



Highways and Engineering Service – Economy and Environment

DRAINAGE CONSULTATION ON APPLICATION – 25/00339/FUL - NEWBOLD TYRES, MILNROW ROAD, ROCHDALE, OL16 5AS

LLFA Consultation Response on behalf of Head of Highways and Engineering

Date of Response: 23rd July 2025

LOCATION & PROPOSED DEVELOPMENT

NEWBOLD TYRES, MILNROW ROAD, ROCHDALE, OL16 5AS

Erection of a single storey building to form a car valet and MOT testing station (Sui Generis) with associated car parking and boundary treatments

DOCUMENTS REVIEWED

- Drainage Scheme Design
- Site Location Plan
- Existing Site Plan - 21.2552.1C
- Proposed Elevations - 21.2552.5
- Proposed Ground Floor Plan - 21.2552.3C
- Proposed Site Plan - 21.2552.2K

DRAINAGE & FLOOD OFFICER COMMENTS

1. The aim should be to discharge the surface run off as high up the following hierarchy of drainage options as reasonably practicable: The ordered drainage techniques to be assessed with the aim to reduce or omit lower techniques:

- Control at Source (Infiltration / Recycling)
- On Site Treatment (Basins, Swales, Rain gardens, Tree pits)
- Local Treatment (Adoptable Ponds, Basins, Swales etc)
- Regional Treatment (ditto usually to a larger scale)
- Discharge to Watercourses / Bodies
- Discharge to SW Sewers
- Discharge to Combined Sewers

Since the proposed scheme incorporates source control measures such as soakaways, which are at the top of the drainage hierarchy, it is accepted in principle.

2. The proposal should account for a 1-in-100-year storm event, including a 45% allowance for climate change, to address peak rainfall intensity. This scheme has been based on a 1 in 100-year storm event, including only a 30% allowance for climate change.
3. Drainage designs should refer to the use of C753 SuDS Manual 'The SuDS approach to managing surface water runoff' and should adopt this design guidance for future works.
4. A drainage general arrangement plan is included in the drainage scheme design report (Appendix A). The drawing illustrates the proposed drainage layout, which comprises one catchpit and three soakaways designed to collect stormwater runoff from the proposed MOT/valet building. The connecting pipeline runs in an east-to-west direction.

5. Within the drainage scheme report, section 4 mentions that it is proposed that the surface water will be collected via a linear drainage channel and conveyed to a proprietary sump unit, which will discharge into a catchpit. Its integral sump will allow for the settlement of silt and provide a convenient access point for ongoing maintenance. From the catchpit, flow will be directed to three soakaway chambers where they will temporarily store surface water runoff and allow it to slowly infiltrate into the surrounding soil through their perforated walls, helping to manage drainage and reduce flood risk.
6. The design has used the results from Trial Pit 2. However, the results from Trial Pit1 one would appear deliver a more conservative design. In addition, the proposed soakaways are located in close proximity the Trial Pit 1 location.
7. There is no consideration of rainwater recycling. Given this is for a car valet business it is considered there may be opportunities to use recycled water for car cleaning in preference to potable drinking water.

DRAINAGE & FLOOD OFFICER SUMMARY:

- I. The approach aligns with the top tier of the drainage hierarchy by incorporating source control measures. However, the design currently accounts for a 1-in-100-year storm event with only a 30% climate change allowance, which falls short of the recommended 45%.
- II. The proposals should consider the opportunities for recycling rainwater for use within the process works for car valeting.
- III. The soakaway design should review / assess the worst-case results from Trial Pit 1.
- IV. The proposals are acceptable in principle subject to a review of the above points which could be controlled by appropriate conditions.

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