

Our Ref: - 1226-01 – Collyhurst Village

Planning Ref: 129393/VO/2021

29 November 2021

FAO **Jennifer Atkinson**
Planning, Building Control and Licensing
Manchester City Council
Town Hall Extension
Lloyd Street
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Dear Jennifer,

Collyhurst Village - SuDS Strategy Note

Further to the information provided as part of the Section 96A application (submitted by Asteer Planning LLP) to amend planning permission reference. 129393/VO/2021 (approved in June 2021), Civic Engineers have prepared the below note which clarifies any impacts of the proposed amendments on the approved SuDS strategy at Collyhurst Village.

Two changes are required to facilitate the adoption of the highway layout. The effect on the SuDS strategy is detailed below. The changes presented as part of the S 96A do not affect the SuDS proposed within plot A and C.



Figure 1: Site plan

Plot B:

To enable adoption of the tertiary street within plot B, the carriageway is proposed to be widened to 5.5m with the proposed soft verge amended to a 2m footpath. The soft verge performs as a raingarden and therefore it has been relocated so that the SuDS functionality remains in accordance with the planning permission.

The raingarden is proposed to be relocated within the carriageway adjacent to the approved location. See below Figure 3 which indicates the proposed location. Due to site constraints (proposed building location and adoptable road widths) the proposed raingarden has been reduced in size, however, it still performs the same function and will drain highway run-off in accordance with the planning permission.

As a result of the above, 3no trees will be relocated, within Plot B. 2no trees will be relocated on the adjoining roads (please see Figures 2 and 3 below) and 1no tree proposed will be relocated within the park (please see Figures 4 and 5 below).



Figure 2: Plot B approved layout



Figure 3: Plot B amended layout

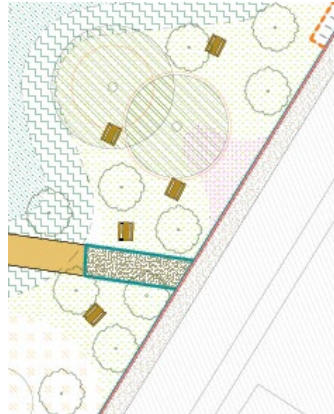
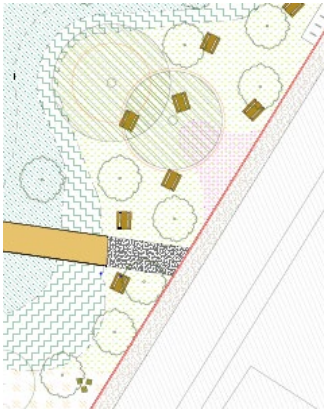


Figure 4: Park approved layout Figure 5: Park amended layout

Plot D:

To enable adoption of the tertiary street within plot D, it is proposed that the carriageway is widened to 5.5m with the proposed soft verge amended to a 2m footpath. The soft verge performs as a raingarden and therefore it has been relocated so that the SuDS functionality remains in accordance with the planning permission.

The raingarden is proposed to be relocated within the carriageway adjacent to the approved location. See below Figure 7 which indicates the proposed location. Due to site constraints (proposed building location and adoptable road widths) the proposed raingarden has been reduced in size, however, it still performs the same function and will drain highway run-off in accordance with the planning permission.

As a result of the above, 1no number trees is proposed to be relocated from Plot D (please see Figures 6 and 7 below) to the park (please see figures 8 and 9 below).



Figure 6: Plot D Approved layout



Figure 7: Plot D amended layout

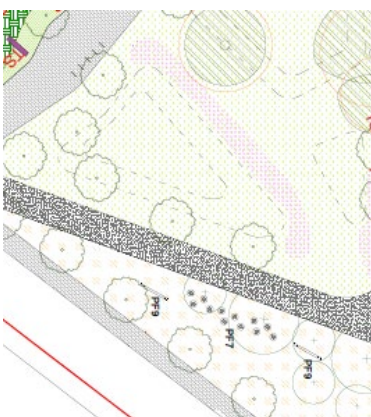


Figure 8: Park Approved layout Figure 9: Park amended layout

The primary function of raingardens is to reduce runoff rates, reducing volume required and treating pollutants within the surface water. These features are effective in delivering interception of surface water runoff, which is the primary function. In addition, they provide attractive landscape, biodiversity and cooling of microclimates. Raingardens manage and treat runoff from frequent rainfall where larger events overflow into the system to be catered for downstream.

It can be seen in the above images, the SuDS strategy for the proposed development is still inline with the approved planning submission. The strategy still utilizes the same SuDS features as proposed during the planning submission, these features have merely been relocated and adjusted to suit the development layout. The proposed raingardens have been relocated to the carriageway and altered in size but have been retained as opposed to being removed. This leaves the SuDS strategy as proposed previously.

The overall reduction in soft landscape is negligible and does not compromise the ability to drain the highway, this is a function of permeability. Engineered soils will be provided within the raingardens ensuring the permeability remains high. The proposed raingardens were not factored into the attenuation volume during modelling as the attenuation volume has been provided for by the attenuation pond within the park. It is standard practice to allow for overtopping of raingardens and providing further attenuation volume downstream. The proposed raingardens provide source control with the added benefit of surface water treatment. The raingardens give an increased time of concentration increasing the lag on the effects of storms. As the primary function is to intercept the surface water runoff, by reducing the size this does not affect the strategy. The engineered soils have adequate permeability to handle the catchments placed on them, even if they reduce to 400mm/hr capacity (Max rainfall approximately 100mm/hr).

There will not be a decrease in proposed trees as a result of the amendments to the highway layout. A total of 4no trees are proposed to be relocated, 2no within Plot B, 1no from Plot B to the park and 1no from Plot D to the park.

We trust the above will provide clarification and indicate the SuDS strategy in principle has not changed. If you have any further queries, please do get in touch.

Yours sincerely,

Ryan Horngren
For Civic Engineers