

Hammerstone Road Depot, Manchester

Discharge of Planning Condition 29-31

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Discharge of Planning Condition 29-31

Rev	Description	Issued by	Checked	Date
V01	Issued for Planning Condition Discharge	ATL	MW	04/02/2022

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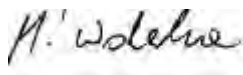
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Appendix A

HRD-CUR-XX-00-DR-C-92-512 Overland Flood Routes

HRD-CUR-XX-00-DR-C-92-540 Proposed Drainage plan Adjacent to Railway

Appendix B

HRD-CUR-XX-00-DR-C-91-600 Site Strip Volumetrics

HRD-CUR-XX-00-DR-C-91-601 Cut & Fill Analysis

HRD-CUR-XX-00-DR-C-91-620 Proposed Levels Adjacent to Railway Line

HRD-CUR-XX-00-DR-C-91-621 Railway Line Boundary Sections

HRD-CUR-XX-00-DR-C-94-700 External Surfaces

Appendix C

HRD-FRA-00-XX-DR-A-90-0210 Proposed Site External Works Plan

1.0 Introduction

Project Details

- 1.1.1. Curtins was appointed by Morgan Sindall to assist in the discharge of planning conditions for Hammerstone Road Depot, Manchester, M18 8EQ, National Grid Reference 388216E, 396834N.
- 1.1.2. Planning Consent was granted 3rd December 2021 – the Planning Reference is 130127/VO/2021.
- 1.1.3. This report seeks to provide sufficient information in order to the following Conditions:

Condition 29:

Prior to any above ground works , within 10m of the northern site boundary, details of a scheme to direct both the disposal of surface water and foul water drainage away from the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To protect the adjacent railway from the risk of flooding, soil slippage and pollution, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

Condition 30:

Prior to the commencement of works within 10m of the northern site boundary, full details of proposed ground levels, earthworks and excavations to be carried out near to the northern boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason - To prevent any of the resulting ground levels, earthworks and excavations, from destabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester (2012).

Condition 30:

Prior to any above ground works within 10m of the northern site boundary, details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester (2012).

2.0 Condition 29

- 2.1.1. The proposed drainage layout in the area adjacent to the railway line is shown on drawing HRD-CUR-XX-00-DR-C-92-540, which is available in **Appendix A**.
- 2.1.2. Harstanding surfaces are drained away from the boundary, towards the south. Runoff is routed to a series of linear drainage channels. These channels connect to a below ground drainage network, which discharges to the culverted watercourse running underneath the site.
- 2.1.3. Surface Water Drainage has been designed not to flood in the 1:30-year storm event. For storm events exceeding the 30-year storm event, a portion of the runoff will be attenuated above ground level.
- 2.1.4. Drawing HRD-CUR-XX-00-DR-C-92-512 Overland Flow Routes (available in **Appendix A**) Plan identifies the locations where surface water ponding occurs during the 100-year (+40% climate change) storm event. The plan shows that the ponding is retained within the site and does not pond along the boundary with the railway line.
- 2.1.5. The topographical survey does not extend beyond the site boundary, so the exact level of the railway is not known. A review of online map software indicates railway line is higher than the site.
- 2.1.6. Therefore, considering the above information, the site proposals do not create an increased risk to the railway tracks from flooding.

3.0 Condition 30

- 3.1.1. Drawings detailing the proposed earthworks are available in **Appendix B.**
- 3.1.2. As shown on the proposed levels plan and railway boundary sections, the proposed surfacing ties into the existing levels at the site boundary fence.
- 3.1.3. The main external surface adjacent to the railway boundary is a concrete carriageway. The proposed construction depth for this area is 450mm.
- 3.1.4. The remaining surfacing, which is located between the gritter shed and the boundary, is a gravel margin, which has a construction depth of 150mm.
- 3.1.5. The site boundary is identified by a steel fence, with a brick wall set back (exact distance estimated at approximately 1m) from the fence. As the depth of construction is a maximum of 450mm, it is not considered that the proposed works will have an adverse effect on the railway line.

4.0 Condition 31

- 4.1.1. The Architect's external works plan HRD-FRA-00-XX-DR-A-90-0210 available in Appendix C. This identifies the proposed parking areas.
- 4.1.2. There are 18 parking spaces adjacent to the railway boundary. These are identified as parking for road sweeper vehicles.
- 4.1.3. As stated above, there is a steel fence along the site boundary, with an existing brick wall located behind this. The fence and wall are to be retained as part of the works. Behind the wall is an area of thick bushes approximately 12m wide before the area of the railway line.
- 4.1.4. Vehicles using the site are generally slow-moving maintenance vehicles, and the only movements close to the boundary will be using the parking bays.
- 4.1.5. Therefore, considering the above information, the site proposals do not create a risk to the railway tracks from incursion from vehicles.