

Marta Wolska

From: Flood Risk Management <floodriskmanagement@manchester.gov.uk>
Sent: 09 March 2021 17:31
To: Marta Wolska
Subject: RE: Hammerstone depot Manchester

Hi Marta,

Would you be able to forward the CCTV Survey information over (including the a plan of the survey locations), as I am unsure on which specific manholes you are referring to?

In the meantime I would note, that we would not advise breaking covers, as this could cause extensive damage to the existing culvert structure and any fallen debris from the works could result in major blockages downstream.

Thanks

Oliver Timmins
Engineer (Flood Risk Management)
Mobile: 07814082200
Email: oliver.timmins@manchester.gov.uk

Lead Local Flood Authority
Highways
Growth & Development and Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
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From: Marta Wolska <marta.wolska@curtins.com>
Sent: 09 March 2021 16:12
To: Flood Risk Management <floodriskmanagement@manchester.gov.uk>
Subject: RE: Hammerstone depot Manchester

Dear Oliver

- The watercourse position is based on records, we do not know if it even located within the site. The CCTV survey neither GRP survey not found a watercourse. As per CCTV company confirmation, the manhole covers within footway could not be mechanically lifted, will have to break the covers, however, there are existing services in the footway which we would not want to affect. I have attached utility survey
- Excavation near the retaining wall in south eastern area will undermine the existing retaining wall and excavation will be in blind
- Even if we excavate on the South Eastern corner to find the watercourse. We will struggle to connect to that location. As it is upstream part of the watercourse the watercourse is expected to be slightly higher. As per the attached levels, the site slopes in opposite direction and the lowest point is more less where the current strategy is, which means that we will have to lay pipe against the slope and as the watercourse based on records is quite shallow we will struggle as the proposed drainage invert level with minimum slope 1:225 will be lower than invert level of a culverted watercourse, not mentioned that the standards say connect soffit to soffit. Therefore we proposed to reuse the existing combined connection to the public sewer

Marta Wolska Senior Engineer

Curtins

T. 07434633755 | marta.wolska@curtins.com

From: Flood Risk Management <floodriskmanagement@manchester.gov.uk>

Sent: 09 March 2021 09:30

To: Marta Wolska <marta.wolska@curtins.com>

Subject: RE: Hammerstone depot Manchester

Hi Marta,

Having had a look over our records, the Corn Brook culvert to the South appears to enter your site within the South Eastern corner. Based on this, we would recommend that a connection to this watercourse should be positioned within this location to avoid being directly beneath the retaining walls.

On the attached drawings it highlights that this culvert (to the South) has not been picked up by any survey (GPR or CCTV)? Does the extent of these survey works include parts of Gorton Lane as well?

If retaining wall structures are to remain on site and if the culverted watercourse is found to be directly beneath this, then it is the landowners responsibility as a riparian owner to ensure that the structural integrity of the culverted watercourse is not compromised by the proposed on site works.

In regards to the oil interceptor, we would advise that a full retention separator is used, this is based on the nature of the development and that we consider all ordinary watercourses to be classed as environmentally sensitive assets.

Any further queries let me know.

Thanks,

Oliver

Oliver Timmins

Engineer (Flood Risk Management)

Mobile: 07814082200

Email: oliver.timmins@manchester.gov.uk

Lead Local Flood Authority

Highways

Growth & Development and Neighbourhoods Directorate

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From: Marta Wolska <marta.wolska@curtins.com>

Sent: 01 March 2021 11:30

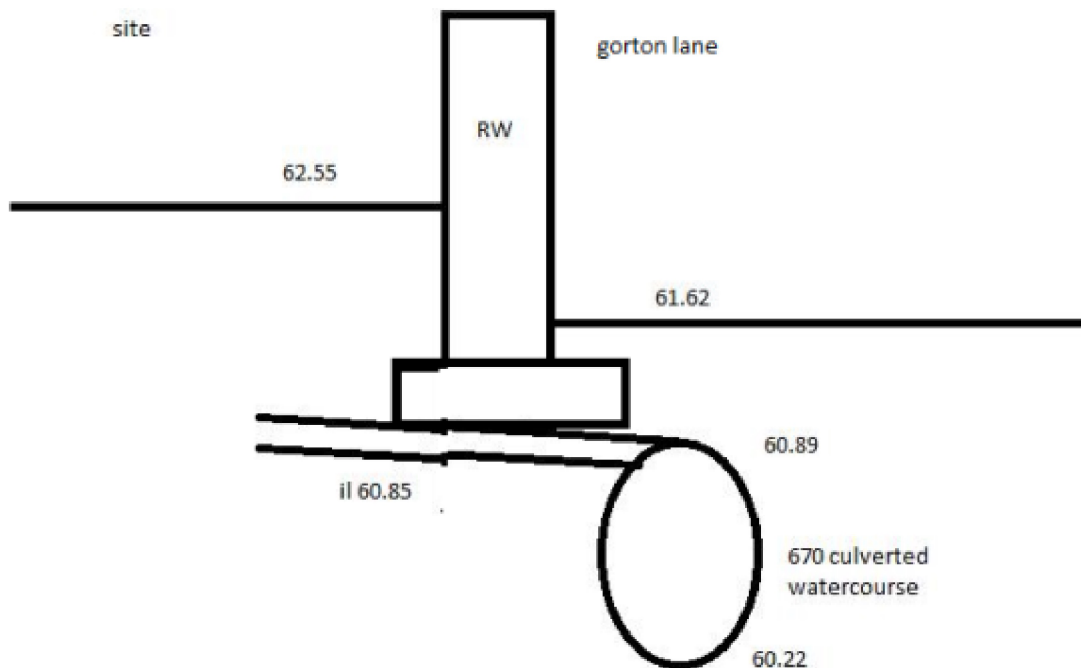
To: Flood Risk Management <floodriskmanagement@manchester.gov.uk>

Subject: RE: Hammerstone depot Manchester

Dear Sir Madam

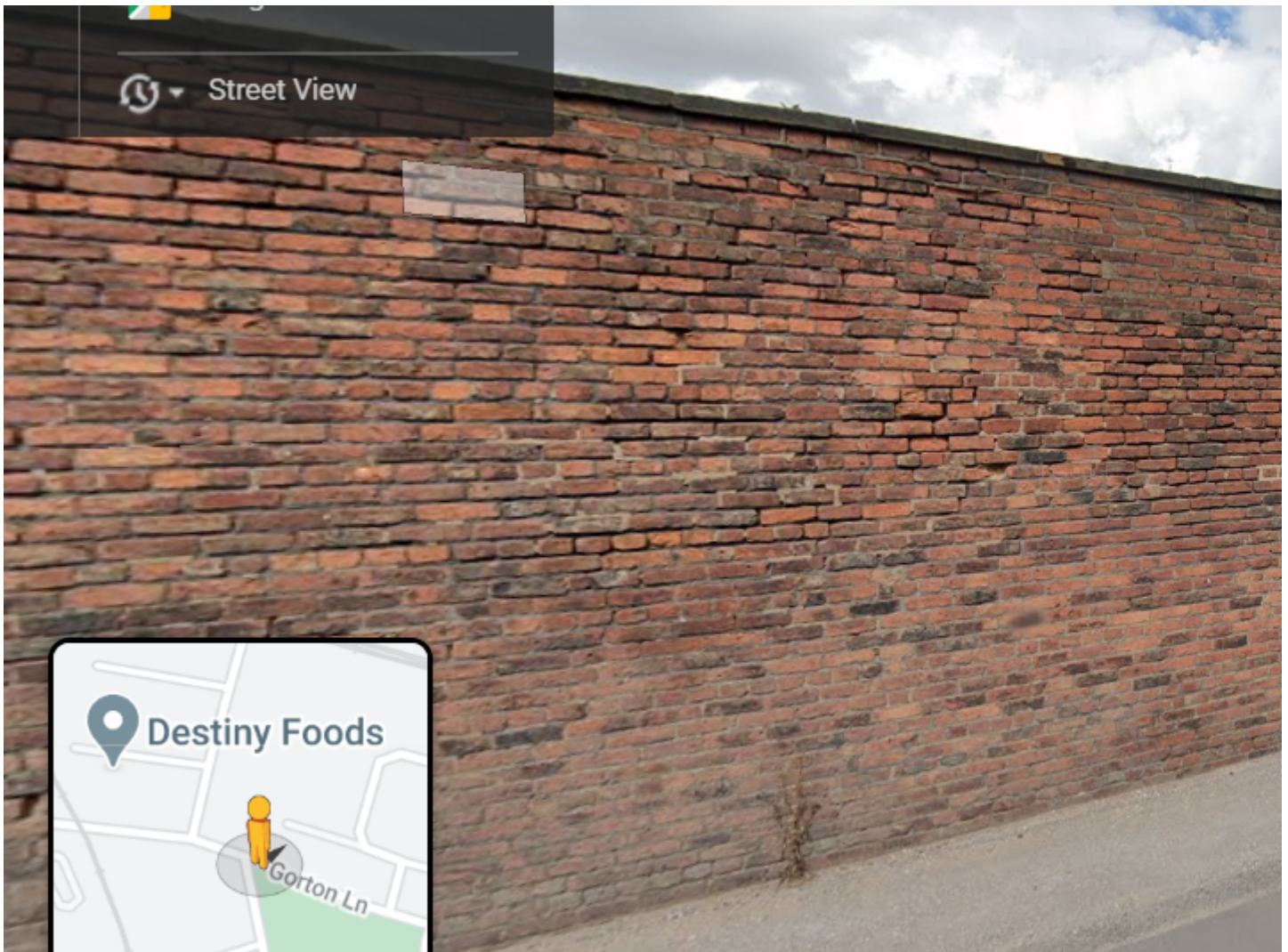
Connection to southern watercourse

The existing south car park and existing building discharge currently to a combined water sewer within Gorton Lane. The southern culverted watercourse based on UU records runs under and near existing retaining wall. The southern culverted watercourse could not be traced as the covers could not be lifted using hydraulic lifters. Based on UU records the culverted watercourse is quite shallow, invert level is 1.4mbgl, whereas soffit 0.73m. the expected bottom of retaining wall foundation is 0.60mbgl, which means that proposed pipe soffit will be straight below existing retaining wall foundation.



The condition of the retaining wall is clearly in a state of disrepair and as such any works carried out to the wall may affect the ongoing structural integrity of the wall itself which may extend beyond the localised works required to form any new connection. Coupled with this, there is the ongoing maintenance of the pipe work between site and the culvert which must be considered - any settlement to the wall at a critical drainage location could damage the pipe and affect the performance of the overall drainage system to the wider site.

This would also cause major issues with the foundations to the wall and the depth of the connection



We propose to reuse the existing connection from site to combined water sewer with restriction more than 50% reduction for lower car park .Could you please advise if that would be acceptable?

North watercourse Corn Brook

Can you please advise if bypass oil interceptor can be used if there is refuel area connected to surface water drainage discharging to culverted watercourse?

Marta Wolska Senior Engineer

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From: e.ainsworth@manchester.gov.uk <e.ainsworth@manchester.gov.uk> On Behalf Of floodriskmanagement@manchester.gov.uk

Sent: 02 July 2020 17:21

To: Marta Wolska <marta.wolska@curtins.com>

Subject: RE: Hammerstone depot Manchester Corn Brook

The brick sewer identified is a culverted watercourse, the former route and connectivity of the watercourse can be seen on historic maps. Based on our limited evidence we believe this tributary connects into Corn Brook downstream of the site adjacent to the railway.

Flood Risk Management
Highways Service, Growth and Neighbourhoods Directorate
Manchester City Council
Tel: 0161 219 6295
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From: Marta Wolska <marta.wolska@curtins.com>
To: "'floodriskmanagement@manchester.gov.uk'" <floodriskmanagement@manchester.gov.uk>,
Date: 30/06/2020 11:01
Subject: RE: Hammerstone depot Manchester Corn Brook

There is also a 670mm brick surface water sewer located in the south of the site, which is labelled on UU records legend as a private sewer.



Do you have any records if there is another culverted watercourse in that location?

Marta Wolska Senior Engineer

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T. 0161 236 2394 | marta.wolska@curtins.com

From: Marta Wolska

Sent: 30 June 2020 09:15

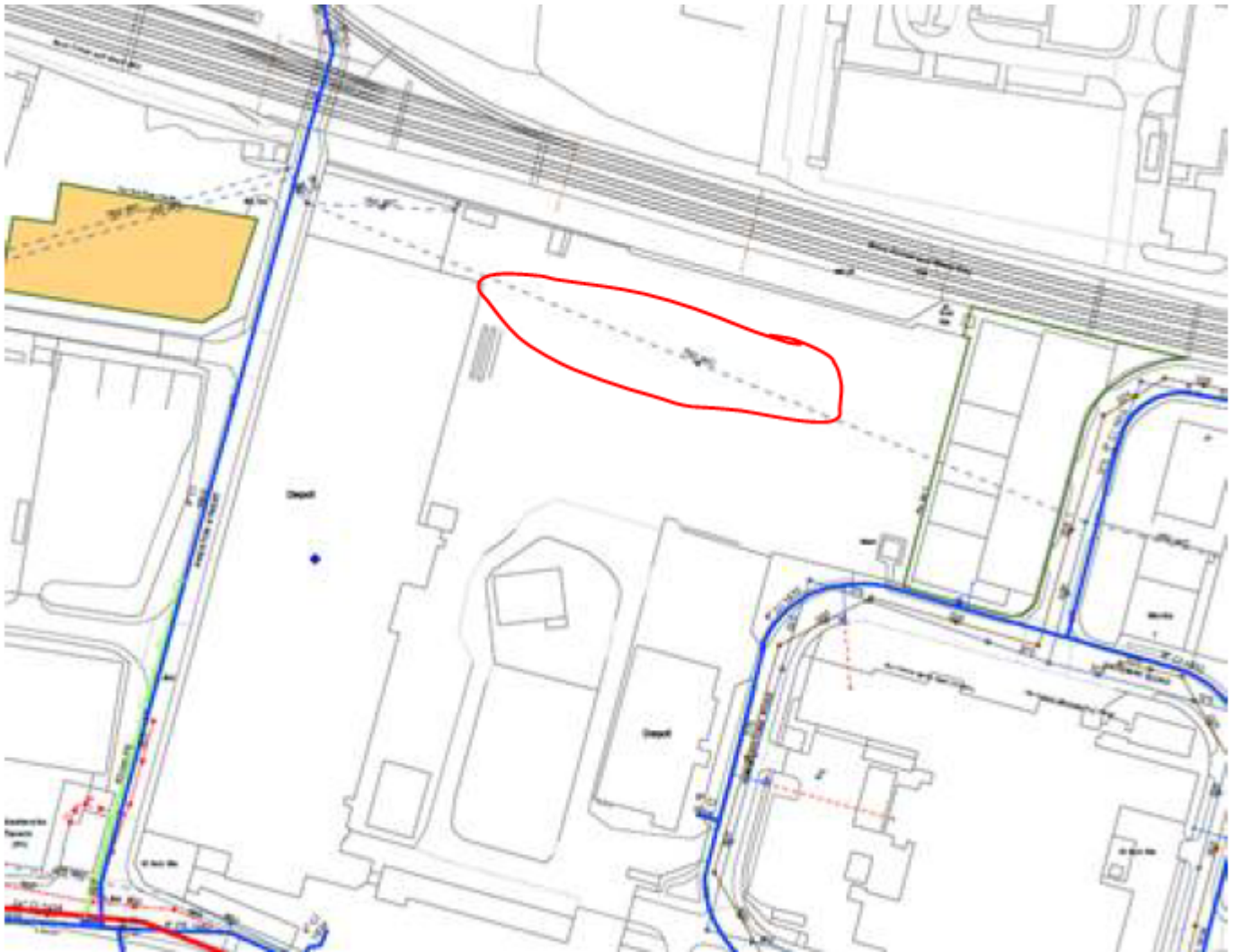
To: floodriskmanagement@manchester.gov.uk

Subject: Hammerstone depot Manchester Corn Brook

Hi Zorica

Please find attached email where my colleague asked you regarding culverted Corn Brook watercourse within our site. I could not find in that email who is responsible for maintenance and repairs of the culverted Corn Brook within our site. Could you please confirm who is the owner of the culvert within our site and who is responsible for maintenance and any repairs.

Hammerstone Rd, Manchester M18 8EQ



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