

Hammerstone Road Depot, Manchester

Discharge of Planning Condition 11

Curtins Ref: HRD-CUR-00-XX-T-RE-006

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Client Name: Morgan Sindall

Client Address: 10th Floor, Evershot St, London, NW1 2DN

Site Address: Hammerstone Road Depot Gorton Manchester M18 8EQ

Control Sheet

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1.0 Introduction

1.1 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 is provided in relation to the requirements of Condition 11:

11) Notwithstanding the drainage information referenced in condition no.1, prior to any above ground works in relation to the proposed new buildings, and the reconfiguration of the parking and servicing areas shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

1.1.4 The main purpose of this report is to provide responses to comments received from the Lead local Flood Authority regarding previously issued information.

2.0 Responses to LLFA Comments

2.1 General comments:

- 2.1.1 *Please can the applicant provide a proposed levels plan. (Navigating the site without levels is difficult to follow.)*

Proposed Levels Plan is enclosed within Appendix A

- 2.1.2 *Area 5, MCC Bin store, north of the site. Clarity on Roof Access Stairs construction. Provide Foundation plans. (A potential clash between stair structure and culvert structure).*

The design of the stair access is addressed in the report for Condition 33. The report and confirmation of the Condition Discharge is included in Appendix B

- 2.1.3 *Please note the LLFA do not approve any build overs on culverted watercourses and applicants must maintain appropriate easements.*

Please refer to the report and confirmation of the Condition Discharge is included in Appendix B. The vehicle cleaning ramp is demountable and therefore does not restrict access to the culvert.

- 2.1.4 *Demolition Plan to be provided.*

Updated demolition Information is provided in Appendix C

- 2.1.5 *Kindly supply the CCTV documentation, as it has not been included in this application.*

The CCTV survey information is enclosed within Appendix D

2.2 Proposed Ground Floor Drainage.

- 2.2.1 *MCC LLFA previously advised against siphonic drainage. "We would not permit the use of siphonic in this instance, as this would likely increase the outfall discharge rate from the existing building to the watercourse." Please refer to LLFA response from Oliver Timmins 05 Aug 2021. Please clarify why this option as has been progressed?*

The existing building drainage is served by an extremely large number of rainwater pipes. These rainwater pipes discharge to several different sewers, both inside and outside of the site. It would have not been feasible to provide new gravity drainage for the building and route the surface water drainage to the watercourse.

The use of siphonic drainage allows for a new connection into the watercourse. As shown on the drainage information, the flow into the watercourse is restricted.

2.2.2 *Catchment plans - Errors have been identified regarding hatches and labelling in relation to the provided legend. Please review and update.*

Updated Catchment Plans are enclosed within Appendix A

2.2.3 *Could you please elaborate on the methodology of 33 l/s discharge rate for MH S28?*

The overall discharge for the external works for the site was calculated as the following:

- 1 in 1 year storm: 45 l/s
- 1:30-year storm: 107 l/s
- 1:100-year (+40%CC): 140 l/s

These discharge rates have been calculated using a combination of brownfield and greenfield runoff rates.

The lower ground car park drainage is limited to a discharge of 7 l/s (across all storm events, as agreed with UU)

The washdown drainage is limited to a discharge of 5 l/s (across all storm events, as agreed with UU).

The discharge rates for the main ground floor external drainage have been calculated by subtracting the discharge rates for the lower ground/ washdown areas from the overall drainage allowance:

- 1 in 1 year storm: 45 l/s (48% reduction from existing discharge)
- 1:30-year storm: 107 l/s (48% reduction from existing discharge)
- 1:100-year (+40%CC): 140 l/s (49% reduction from existing discharge)

2.2.4 *We require a sectional view from SRH04 to Tank 4. The LLFA must ensure that there are no clashes or conflicts.*

Section View enclosed in Appendix E – refer to drawing HRD-CUR-XX-00-DR-C-92-540

2.2.5 *The drawing mentions 'rising main by others' and 'RWH by others.' Where can we find this information? Without it, we lack a complete understanding of the system.*

The RWH tank is used to provide water for the vehicle washdown area. Details of the Rainwater harvesting tanks are available in Appendix E

2.2.6 *Once again, "Siphons Break at chambers. Refer to Sapoflow Details" Where might we access this information?*

Sapoflow details are enclosed in Appendix F

2.2.7 *Please provide tank 4 construction details.*

Tank Details are enclosed within Appendix E

2.2.8 *Please provide Vented cover construction details.*

Vented Manhole detail enclosed in Appendix F – refer to drawing HRD-CUR-XX-ZZ-DR-C-92-520.

2.2.9 *Connection north of MH S16 is not hydraulically efficient, please review and update.*

The connection into MH S16 has been detailed in order to bring the pipework into the manhole square to the outlet pipe.

2.2.10 *What is the purpose of having three pipes at SRH06a? Is this configuration the most efficient? Please provide construction details of this MH. Additionally, please provide confirmed 150 dia vent pipe level.*

The triple pipe connection has been used in order to allow the connection into the attenuation tank – the maximum direct connection to the tank is 375mm diameter. Therefore, three pipes have been used in order to provide sufficient capacity from SRH06 into the tank. The triple pipe configuration has been incorporated in the drainage model

2.2.11 *Once more, why are there three pipes at S27 and S28? Is this arrangement the most efficient? Please provide construction details of this MH.*

The reasoning behind triple pipe provision is as per 2.2.10. This also allows for the connection into the Tank access unit channel, which allows inspection and cleaning through the tank.

Construction details of manholes SRH06 and S27 are shown on drawing HRD-CUR-XX-00-DR-C-92-508 in Appendix G

2.2.12 *Please provide manufacturer data sheets for proposed petrol interceptor and "SPEL Detail drawing"*

Spel Interceptor Details are enclosed in Appendix H

2.2.13 *Please provide Gatic channel construction details and manufacturer specification / data sheets.*

Gatic channel construction details drawing HRD-CUR-XX-ZZ-DR-C-92-521 and performance information are shown on drawing in Appendix I.

2.2.14 *The construction specifications for "Connections to culvert" lack clarity. The instruction, "Manholes to be constructed in accordance with typical PCC manhole details shown elsewhere," is insufficient. Please provide comprehensive details, including adherence to BS codes, mortar haunching specifications, kite marking, concrete grade, minimum clear access requirements, and site-specific, special manhole details for the two connections into the watercourse: MH S29 and MH SRH08. Ensure that the provided details are scaled correctly and tailored to the site's requirements.*

Refer to drawing HRD-CUR-XX-ZZ-DR-C-92-528 in Appendix G, which contains details for the watercourse connection manholes.

2.2.15 *A correspondence from Oliver Timmins 09/03/2021 mentions: "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." No details regarding retaining wall have been provided. Clarity required on any structural implications to the culvert. What happened to the retaining wall?*

This referenced the retaining wall along the southern boundary of the lower ground car park. This work has been completed without causing damage to the culvert. As there are no further works to be undertaken in this area, this is not now considered an issue.

2.2.16 *Kindly supply the CCTV documentation, as it has not been included in this application.*

The CCTV survey information is enclosed within Appendix D

2.2.17 *Method statement for connection to watercourse not provided.*

Method Statement and Risk Assessment is enclosed in Appendix G.

2.2.18 *Hydraulic calcs. Pending review due to clarification on the above points.*

Proposed Drainage Calculations are enclosed in Appendix J

2.3 Washdown Drainage

2.3.1 *Please kindly confirm if you've addressed the requirement for sufficient sediment control in the design to prevent silt from entering the public sewer?*

There are four elements of sediment control within the washdown drainage network:

- The in-situ concrete channels have silt traps at the outlet points to collect heavy sediment from the washdown runoff. (Details of the channels are shown on drawing HRD-CUR-XX-00-DR-C-94-700 in Appendix I)
- The connections from the channels connect into a catchpit chamber, which provides further sediment collection.
- The runoff then passes through a Washdown separator, sized for the estimated number of vehicles. This provides 7,500 litres of silt storage capacity.
- The runoff passes through another catchpit, and on to the Hydrobrake manhole. This manhole also contains a sump to allow for sediment. The effect of the flow control reducing the outflow, will allow for sediment to settle in the separator/ sumps provided.

- 2.3.2 *Supply information of enquiry to UU trade effluent team regarding any potential chemical discharge into the public sewer and determining the necessary treatment and licensing procedures.*

The Trade Effluent Consent is enclosed in Appendix K.

- 2.3.3 *Provide Sub-meter details*

Please refer to e-mail enclosed in Appendix K

- 2.3.4 *Please provide manufacturer data sheets / details for proposed silt-separator.*

The Separator details are enclosed in Appendix H

- 2.3.5 *Evidence of Klargestester confirmation.*

An e-mail from the manufacturer (Spel), confirming the sizing of the separator is enclosed in Appendix H

- 2.3.6 *Please provide S106 approval in principle.*

S106 Part 1 Approval – Ref 02926533, and the Trade Effluent Consent are enclosed in Appendix K

- 2.3.7 *Regarding the correspondence from Oliver Timmins dated 17/08/2022, could you kindly confirm whether the ramp's impact or abnormal loading on the culvert has been thoroughly assessed and addressed? We seek clarity on whether this matter has been checked and resolved.*

The vehicles ramp will carry one vehicles at a time, and contains a number of supporting columns. As such, the loading on any individual column will be lower than the equivalent loading created by a single wheel load from the vehicle.

- 2.3.8 *Please confirm S106 south-east of the site is only for foul?*

Refer to S106 Part 1 Approval – Ref 02926533, in Appendix K

- 2.3.9 *Hydraulic calcs. Pending review due to clarification on the above points.*

Proposed Drainage Calculations are enclosed in Appendix J

2.4 Proposed Lower Floor Drainage

- 2.4.1 *No objections in principle, however S106 was issued 06/05/2022 and is only valid for 12 months. Has UU been re-consulted or has this been built out already?*

The Lower Ground Floor Drainage was completed in May 2024.

- 2.4.2 *Please provide tank 3 construction details.*

Construction Records for the Lower Ground Floor drainage, including Tank 3, are included in Appendix L

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