

DRAINAGE NOTES

- All levels shown are in meters and are relative to Ordnance Survey Datum.
- Invert levels of all existing chambers and connection points are to be confirmed and Engineer advised prior to commencement of any Drainage Works.
- Concrete bed and surround is required to all gully leads and to all pipes in highways / hardstanding where cover to pipe < 1200mm
- All pipes to be either extra strength V.C to BS 65 or PVC to BS 5481 'UPONOR ULTRARIB' or concrete pipes Class 120 to BS 5911.
- All works and materials are to be in accordance with UK Building Regulations 'Approved Document H'.
- All penetrations in the slab are shown indicatively on this drawing. Reference is to be made to Architect's dimensioned floor layout and details.
- Type 2 rodding access is to be provided at all pop ups.

Storm Event	Existing Flow rates	Proposed Flow rates
1	16.6 l/s	4.6 l/s
30	33.0 l/s	6.7 l/s
100	34.4 l/s	6.7 l/s
100 + 40% cc	34.4 l/s	8.2 l/s

DRAINAGE STRATEGY:

Foul Water

The existing foul water drainage network is unaffected by the proposals. There are no additional foul water points to be incorporated into the design and there is no additional foul water foul being added to the network. The existing foul water network is, therefore, to be maintained as built and serviced only as part of the proposals.

Surface Water

The existing site surface water drainage network collects surface water run off via a series of rainwater down pipes and linear channel drains. The runoff is then conveyed via a piped network of chambers before being discharged directly into the natural water course, Astley Brook, to the south of the site. TBC.

The existing surface water drainage system that serves the building on site is to be maintained as built and serviced only as part of the proposals. Runoff from the car parking areas are to be diverted from this existing network and into the new proposed network.

New surface water drainage network is to be installed to collect surface water runoff associated with the new roof extension and car parking.

Water is to be collected via rainwater down pipes, trapped gullies and linear channel drains. The runoff is conveyed via a piped network of chambers before being treated in a bypass separator.

The runoff is stored in an online attenuation tank during storm events and discharged at a controlled rate of 8.2 l/s through a hydro-brake manhole and into the natural water course, Astley Brook, to the south of the site.

IMPORTANT NOTE:

Proposal to discharge to the natural watercourse is to be approved by the Environment Agency.

NOTES

- Do not scale from this drawing.
- This drawing is copyright and is sent to you in confidence. It must not be copied, used or disclosed, in whole or in part, to third parties without written permission. It remains the property of Booth King Partnership Ltd. and must be returned on request.
- This drawing is to be read in conjunction with all relevant contractual documents.
- Anyone using this drawing must be aware of their legal duties under the CDM Regulations 2015, refer to the HSE website for further information. BKPL are not Principal Designers.
- All dimensions shown on this drawing are in millimeters unless noted otherwise.
- If the Contractor consider that they do not have sufficient information to safely complete the works detailed on this drawing, they should contact the Engineer.
- All works are to be carried out in accordance with the Building Regulations (as amended) and to the approval of Building Standards.

LEGEND

- Ex. SW Drain
- Ex. SW Chamber
- Ex. FW Drain
- Ex. FW Chamber
- Pr. SW Drainage Channel
- Pr. SW Drain, 100Ø UNO.
- Pr. SW Chamber
- Pr. SW Petrol Interceptor Class 1 alarmed bypass separator
- Pr. SW Attenuation Tank HGV rated geo-cellular crated system
- Pr. Trapped Road Gully
- Pr. Rainwater Downpipe

NOTE:

Drawing to be read in conjunction with BKPL Drainage Strategy & Maintenance Report, Report No. 14554.

NOTE:

Phase 1 Site Investigation undertaken by NX Consulting Ltd in February 2023. Report No. NX557.

NOTE:

Flood Risk Assessment undertaken by JBA Consulting in February 2023. Report No. JTB-JBA-XX-XX-RP-Z-0001-S1-P00.0-Stockley_Sweets_FCA.

IMPORTANT NOTE:

The topographical and buried services shown on this drawing were provided to Booth King Partnership Ltd have not verified this information and therefore we cannot guarantee its accuracy. The position and alignment of services may differ from that shown and buried services may be present.

The contractor must verify the location of all buried services before any excavation or surfacing works begin. Damage to existing services could present a major health and safety risk plus associated commercial penalties.

NOTE:

SVP, pop up positions and rain water pipes to be confirmed by the architect.

P03	12.10.23	Updated to suit latest Arch plan	LH
P02	09.03.23	Issue for Planning	LH
P01	08.03.23	Preliminary Issue for Comment	LH
REV.	DATE	REVISION DETAILS	INITIALS

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PROJECT:
Super Flyers Factory
Bolton

TITLE:
Surface Water
Drainage GA

SCALE @ A1:	DRAWN:	DATE:	REVISION:	STATUS:
1:50	LH	Mar 2023	P03	S2

DRAWING No:
14554-BKP-ZZ-ZZ-DR-C-0500

