Manchester Business Park

DISCHARGE OF CONDITION 34

Drainage Technical Note

DOCUMENT CONTROL SHEET

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Client: Ask Real Estate

Project: Manchester Business Park

Document No: 30456-BGL-XX-XX-TN-D-00002

Title: Discharge of Condition 34

Status: P01

Date: 23/07/2026

Prepared By: Benny Prescott, Civil Engineer, BEng

Checked By: Jack Williams, Civils Director, CEng MICE MCIHT

Document Revision Record

Version Number	Date	Revision Details
P01	23/07/2026	First Issue

Burrows Graham Limited has prepared this report in accordance with the instructions of the above-named Client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

Introduction

Planning permission for the development of the site was granted by Manchester City Council in December 2025, planning application ref. 144691/FO/2025. Following the approval of the permission further investigation works have been undertaken to inform the strategy for any drainage diversions required on Manchester Business Park. This note, alongside the appended documents have been produced to set out the justifications to discharge the planning condition 34.

Condition 34

Prior to the commencement of culvert diversion works, a final Culvert Diversion Masterplan shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan shall be prepared in accordance with principles of drawing MBP-REN-00-XX-DR-C-01100 and shall be supported by the following information:

1. *Evidence of prior land drainage consent from Manchester City Council as Lead Local*
2. *Flood Authority for the proposed culverted ordinary watercourse diversion.*
3. *Details of all surveys undertaken of the culverted ordinary watercourse.*
4. *A finalised detailed design layout of the proposed culvert strategy showing all components, sizes, levels, access chambers, and connectivity, including finalised easement details.*
5. *Finalised detailed design drawings of foundation sections, showing all components, levels, easements, and zones of influence.*
6. *Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the culvert and building.*
7. *The development shall thereafter be carried out in full accordance with the approved final Culvert Diversion Masterplan.*

Reason: To ensure safe development through appropriate consideration of culverted watercourse assets pursuant to Core Strategy policy EN14.

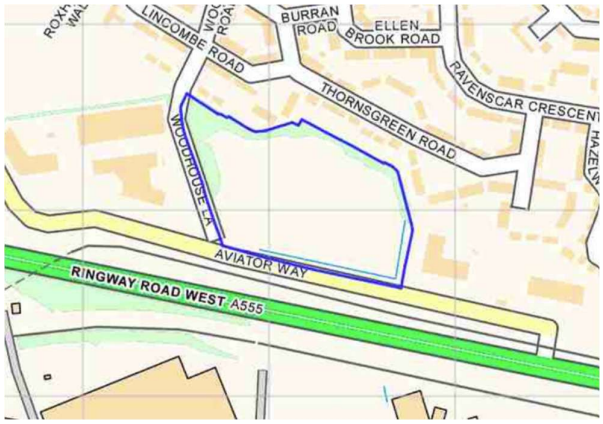
Historic Drainage

Historically there we two drainage ditches which ran through the site, directing flows through farmland as shown below, the two drainage ditches combined into a single ditch running towards the northwest of the site.



Historic OS Mapping (1960)

The surrounding areas of the site around Manchester Airport have seen major developments over the years with the introduction of Aviator Way, the Metrolink and Ringway Road West towards the south of the development site. The developments surrounding the site are understood to now be collected within separate engineered systems and discharged through different routes. There are no drainage ditches apparent onsite in the locations expected for this historic watercourse. There is a shallow ditch which runs along the southern boundary of the site, flowing towards the northeast however it has no incoming positive drainage connections from the south. The existing drainage ditches which previously routed through the site were assumed to have been culverted in an underground piped network, as such a possible culverted watercourse diversion was previously proposed.



OS mapping (2025)

Previous Investigation

Submitted as part of the planning submission, in February 2025 Land Surveys undertook a survey of the existing drainage features of the site to locate the culverted watercourse. The survey located an open chamber on the line expected to be the historic watercourse diversion to the east of the site, with redundant pipework upstream which had been exposed. Both the chamber and pipework was found to be filled with debris and had no indication of being an operational drainage feature. The images included from the survey show the sewer to be completely redundant.

As part of the survey works, the route of the expected watercourse towards the east of the site was also surveyed, using GPR methods no trace of an underground pipe network or chambers were found as part of this investigation.

Information from this investigation is included within Appendix A.

Further Investigation

In June 2026, Brownfield solutions undertook further investigative works to confirm if there were incoming connections into the site through an intrusive site investigation. Based on the positioning of the previous watercourse route, trial trenching has been undertaken up to a depth of 2m below existing ground levels in the locations of the historic watercourse. The trench widths were 15m wide to allow for any inaccuracy with historic mapping. The investigation works encountered obstructions, of which none were drainage features incoming into the site. The results of this investigation confirms that the historic watercourse is not culverted under Aviator Way or flowing through the development site.

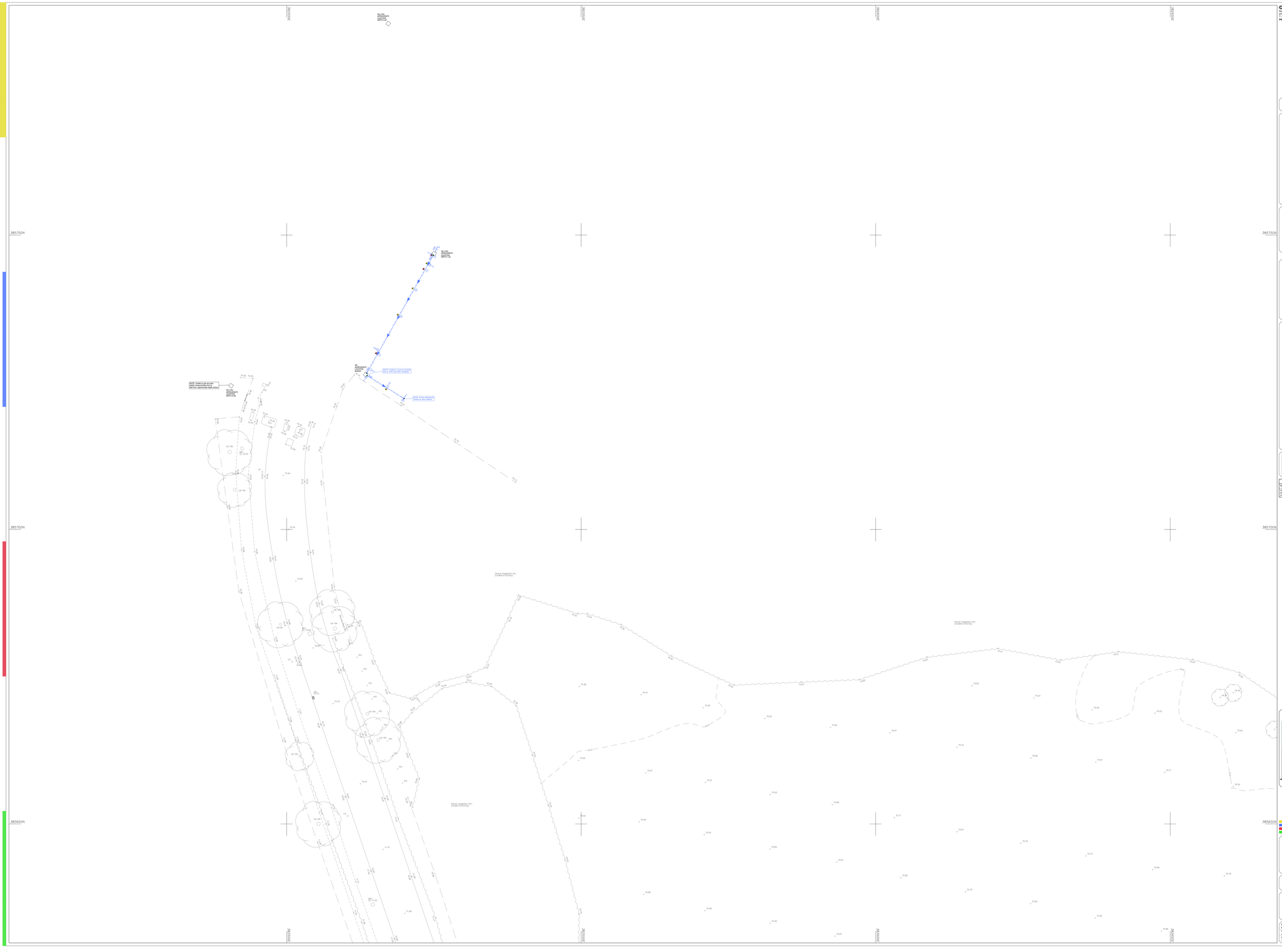
Information from this investigation is included within Appendix B.

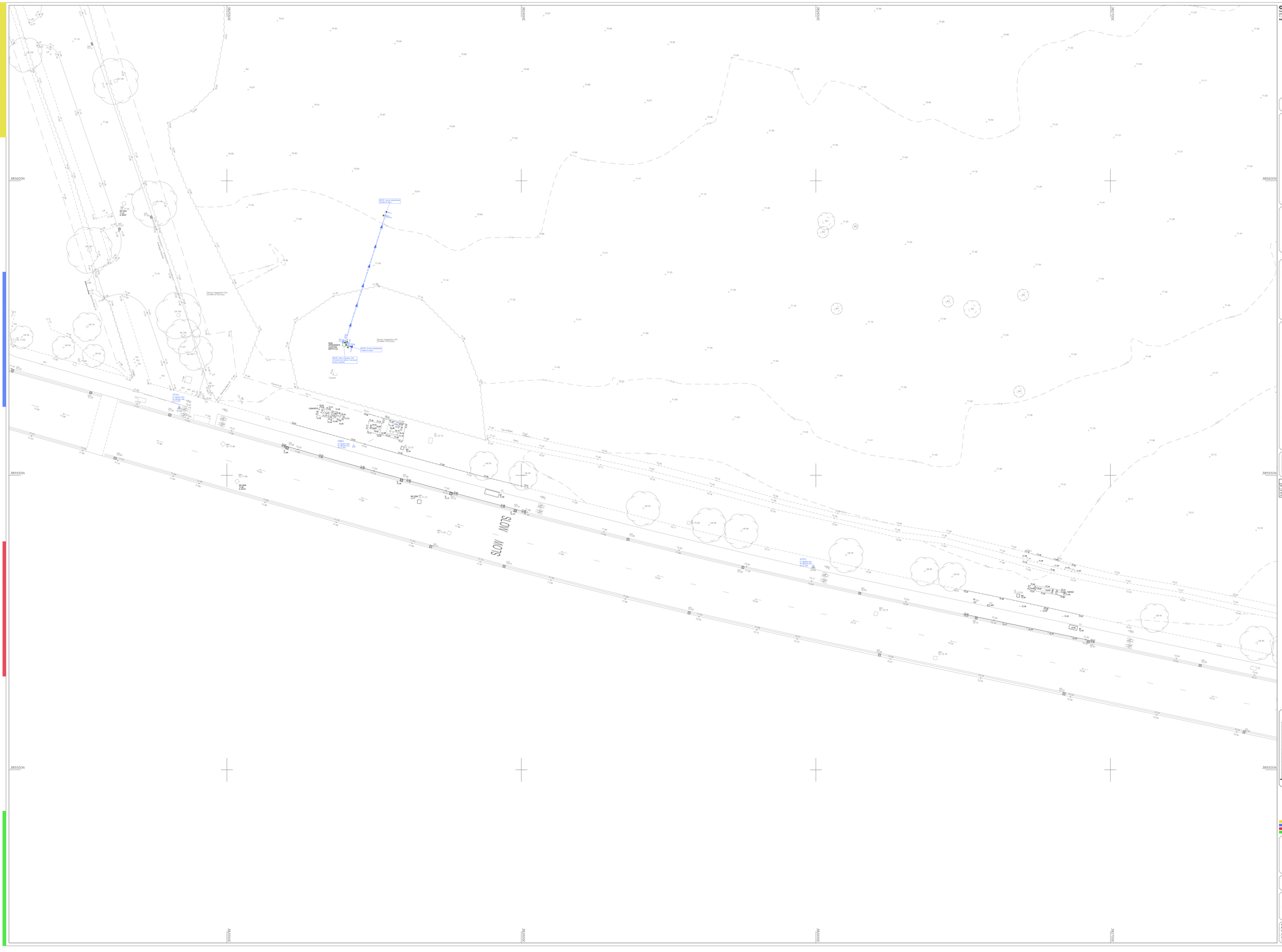
Conclusion

Two separate site investigations have been undertaken to locate the potential watercourse, of which they have both proved that there are no incoming connections from the south of the development plot. Drainage features found onsite give evidence that at a time there was a culverted section through the site however clearly presents this system to be redundant.

Based on the investigative evidence it is considered that a watercourse diversion is not required on this development and it is requested that condition 34 be discharged based on the above findings.

APPENDIX A - FEBRUARY 2025 DRAINAGE INVESTIGATIONS (PREVIOUSLY SUBMITTED)


385750N
385700N
385650N
385250E
385500E
385750E
385000E
MH 5704
APPROXIMATE LOCATION
SUSPECTED
MH
APPROXIMATE LOCATION
BURIED
NOTE: Unable to get accurate Total Rod. Approximate depth shown
APPROXIMATE LOCATION SUSPECTED
NOTE: Unable to uncover manhole Cover to scale and other obstacles.
NOTE: Survey obstructed Unable to pass collapse.
Dense Vegetation 3m+ (Unable to Survey)
Dense Vegetation 3m+ (Unable to Survey)
Dense Vegetation 3m+ (Unable to Survey)



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T: (0777) 471924 W: www.layersurveys.co.uk E: info@layersurveys.co.uk

File Name: LS6618-CCTV.dwg

North Arrow

NOTES:
All levels stated on a plane Local Grid, Orientated to National Grid.
All levels relate to OS Datum(ODN) Datum, Established using Network RTK.

CCTV LEGEND:

E	ENTRY	LV	LINING/VERTICAL
E	ENTRY	MC	CHANGE OF MATERIAL
CN	CONNECTION	OB	OTHER OBSTACLES
CN	CONNECTION	OJ	OPEN JOINT
CX	DEFECTIVE CONNECTION	PC	CHANGE OF PIPE LENGTH
D	DEFORMED	PP	PORCUS PIPE MATERIAL
DER	DEPOSITS DEPOSITS	R	RIBBING
DES	SETTLED DEPOSITS	RP	POINT REPAIR
ENT	END NODE TYPE	RX	DEFECTIVE REPAIR
F	FRACTURED	S	SURVEY STOPPED
F	FRACTURE	SA	SURVEY ABANDONED
FW	FLOW FROM INCOMING PIPE	SC	CHANGE OF SHAPE
H	HOLE	SD	SETTLED DEBRIS
HZA	HAZARDOUS ATMOSPHERE	SO	OTHER SEALANT
I	INFILTRATION	SR	SEALING RING
JAC	JUNCTION ACCESS	V	VERTICAL
JD	JOINT DISPLACED	V	VISIBRIK
JN	JUNCTION	VV	VOID VISIBLE
JX	DEFECTIVE JUNCTION	W	WATER LEVEL
L	LINE DEVIATION	WA	WELD FAILURE
LC	CHANGE OF LINING	XP	COLLAPSED

CCTV KEYMAN

	CCTV START NODE		ATTENTION
	CCTV END NODE		WARNING
EOT	END OF TRACE	MPI	NO FURTHER MTS
UTT	UNABLE TO TRACE	UTL	UNABLE TO LIFT
UTS	UNABLE TO SURVEY	OSA	OUTSIDE SURVEY AREA

EXISTING WATER — SW (S) — SW (S)
CORRINED SEWER — CW (V) — CW (V)

CCTV DRAINAGE DISCLAIMER:

Only manholes and services visible at time of survey shown. Drainage information must be checked and verified with local authority records prior to any excavation.
Lines of drainage systems recorded using measured survey techniques (e.g. Total Station, GPS) will be subject to the below Utilities Disclaimer and the accuracy limitations of the survey method.
Where survey information is overlaid onto supplied topographical data, positions are to be taken as assumed based on the supplied data. Layer Surveys Ltd cannot be held responsible for the accuracy of any data supplied by third parties.
It will not always be possible to fully survey the extents of each drainage run due to factors beyond our control. These may include, but are not limited to collapsed, blocked, or damaged drains. Reasonable assumptions will be made to identify the continuation of these runs but these assumed lines should be treated with caution.

UTILITIES DISCLAIMER:

Layer Surveys utilizes skilled staff and advanced electromagnetic and radar technologies for locating subsurface utilities. Utility survey drawings are produced in accordance with PAS 128:2022 standards. Nevertheless, the performance of non-invasive survey equipment can be affected by uncontrollable factors. As such, Layer Surveys cannot guarantee the detection of all utilities on site. We recommend consult mystreet records and contact trial excavations where necessary.
In areas with clustered services, individual lines may not be distinguishable. Where possible, multiple lines will be recorded and represented accordingly with depths shown for the shallowest utility detected. Tracing non-conductive materials and narrow/obstructed drainage may be limited.
Depths to underground services are estimated and typically accurate to +/- 10% but cannot be guaranteed. Depths typically indicate the top of the service unless otherwise stated, with gravity sewers/drains showing invert depths.
Some above-ground features may be obscured at the time of the survey, and it may therefore be hindered in areas with dense vegetation, debris, or uneven terrain.
Existing records provided should be considered indicative only. Excavation near located services must be carried out with due diligence (Ref: HSG47).

UTILITY CONFIDENCE LEVELS (From High to Low)

(A) Horizontal and vertical position verified visually.
(Accuracy: Horizontal ±150mm) Vertical ±50mm)

(B1/P) Horizontal and vertical position detected by multiple methods with post processing of GPR data.
(Estimated Accuracy: ±150mm OR ±15% of detected depth)

(B1) Horizontal and vertical position detected by multiple methods.
(Estimated Accuracy: ± 150mm OR ±15% of detected depth)

(B2/P) Horizontal and vertical position detected via post-processed GPR.
(Estimated Accuracy: ±250mm OR ±40% of detected depth)

(B2) Horizontal and vertical position detected by a single method.
(Estimated Accuracy: ±250mm OR ±40% of detected depth)

(B3/P) Horizontal position detected via post-processed GPR. (Estimated Accuracy: ±500mm in the Horizontal - Depth is undefined)

(B3) Horizontal position detected by a single method. (Estimated Accuracy: ±500mm in the Horizontal - Depth is undefined)

(B4) Assumed route. Position not detected.
(Accuracy Undefined)

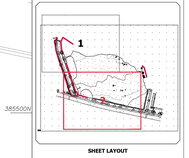
(C) Route transcribed from utility asset plans and correlated to visual indicators and surface features.
(Accuracy Undefined)

(D) Route transcribed from utility asset plans.
(Accuracy Undefined)

DIGITAL SURVEY METHODOLOGY		
ELECTROMAGNETIC METHODS		ACOUSTIC METHODS
ACTIVE: DIRECT CONNECTION / INDUCTION; PASSIVE: POWER / RADIO	GROUND PENETRATING RADAR (GPR)	ACTIVE: IMPACT ECHO; PASSIVE: LEAK NOISE CORRELATION

SURVEY STATIONS

Name	Easting	Northing	Height
STN1	382444.336	385534.418	72.288
STN2	382444.336	385534.418	72.288
STN3	382541.503	385561.446	71.987



SHEET LAYOUT

0 2 4 6 8 10
Scale Bar (m)

LAYER SURVEYS LTD
SEE THE COMPLETE PICTURE

REV	DATE	DESCRIPTION

CLIENT
Motion Projects

PROJECT TITLE
Drainage Survey at:
Manchester Business Park
Aviator Way
Manchester
M22 5TG

Drawing Ref. LS6618-CCTV			Rev -
Surveyed A.Tew	Drawn L.Creighton	Checked B.Brody	
Scale 1:200	Date May 26	Size A0	No. 02








I am
DEPI-16







































SEE LAYER SURVEYS LS6501 FOR DETAILS OF SURVEY FROM MH 5702 TO HS CHAMBER

MH 5702

BRETTON WALK



HS CHAMBER FOUND TO BE BURIED
- APPROXIMATE LOCATION OF BURIED CHAMBER - CHAMBER TURNS LEFT PARALLEL WITH BRETTON WALK
- ASSUMED TO SERVE PROPERTIES ON BRETTON WALK
- SEE LAYER SURVEYS LS6501

NO INCOMING CONNECTION FROM MANCHESTER BUSINESS PARK SITE TO HS CHAMBER FOUND
- SEE LAYER SURVEYS LS6501

DATASCREEN DRAWING SHOWN IN BACKGROUND



GPR TRACE FOUND IN THIS LOCATION

NO GPR TRACE FOUND

NO GPR TRACE FOUND

MANHOLE NOT FOUND

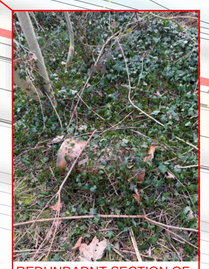
NO GPR TRACE FOUND



'BOX JUNCTION' FOUND HERE - APPEARS REDUNDANT
- NO LEVEL OF FLOW THAT WOULD SUGGEST THE PRESENCE OF A WATERCOURSE
- FILLED WITH DEBRIS AT ENTRANCES
- SEE LAYER SURVEYS LS6501



OPEN SECTION OF PIPE RUNNING DUE NORTH TOWARDS BOX JUNCTION
- FILLED WITH DEBRIS
- APPEARS REDUNDANT



REDUNDADNT SECTION OF CAST IRON PIPE FOUND IN THIS AREA

Woodhouse Lane

A555 Ringway Road West

NOTES:

1. THIS DRAWING IS BASED ON LAYER SURVEYS REFERENCE LS6501, FEBRUARY 2026.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH UTILITIES SURVEY 74648MCUG-01-04, TOPOGRAPHICAL SURVEY 74648MCLS, LS6501 SURVEY PLAN AND UNITED UTILITIES ASSET PLAN.

3. DRAWING BACKGROUND TAKEN FROM LLFA DATA SCREEN. LOCATIONS ARE INDICATIVE AND USED FOR ILLUSTRATIVE PURPOSES ONLY.

4. LOCATIONS OF CLOUDED AREAS ARE INDICATIVE AND DRAWN BASED ON IMAGERY FROM SITE INVESTIGATIONS.

Rev:	Description:	Date:	By:	Chkd:

renaissance

Renaissance Associates Ltd
2nd Floor Tribeca House
21-27 Dale Street
Manchester
M1 1EY

Project:

MANCHESTER BUSINESS PARK

Drawing Title:

CULVERT INVESTIGATIONS SUMMARY PLAN

Status:

STAGE 3

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	12.03.26	JAB	JAB	PC

Scale: 1:500 Project No: 2501-01

Project Code: Originator: Volume: Level: Type: Role: Category / Number: Rev:

. -

APPENDIX B - JUNE 2026 GROUND INVESTIGATIONS

BROWNFIELD SOLUTIONS

William Smith House, 173-183 Witton Street, Northwich, Cheshire, CW9 5LP
Tel: +44(0)1606 334 844
www.brownfield-solutions.com

17 June 2026

Ask Real Estate MBP Ltd
1st Floor
7 Constance Street
Manchester
M15 4JQ

For the Attention of Katie Dyson

Dear Katie

Re: Manchester Business Park – Supplementary Ground Investigation Letter Report

Context

This factual report describes a supplementary ground investigation carried out by Brownfield Solutions Limited (BSL) for Ask Real Estate MBP Limited on a site off Aviator Way, Manchester, M22 1TG, centred on National Grid Reference 382633, 385614.

This report has been completed in general accordance with the following guidance:

- BS 10175:2026 Investigation of Potentially Contaminated Sites.
- BS5930: 2015+A1:2020 Code of Practice for Ground Investigations

Background

Proposed Development
The Proposed Development is for a commercial end-use comprising nine two-storey B2 (General Industry) and B8 (Storage and Distribution) units with a max height of 11.72m. The units will be used for light industrial and ancillary office spaces, with associated loading bays, landscaping works, access and carparking. Car parking will include 145 car park spaces, including 12 accessible spaces, and 18 EV charging spaces. 48 cycle parking spaces will also be included.

Current Site Description
The site comprises undeveloped grassland. Two underground utility covers are noted in the southern area, denoting possible drainage or sewer infrastructure. A ditch is present along the grassed boundary adjoining Aviator Way. Semi-mature to mature trees and shrubbery is present along the northern and western site boundary, with rare trees scattered across the site.

Previous Reports
This letter report should be read in conjunction with the BSL Phase I Geo-Environmental Assessment Report (Ref. REV A BW/C6305/14703) issued in December 2025, and the BSL Phase II Geo-Environmental Assessment Report (Ref. BW/C6035/14972) issued in January 2026.

Objectives

The objectives of this report are summarised below:

- Undertake windowless sampling to facilitate collection of undisturbed samples for 1D oedometer testing and Atterberg limits testing.
- Undertake trial pitting / slit trenches to expose and verify existing drainage infrastructure entering the site.

Site Investigation

The following site works have been undertaken as part of the intrusive investigation on the 6th May 2026.

Method	No.	Range Depths (m bgl)	Description
Trial Trench – Mini excavator	2	1.60-2.00	Expose and verify existing drainage infrastructure.
Window sample boreholes – Tracked WS rig	9	2.00 – 2.45	Facilitate collection of undisturbed samples for 1D oedometer testing and Atterberg limits testing.

The surveyed locations of the exploratory holes are indicated on the Exploratory Hole Location Plan, Drawing No. C6035/04 Rev E. The exploratory hole logs are enclosed within the letter report.

The exploratory holes were logged by an experienced geo-environmental engineer in general accordance with the following guidance:

- BS 5930:2015+A1:2020 Code of Practice for Site Investigations.
- BS EN 14688-1:2018 Geotechnical Investigation and Testing – Identification and classification of soil.

Window Sampling

Nine window sample holes were drilled to a maximum target depth of 2.45m bgl, with an SPT measurement taken at 2.00m.

Exploratory hole Locations were specified by the client and are detailed on the appended Combined Exploratory Hole Plan ref C6035/05 Rev.

The boreholes targeted areas within close proximity to trees, aiming to expand on the plasticity index data from the previous site investigation and further improve understanding of the volume change potential of clay soils on the site.

The previous Phase II Geo-Environmental Assessment Report suggested that most of the tested area categorised the clay soils as having low volume change potential, with one result classified as medium. Therefore, further testing was required to determine a clearer understanding of the extent to which low volume change potential and medium volume change potential soils are present.

Ground Conditions

A brief summary of the ground conditions encountered during window sampling is provided in the table below. A copy of the exploratory hole logs are presented in Appendix A, and a brief description of ground conditions encountered is presented below.

Topsoil / Made Ground Topsoil
Topsoil was encountered from ground level to depths up to 0.40m bgl, generally comprising grass over dark brown slightly gravelly clayey sand with frequent rootlets.

Made ground topsoil was encountered in WS04 and WS04A where anthropogenic materials including ash, clinker, brick, ceramic and glass were noted within the shallow topsoil.

For the purpose of this assessment, topsoil is defined as the upper darker and more fertile layer of the soil profile which is a product of natural chemical, physical, biological and environmental processes. This does not imply compliance with BS 3882:2015.

Natural Strata
Topsoil was underlain by variable interbedded sand and clay strata. Clay strata typically comprised light grey, orange-brown or reddish-brown soils, ranging from soft near surface to firm or locally stiff with depth, and are generally slightly sandy and gravelly.

Fine to course sand (occasionally slightly gravelly) was encountered between approximately 0.70m and 2.20m bgl, generally comprising discrete layers within the clay sequence.

Solid Geology
The solid geology of the Bollin Mudstone Member (BoM) – Mudstone was not encountered during this investigation.

Groundwater
A summary of the encountered groundwater depths is provided in the table below. Full details are available on the exploratory hole logs which are enclosed.

Borehole	Depth to groundwater (m bgl)
WS01	2.00
WS02	1.80
WS03	1.30
WS03A	1.30
WS04	1.60
WS04A	1.60
WS05	1.60
WS06	2.00
WS07	1.50

Ground conditions are consistent with the logs in the previous December 2025 site investigation.

Geotechnical Testing

During the drilling of the window sample exploratory holes, representative samples were taken at regular intervals to allow for the requested laboratory testing. They were stored and transported in general accordance with BS 10175:2026.

The scope and location of testing was agreed with the client prior to the investigation. The distribution of samples taken across the site is recorded on the exploratory logs and a summary of the testing scheduled is presented in the table below:

Description	Sample Type	No of Samples
Natural Water Content.	Disturbed (D)	6
Plasticity Index Analysis.	Disturbed (D)	6

Description	Sample Type	No of Samples
Determination of One-Dimensional Consolidation properties.	UT100 (UT)	6

The Geotechnical Laboratory Testing Results presented in Appendix B.

Plasticity Index Analysis
Plasticity index results ranged between 15% and 20%. Associated water contents ranged between 14% and 21.8%.

After modification of particle size in accordance with BRE 240 the modified plasticity indices are in the range 14% to 19% indicating the cohesive soils to be of low volume change potential.

Determination of Swelling and Collapse Characteristics
The swelling and collapse characteristics properties were reported as follows:

Location	Depth (m)	Water content (%)	Dry Density (Mg/m^3)	Swelling Pressure (kPa)
WS01	1.20-1.70	14.2	1.82	8
WS02	1.20-1.70	15.3	1.90	8
WS03A	1.20-1.70	15.3	1.87	26
WS04A	1.20-1.70	18.6	1.67	28
WS05	1.50-2.00	9.8	1.99	17
WS07	1.50-2.00	10.3	1.98	3

Drain Investigation

The scope of work comprised the preparation of a technical response to the LLFA comments relating to the historic culvert/drainage infrastructure on site. This included undertaking two trial/slit trenches within the site to investigate the presence of any existing drainage infrastructure and reviewing the points raised within the consultation table. The findings were used to demonstrate that no existing culvert/drainage feature was identified within the investigated areas.

The locations of the trial trenches are shown on BSL Drawing No. C6035/05 'Combined Exploratory Hole Location Plan' and are shown overlain with available historic drainage plans on Drawing No. C6035/06 'Historic Drains Plan'.

Trial Trench 01

Trial Trench TT01 was excavated outwards to the east and west from the mapped line of historic drain shown as being present entering the site in this area. The full length of the trench was measured to be 15.00m and had a maximum width of 2.00m. The trench was measured to a maximum depth of 1.60m bgl in the east and 2.00m bgl in the west. A cross section drawing showing the full extent of the trench is shown on Drawing No. C6035/07 'Trial Trench Plan'.

A concrete structure was identified within the trial trench in the approximate location of mapped historic buildings. The structure was exposed in both east and west directions to determine its extent and function. Due to access constraints, the northern and southern extents of the structure were not confirmed.

The concrete obstruction was measured as being approximately 3.00m length and 0.40m thickness, with the trench excavated down the sides of the slab until natural soils were encountered underlying the structure. It was noted that the concrete was overlain by a nominal layer of limestone gravel.

Based on the findings of the excavation, it was concluded that the feature did not form part of a drainage system and likely comprises a relic foundation / floor slab structure associated with historic buildings.

Excavation was continued to a maximum depth of 2.00m bgl in the west of the trench, where natural clay strata were encountered. The presence of natural, undisturbed clay at the base of the excavation indicated that no drainage infrastructure was present within the trench, and no evidence of disturbance associated with the installation of a culvert or drainage feature was observed within the natural clay deposits.

Trial Trench 02

Trial Trench TT02 was excavated to the east and west of the mapped historic drain location to a maximum total measured length of 11.00m and a maximum width of 2.00m. The trench was excavated to 1.60m bgl depth as shown on Drawing No. C6035/07 'Trial Trench Plan'.

A concrete obstruction was encountered centrally at approximately 0.10m bgl. The total width of the obstruction was 0.30m and the structure was broken out and removed as part of the excavation. Made ground was present underlying the concrete, and subsequently a tarmac layer was encountered at approximately 0.70m bgl. The tarmac layer was recorded as being approximately 0.10m thick and was approximately 1.00m wide, and is considered to be associated with the roadway / track present on historic mapping and shown on the appended 'Historic Drains Plan' (Drawing No. C6035/06).

The tarmac was removed as part of the excavation, with the full extent of the trench reaching a depth of 1.60m bgl.

Excavation was undertaken to natural clay strata. No evidence of drainage features, or infilling of historic drainage features, were encountered within the trial trench.

Summary of Drain Investigation

The intrusive investigation comprised Trial Trenches TT01 and TT02, positioned to intersect the anticipated alignment of the indicative drain infrastructure. TT01 was excavated to a maximum depth of 2.00m bgl and TT02 to a maximum depth of 1.60m bgl. These depths represent depth to natural strata and are considered to be below the maximum depth of any surface / shallow drainage infrastructure.

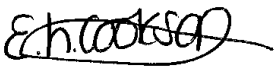
No culvert, pipework, drainage channel, or other indication of historic drainage was identified within either trial trench. Features encountered during the investigation were exposed and traced where practicable to determine their extent and function and were not found to form part of any drainage system.

Based on the intrusive works undertaken, no evidence of drain was identified within the areas investigated.

Closing Remarks
We trust the enclosed is of interest and meets your requirements. If you have any queries, then please do not hesitate to contact the undersigned.

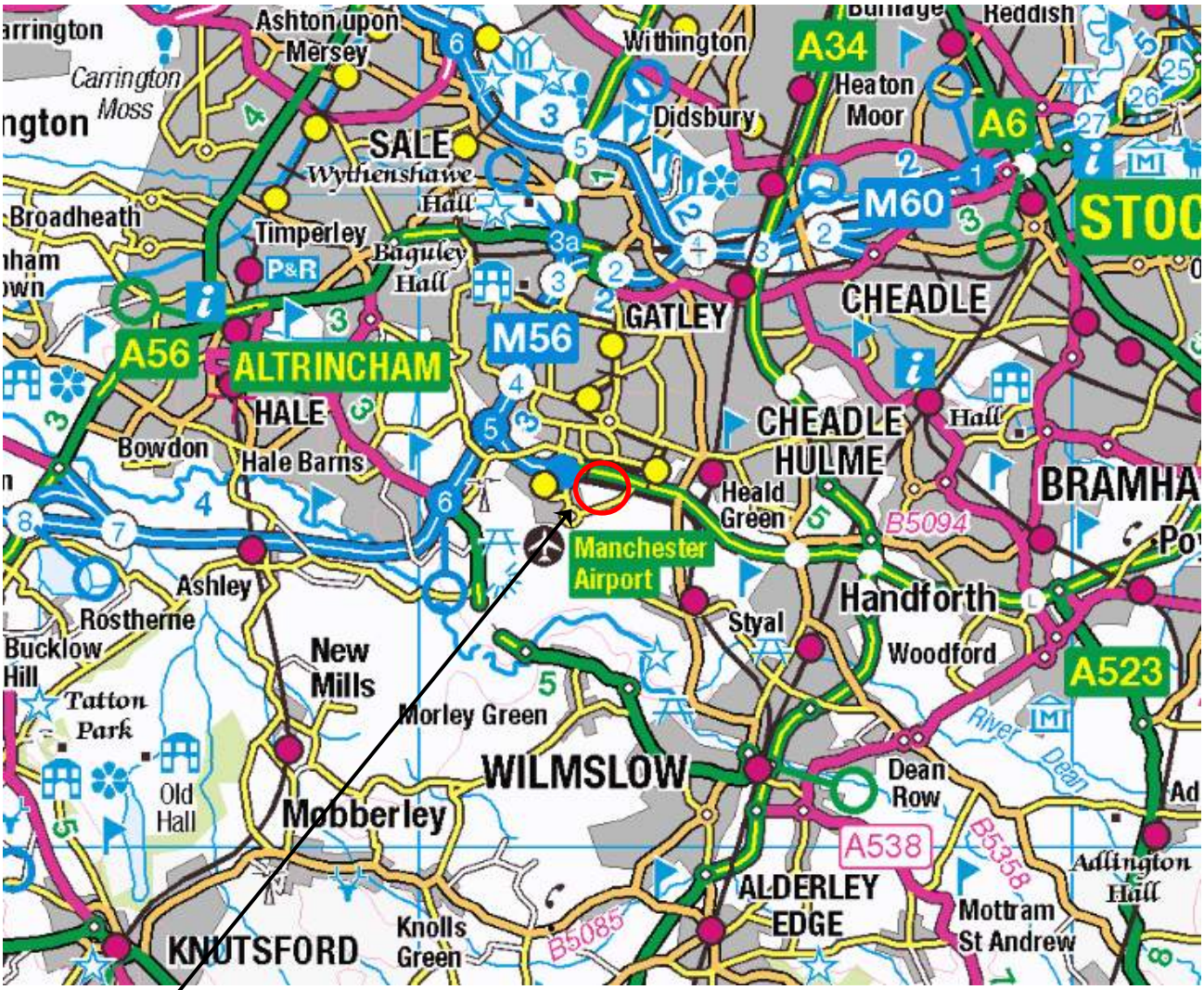
Yours sincerely

For Brownfield Solutions Limited

Produced by:	**Checked by:**	**Checked by:**
		
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Enc Drawings
Photolog
Appendix A – Exploratory Hole Logs
Appendix B – Geotechnical Testing Results

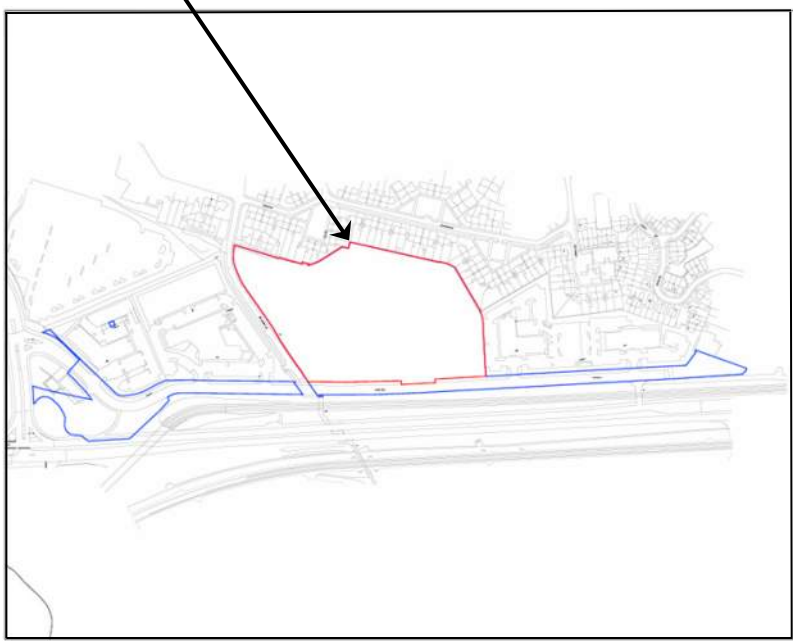
DRAWINGS



SITE LOCATION

NEAREST POSTCODE: M22 5TG

SITE ENTRANCE WHAT3WORDS: ///PRUDE.NOUN.CRACKING



REV	DATE	DESCRIPTION	BY	CKD
B	15/01/2026	Format updates	BW	DV

BROWNFIELD SOLUTIONS LTD

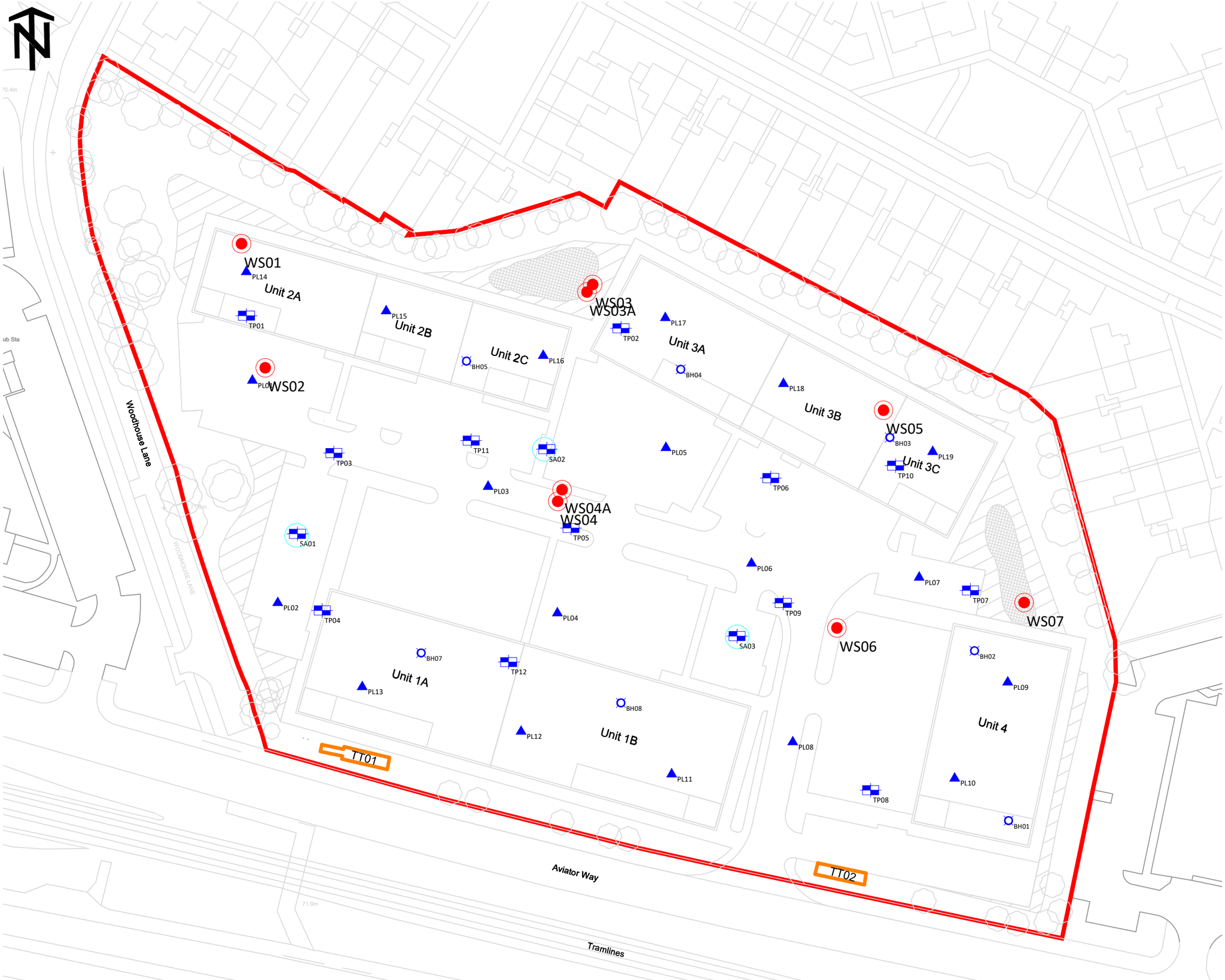
CLIENT: ASK REAL ESTATE MBP LTD

PROJECT TITLE: MANCHESTER BUSINESS PARK, AVIATOR WAY

DRAWING TITLE: SITE LOCATION PLAN

DRAWING No.	REVISION	SCALE	DATE
C6035/01	B	NTS	15/01/2026

DRAWN BY	CHECKED BY
BW	DV



KEY

- BOREHOLE
- TRIAL PIT
- SOAKAWAY
- PLATE LOAD TEST
- TRIAL TRENCH

NOTES

1. ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCING WORKS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT & ENGINEER FOR VERIFICATION. FIGURED DIMENSIONS ONLY ARE TO BE TAKEN FROM THIS DRAWING.
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3. DRAWING NOT FOR CONSTRUCTION PURPOSES.

REV	DATE	DESCRIPTION	BY	CKD

BROWNFIELD SOLUTIONS LTD

CLIENT

ASK REAL ESTATE MBP LIMITED

PROJECT TITLE

MANCHESTER BUSINESS PARK, AVIATOR WAY

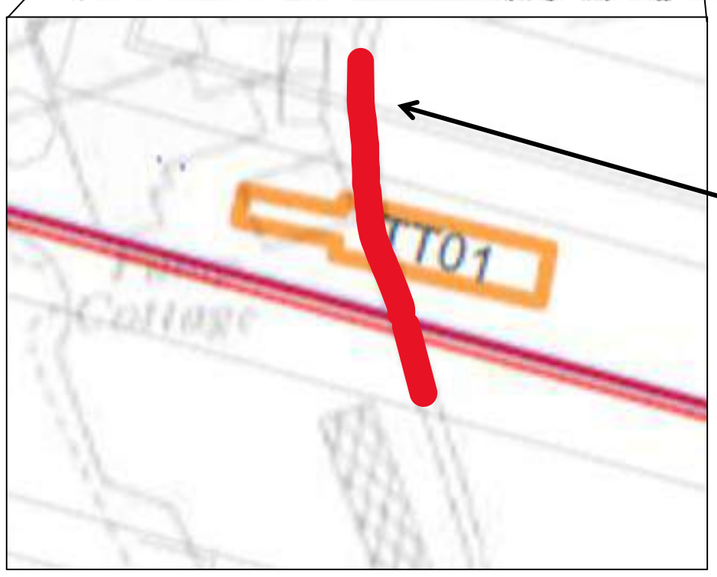
DRAWING TITLE

COMBINED EXPLORATORY HOLE PLAN

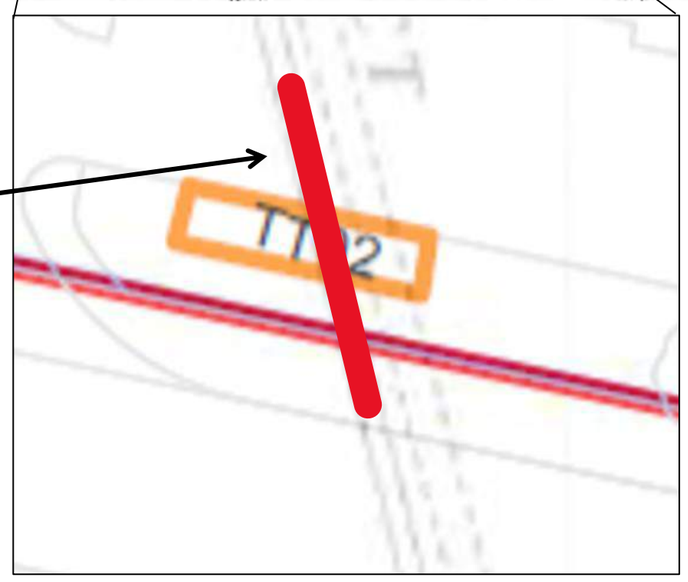
DRAWING No.	REVISION	SCALE	DATE
C6035/05		NTS	17/06/26

DRAWN BY	CHECKED BY
AF	LC





ROUTE OF HISTORIC DRAINS THROUGH TRIAL TRENCH LOCATIONS



KEY

APPROXIMATE SITE BOUNDARY

NOTES

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REV	DATE	DESCRIPTION	BY	CKD

BROWNFIELD SOLUTIONS

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ASK REAL ESTATE MBP LTD

PROJECT TITLE
MANCHESTER BUSINESS PARK, AVIATOR WAY

DRAWING TITLE
HISTORIC DRAINS PLAN

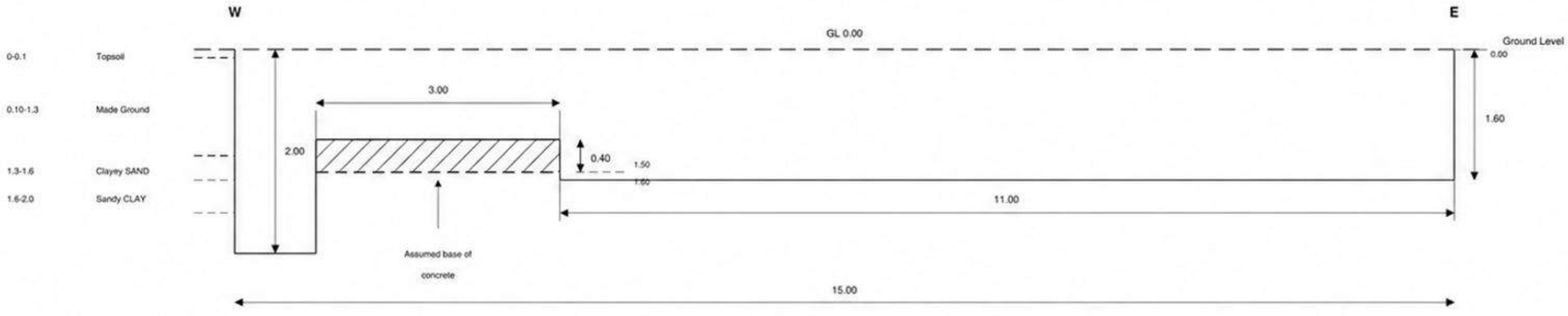
DRAWING No.	REVISION	SCALE	DATE
C6035/06	-	NTS	15/06/26

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LC	LC

TRIAL TRENCH 01 (TT01)

(All dimensions in metres)

CROSS SECTION (LOOKING NORTH)



NOTE: LOCATION OF TRIAL TRENCH IS INDICATED ON BSL DRAWING REF: C6035_05

KEY

Concrete

NOTES

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REV	DATE	DESCRIPTION	BY	CKD

BROWNFIELD SOLUTIONS LTD
GEO-ENVIRONMENTAL ENGINEERING EXCELLENCE

CLIENT
ASK REAL ESTATE MBP LTD

PROJECT TITLE
MANCHESTER BUSINESS PARK, AVIATOR WAY

DRAWING TITLE
TRIAL TRENCH PROFILES

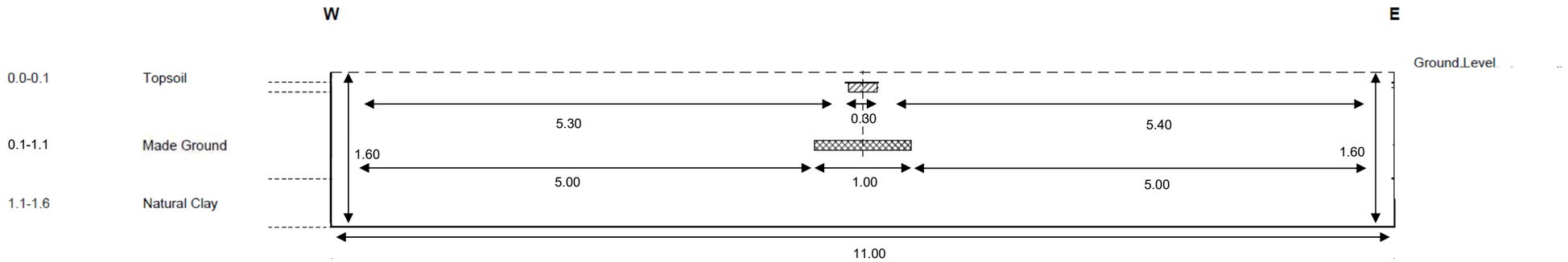
DRAWING No.	REVISION	SCALE	DATE
C6035/07	-	NTS	17/06/26

DRAWN BY	CHECKED BY
AF	LC

TRIAL TRENCH 02 (TT02)

(All dimensions in metres)

SECTION (LOOKING NORTH)



NOTE: LOCATION OF TRIAL TRENCH IS INDICATED ON BSL DRAWING REF: C6035_05

KEY

Concrete (Obstruction)
0.10 thick
0.10-0.20 m bgl

Tarmac (Obstruction)
0.10 thick
0.70-0.80 m bgl

NOTES

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REV	DATE	DESCRIPTION	BY	CKD

BROWNFIELD SOLUTIONS LTD
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PROJECT TITLE
MANCHESTER BUSINESS PARK, AVIATOR WAY

DRAWING TITLE
TRIAL TRENCH PROFILES

DRAWING No.	REVISION	SCALE	DATE
C6035/07	-	NTS	17/06/26

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AF	LC

PHOTOLOG



Photograph 1



Photograph 2



Photograph 3



Photograph 4

Photo Descriptions

1: Looking east at beginning of trench excavation

2: Northern edge of TT01

3: Southern edge of TT01 – eastern end

4: Southern edge of TT01, natural strata evident – western end

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ASK REAL ESTATE MBP LTD

JOB NO.

C6035

JOB NAME

MANCHESTER BUSINESS PARK

PHOTOBOARD TITLE

TT01



Photograph 5



Photograph 6



Photograph 7



Photograph 8

Photo Descriptions

5: Looking east- gravel layer above concrete obstruction

6: Looking southeasT

7: Looking east- western portion of trial trench, including concrete slab

8: Concrete obstruction extent in both directions

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JOB NO.

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JOB NAME

MANCHESTER BUSINESS PARK

PHOTOBOARD TITLE

TT01



Photograph 9



Photograph 10



Photograph 11



Photograph 12

Photo Descriptions

9: Looking north- tarmac obstruction traced in both directions

10: Southeastern side wall of trench and spoil pile

11: Looking east- tarmac obstruction

12: Looking northwest- changes in strata stockpiled

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JOB NAME

MANCHESTER BUSINESS PARK

PHOTOBOARD TITLE

TT02



Photograph 13



Photograph 14



Photograph 15



Photograph 16

Photo Descriptions

13: Spoil from trench

14: Central part of trench - natural strata underneath tarmac visible

15: Looking east- tarmac slab removed and traced further east

16: Northern face of trench in area of tarmac

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JOB NO.

C6035

JOB NAME

MANCHESTER BUSINESS PARK

PHOTOBOARD TITLE

TT02