

Ref: DECISION NOTICE 136879/FO/2023

**FAO: Flood Risk Management Team and Planning Department
Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA**

Date: 11 July 2024

To Whomever it may concern

RE: DECISION NOTICE 136879/FO/2023 FRM OUTSTANDING COMMENTS

The purpose of this letter is to provide a summary of the airports current surface water network arrangement in respect of the Bollin catchment and confirms details of the Bollin Outfall arrangement including capacities in respect of the proposed Box 4 development which is proposed to connect to the airports privately owned drainage network upstream of the United Utilities outfall sewer. Manchester City Councils Flood Risk Management team are seeking clarity on the acceptance of flows from the MAG network into the Bollin Outfall Sewer.

FRM Comment

Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;	N	N	The 'Bollin Outfall Tunnel' is presumed to be the public surface water sewer NW of the site (approx. 1910 dia. in public sewer records). Please confirm if the Bollin Outfall Tunnel is in the public sewer network. Where surface water is ultimately discharging to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows will suffice.
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Manchester airports Catchment A discharges surface water during non-containment conditions to the River Bollin via the United Utilities owned Bollin Outfall tunnel. During a pollution or 'containment' event the surface water network is diverted via a series of penstock control chambers into the containment system which is a series of pollution lagoons and reservoirs linked via a pumped network and ultimately discharged via the airports primary effluent outfall.

The Bollin Outfall sewer is dedicated to the airport and has capacity far exceeding the current discharge from the airports network.

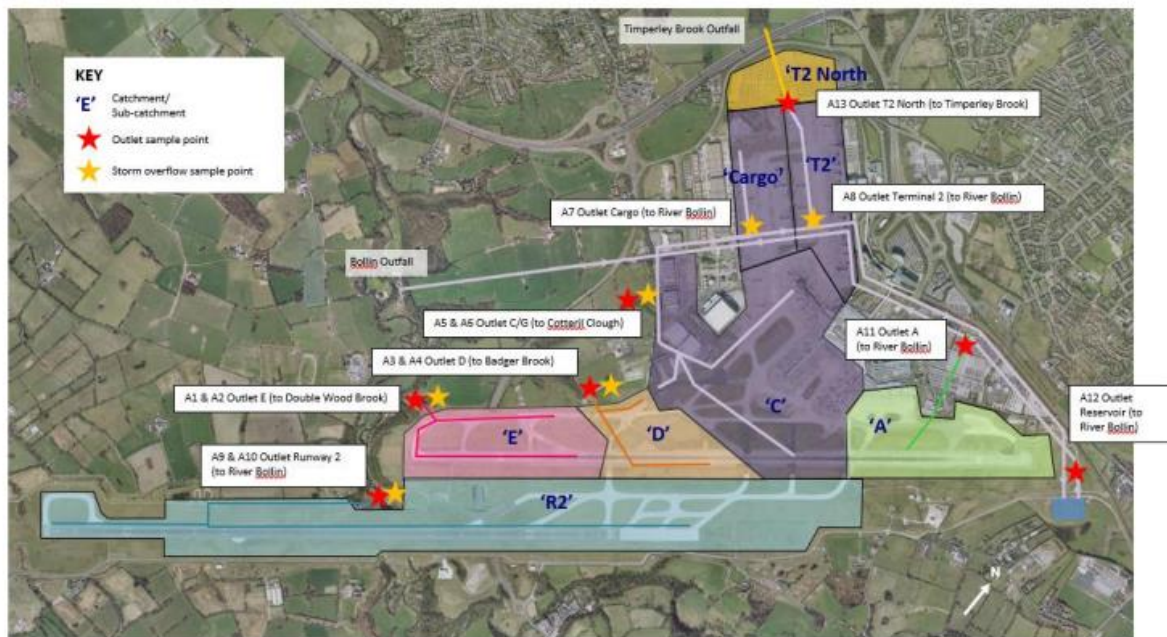
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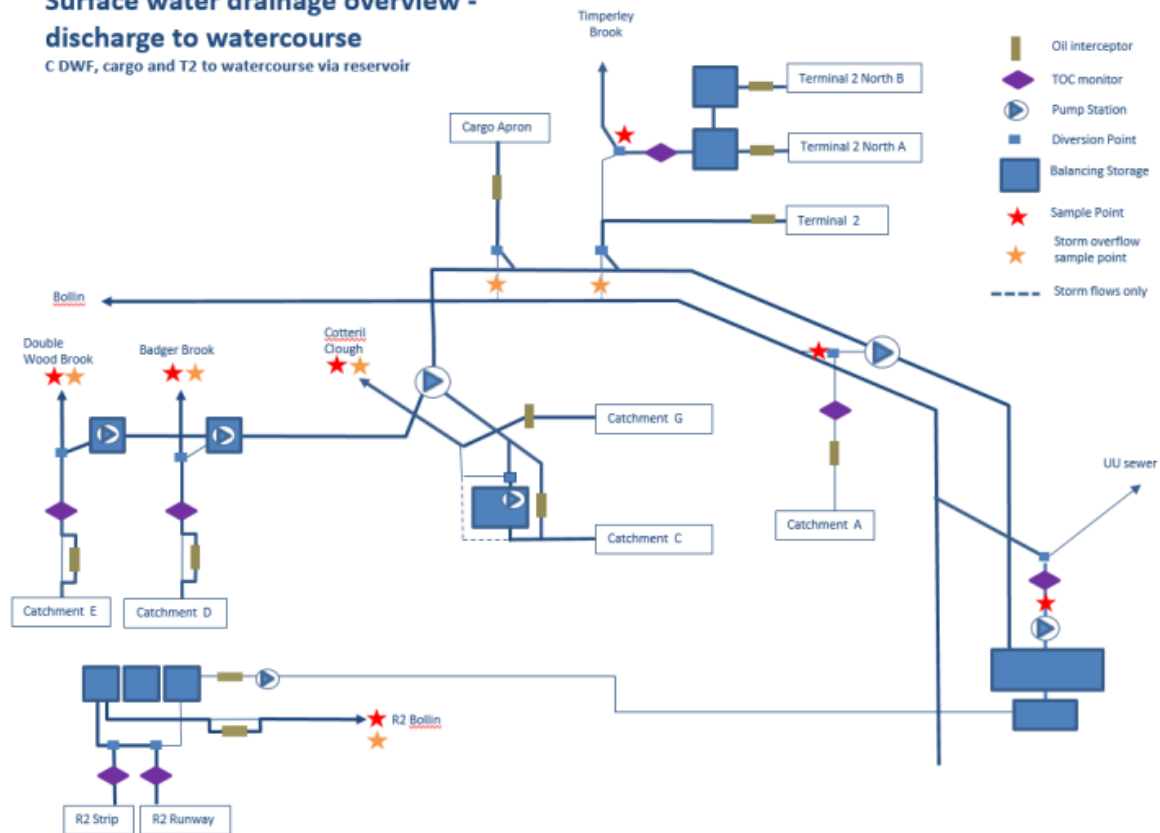
The arrangement of the Bollin outfall is shown in the figures below:

EPR/CB3299EN Permit Variation Site Plan
Surface Water Drainage System Catchment Areas, Main Network and Sample Points



Surface water drainage overview - discharge to watercourse

C DWF, cargo and T2 to watercourse via reservoir



Clean runoff from is allowed to discharge into the MA's surface water drainage system via Outlet A and ultimately discharged into the River Bollin at the Castle Mill Bollin Outfall.

The airports network arrangements are clearly set out in the appended surface water drainage management plan.

T2 and Cargo catchments as outlined in the management plan are in permanent containment mode and there is no plan to change this in the future due to below ground assets not being accessible. This means no clean flows will be directed to watercourse (Bollin) from the mentioned above catchments as originally anticipated by design.

Even with the full catchment contribution there would be deemed significant capacity in the Bollin Outfall Sewer however given that pass forward flows from a significant area of the catchment are no longer contributing it is deemed that there is greater headroom in the outfall tunnel than previously assumed.

BOX 4 PROPOSALS

The proposed Box 4 site sits on the site of the former Hangar 4. Hangar 4 contributed surface water flows to the Cotterill Clough outfall. Manchester Airport have taken a view that flows from the new development site should be connected to the airports network ultimately connecting to the Bollin.

On the basis of the known headroom in the outfall sewer and the fact that the system is now passing forward flows significantly below the permitted rate given the diversion of a large area of catchment to containment it is deemed that the flows from Box 4 will have a negligible impact on the network and that the pass forward flows to the Bollin will still be significantly lower than current permit.

Yours sincerely

Darren Lewis

Water Asset Specialist

Manchester Airport