

DESIGN PHILOSOPHY

SITE GEOLOGY AND INFILTRATION TESTING INDICATE THAT INFILTRATION SUDS ARE VIABLE TO SUPPORT GRAVITATIONAL DISCHARGE FOR THE PROPOSED DEVELOPMENT. AS SUCH, A STRATEGY BASED ON THE INFILTRATION OF SURFACE WATER IS PROPOSED. LOCAL GUIDANCE STATES THAT POST DEVELOPMENT RUNOFF RATES SHOULD BE LIMITED TO GREENFIELD RATES. AS ALL SURFACE WATER IS BEING INFILTRATED, RUNOFF RATES SHOULD BE NEGLIGIBLE.

WATER COLLECTED WITHIN THE ROOFTOP CATCHMENT OF THE PROPOSED PROPERTY HAS BEEN PROPOSED TO DRAIN TO A SOAKAWAY BENEATH THE FRONT DRIVEWAY. ROOFTOP DRAINAGE FOR 'GILRIDGE' IS TO CONTINUE TO DRAIN INTO THE CURRENT COMBINED SYSTEM AS EXISTING. GULLIES DISCHARGING INTO THE FOUL NETWORK ARE TO BE ABANDONED.

IT IS PROPOSED FOR THE SOAKAWAY TO HAVE AN AREA OF 22.55m² AND A DEPTH OF 0.4m. THE PROPOSED DRIVEWAY, PARKING AND PAVING AREAS ARE TO BE OF SELF-DRAINING PERMEABLE CONSTRUCTION TO ALLOW FOR INFILTRATION. AN INFILTRATION RATE OF 2.49x10⁻⁶m/s HAS BEEN USED FOR THE CALCULATIONS OF THE REQUIRED SOAKAWAY AND PERMEABLE PAVEMENT STORAGE SIZES FOLLOWING INFILTRATION TESTING CONDUCTED ONSITE. PERMEABLE PAVING IS TO BE TANKED ABOVE THE LOCATION OF THE PROPOSED SOAKAWAY.

PROPOSED FOUL DRAINAGE FOR THE NEW PROPERTY TO THE REAR OF 'GILRIDGE' IS TO CONNECT DIRECTLY TO AN EXISTING MANHOLE IN THE REAR GARDEN, FOR DISCHARGE BENEATH THE BUILDING TOWARDS AN OFFSITE FOUL SEWER CONNECTION. THE EXISTING PROPERTY IS TO CONTINUE TO USE THE EXISTING FOUL DRAINAGE WHERE FEASIBLE, WITH THE NORTHERN SECTION OF THE RUN ABANDONED DUE TO ROAD RECONFIGURATION AND THE DEMOLITION OF A SECTION OF PROPERTY FROM WHICH ITS INLETS ORIGINATE AT PRESENT.

WATER QUALITY

THE RUNOFF FROM THE PROPOSALS ARE DEEMED TO POSE LOW POLLUTION RISK TO THE DOWNSTREAM NETWORK. PERMEABLE SURFACES ARE TO TREAT THE PERMEABLE AREAS AND CATCHPITS ARE PROPOSED TO DESILT IMPERMEABLE AREAS.

MAINTENANCE

MAINTENANCE SCHEDULE CAN BE FOUND WITHIN MCEC SURFACE AND FOUL WATER DRAINAGE STRATEGY REPORT (MC0789 LB RH17 SW FW DOC).

