.0               | 1.08         | 76.7         | 49.1          |
| 3.000 | 50.00           | 5.54           | 39.310       | 0.015            | 0.0                  | 0.0           | 0.0               | 1.12         | 19.9         | 2.7           |
| 1.009 | 45.41           | 8.39           | 38.708       | 0.336            | 0.0                  | 0.0           | 0.0               | 1.11         | 78.3         | 55.0          |
| 1.010 | 45.24           | 8.46           | 38.673       | 0.336            | 0.0                  | 0.0           | 0.0               | 1.00         | 17.7«        | 55.0          |

#### Conduit Sections for Surface Network 2

NOTE: Diameters less than 66 refer to section numbers of hydraulic conduits. These conduits are marked by the symbols:- [] box culvert, \/ open channel, oo dual pipe, ooo triple pipe, O egg.

Section numbers < 0 are taken from user conduit table

| Section<br>Number | Conduit<br>Type | Major<br>Dimn.<br>(mm) | Minor<br>Dimn.<br>(mm) | Side<br>Slope<br>(Deg) | Corner<br>Splay<br>(mm) | 4*Hyd<br>Radius<br>(m) | XSect<br>Area<br>(m²) |
|-------------------|-----------------|------------------------|------------------------|------------------------|-------------------------|------------------------|-----------------------|
| -12               | MD4             | 100                    | 230                    |                        |                         | 0.128                  | 0.020                 |
| -75               | []              | 3000                   | 300                    | 90.0                   |                         | 0.545                  | 0.900                 |
| -77               | []              | 2000                   | 400                    | 90.0                   |                         | 0.667                  | 0.800                 |

|                                           |                  |                                                                                    |
|-------------------------------------------|------------------|------------------------------------------------------------------------------------|
| Sutcliffe                                 |                  | Page 2                                                                             |
| 18-20 Harrington Street                   | MEU EXTENSION    |  |
| Liverpool                                 | SOUTHMOOR ROAD   |                                                                                    |
| L2 9QA                                    | SW Calcs North   |                                                                                    |
| Date 04/12/2023 11:15                     | Designed by JG   |                                                                                    |
| File 33631 Master Model - All Permeabl... | Checked by AD    |                                                                                    |
| Innovyze                                  | Network 2020.1.3 |                                                                                    |

#### Area Summary for Surface Network 2

| Pipe Number | PIMP Type | PIMP Name | PIMP (%) | Gross Area (ha) | Imp. Area (ha) | Pipe Total (ha) |
|-------------|-----------|-----------|----------|-----------------|----------------|-----------------|
| 1.000       | -         | -         | 100      | 0.048           | 0.048          | 0.048           |
| 1.001       | -         | -         | 100      | 0.057           | 0.057          | 0.057           |
| 1.002       | -         | -         | 100      | 0.000           | 0.000          | 0.000           |
| 1.003       | -         | -         | 100      | 0.000           | 0.000          | 0.000           |
| 1.004       | -         | -         | 100      | 0.000           | 0.000          | 0.000           |
| 2.000       | User      | -         | 100      | 0.060           | 0.060          | 0.060           |
| 2.001       | -         | -         | 100      | 0.000           | 0.000          | 0.000           |
| 2.002       | -         | -         | 100      | 0.004           | 0.004          | 0.004           |
| 1.005       | -         | -         | 100      | 0.001           | 0.001          | 0.001           |
| 1.006       | -         | -         | 100      | 0.045           | 0.045          | 0.045           |
| 1.007       | -         | -         | 100      | 0.035           | 0.035          | 0.035           |
| 1.008       | -         | -         | 100      | 0.048           | 0.048          | 0.048           |
| 3.000       | -         | -         | 100      | 0.015           | 0.015          | 0.015           |
| 1.009       | -         | -         | 100      | 0.023           | 0.023          | 0.023           |
| 1.010       | -         | -         | 100      | 0.000           | 0.000          | 0.000           |
|             |           |           |          | Total           | Total          | Total           |
|             |           |           |          | 0.336           | 0.336          | 0.336           |

#### Free Flowing Outfall Details for Surface Network 2

| Outfall Pipe Number | Outfall Name | C. Level (m) | I. Level (m) | Min I. Level (m) | D,L (mm) | W (mm) |
|---------------------|--------------|--------------|--------------|------------------|----------|--------|
|---------------------|--------------|--------------|--------------|------------------|----------|--------|

|       |     |        |        |       |      |   |
|-------|-----|--------|--------|-------|------|---|
| 1.010 | S17 | 40.543 | 38.632 | 0.000 | 1350 | 0 |
|-------|-----|--------|--------|-------|------|---|

#### Simulation Criteria for Surface Network 2

|                                 |       |                                            |       |
|---------------------------------|-------|--------------------------------------------|-------|
| Volumetric Runoff Coeff         | 1.000 | Additional Flow - % of Total Flow          | 0.000 |
| Areal Reduction Factor          | 1.000 | MADD Factor * 10m <sup>3</sup> /ha Storage | 2.000 |
| Hot Start (mins)                | 0     | Inlet Coefficient                          | 0.800 |
| Hot Start Level (mm)            | 0     | Flow per Person per Day (l/per/day)        | 0.000 |
| Manhole Headloss Coeff (Global) | 0.500 | Run Time (mins)                            | 60    |
| Foul Sewage per hectare (l/s)   | 0.000 | Output Interval (mins)                     | 1     |

|                             |   |                              |   |                              |   |
|-----------------------------|---|------------------------------|---|------------------------------|---|
| Number of Input Hydrographs | 0 | Number of Offline Controls   | 0 | Number of Time/Area Diagrams | 0 |
| Number of Online Controls   | 2 | Number of Storage Structures | 5 | Number of Real Time Controls | 0 |

#### Synthetic Rainfall Details

|                       |                   |                       |        |
|-----------------------|-------------------|-----------------------|--------|
| Rainfall Model        | FSR               | Profile Type          | Summer |
| Return Period (years) | 2                 | Cv (Summer)           | 1.000  |
| Region                | England and Wales | Cv (Winter)           | 0.840  |
| M5-60 (mm)            | 18.400            | Storm Duration (mins) | 30     |
| Ratio R               | 0.310             |                       |        |

Online Controls for Surface Network 2

Non Return Valve Manhole: S9, DS/PN: 1.005, Volume (m³): 3.6

ACO Q-Brake Manhole: S16, DS/PN: 1.010, Volume (m³): 5.2

Design Head (m) 1.700 Design Flow (l/s) 5.0 Diameter (mm) 92 Invert Level (m) 38.673

| Depth (m) | Flow (l/s) | Depth (m) | Flow (l/s) | Depth (m) | Flow (l/s) | Depth (m) | Flow (l/s) | Depth (m) | Flow (l/s) |
|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| 0.100     | 2.9        | 0.800     | 3.4        | 2.000     | 5.4        | 4.000     | 7.6        | 7.000     | 10.0       |
| 0.200     | 4.1        | 1.000     | 3.8        | 2.200     | 5.6        | 4.500     | 8.1        | 7.500     | 10.4       |
| 0.300     | 4.9        | 1.200     | 4.2        | 2.400     | 5.9        | 5.000     | 8.5        | 8.000     | 10.7       |
| 0.400     | 5.0        | 1.400     | 4.5        | 2.600     | 6.1        | 5.500     | 8.9        | 8.500     | 11.1       |
| 0.500     | 4.6        | 1.600     | 4.8        | 3.000     | 6.6        | 6.000     | 9.3        | 9.000     | 11.4       |
| 0.600     | 3.9        | 1.800     | 5.1        | 3.500     | 7.1        | 6.500     | 9.7        | 9.500     | 11.7       |

|                                                                    |                                                   |                                                                                    |
|--------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------|
| Sutcliffe                                                          |                                                   | Page 4                                                                             |
| 18-20 Harrington Street<br>Liverpool<br>L2 9QA                     | MEU EXTENSION<br>SOUTHMOOR ROAD<br>SW Calcs North |  |
| Date 04/12/2023 11:15<br>File 33631 Master Model - All Permeabl... | Designed by JG<br>Checked by AD                   |                                                                                    |
| Innovyze                                                           | Network 2020.1.3                                  |                                                                                    |

Storage Structures for Surface Network 2

Porous Car Park Manhole: S8, DS/PN: 2.002

|                                      |         |                         |       |
|--------------------------------------|---------|-------------------------|-------|
| Infiltration Coefficient Base (m/hr) | 0.00000 | Width (m)               | 10.0  |
| Membrane Percolation (mm/hr)         | 1000    | Length (m)              | 18.9  |
| Max Percolation (l/s)                | 52.5    | Slope (1:X)             | 400.0 |
| Safety Factor                        | 2.0     | Depression Storage (mm) | 5     |
| Porosity                             | 0.30    | Evaporation (mm/day)    | 3     |
| Invert Level (m)                     | 39.300  | Membrane Depth (mm)     | 0     |

Porous Car Park Manhole: S13, DS/PN: 1.008

|                                      |         |                         |       |
|--------------------------------------|---------|-------------------------|-------|
| Infiltration Coefficient Base (m/hr) | 0.00000 | Width (m)               | 10.0  |
| Membrane Percolation (mm/hr)         | 1000    | Length (m)              | 38.5  |
| Max Percolation (l/s)                | 106.9   | Slope (1:X)             | 400.0 |
| Safety Factor                        | 2.0     | Depression Storage (mm) | 5     |
| Porosity                             | 0.30    | Evaporation (mm/day)    | 3     |
| Invert Level (m)                     | 40.200  | Membrane Depth (mm)     | 0     |

Porous Car Park Manhole: S14, DS/PN: 3.000

|                                      |         |                         |       |
|--------------------------------------|---------|-------------------------|-------|
| Infiltration Coefficient Base (m/hr) | 0.00000 | Width (m)               | 10.0  |
| Membrane Percolation (mm/hr)         | 1000    | Length (m)              | 28.6  |
| Max Percolation (l/s)                | 79.4    | Slope (1:X)             | 400.0 |
| Safety Factor                        | 2.0     | Depression Storage (mm) | 5     |
| Porosity                             | 0.30    | Evaporation (mm/day)    | 3     |
| Invert Level (m)                     | 40.100  | Membrane Depth (mm)     | 0     |

Porous Car Park Manhole: S15, DS/PN: 1.009

|                                      |         |                         |       |
|--------------------------------------|---------|-------------------------|-------|
| Infiltration Coefficient Base (m/hr) | 0.00000 | Width (m)               | 10.0  |
| Membrane Percolation (mm/hr)         | 1000    | Length (m)              | 33.2  |
| Max Percolation (l/s)                | 92.2    | Slope (1:X)             | 400.0 |
| Safety Factor                        | 2.0     | Depression Storage (mm) | 5     |
| Porosity                             | 0.30    | Evaporation (mm/day)    | 3     |
| Invert Level (m)                     | 39.900  | Membrane Depth (mm)     | 0     |

Porous Car Park Manhole: S16, DS/PN: 1.010

|                                      |         |                         |       |
|--------------------------------------|---------|-------------------------|-------|
| Infiltration Coefficient Base (m/hr) | 0.00000 | Width (m)               | 10.0  |
| Membrane Percolation (mm/hr)         | 1000    | Length (m)              | 33.2  |
| Max Percolation (l/s)                | 92.2    | Slope (1:X)             | 400.0 |
| Safety Factor                        | 2.0     | Depression Storage (mm) | 5     |
| Porosity                             | 0.30    | Evaporation (mm/day)    | 3     |
| Invert Level (m)                     | 40.100  | Membrane Depth (mm)     | 0     |

|                                                                    |                                                   |                                                                                    |
|--------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------|
| Sutcliffe                                                          |                                                   | Page 5                                                                             |
| 18-20 Harrington Street<br>Liverpool<br>L2 9QA                     | MEU EXTENSION<br>SOUTHMOOR ROAD<br>SW Calcs North |  |
| Date 04/12/2023 11:15<br>File 33631 Master Model - All Permeabl... | Designed by JG<br>Checked by AD                   |                                                                                    |
| Innovyze                                                           | Network 2020.1.3                                  |                                                                                    |

### Volume Summary (Static)

Length Calculations based on Centre-Centre

| Pipe Number | USMH Name | Manhole Volume (m <sup>3</sup> ) | Pipe Volume (m <sup>3</sup> ) | Storage Structure Volume (m <sup>3</sup> ) | Total Volume (m <sup>3</sup> ) |
|-------------|-----------|----------------------------------|-------------------------------|--------------------------------------------|--------------------------------|
| 1.000       | S1        | 0.329                            | 0.320                         | 0.000                                      | 0.649                          |
| 1.001       | S2        | 0.445                            | 0.496                         | 0.000                                      | 0.941                          |
| 1.002       | S3        | 0.560                            | 0.176                         | 0.000                                      | 0.736                          |
| 1.003       | S4        | 0.714                            | 29.981                        | 0.000                                      | 30.695                         |
| 1.004       | S5        | 1.104                            | 0.321                         | 0.000                                      | 1.424                          |
| 2.000       | S6        | 0.945                            | 23.335                        | 0.000                                      | 24.280                         |
| 2.001       | S7        | 1.361                            | 0.230                         | 0.000                                      | 1.591                          |
| 2.002       | S8        | 1.749                            | 1.341                         | 63.865                                     | 66.956                         |
| 1.005       | S9        | 2.106                            | 1.354                         | 0.000                                      | 3.460                          |
| 1.006       | S10       | 2.050                            | 0.496                         | 0.000                                      | 2.545                          |
| 1.007       | S11       | 2.443                            | 2.175                         | 0.000                                      | 4.618                          |
| 1.008       | S13       | 2.634                            | 1.784                         | 48.611                                     | 53.029                         |
| 3.000       | S14       | 1.421                            | 0.638                         | 36.915                                     | 38.974                         |
| 1.009       | S15       | 2.478                            | 0.493                         | 49.551                                     | 52.522                         |
| 1.010       | S16       | 4.812                            | 0.073                         | 42.081                                     | 46.966                         |
| Total       |           | 25.150                           | 63.213                        | 241.024                                    | 329.386                        |

### Volume Summary (Static)

Length Calculations based on True Length

| Pipe Number | USMH Name | Manhole Volume (m <sup>3</sup> ) | Pipe Volume (m <sup>3</sup> ) | Storage Structure Volume (m <sup>3</sup> ) | Total Volume (m <sup>3</sup> ) |
|-------------|-----------|----------------------------------|-------------------------------|--------------------------------------------|--------------------------------|
| 1.000       | S1        | 0.329                            | 0.293                         | 0.000                                      | 0.622                          |
| 1.001       | S2        | 0.445                            | 0.469                         | 0.000                                      | 0.914                          |
| 1.002       | S3        | 0.560                            | 0.149                         | 0.000                                      | 0.709                          |
| 1.003       | S4        | 0.714                            | 28.766                        | 0.000                                      | 29.480                         |
| 1.004       | S5        | 1.104                            | 0.297                         | 0.000                                      | 1.401                          |
| 2.000       | S6        | 0.945                            | 22.255                        | 0.000                                      | 23.200                         |
| 2.001       | S7        | 1.361                            | 0.206                         | 0.000                                      | 1.567                          |
| 2.002       | S8        | 1.749                            | 1.246                         | 63.865                                     | 66.860                         |
| 1.005       | S9        | 2.106                            | 1.259                         | 0.000                                      | 3.365                          |
| 1.006       | S10       | 2.050                            | 0.400                         | 0.000                                      | 2.450                          |
| 1.007       | S11       | 2.443                            | 2.079                         | 0.000                                      | 4.523                          |
| 1.008       | S13       | 2.634                            | 1.688                         | 48.611                                     | 52.933                         |
| 3.000       | S14       | 1.421                            | 0.616                         | 36.915                                     | 38.952                         |
| 1.009       | S15       | 2.478                            | 0.382                         | 49.551                                     | 52.411                         |
| 1.010       | S16       | 4.812                            | 0.045                         | 42.081                                     | 46.938                         |
| Total       |           | 25.150                           | 60.150                        | 241.024                                    | 326.324                        |

2 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

Simulation Criteria

Areal Reduction Factor 1.000    Additional Flow - % of Total Flow 0.000  
 Hot Start (mins) 0    MADD Factor \* 10m³/ha Storage 2.000  
 Hot Start Level (mm) 0    Inlet Coeffiecient 0.800  
 Manhole Headloss Coeff (Global) 0.500    Flow per Person per Day (l/per/day) 0.000  
 Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0    Number of Offline Controls 0    Number of Time/Area Diagrams 0  
 Number of Online Controls 2    Number of Storage Structures 5    Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model    FSR M5-60 (mm) 18.400 Cv (Summer) 0.750  
 Region England and Wales    Ratio R 0.310 Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0  
 Analysis Timestep 2.5 Second Increment (Extended)  
 DTS Status OFF  
 DVD Status ON  
 Inertia Status ON

Profile(s) Summer and Winter  
 Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440  
 Return Period(s) (years) 2, 30, 100  
 Climate Change (%) 0, 0, 0

|       |               |            |                  |                   |                        |                    | Water Level<br>(m) | Surcharged   |  | Flooded<br>Volume<br>(m³) |
|-------|---------------|------------|------------------|-------------------|------------------------|--------------------|--------------------|--------------|--|---------------------------|
| PN    | US/MH<br>Name | Storm      | Return<br>Period | Climate<br>Change | First (X)<br>Surcharge | First (Y)<br>Flood |                    | Depth<br>(m) |  |                           |
| 1.000 | S1            | 15 Winter  | 2                | +0%               | 30/15 Summer           | 30/15 Summer       | 40.161             | -0.069       |  | 0.000                     |
| 1.001 | S2            | 15 Winter  | 2                | +0%               | 30/15 Summer           | 100/15 Winter      | 40.135             | -0.031       |  | 0.000                     |
| 1.002 | S3            | 15 Winter  | 2                | +0%               | 30/15 Summer           |                    | 40.041             | -0.026       |  | 0.000                     |
| 1.003 | S4            | 15 Winter  | 2                | +0%               |                        |                    | 39.796             | -0.294       |  | 0.000                     |
| 1.004 | S5            | 15 Winter  | 2                | +0%               | 30/120 Winter          |                    | 39.663             | -0.077       |  | 0.000                     |
| 2.000 | S6            | 15 Winter  | 2                | +0%               |                        |                    | 39.805             | -0.395       |  | 0.000                     |
| 2.001 | S7            | 15 Winter  | 2                | +0%               | 30/30 Winter           |                    | 39.586             | -0.072       |  | 0.000                     |
| 2.002 | S8            | 120 Winter | 2                | +0%               | 30/15 Summer           |                    | 39.502             | -0.026       |  | 0.000                     |
| 1.005 | S9            | 120 Winter | 2                | +0%               | 2/30 Winter            |                    | 39.505             | 0.091        |  | 0.000                     |
| 1.006 | S10           | 120 Winter | 2                | +0%               | 2/15 Winter            |                    | 39.596             | 0.278        |  | 0.000                     |
| 1.007 | S11           | 120 Winter | 2                | +0%               | 2/15 Summer            |                    | 39.596             | 0.313        |  | 0.000                     |
| 1.008 | S13           | 120 Winter | 2                | +0%               | 2/15 Summer            |                    | 39.594             | 0.465        |  | 0.000                     |
| 3.000 | S14           | 120 Winter | 2                | +0%               | 2/30 Winter            |                    | 39.592             | 0.132        |  | 0.000                     |
| 1.009 | S15           | 120 Winter | 2                | +0%               | 2/15 Summer            |                    | 39.590             | 0.582        |  | 0.000                     |
| 1.010 | S16           | 120 Winter | 2                | +0%               | 2/15 Summer            |                    | 39.589             | 0.766        |  | 0.000                     |

|       |               |                | Half Drain        |                | Pipe          |            |          | Level |
|-------|---------------|----------------|-------------------|----------------|---------------|------------|----------|-------|
| PN    | US/MH<br>Name | Flow /<br>Cap. | Overflow<br>(l/s) | Time<br>(mins) | Flow<br>(l/s) | Status     | Exceeded |       |
| 1.000 | S1            | 0.49           |                   |                | 5.2           | FLOOD RISK |          | 14    |
| 1.001 | S2            | 1.00           |                   |                | 10.9          | FLOOD RISK |          | 1     |
| 1.002 | S3            | 1.05           |                   |                | 10.7          | FLOOD RISK |          |       |
| 1.003 | S4            | 0.01           |                   |                | 10.7          | OK         |          |       |
| 1.004 | S5            | 0.47           |                   |                | 10.6          | OK         |          |       |
| 2.000 | S6            | 0.01           |                   |                | 9.1           | OK         |          |       |
| 2.001 | S7            | 0.53           |                   |                | 8.6           | OK         |          |       |

2 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

|                       |      |      | Half Drain | Pipe   |       |            |          |
|-----------------------|------|------|------------|--------|-------|------------|----------|
| US/MH Flow / Overflow |      |      | Time       | Flow   | Level |            |          |
| PN                    | Name | Cap. | (l/s)      | (mins) | (l/s) | Status     | Exceeded |
| 2.002                 | S8   | 0.04 |            | 56     | 3.2   | OK         |          |
| 1.005                 | S9   | 0.12 |            |        | 7.9   | SURCHARGED |          |
| 1.006                 | S10  | 0.16 |            |        | 9.3   | SURCHARGED |          |
| 1.007                 | S11  | 0.15 |            |        | 10.5  | SURCHARGED |          |
| 1.008                 | S13  | 0.14 |            | 132    | 9.3   | SURCHARGED |          |
| 3.000                 | S14  | 0.02 |            | 50     | 0.4   | SURCHARGED |          |
| 1.009                 | S15  | 0.11 |            | 140    | 6.5   | SURCHARGED |          |
| 1.010                 | S16  | 0.39 |            | 134    | 5.0   | SURCHARGED |          |

30 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

Simulation Criteria

Areal Reduction Factor 1.000

Additional Flow - % of Total Flow 0.000

Hot Start (mins) 0

MADD Factor \* 10m³/ha Storage 2.000

Hot Start Level (mm) 0

Inlet Coeffiecient 0.800

Manhole Headloss Coeff (Global) 0.500

Flow per Person per Day (l/per/day) 0.000

Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0

Number of Offline Controls 0

Number of Time/Area Diagrams 0

Number of Online Controls 2

Number of Storage Structures 5

Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model FSR M5-60 (mm) 18.400

Cv (Summer) 0.750

Region England and Wales Ratio R 0.310

Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0

Analysis Timestep 2.5 Second Increment (Extended)

DTS Status OFF

DVD Status ON

Inertia Status ON

Profile(s) Summer and Winter

Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440

Return Period(s) (years) 2, 30, 100

Climate Change (%) 0, 0, 0

WARNING: Half Drain Time has not been calculated as the structure is too full.

|       |            |            |               |                |                 |                 | Water Level<br>(m) | Surcharged Depth<br>(m) | Flooded Volume<br>(m³) |
|-------|------------|------------|---------------|----------------|-----------------|-----------------|--------------------|-------------------------|------------------------|
| PN    | US/MH Name | Storm      | Return Period | Climate Change | First (X) Surge | First (Y) Flood |                    |                         |                        |
| 1.000 | S1         | 15 Winter  | 30            | +0%            | 30/15 Summer    | 30/15 Summer    | 40.233             | 0.003                   | 3.112                  |
| 1.001 | S2         | 15 Winter  | 30            | +0%            | 30/15 Summer    | 100/15 Winter   | 40.246             | 0.080                   | 0.000                  |
| 1.002 | S3         | 15 Winter  | 30            | +0%            | 30/15 Summer    |                 | 40.091             | 0.024                   | 0.000                  |
| 1.003 | S4         | 15 Summer  | 30            | +0%            |                 |                 | 39.799             | -0.291                  | 0.000                  |
| 1.004 | S5         | 360 Winter | 30            | +0%            | 30/120 Winter   |                 | 39.797             | 0.057                   | 0.000                  |
| 2.000 | S6         | 15 Winter  | 30            | +0%            |                 |                 | 39.809             | -0.391                  | 0.000                  |
| 2.001 | S7         | 240 Winter | 30            | +0%            | 30/30 Winter    |                 | 39.808             | 0.150                   | 0.000                  |
| 2.002 | S8         | 240 Winter | 30            | +0%            | 30/15 Summer    |                 | 39.814             | 0.286                   | 0.000                  |
| 1.005 | S9         | 240 Winter | 30            | +0%            | 2/30 Winter     |                 | 39.930             | 0.516                   | 0.000                  |
| 1.006 | S10        | 120 Winter | 30            | +0%            | 2/15 Winter     |                 | 40.055             | 0.737                   | 0.000                  |
| 1.007 | S11        | 120 Winter | 30            | +0%            | 2/15 Summer     |                 | 40.054             | 0.771                   | 0.000                  |
| 1.008 | S13        | 120 Winter | 30            | +0%            | 2/15 Summer     |                 | 40.051             | 0.922                   | 0.000                  |
| 3.000 | S14        | 120 Winter | 30            | +0%            | 2/30 Winter     |                 | 40.050             | 0.590                   | 0.000                  |
| 1.009 | S15        | 120 Winter | 30            | +0%            | 2/15 Summer     |                 | 40.047             | 1.039                   | 0.000                  |
| 1.010 | S16        | 120 Winter | 30            | +0%            | 2/15 Summer     |                 | 40.045             | 1.222                   | 0.000                  |

|       |            | Half Drain  |                | Pipe        |            |            |                |
|-------|------------|-------------|----------------|-------------|------------|------------|----------------|
| PN    | US/MH Name | Flow / Cap. | Overflow (l/s) | Time (mins) | Flow (l/s) | Status     | Level Exceeded |
| 1.000 | S1         | 1.00        |                |             | 10.7       | FLOOD      | 14             |
| 1.001 | S2         | 1.29        |                |             | 14.0       | FLOOD RISK | 1              |
| 1.002 | S3         | 1.37        |                |             | 14.0       | FLOOD RISK |                |
| 1.003 | S4         | 0.01        |                |             | 14.1       | OK         |                |

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|                                                                    |                                                   |                                                                                    |
|--------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------------|
| Sutcliffe                                                          |                                                   | Page 9                                                                             |
| 18-20 Harrington Street<br>Liverpool<br>L2 9QA                     | MEU EXTENSION<br>SOUTHMOOR ROAD<br>SW Calcs North |  |
| Date 04/12/2023 11:15<br>File 33631 Master Model - All Permeabl... | Designed by JG<br>Checked by AD                   |                                                                                    |
| Innovyze                                                           | Network 2020.1.3                                  |                                                                                    |

30 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

| PN    | US/MH Name | Flow /<br>Cap. | Overflow<br>(l/s) | Half Drain Pipe |               | Status     | Level<br>Exceeded |
|-------|------------|----------------|-------------------|-----------------|---------------|------------|-------------------|
|       |            |                |                   | Time<br>(mins)  | Flow<br>(l/s) |            |                   |
| 1.004 | S5         | 0.23           |                   |                 | 5.1           | SURCHARGED |                   |
| 2.000 | S6         | 0.01           |                   |                 | 17.2          | OK         |                   |
| 2.001 | S7         | 0.24           |                   |                 | 3.9           | SURCHARGED |                   |
| 2.002 | S8         | 0.07           |                   | 153             | 4.9           | SURCHARGED |                   |
| 1.005 | S9         | 0.09           |                   |                 | 6.1           | SURCHARGED |                   |
| 1.006 | S10        | 0.17           |                   |                 | 9.7           | SURCHARGED |                   |
| 1.007 | S11        | 0.15           |                   |                 | 10.9          | SURCHARGED |                   |
| 1.008 | S13        | 0.17           |                   |                 | 11.9          | SURCHARGED |                   |
| 3.000 | S14        | 0.07           |                   | 122             | 1.3           | SURCHARGED |                   |
| 1.009 | S15        | 0.12           |                   | 52              | 7.0           | SURCHARGED |                   |
| 1.010 | S16        | 0.39           |                   |                 | 5.0           | SURCHARGED |                   |

100 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

Simulation Criteria

Areal Reduction Factor 1.000    Additional Flow - % of Total Flow 0.000  
 Hot Start (mins) 0    MADD Factor \* 10m³/ha Storage 2.000  
 Hot Start Level (mm) 0    Inlet Coeffiecient 0.800  
 Manhole Headloss Coeff (Global) 0.500 Flow per Person per Day (l/per/day) 0.000  
 Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0    Number of Offline Controls 0    Number of Time/Area Diagrams 0  
 Number of Online Controls 2    Number of Storage Structures 5    Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model    FSR M5-60 (mm) 18.400 Cv (Summer) 0.750  
 Region England and Wales    Ratio R 0.310 Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0  
 Analysis Timestep 2.5 Second Increment (Extended)  
 DTS Status OFF  
 DVD Status ON  
 Inertia Status ON

Profile(s) Summer and Winter  
 Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440  
 Return Period(s) (years) 2, 30, 100  
 Climate Change (%) 0, 0, 0

WARNING: Half Drain Time has not been calculated as the structure is too full.

|       |            |            |               |                |                 |                 |                    |               |           | Water     | Surcharged  | Flooded |
|-------|------------|------------|---------------|----------------|-----------------|-----------------|--------------------|---------------|-----------|-----------|-------------|---------|
| PN    | US/MH Name | Storm      | Return Period | Climate Change | First (X) Surge | First (Y) Flood | First (Z) Overflow | Overflow Act. | Level (m) | Depth (m) | Volume (m³) |         |
| 1.000 | S1         | 30 Winter  | 100           | +0%            | 30/15 Summer    | 30/15 Summer    |                    |               | 40.237    | 0.007     | 6.612       |         |
| 1.001 | S2         | 15 Winter  | 100           | +0%            | 30/15 Summer    | 100/15 Winter   |                    |               | 40.247    | 0.081     | 0.203       |         |
| 1.002 | S3         | 15 Summer  | 100           | +0%            | 30/15 Summer    |                 |                    |               | 40.091    | 0.024     | 0.000       |         |
| 1.003 | S4         | 480 Winter | 100           | +0%            |                 |                 |                    |               | 39.911    | -0.179    | 0.000       |         |
| 1.004 | S5         | 480 Winter | 100           | +0%            | 30/120 Winter   |                 |                    |               | 39.911    | 0.171     | 0.000       |         |
| 2.000 | S6         | 360 Winter | 100           | +0%            |                 |                 |                    |               | 39.917    | -0.283    | 0.000       |         |
| 2.001 | S7         | 360 Winter | 100           | +0%            | 30/30 Winter    |                 |                    |               | 39.917    | 0.259     | 0.000       |         |
| 2.002 | S8         | 360 Winter | 100           | +0%            | 30/15 Summer    |                 |                    |               | 39.919    | 0.391     | 0.000       |         |
| 1.005 | S9         | 360 Winter | 100           | +0%            | 2/30 Winter     |                 |                    |               | 40.029    | 0.615     | 0.000       |         |
| 1.006 | S10        | 120 Winter | 100           | +0%            | 2/15 Winter     |                 |                    |               | 40.153    | 0.835     | 0.000       |         |
| 1.007 | S11        | 120 Winter | 100           | +0%            | 2/15 Summer     |                 |                    |               | 40.152    | 0.869     | 0.000       |         |
| 1.008 | S13        | 120 Winter | 100           | +0%            | 2/15 Summer     |                 |                    |               | 40.148    | 1.019     | 0.000       |         |
| 3.000 | S14        | 120 Winter | 100           | +0%            | 2/30 Winter     |                 |                    |               | 40.145    | 0.685     | 0.000       |         |
| 1.009 | S15        | 120 Winter | 100           | +0%            | 2/15 Summer     |                 |                    |               | 40.143    | 1.135     | 0.000       |         |
| 1.010 | S16        | 120 Winter | 100           | +0%            | 2/15 Summer     |                 |                    |               | 40.141    | 1.318     | 0.000       |         |

|       |            |             |                | Half Drain  | Pipe       |            |          | Level |
|-------|------------|-------------|----------------|-------------|------------|------------|----------|-------|
| PN    | US/MH Name | Flow / Cap. | Overflow (l/s) | Time (mins) | Flow (l/s) | Status     | Exceeded |       |
| 1.000 | S1         | 1.01        |                |             | 10.9       | FLOOD      |          | 14    |
| 1.001 | S2         | 1.28        |                |             | 14.0       | FLOOD      |          | 1     |
| 1.002 | S3         | 1.39        |                |             | 14.2       | FLOOD RISK |          |       |
| 1.003 | S4         | 0.00        |                |             | 5.4        | OK         |          |       |

100 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

| PN    | US/MH Name | Flow / Cap. | Overflow (l/s) | Half Drain Time (mins) | Pipe Flow (l/s) | Status     | Level Exceeded |
|-------|------------|-------------|----------------|------------------------|-----------------|------------|----------------|
|       |            |             |                |                        |                 |            |                |
| 1.004 | S5         | 0.23        |                |                        | 5.1             | SURCHARGED |                |
| 2.000 | S6         | 0.00        |                |                        | 3.8             | OK         |                |
| 2.001 | S7         | 0.21        |                |                        | 3.4             | SURCHARGED |                |
| 2.002 | S8         | 0.06        |                | 254                    | 4.6             | SURCHARGED |                |
| 1.005 | S9         | 0.09        |                |                        | 5.8             | SURCHARGED |                |
| 1.006 | S10        | 0.16        |                |                        | 8.9             | FLOOD RISK |                |
| 1.007 | S11        | 0.15        |                |                        | 10.3            | SURCHARGED |                |
| 1.008 | S13        | 0.24        |                |                        | 16.6            | SURCHARGED |                |
| 3.000 | S14        | 0.10        |                | 36                     | 1.8             | SURCHARGED |                |
| 1.009 | S15        | 0.13        |                | 80                     | 7.4             | FLOOD RISK |                |
| 1.010 | S16        | 0.39        |                |                        | 5.0             | SURCHARGED |                |

100 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

Simulation Criteria

Areal Reduction Factor 1.000    Additional Flow - % of Total Flow 0.000  
 Hot Start (mins) 0    MADD Factor \* 10m³/ha Storage 2.000  
 Hot Start Level (mm) 0    Inlet Coeffiecient 0.800  
 Manhole Headloss Coeff (Global) 0.500 Flow per Person per Day (l/per/day) 0.000  
 Foul Sewage per hectare (l/s) 0.000

Number of Input Hydrographs 0    Number of Offline Controls 0    Number of Time/Area Diagrams 0  
 Number of Online Controls 2    Number of Storage Structures 5    Number of Real Time Controls 0

Synthetic Rainfall Details

Rainfall Model    FSR M5-60 (mm) 18.400 Cv (Summer) 0.750  
 Region England and Wales    Ratio R 0.310 Cv (Winter) 0.840

Margin for Flood Risk Warning (mm) 300.0  
 Analysis Timestep 2.5 Second Increment (Extended)  
 DTS Status OFF  
 DVD Status ON  
 Inertia Status ON

Profile(s) Summer and Winter  
 Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440  
 Return Period(s) (years) 100  
 Climate Change (%) 45

|       |       |            |        |         |           |        |           |        | Water     | Surcharged | Flooded |        |        |
|-------|-------|------------|--------|---------|-----------|--------|-----------|--------|-----------|------------|---------|--------|--------|
|       | US/MH |            | Return | Climate | First (X) |        | First (Y) |        | First (Z) | Overflow   | Level   | Depth  | Volume |
| PN    | Name  | Storm      | Period | Change  | Surcharge |        | Flood     |        | Overflow  | Act.       | (m)     | (m)    | (m³)   |
| 1.000 | S1    | 30 Winter  | 100    | +45%    | 100/15    | Summer | 100/15    | Summer |           |            | 40.244  | 0.014  | 13.713 |
| 1.001 | S2    | 15 Winter  | 100    | +45%    | 100/15    | Summer | 100/15    | Summer |           |            | 40.250  | 0.084  | 3.303  |
| 1.002 | S3    | 480 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.197  | 0.130  | 0.000  |
| 1.003 | S4    | 480 Winter | 100    | +45%    | 100/360   | Winter |           |        |           |            | 40.193  | 0.103  | 0.000  |
| 1.004 | S5    | 480 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.193  | 0.453  | 0.000  |
| 2.000 | S6    | 480 Winter | 100    | +45%    |           |        |           |        |           |            | 40.191  | -0.009 | 0.000  |
| 2.001 | S7    | 480 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.191  | 0.533  | 0.000  |
| 2.002 | S8    | 480 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.188  | 0.660  | 0.000  |
| 1.005 | S9    | 360 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.224  | 0.810  | 0.000  |
| 1.006 | S10   | 60 Winter  | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.285  | 0.967  | 0.000  |
| 1.007 | S11   | 60 Winter  | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.279  | 0.996  | 0.000  |
| 1.008 | S13   | 60 Winter  | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.245  | 1.116  | 0.000  |
| 3.000 | S14   | 240 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.235  | 0.775  | 0.000  |
| 1.009 | S15   | 120 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.236  | 1.228  | 0.000  |
| 1.010 | S16   | 120 Winter | 100    | +45%    | 100/15    | Summer |           |        |           |            | 40.234  | 1.411  | 0.000  |

|       |      |      |       | Half Drain Pipe       |       |            |          |
|-------|------|------|-------|-----------------------|-------|------------|----------|
|       |      |      |       | US/MH Flow / Overflow | Time  | Pipe Flow  | Level    |
| PN    | Name | Cap. | (l/s) | (mins)                | (l/s) | Status     | Exceeded |
| 1.000 | S1   | 1.04 |       |                       | 11.1  | FLOOD      | 10       |
| 1.001 | S2   | 1.29 |       |                       | 14.0  | FLOOD      | 5        |
| 1.002 | S3   | 0.76 |       |                       | 7.8   | FLOOD RISK |          |
| 1.003 | S4   | 0.01 |       |                       | 7.7   | FLOOD RISK |          |
| 1.004 | S5   | 0.26 |       |                       | 5.9   | FLOOD RISK |          |
| 2.000 | S6   | 0.00 |       |                       | 4.4   | FLOOD RISK |          |
| 2.001 | S7   | 0.19 |       |                       | 3.1   | FLOOD RISK |          |

100 year Return Period Summary of Critical Results by Maximum Level (Rank 1) for Surface Network 2

|                       |      |      | Half Drain Pipe |        |       |            |          |
|-----------------------|------|------|-----------------|--------|-------|------------|----------|
| US/MH Flow / Overflow |      |      | Time            | Flow   | Level |            |          |
| PN                    | Name | Cap. | (l/s)           | (mins) | (l/s) | Status     | Exceeded |
| 2.002                 | S8   | 0.04 |                 | 448    | 3.3   | FLOOD RISK |          |
| 1.005                 | S9   | 0.07 |                 |        | 4.9   | SURCHARGED |          |
| 1.006                 | S10  | 0.24 |                 |        | 13.5  | FLOOD RISK |          |
| 1.007                 | S11  | 0.32 |                 |        | 23.0  | SURCHARGED |          |
| 1.008                 | S13  | 0.54 |                 |        | 36.9  | SURCHARGED |          |
| 3.000                 | S14  | 0.08 |                 | 100    | 1.6   | SURCHARGED |          |
| 1.009                 | S15  | 0.24 |                 |        | 13.5  | FLOOD RISK |          |
| 1.010                 | S16  | 0.39 |                 | 78     | 5.0   | SURCHARGED |          |