



Former Tetrosyl Site, Walmersley Old Road, Bevis Green, Bury.

Application Number: 63533

Discharge of Condition 33

### *Background*

Condition 33 states:

*No development in phase 2, other than site clearance, demolition, or works relating to site investigation, remediation or ground works, shall commence unless or until a scheme of remedial works associated with the retained downstream section of Pigs Lee Brook culvert has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall identify remedial works and the phasing of repairs to occur before any ground raising or development above the culvert.*

*The scheme shall be fully implemented and subsequently maintained, in accordance with a scheme for timing and phasing arrangements which shall be agreed in writing with the Local Planning Authority.*

Pigs Lee Brook is a Watercourse (main river) that runs through the development site, and is culverted for much of its length though the site. The depth of culvert ranges from zero metres at the existing reservoir, upto 16m deep at the south east corner of the site. A watercourse can be a River, Brook, Beck, Ditch, Stream or Culvert.

If you own land adjoining a watercourse, you have certain rights and responsibilities. In legal terms you are a 'riparian owner'. A 'riparian owner' must maintain the bed and banks of the watercourse, within their land.

On a main river, the flood risk management authority is the Environment Agency.

The Site Boundary (Barratt Land) can be seen in the red line boundary as shown on the Location Plan in Appendix 1.

### *Proposals*

Under the development proposal, much of the existing Mill Reservoir will be filled in to facilitate development and much of the downstream culvert through the site will be decommissioned and removed. A new reach of watercourse channel (some 300m long) will be constructed downstream of the flood storage area and will be routed along the eastern boundary of the site. The watercourse will discharge to a new 1.2m diameter culvert at the downstream end, some 35m in length, before discharging flow to the existing retained culvert via a 16m shaft known as MH6 located to the south western corner of the site.

MH6 is being built close to the site boundary. As such the vast majority of the existing culvert is being abandoned and removed.

Planning condition 33 requires: *“a scheme of remedial works associated with the retained downstream section of Pigs Lee Brook culvert has been submitted to, and approved in writing by, the Local Planning Authority.*

The retained section of culvert is circa 15m from MH6 to the edge of the Barratt Homes Boundary before crossing onto Bury Council Land.

Following construction of MH6, and inspection of the retained section of culvert will be carried out by qualified professionals. The appointed consultant will be JBA Consulting, who provide Accredited Asset Inspection Management Services to the industry including the Environment Agency. JBA are sole supplier to the Environment Agency for the training and accreditation of Asset Inspectors.

JBA proposes to use a 3-person team to carry out each inspection. The inspectors will be responsible for carrying out the inspection from within the culvert. The inspectors will be confined space entry trained and highly experienced in confined space entry inspections. Refer to Appendix 1 for JBA's p for the inspection.

The inspection team will enter existing culvert via the drop shaft and platforms at MH6 shown on the drawing '456-ED-51 Culvert Diversion Details A'. The inspector will traverse the existing culvert to manhole 5 (approx. 15m), recording details of the structure defects/damages as well as capturing a series of photographs throughout the inspection.

Following on from the inspection, the lead inspector will produce a condition inspection report detailing the findings of the inspection. The report will include the general structure details, any/all defects and areas of concern, photographs to support the report and recommendations. We will also assign a 'T98' condition grade to the structure. 'T98' is the Environment Agency's inspection standard that assigns a condition grade of 1 to 5 to flood risk assets from the EA's Condition Assessment Manual.

Any scheme of remedial works can only be designed and carried out once MH6 has been constructed/completed, and the condition inspection report has been completed.

## ***Programme***

The culvert inspection will be carried out within 6 weeks of the completion of MH6.

The condition inspection report will be provided within 4 weeks of the inspection.

It is not possible to provide an accurate timeframe for remedials until the inspection has been completed and recommendations provided, however we would estimate that remedials could be completed no sooner than 3 months from the inspection report/remedial recommendations, though we would aim to have all remedials complete prior to any plot completions close to MH6.

End.

## Appendix 1

Location Plan 456\_P\_LP\_01

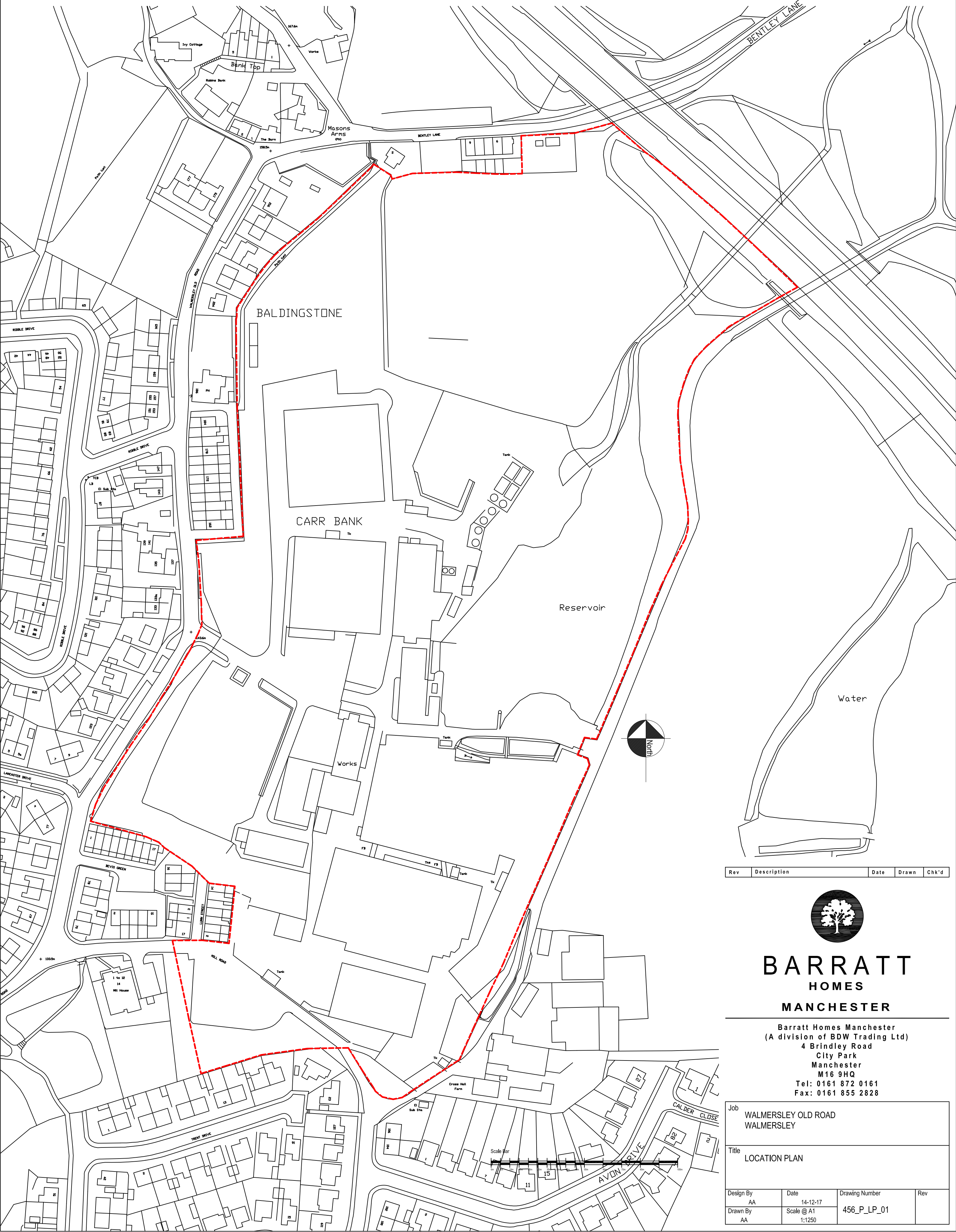
Engineering Layout 456/ED/02 Rev T

Culvert Diversion Details 456/ED/51 Rev B

Culvert Inspection Quotation

WARNING TO HOUSE PURCHASERS  
Property Misdescriptions Act 1991

Buyers are warned that this is a working drawing and is not intended to be treated as descriptive material describing, in relation to any particular property or development, any of the specified matters prescribed by any Order made under the above act. The contents of this drawing may be subject to change at any time, and alterations and variations can occur during the progress of the works without revisions of the drawing. Consequently the layout, form, content and dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract, or warranty.



| Rev | Description | Date | Drawn | Chk'd |
|-----|-------------|------|-------|-------|
|-----|-------------|------|-------|-------|



**BARRATT**  
**HOMES**  
**MANCHESTER**

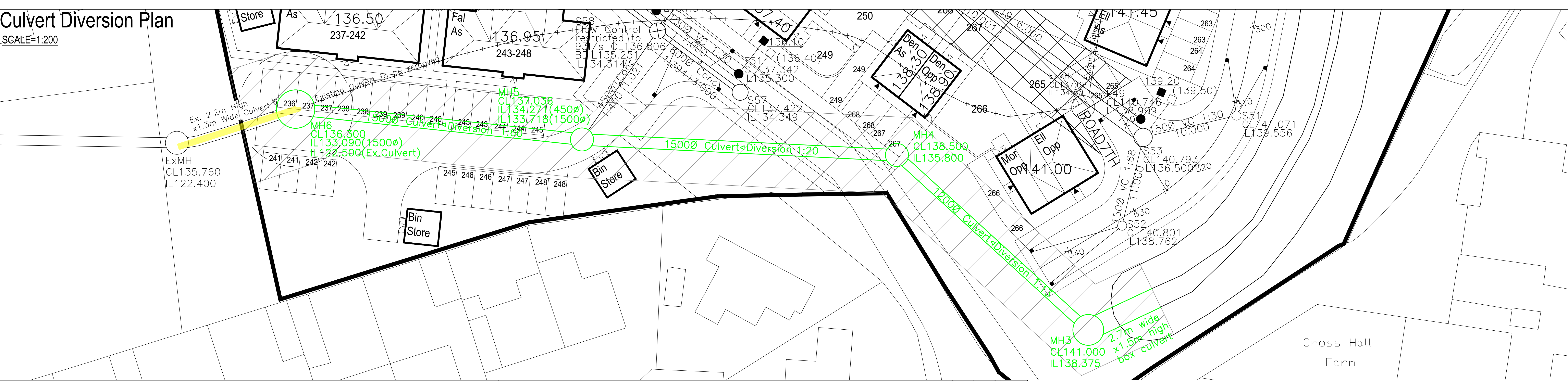
Barratt Homes Manchester  
(A division of BDW Trading Ltd)  
4 Brindley Road  
City Park  
Manchester  
M16 9HQ  
Tel: 0161 872 0161  
Fax: 0161 855 2828

|                                          |                      |                               |     |
|------------------------------------------|----------------------|-------------------------------|-----|
| Job<br>WALMERSLEY OLD ROAD<br>WALMERSLEY |                      |                               |     |
| Title<br>LOCATION PLAN                   |                      |                               |     |
| Design By<br>AA                          | Date<br>14-12-17     | Drawing Number<br>456_P_LP_01 | Rev |
| Drawn By<br>AA                           | Scale @ A1<br>1:1250 |                               |     |



Culvert Diversion Plan

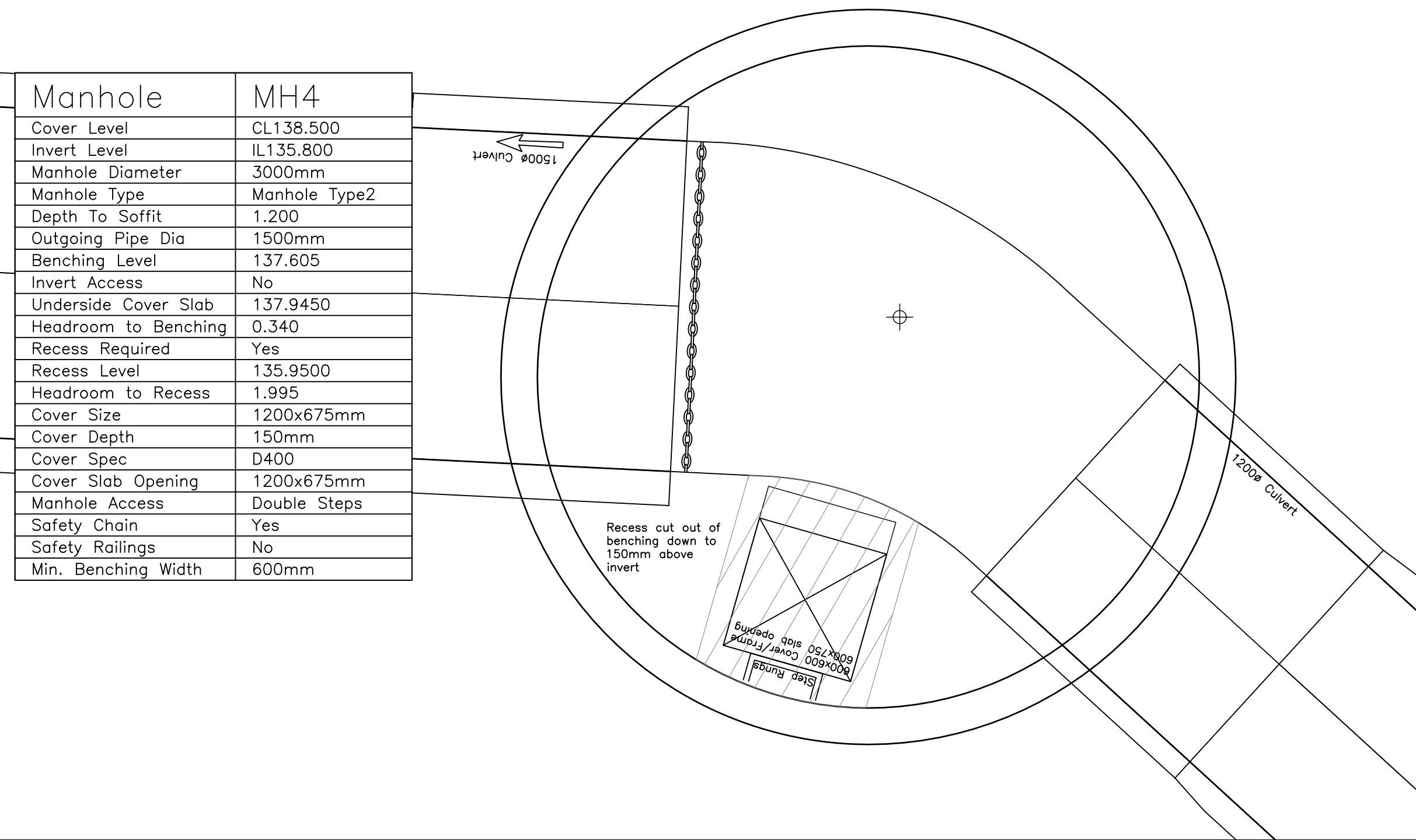
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**WARNING TO HOUSE-PURCHASERS**  
Property Measurements Act 1980  
Buyers are warned that this is a working drawing and is not intended to be treated as descriptive material describing, in relation to any particular property or development, any of the specified matters prescribed by any Order made under the above Act. The contents of this drawing may be subject to change at any time and alterations and variations may occur during the progress of the works without revision of the drawing. Consequently the layout, form, content and dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract or warranty.

MH4) E=380912.610, N=413692.250

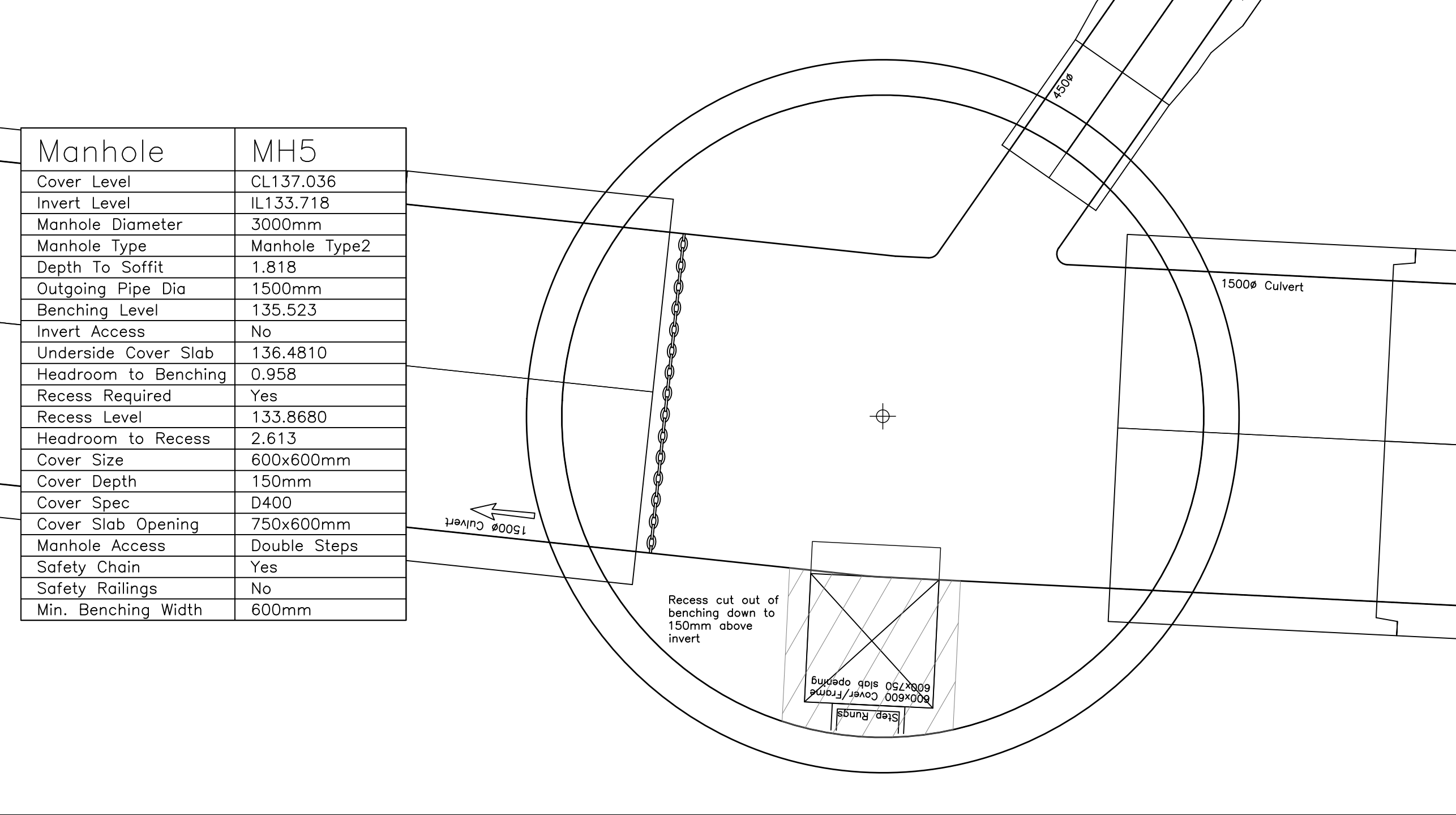
SCALE=1:20



| Manhole              | MH4           |
|----------------------|---------------|
| Cover Level          | CL138.500     |
| Invert Level         | IL135.800     |
| Manhole Diameter     | 3000mm        |
| Manhole Type         | Manhole Type2 |
| Depth To Soffit      | 1.200         |
| Outgoing Pipe Dia    | 1500mm        |
| Benching Level       | 137.605       |
| Invert Access        | No            |
| Underside Cover Slab | 137.9450      |
| Headroom to Benching | 0.340         |
| Recess Required      | Yes           |
| Recess Level         | 135.9500      |
| Headroom to Recess   | 1.995         |
| Cover Size           | 1200x675mm    |
| Cover Depth          | 150mm         |
| Cover Spec           | D400          |
| Cover Slab Opening   | 1200x675mm    |
| Manhole Access       | Double Steps  |
| Safety Chain         | Yes           |
| Safety Railings      | No            |
| Min. Benching Width  | 600mm         |

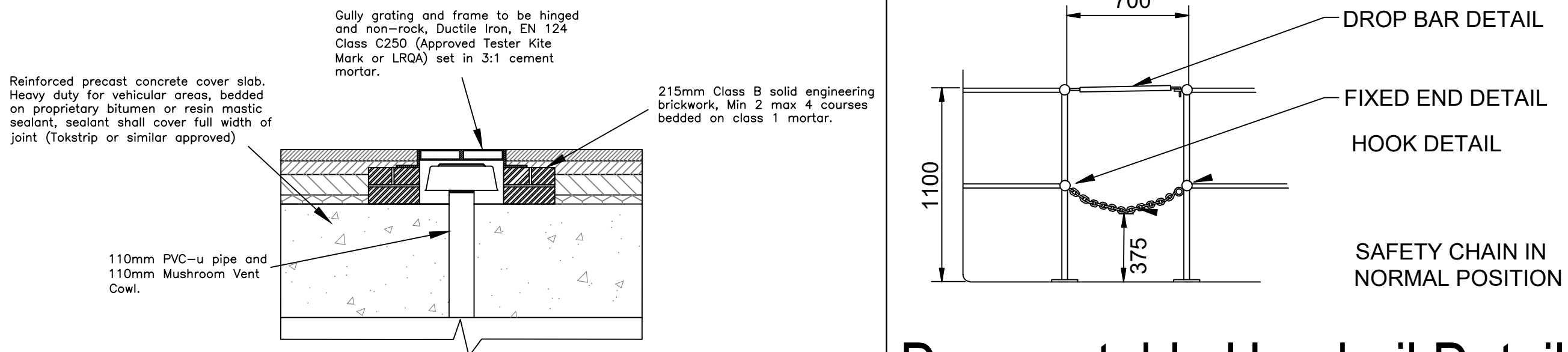
MH5) E=380871.610, N=413694.280

SCALE=1:20

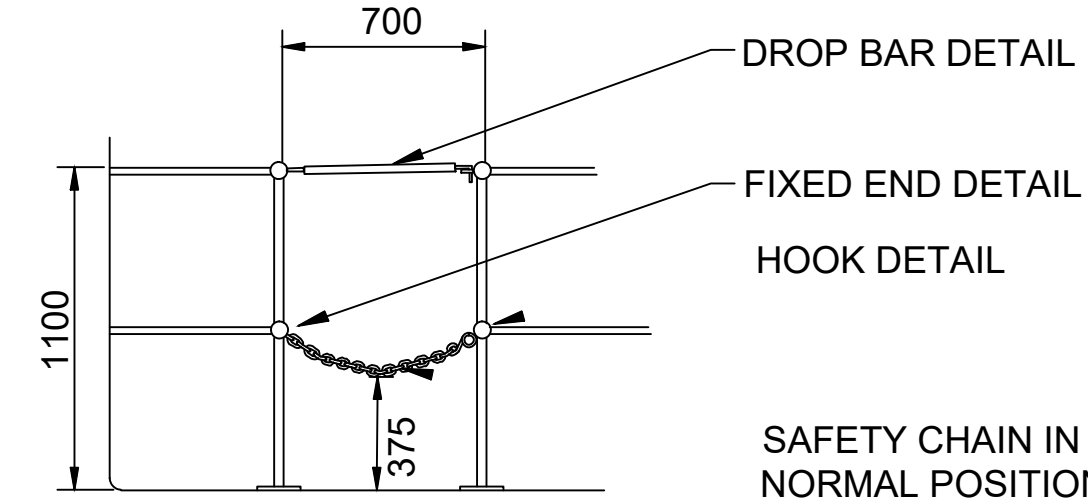


| Manhole              | MH5           |
|----------------------|---------------|
| Cover Level          | CL137.036     |
| Invert Level         | IL133.718     |
| Manhole Diameter     | 3000mm        |
| Manhole Type         | Manhole Type2 |
| Depth To Soffit      | 1.818         |
| Outgoing Pipe Dia    | 1500mm        |
| Benching Level       | 135.523       |
| Invert Access        | No            |
| Underside Cover Slab | 136.4810      |
| Headroom to Benching | 0.958         |
| Recess Required      | Yes           |
| Recess Level         | 133.8680      |
| Headroom to Recess   | 2.613         |
| Cover Size           | 600x600mm     |
| Cover Depth          | 150mm         |
| Cover Spec           | D400          |
| Cover Slab Opening   | 750x600mm     |
| Manhole Access       | Double Steps  |
| Safety Chain         | Yes           |
| Safety Railings      | No            |
| Min. Benching Width  | 600mm         |

MH6 Air Vent



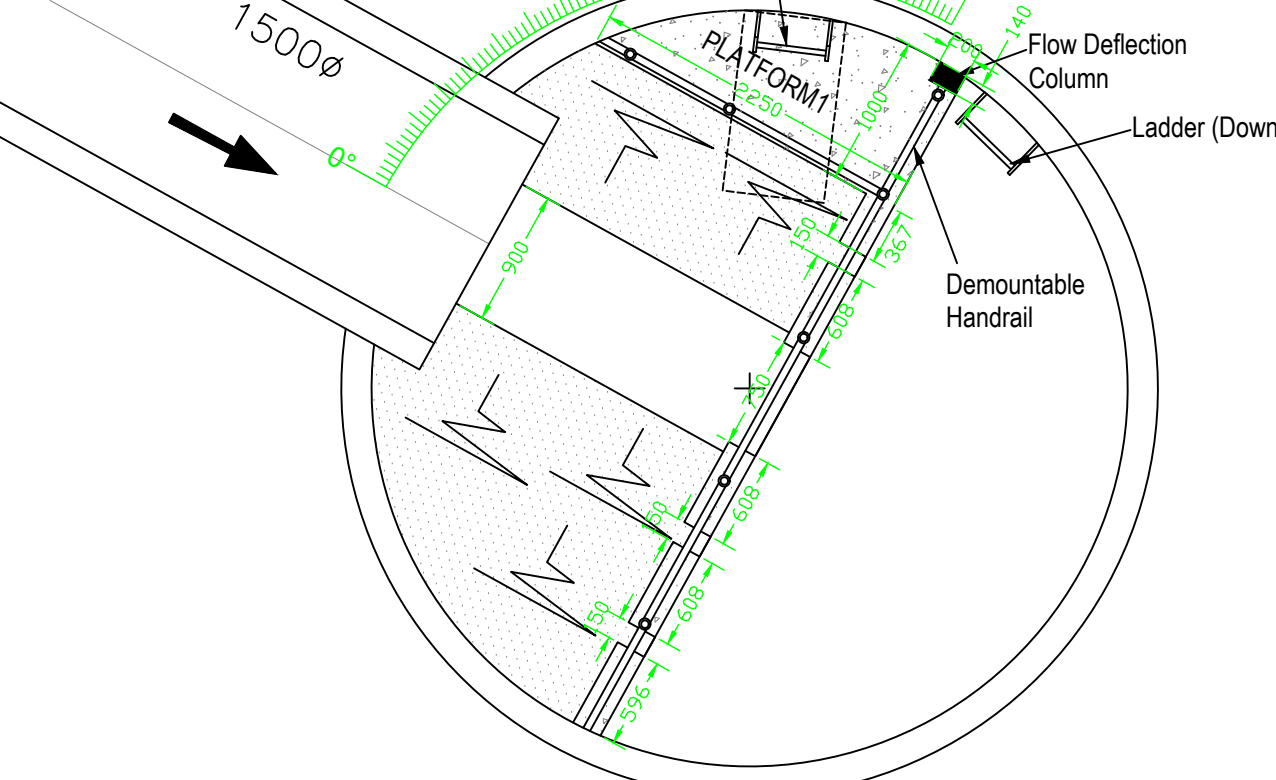
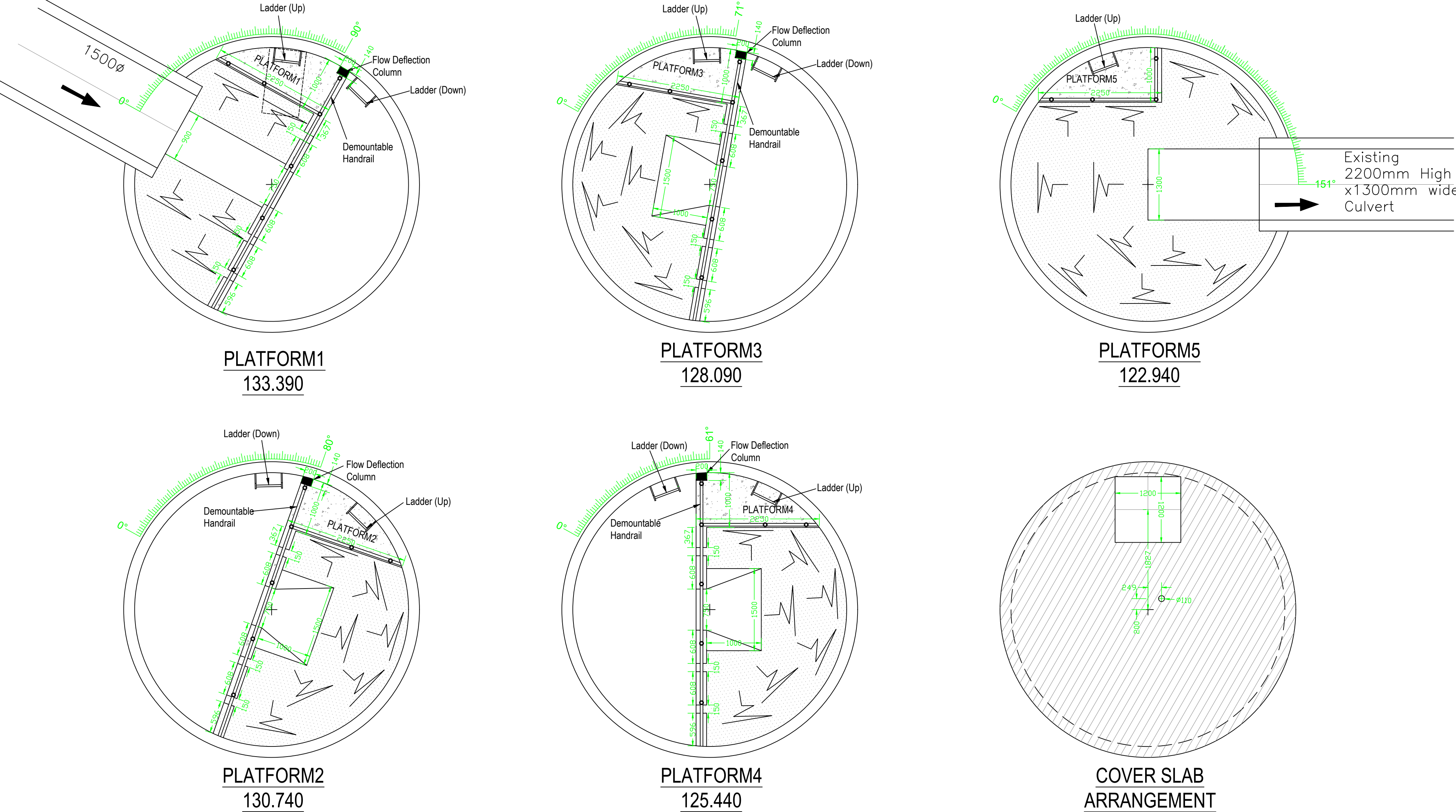
|                                                                                                                                                                                                  |                                                                                                                                                   |                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Reinforced precast concrete cover slab.<br>Heavy duty for vehicular stress, bedded on proprietary blumen or resin mastic sealant, seated over full width of joint (tokitrip or similar approved) | Gully grating and frame to be hinged and non-slip, ductile iron, EN 124 Class C250 (Approved Testate Kite Mark or LR60) set in 3:1 cement mortar. | 215mm Class B solid engineering brickwork, Min 2 max 4 courses bedded on class 1 mortar. |
| 110mm PVC-u pipe and 110mm Mushroom Vent Gull.                                                                                                                                                   |                                                                                                                                                   |                                                                                          |



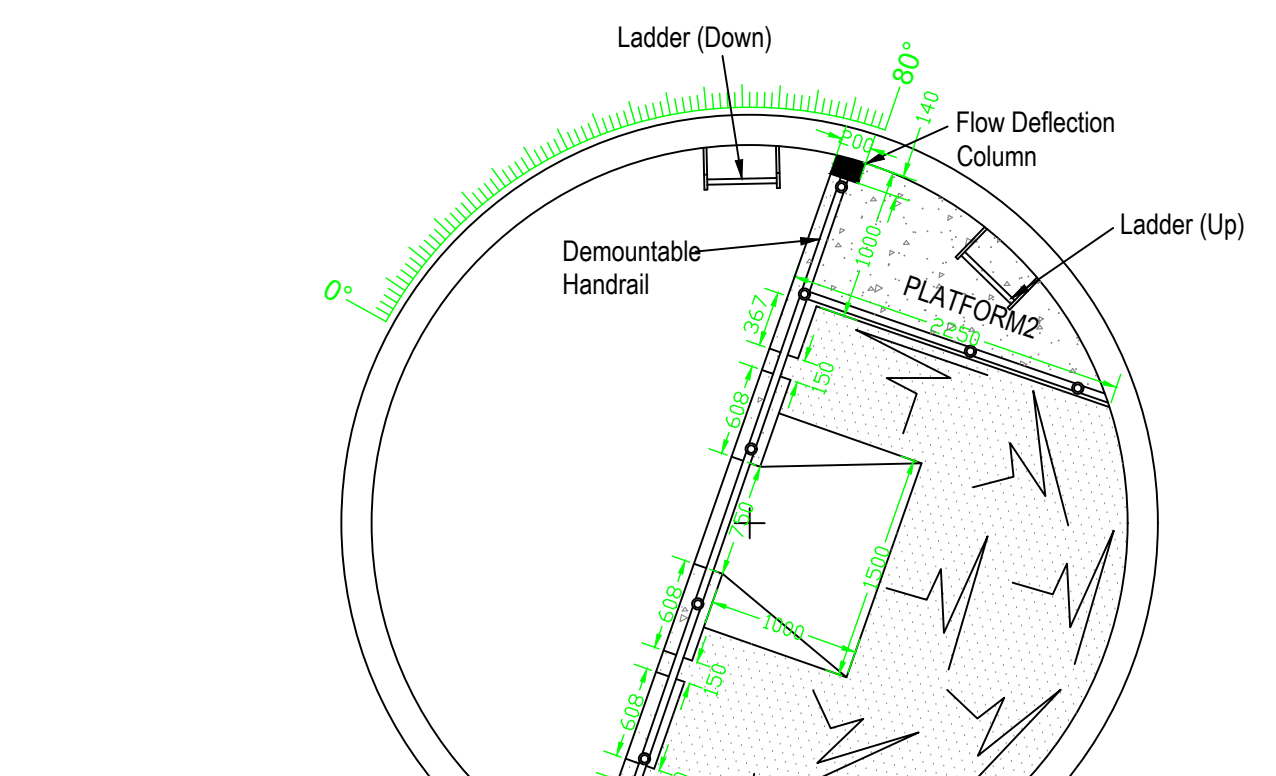
Demountable Handrail Detail

MH6) E=380834.340, N=413698.230

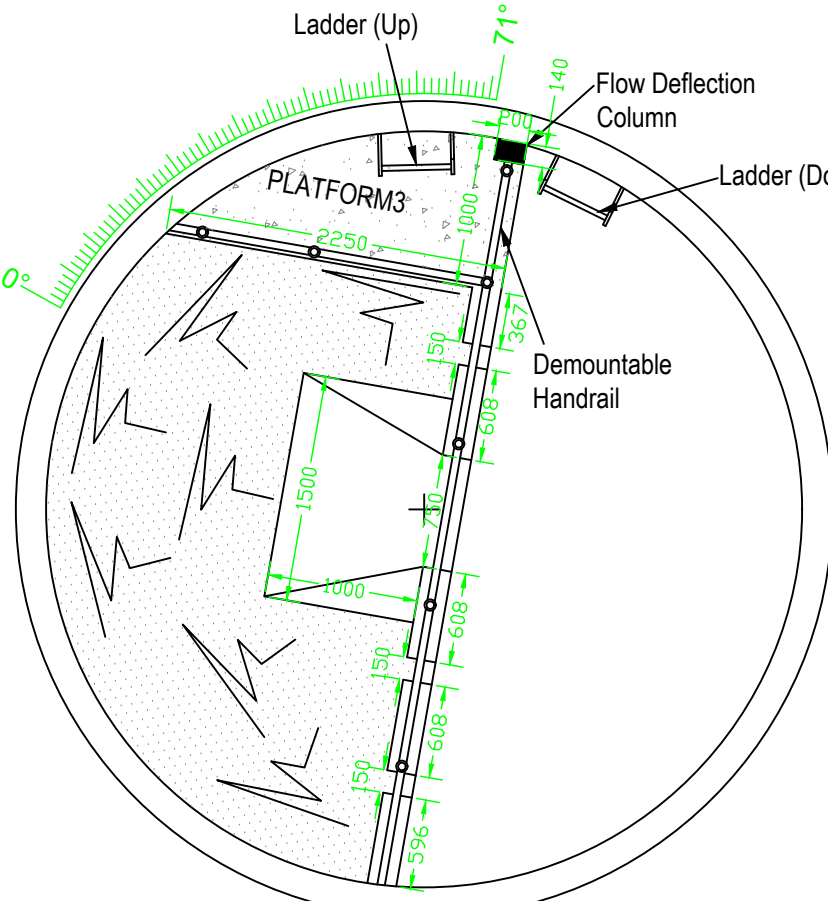
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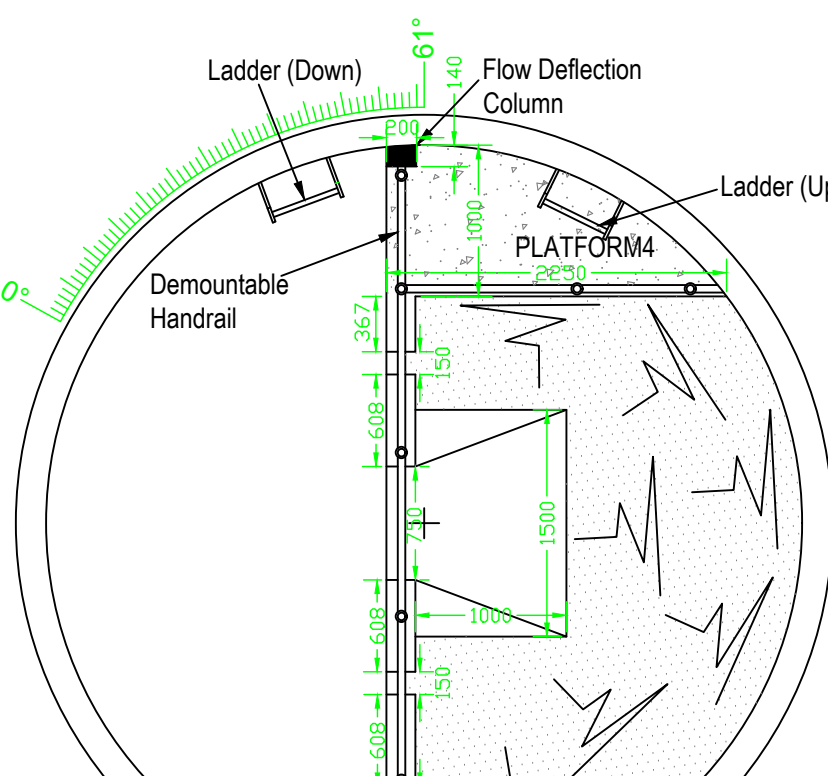
PLATFORM1  
133.390



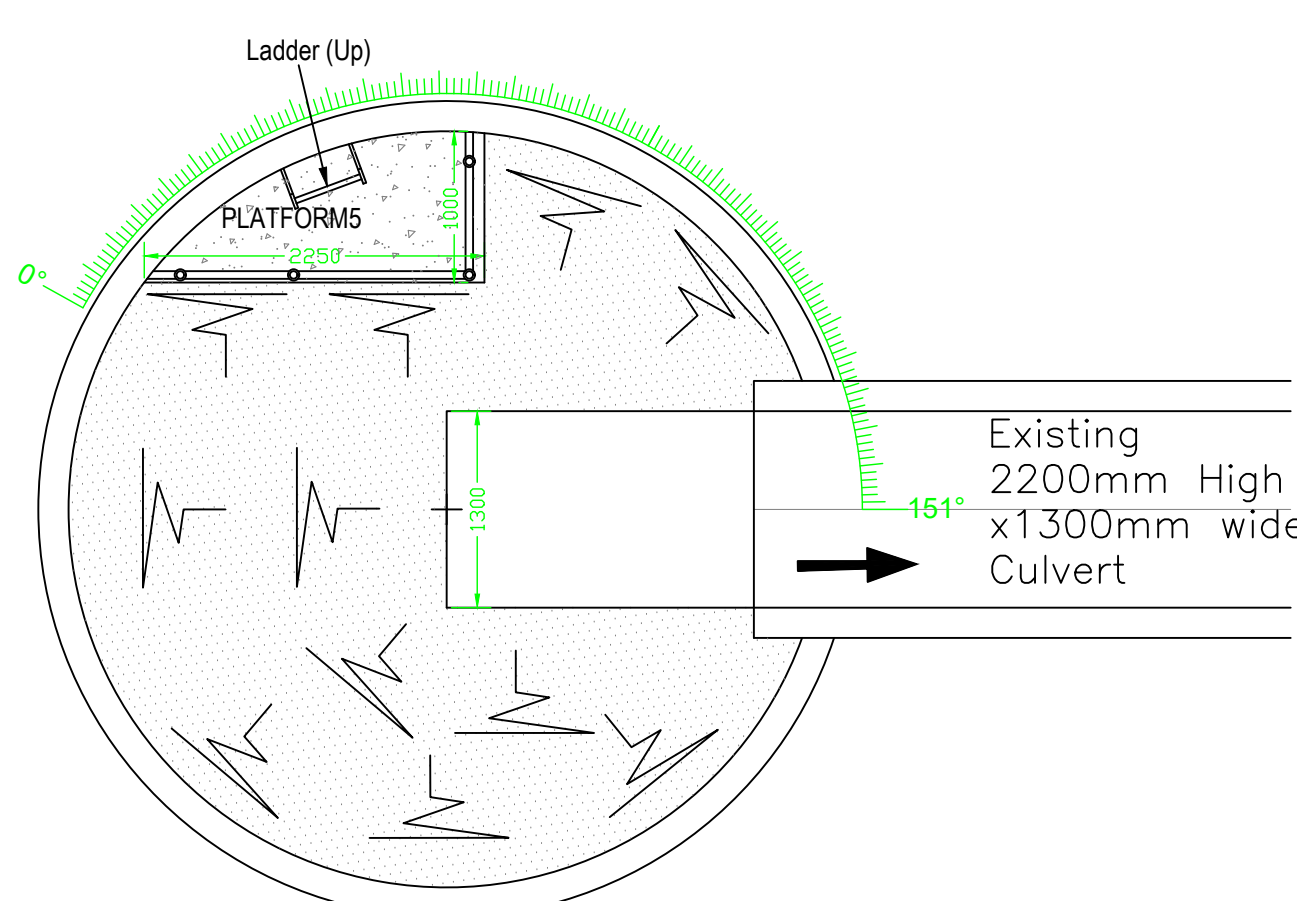
PLATFORM2  
130.740



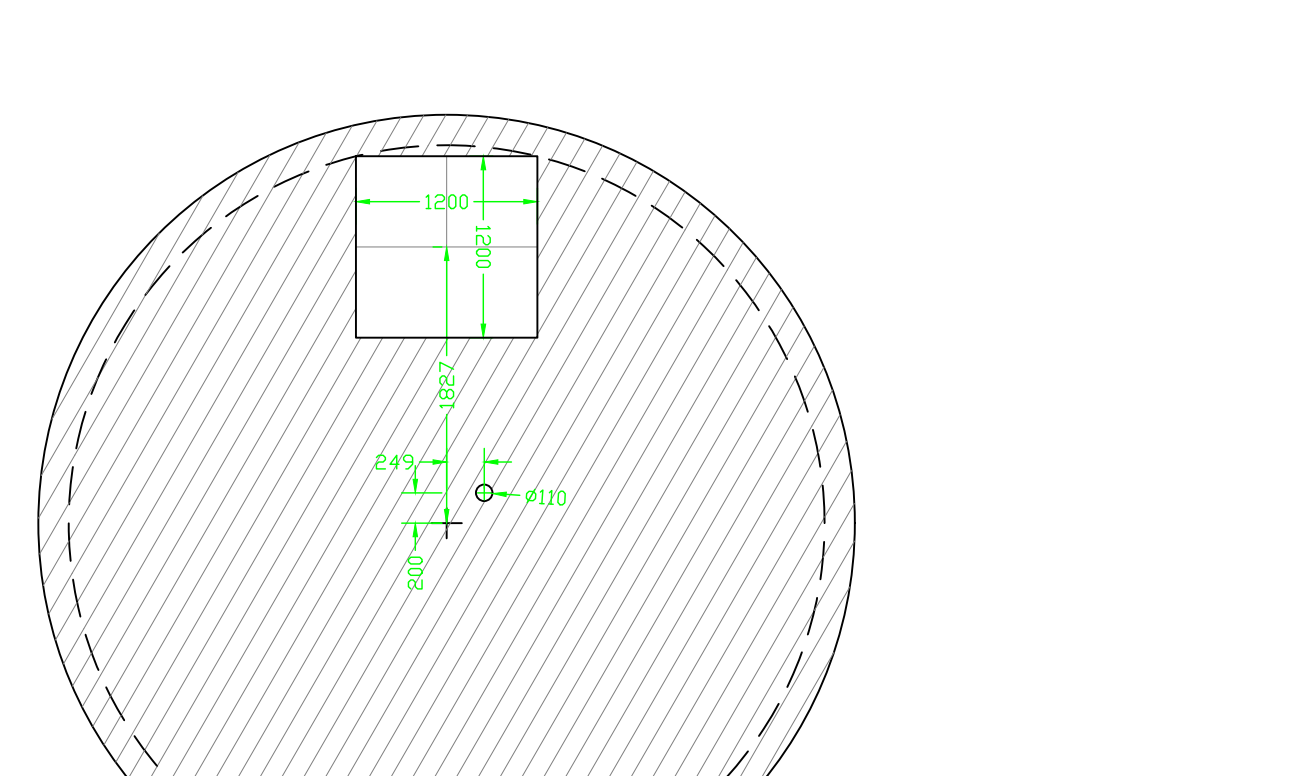
PLATFORM3  
128.090



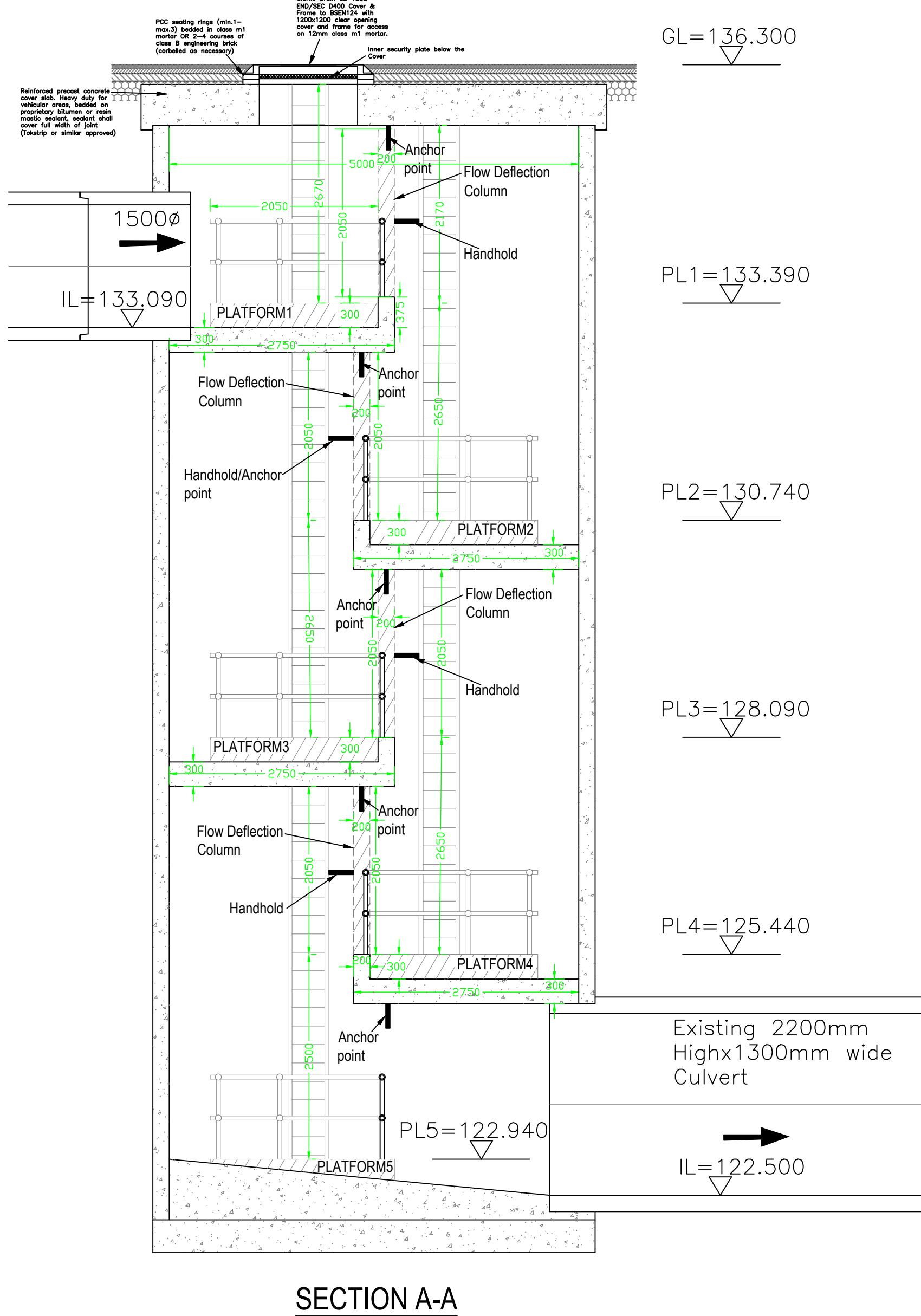
PLATFORM4  
125.440



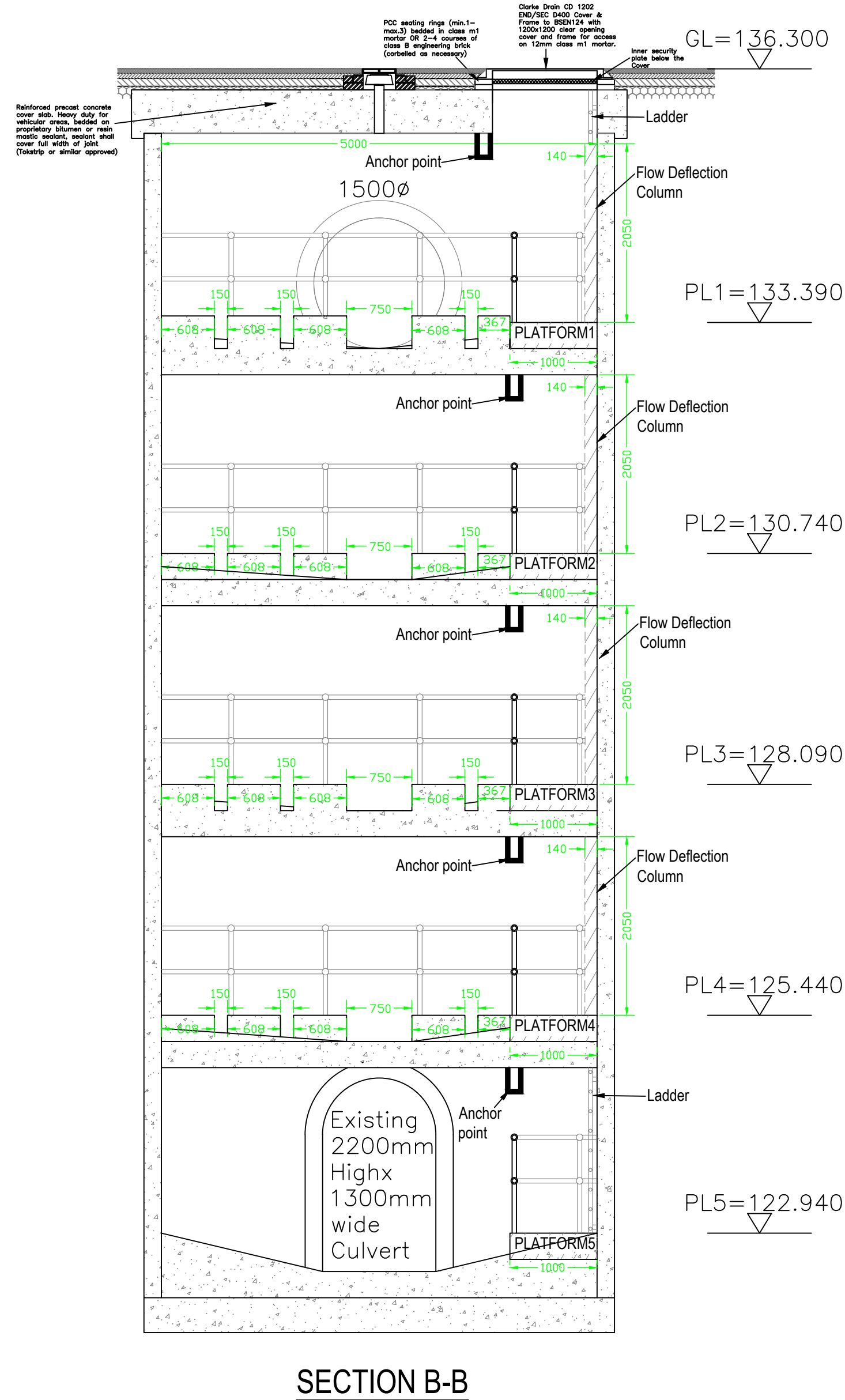
PLATFORM5  
122.940



COVER SLAB  
ARRANGEMENT



SECTION A-A



SECTION B-B

| REV | DESCRIPTION                                                                                                  | DATE     | DRAWN |
|-----|--------------------------------------------------------------------------------------------------------------|----------|-------|
| B   | Added base opening and air vent detail. Changed the MH cover base opening and size subject to LLFA comments. | 06.05.21 | LB    |
| A   | Amended to suit latest hydrotec information                                                                  | 12.02.21 | DK    |

**BARRATT HOMES MANCHESTER**  
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Fax: 0161 855 2828

|                |                           |                      |          |
|----------------|---------------------------|----------------------|----------|
| Job            | Tetrosyl Bury             | <b>PRELIMINARY</b>   |          |
| Title          | Culvert Diversion Details |                      |          |
| Design By      | DK                        | Date                 | 28.01.21 |
| C.A.D By       | DK                        | Scale @ All As Shown |          |
| Drawing Number | 456-ED-51                 | Rev                  | B        |

Barratt Homes  
Worrall House  
683 Chester Road  
MANCHESTER  
M16 0QS

**For the attention of \*\*\*\*\* – Engineering Manager**

Our Ref: CCL\2020s0819-W-L001-1

23<sup>rd</sup> July 2021

Dear \*\*\*\*\*,

**Confined Space Culvert Inspection – Walmersley Old Road, Bury**

Thank you for your invitation to submit a fee quotation to inspect the length of culvert found on Barratt homes site boundary at Walmersley Old Road, Bury

**Scope of work**

It is our understanding you have a culvert approximately 160m long with a section located on your site boundary at Walmersley Old Road. The section of interest is 15m from manhole 6 to the edge of the Barratt Homes Boundary before crossing onto Bury Council Land.

As there is a development planned within close proximity/above a culvert, the Environment Agency require you to "confirm or identify any remedial works required to the short section of existing culvert downstream of MH6".

JBA proposes to use a 3-person team to carry out each inspection. The team will consist of 2 inspectors and 1 'top person'. The inspectors will be responsible for carrying out the inspection from within the culvert. Both inspectors will be confined space entry trained and highly experienced in confined space entry inspections. The lead inspector will be a senior Chartered Engineer with over 30 years experience. The assistant inspector will be 'T98' accredited with 10 years experience. The role of the 'Top person' is to stay at manhole at ground level and maintain communication with the inspection team throughout the inspection. Should communication be lost, or an issue arise, the top person will initiate the emergency plan and at no point will enter the culvert.

The inspection team will enter existing culvert via the drop shaft and platforms at manhole 6 shown on the drawing '456-ED-51\_Roads and Sewers\_TEN\_Culvert Diversion Details\_A'. Inspector 1 will traverse the existing culvert to manhole 5 (approx. 15m), recording details of the structure defects/damages as well as capturing a series of photographs throughout the inspection. Inspector 2 will remain at the bottom of the drop shaft keeping inspector 1 within visual line of site and will maintain communication with the top person and inspector 1. Inspector 1 will then traverse back to inspector 2 at the bottom of the drop shaft at manhole 6 and exit the culvert via the access platforms.

*Continued/-*

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North Yorkshire  
BD23 3FD  
United Kingdom

**Jeremy Benn Associates Limited**  
Registered in England 3246693

JBA Group Ltd is certified to:  
ISO 9001:2015  
ISO 14001:2015  
ISO 27001:2013  
ISO 45001:2018

Following on from the inspection, the lead inspector will produce a condition inspection report detailing the findings of the inspection. The report will include the general structure details, any/all defects and areas of concern, photographs to support the report and recommendations.

We will also assign a 'T98' condition grade to the structure. 'T98' is the Environment Agency's inspection standard that assigns a condition grade of 1 to 5 to flood risk assets from the EA's Condition Assessment Manual.

| Grade | Rating    | Description                                                                                         |
|-------|-----------|-----------------------------------------------------------------------------------------------------|
| 1     | Very Good | Cosmetic defects that will have no impact on performance                                            |
| 2     | Good      | Minor defects that will not reduce the overall performance of the asset                             |
| 3     | Fair      | Defects that could reduce the performance of the asset                                              |
| 4     | Poor      | Defects that would significantly reduce the performance of the asset. Further investigation needed. |
| 5     | Very Poor | Severe defects resulting in complete performance failure.                                           |

## Programme and Data Delivery

We will aim to complete the site inspection within 6 weeks of the initial request. Following the inspection, we will supply the condition assessment report within 4 weeks of the inspection. The final deliverable will be a condition assessment report for the structure delivered in PDF format by email. On request and providing the air quality within the confined space allows, we can also record video footage of the inspection and this can be provided at no extra cost.

## Price

Our fixed fee price to carry out the works described above is £\*\*\*\*\*+VAT

The fee quoted above includes:

- 3-person inspection team to complete the inspection.
- Pre inspection Health and Safety preparation.
- All safety equipment hire required to complete the inspection.
- Vehicle hire and associated travel expenses.
- Condition assessment report for the culvert, detailing general structure details, defects/damages, photographs, and recommendations.
- Optional video footage of the structure

*Continued/-*

## Terms and Conditions

We would require a formal written instruction to proceed. JBA's normal Terms and Conditions would apply and a copy of these is attached for your information. The Professional Indemnity Insurance cover offered would be 4 times fee value and the limit of our liability is set at the same amount.

Invoices will be issued on the first working day of each month for work undertaken in the previous month. Payment terms are strictly 28 days from date of issue. We would reserve the right to halt work if payment of our fees is unduly delayed.

Any significant variation or additional work, which is agreed to be outside the scope of the study as defined herein, would be charged at the following hourly rates.

- Director £\*\*\*\*\*
- Technical Director \*\*\*\*\*
- Senior Inspector / Project Manager \*\*\*\*
- Inspector / AutoCAD Engineer\*\*\*\*\*

We trust we have interpreted your requirements correctly and that you will find our proposal to be of interest. We await your further instructions, but if you have any queries in the meantime, please do not hesitate to get in contact with us.

Yours faithfully,  
For **Jeremy Benn Associates Limited**



\*\*\*\*\*

**Project Manager**

\*\*\*\*\*@jbaconsulting.com

**Enc JBA's T&Cs**