Whitehouse Club, Middleton Road, Phase 2

CDN/24/0985

Supporting Information for Discharge of Planning Condition 13

Prior to the first occupation of each building of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- *- Verification report providing photographic evidence of construction as per design drawings;*
- *- As built construction drawings if different from design construction drawings;*
- *- Management and Maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.*

Introduction

Phase 2 of the Whitehouse Club development comprises extension of the site access road which is subject to adoption via a S38 Agreement with Manchester City Council Highways and the drainage within the road which is subject to adoption via a S104 Agreement with United Utilities. This has been constructed as per the approval drawings and is now within the adoption maintenance period. Please see Appendix 2 – As Built Drawings.

Phase 2 comprised a ~50m extension of the main spine road and an apartment block with associated car parking.

The new apartment block and associated car park within Phase 2 and has been constructed as per Coopers Construction drawings. This report provides photographic evidence of the drainage elements which will be subject to future maintenance by the management company set up by the client. This consists of a section of macro permeable paving within the car park and an off-line attenuation tank. Refer to Appendix 2 for the drainage as-built drawing.

All drainage has been constructed as indicated on the drainage construction drawings.

A separate SuDS Management Plan report has been produced to address item 3 of the condition.

Appendix 1

Photographs during construction



Photo 1 – Attenuation crates being placed in position



Photo 2 – Impermeable membrane surround



Photo 3 – Protection Fleece



Photo 4 – Protection Fleece rolled on top



Photo 5 – Car park Construction



Photo 6 – Car park Construction



Photo 7 – Macro paving in parking aisle



Photo 8 – Macro paving in parking aisle



Photo 9 – Foul IC's rear of apartment block



Photo 10 Foul IC's side of apartment block



Photo 11 – Drainage runs under slab



Photo 12 – Drainage runs under slab

Appendix 2

As Built Drawings

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NORTH

SCALEBAR(m) 0 1 2 4 6 8 10 15 20

Future Residential Phase 3

Phase 2

FFL 78.15

Phase 1

FFL 76.70

Private combined sewer assumed to discharge into combined public sewer on Whitehouse Avenue. To be abandoned.

New manhole constructed on line of existing combined sewer. Point of connection subject to UU S104 approval.

Counthill Drive

Middleton Road

ROAD 1

Tarnside House

195

24

20

31

35

S1 81.887 · S2 81.852 · S3 81.230 · S4 80.791 · S5 81.011 · S6 80.817 · S7 80.637 · S8 82.019 · S9 81.572 · S10 81.165 · S11 80.983 · S12 80.184 · S13 79.820 · S14 79.568 · S15 78.782 · S16 77.726 · S17 76.356 · S18 75.565 · S19 76.132 · S20 76.457

F1 81.915 · F2 81.638 · F3 81.389 · F4 80.938 · F5 80.842 · F6 80.922 · F7 82.037 · F8 81.481 · F9 81.046 · F10 81.031 · F11 80.196 · F12 79.805 · F13 79.239 · F14 78.705 · F15 77.496 · F16 76.181 · F17 75.997 · F18 76.139 · F19 76.427

MH 5001 · MH 5002 · MH3 CL: 75.97 IL: 72.82 · MH2 CL: 76.00 IL: 74.01 · MH1 CL: 76.17 IL: 74.57 · MH4 CL: 76.17 IL: 74.57 · MH5 CL: 76.28 IL: 75.08 · SW CL: 76.67 IL: 74.77 · MH 4907 CL: 78.02 IL: 75.77 · MH 4908 CL: 78.02 IL: 75.37 · MH CL: 76.75 IL: 74.71 · MH CL: 78.06 IL: 74.28 · MH 5900 CL: 77.77 IL: 74.12 · MH 5000A CL: 76.72 IL: 71.90 · C1 76.580 · C2 76.650

Dia. 225 · Dia. 300 · Dia. 525 · BD 74.01

Notes

1. Setting out shall be undertaken using only the information given. Distances should not be scalled from this drawing.
2. All sewers shall be constructed in accordance with Sewers for Adoption 6th Edition and United Utilities Details & Guidelines.
3. The minimum gravity pipe diameter under adoptable highways shall be 150mm
4. It is the responsibility of the Contractor to verify all information given with regards to existing services and drainage connections etc. prior to commencing the works. The rates shall include for hand dig around services where necessary. The Contractor shall adhere to the CDM Regulations at all times
5. The outsides of all sewers shall be a minimum of 1.0m from kerb lines and the outside of manholes shall be a minimum of 0.5m from kerb lines
6. Existing flows in watercourses, sewers and land drains shall be maintained at all times
7. Only trained personnel shall be permitted to enter confined spaces
8. All materials to bear the relevant B.S. Kitemark and comply fully with the specifications. All concrete & concrete products must use Sulphate resistant cement to withstand Class 3 condition (unless the site investigation report proves that sulphate attack from soils and groundwater will not occur).
9. All opening notices etc. as required under Highways Acts etc. are to be obtained prior to commencement of works. All works are to be inspected by L.A., NHBC or the Network Operator as applicable.
10. Where "Ultra Rib" UPVC pipes (or similar approved) are used in adoptable drainage they shall be handled and laid in accordance with the manufacturers instructions and will be subject to post installation deformation testing prior to adoption.
    A Class S Bed and Surround must be used for "Ultra Rib" pipes
11. Trench backfill in highways to within 1m of highway shall, as directed by the Highway Authority be a suitable granular material all in accordance with Sewers for Adoption.
12. Slab levels shall not be varied without reference to the Engineer for guidance.
13. Pipes have not been designed to accommodate construction traffic loading. The contractor is responsible for providing adequate protection to the pipes during construction.
14. Environment Agency consent will be obtained before any work is undertaken in, over or near any existing watercourses and land drains.

ROAD 1

Layout Plan

Legend

- Site Boundary (Phase 1)
- Site Boundary (Phase 2)

Existing

- Existing Foul Sewer
- Existing Surface Water Sewer
- Exisitng Private Combined Sewer (to be abandoned)

Proposed

- F01 — Adoptable Foul Sewer
- C01 — Adoptable Combined Sewer
- S01 — Adoptable Surface Water Sewer
- Flow Control Manhole
- FFL 0.00 — Proposed Slab Levels
- Highway Gully
- F01 — Adoptable Foul Sewer (Phase 3)
- S01 — Adoptable Surface Water Sewer (Phase 3)

Rev.	Date	Revision	By	Appd.
G	19.06.26	Drainage revised to As-Built levels	OB	AJ
F	06.06.24	S12-S15 pipes changed to PVC-U	PJN	AJ
E	29.05.24	F11-F15 & S12-S15 added to Agreement	PJN	AJ
D	13.10.23	Updated to suit UU comments	AJ	AJ
C	08.12.23	S15 added	AJ	AJ
B	10.10.23	Phase 1 As-Built	PW	AJ
A	22.09.23	Phase 2 layout added	PW	AJ

AS-BUILT

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Client: BRANLEY HOMES LTD

Project: White House Club, Middleton Road, Manchester

Title: Propsoed Drainage Layout Phases 1 and 2

DRAWING NUMBER	SCALE at A0	1:250	
7424 / P1 / 01	DATE	DEC 22	REVISION
	DRAWN	PW	G
	CHECKED	AJ	

DO NOT SCALE

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SCALE BAR (m) 0 1 2 4 6 8 10 15 20

NORTH

S11 (2.7 Dia Flow control manhole)
Hydrobrake Optimum
(by Hydro International)
MD-SHE-0137-1000-1600-1000
CL: 80.983
IL: 78.573
Design: 10 l/s @ 1.60m design head
Weir Wall IL= 80.215

Future Development (Phase 3)

Constructed (Phase 1)

FFL 80.70
FFL 80.80
FFL 80.95
FFL 80.95
FFL 81.05
FFL 81.20
FFL 80.85
FFL 81.10
FFL 81.15
FFL 81.60
FFL 81.25
FFL 81.25
FFL 81.55
FFL 81.85
FFL 82.10
FFL 82.20
FFL 81.20
FFL 81.70
FFL 81.65
FFL 81.70
FFL 82.15
FFL 82.15
FFL 82.10
FFL 82.25
FFL 82.55
FFL 82.45
FFL 78.15
FFL 76.70
FFL 76.50

MH 5001
MH 5002
Dia. 225

MH3
CL: 75.97
IL: 72.82

Apartment car parking to drain through Macro pervious paving system providing at source storage/filtering of oil and suspended solids before entering pipe network.

Club house car parking to drain through Macro pervious paving system providing at source storage/filtering of oil and suspended solids before entering pipe network.

Connection to 300dia public combined sewer. Subject to UU Approval
IL=71.925

S20 (2.4 Dia Flow control manhole)
Hydrobrake Optimum
(by Hydro International)
MD-SHE-0146-1500-3000-1500
CL: 76.457
IL: 72.287
Design: 15 l/s @ 3.00m design head

Drag out to run under ground beam

MH2
CL: 76.03
IL: 74.01

MH1
CL: 76.17
IL: 74.57

MH4
CL: 76.17
IL: 74.57

MH5
CL: 76.28
IL: 75.08

SW
CL: 76.67
IL: 74.77

MH 4907
CL: 78.02
IL: 75.77

MH 4908
CL: 78.02
IL: 75.37

'StormMaster' attenuation tank providing storage for a 100yr + 40% CC storm event (114cu.m.)
Base Level = 74.300
100m² x 1.2m deep

MH
CL: 76.75
IL: 74.71

MH
CL: 78.06
IL: 74.28

MH 5900
CL: 77.77
IL: 74.12

MH 5000A
CL: 76.
IL: 71.9

Middleton Road

B.D.74.01

C1
C2

Tarnside House

Legend

- Private Surface Water Drain (225Ø IC, 450Ø IC, 450Ø Lateral MH)
- Private Foul Drain
- SVP
- BIG
- RWP
- Rodding Eye
- Linear Drainage Channel
- Fin Drain
- Private Road Gully
- FFL 67.80 — Plot Slab Level
- 100yr Attenuation
- Macro Pervious Paving
- ACO Kerb Detail

Notes

1. All SVP and RWP connections are indicative and shall be confirmed by architect.
2. Pipe gradients out of the building to connecting manhole to be laid at 1:40 in accordance with Building Regulations, Part H, Table 6.
3. Where pipe sizes are not indicated 100Ø to be used for surface and foul unless stated otherwise.
4. Minimum surface water gradients shall be:
   100Ø laid at 1:100
   150Ø laid at 1:150
5. Minimum 100Ø foul drainage gradient to be 1:80 with the exception of the first connection which shall be maximum 1:40.
6. Manhole covers to be marked FWS or SW as appropriate.
7. All manhole covers and frames shall comply with BS EN124. Covers in roads to be grade D400 and be 150mm deep. Manhole covers in car parking areas and drives to be grade B125 and covers in landscaping ares to be grade A15. All to be sized in accordance with Building Regulations Part H, Tables 11 & 12.
8. Precast concrete rings to be reinforced.
9. Backdrops in private manholes / inspection chambers to be internal
10. Private drains laid under adopted / private roads to be Class S granular bed and surround with a minimum of 1.2m cover, where this cannot be achieved a Class Z concrete bed and surround shall be provided.
11. Private drains located under landscape areas or driveways / car parking bays to be Class F granular bed and surround with a minimum 0.6m cover, where this cannot be achieved a Class Z concrete bed and surround shall be provided.
12. All Lateral Manholes to be 1050Ø Precast concrete rings

Rev.	Date	Revision	By	Appd.
E	22.01.26	Revised to As-Built	OB	AJ
D	28.03.22	Private drainage updated to avoid service duct	LW	AJ
C	16.02.22	Updated to sho drainage for Whitehouse Club	PW	AJ
B	29.06.21	Updated to suit revised design	PW	AJ
A	09.06.21	Updated to suit updated layout and levels	PW	AJ

AS-BUILT

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Client
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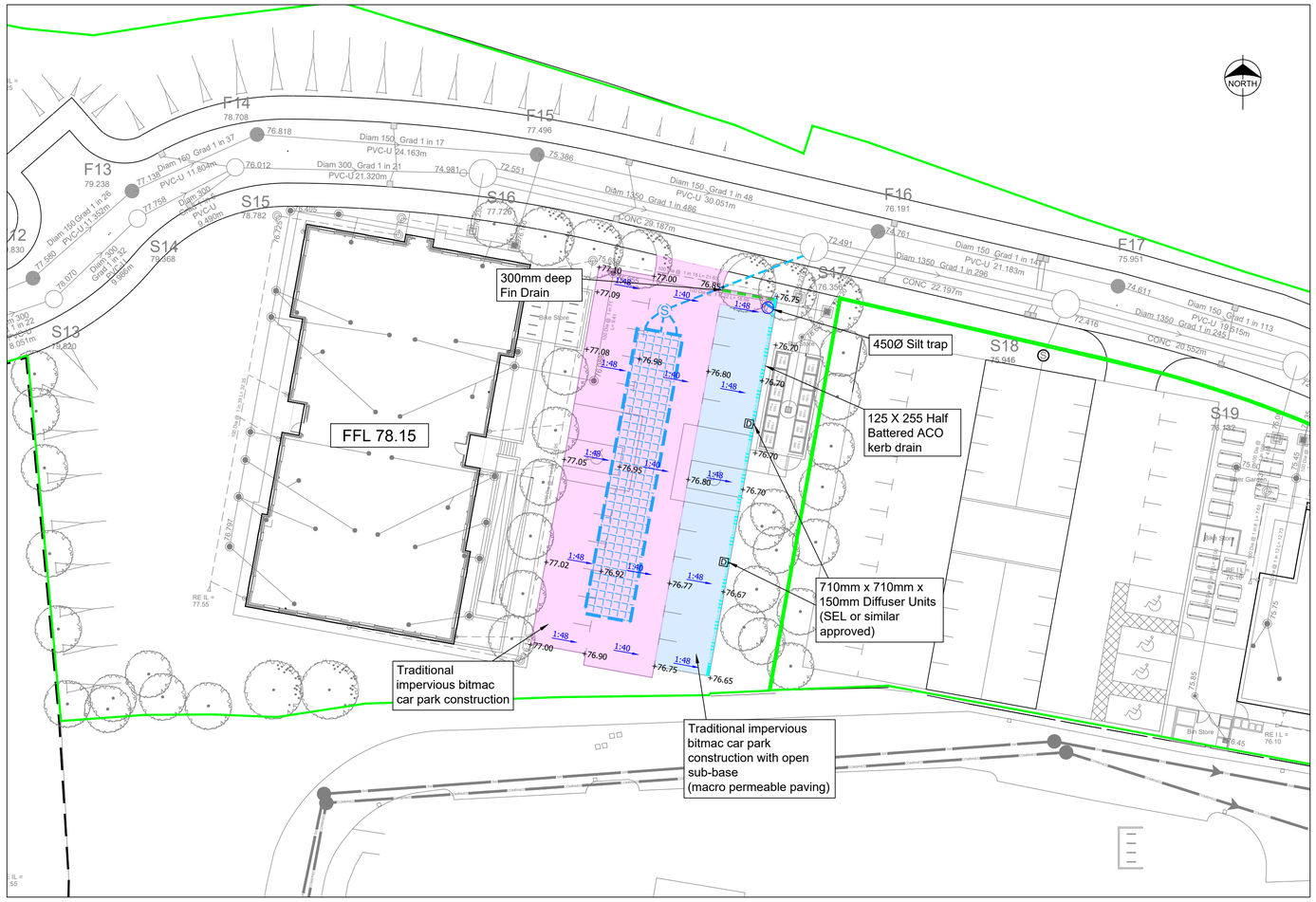
Project
White House Club, Middleton Road, Manchester

Title
Private Drainage Layout Phase 2

DRAWING NUMBER
7424 / 07

SCALE at A0	1:250	REVISION
DATE	JAN 20	E
DRAWN	LW	
CHECKED	AJ	

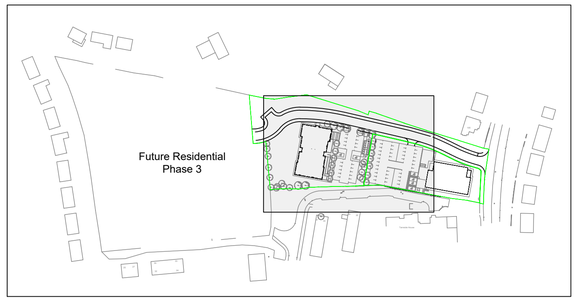
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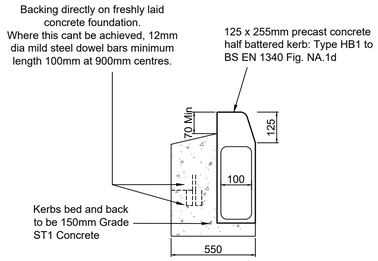
0 1 2 4 6 8 10 15 20

SCALE BAR (m)

DRAINAGE LAYOUT



KEY PLAN



125 X 255 HALF BATTERED ACO KERB DRAIN

Notes

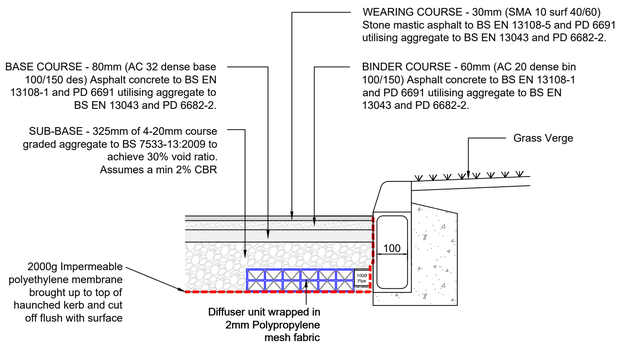
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Legend

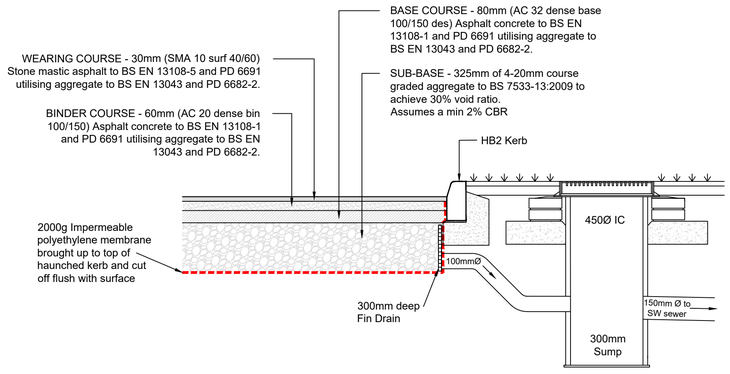
225Ø IC 450Ø IC 450Ø Lateral MH

- Private Surface Water Drain
- Private Foul Drain
- SVP
- BIG
- RWP
- Rodding Eye
- 125 x 255 Half Battered Aco Kerb Drain
- FFL 67.80 — Plot Slab Level
- Macro Paving Bitmac Car Park Construction
- Bitmac Car Park Construction
- D — Diffuser Units (SEL or similar approved)

AS-BUILT



PHASE 2 CAR PARK CONSTRUCTION DETAIL



MACRO PAVING OUTFALL DETAIL

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Client
BRANLEY HOMES LTD

Project
White House Club, Middleton Road, Manchester.

Title
Proposed SUDS Details
Phase 2

DRAWING NUMBER	SCALE at A1	Varies	
7424 / P2 / 05	DATE	22.01.26	REVISION
	DRAWN	OB	-
	CHECKED	AJ	