



Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Square One,
4 Travis Street
Manchester
M1 2NY
Tel: 0161 880 3604
michael.gradwell@networkrail.co.uk

Date: 07/11/2022

Dear Sir/Madam,

Request to discharge Condition 8 (Drainage) associated with application 133209/FO/2022

Planning Permission was granted on 17 March 2022 through application 133209/FO/2022 for Engineering works to form underground drainage connection from the railway line including the creation of an outfall/headwall at Clayton Vale Country Park, East Of Berry Brow, Manchester, M40 1GG.

Network Rail is now seeking approval for Condition 8 (Drainage). The wording of this condition, with Network Rail commentary stated below:

*No development 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.
In order to avoid/discharge the above drainage condition the following additional information has to be provided:*

o Final drainage layout with labelled components, levels and connectivity.

These are supplied with this condition discharge application.

o Where drainage infrastructure is proposed in 3rd party land, evidence of consent from the 3rd party landowner is required.

An easement has been agreed between Manchester City Council and Network Rail.

o Where drainage infrastructure is proposed in 3rd party land, details of agreement with the 3rd party landowner to enter the 3rd party land and maintain the drainage system for the lifetime of the scheme.

An easement has been agreed between Manchester City Council and Network Rail.

o Hydraulic calculation of the proposed drainage system.

These are supplied with this condition discharge application.

o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.

The modelling output calculations and design parameters are supplied in the documentation with this condition discharge application. The system does contain a attenuation tank which is shown on drawing 151667-TSA-17-MVL1-DRG-R-DR-060019-P05 - General Arrangement.

o Results of the ground investigation and modelling undertaken for infiltration investigation. If infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

Through investigation there was no suitable locations for an alternative discharge point. The only remaining drainage in the area was highway drainage, which was unsuitable and not permitted, or 3rd party residential drainage which was unsuitable.

According to BRE Digest 365 and Network Rail Standard NR/L2/CIV/005/009 Module 9 does not permit the construction of a soakaway closer than 5m to asset foundations. A soakaway in this location would be within rail support zones and electrical installation foundations. The railway is situated at the top of an embankment, there is a concern that a soakaway in this location may affect the stability of the railway embankment. There is also a concern of possible contamination due to the historical use of the area, it is reported the depth of made ground may also be a concern and leaching/mobilising of historical contaminants.

o Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates.

Network Rail's project team undertook initial consultation with Laura Peacock (MCC) who requested we obtain discharge to the watercourse of between 4.56 and 6.89l/s (the calculated greenfield and brownfield runoff rates respectively). We responded saying we modified our design model to limit flow to 6.8 l/s during the 50-year return period storm.

However, during a later Teams call, we were limited by MCC to a discharge of 5 l/s which is the design flow used in our latest Clayton MicroDrainage model.

o Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it require Land Drainage Consent from Manchester City Council as Lead Local Flood Authority.

This information has been provided through the planning application and this condition discharge application.

o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

The overland flow routes are shown on the image below. Due to ground contours flow will be directed to the network rail boundary and subsequently flow down the embankment, this will discharge to the watercourse the system connects to in the current design.

I trust the above information is sufficient to discharge the application, but please let me know if any additional information is required.

Yours sincerely,

Michael Gradwell
Town Planning Manager