

Application details:	Application number: 141622/FO/2024 Proposal: Erection of Place of Worship (Use Class F.1) following demolition of building, with associated landscaping, parking, and alterations to existing access. Location: 114 Chain Road, Manchester, M9 6GN
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LLFA Comments 27/01/2025

The following Information has been considered:

Planning Portal uploads:	28/11/2024 - 17/12/2024
Further submission emails:	-
Pre-Application Advice:	-

Any LLFA Comments to LPA

Condition 1: Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- The eastern area of the site includes an area of apparent greenfield land, where the car park is now proposed. Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.
- Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- The proposed location and configuration of the attenuation tanks should be reviewed. Both Attenuation Tank 1 & 2 are located at close proximity to existing trees which may increase the risk of root ingress. Attenuation Tank 1 also currently has a large upstream catchment area, with roof drainage routed through the car park.
- All car park drainage should flow through SWMH10 and the proposed Bypass Separator BP01. The current proposed drainage layout includes car park drainage and gullies discharging directly into the attenuation tanks, which increases the risk of siltation of the tanks and does not mitigate surface water pollution.
- The proposed attenuation tanks are located beneath roads. These roads would not be considered adoptable. The attenuation tanks must also be designed to sufficiently withstand traffic loadings.
- The proposed drainage of the footpaths should be clarified. A statement has been provided on the proposed drainage layout that *"Filter drains to act as a temporary store for the proposed external footpaths water runoff and to allow for discharge via soakaway."* However, the drainage strategy states that no filter drains are proposed, and it is unclear whether these filter drains discharge to the proposed surface water drainage system or if infiltration is proposed.
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- Where surface water is connected 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. Where an indirect drainage connection to the public sewer is proposed (e.g. via a private sewer within private land), agreement in principle from United Utilities is required. An email of acceptance of proposed flows and/or new connection will suffice.

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- Where surface water is connected to a privately owned sewer, agreement in principle from the private sewer owner is required. An email of acceptance of proposed flows and/or new connection will suffice.
- The downstream connectivity of the existing private combined sewer should be confirmed.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of all flow control and all SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 local policies EN08 and EN14.

Condition 2: Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by **Condition X, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:**

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of **Condition X**.
- Provide As Built construction drawings OR confirm that they align with the original 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

Informative:

Tank flotation:

The ground investigation may indicate a potential high-water table. If groundwater is encountered during the attenuation tank installation, appropriate design measures should be considered for flotation forces. Any change within the surface water drainage strategy will be subject to further scrutiny.

The developer should also note, any temporary works for dewatering operations (if required) should be in place with the relevant Risk Management Authority (RMA) before proceeding.