

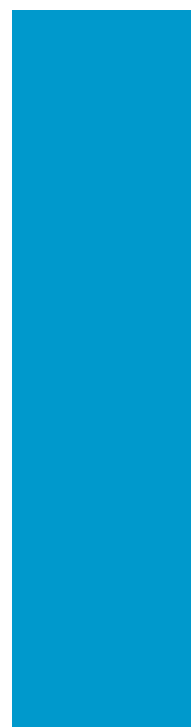


Hyde and Shepley

River Flood Defence Inspection

Final September 2010

Prepared for



Revision Schedule

River Flood Defence Inspection

July 2010

Rev	Date	Details	Prepared by	Reviewed by	Approved by
D01	August 2009	Draft	Michael Gartside Engineer	Alpha Robinson Principal Flood Risk Engineer	Annette Lardeur Associate
F02	July 2010	Final Draft	Michael Gartside Engineer	Alpha Robinson Principal Flood Risk Engineer	Annette Lardeur Associate
F03	September 2010	Final	Michael Gartside Engineer	Annette Lardeur Associate	Alpha Robinson Principal Flood Specialist

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1 Introduction

1.1 Commission

Scott Wilson Ltd has been commissioned to undertake the Level 1 update and Level 2 Strategic Flood Risk Assessment (SFRA) for the combined administrative areas of Stockport Metropolitan Borough Council (SMBC) and Tameside Metropolitan Borough Council (TMBC).

This report constitutes the Defence Inspection Report for Hyde to Shepley area, the aims of which are outlined below.

1.2 Aims and Objectives

The primary aims of the Stockport and Tameside Level 2 SFRA are to:

- Ensure that sufficient information is provided to enable Stockport MBC and Tameside MBC to carry out the Sequential Test, in line with PPS25, in relation to their proposed spatial strategies including, as necessary, filling in data gaps identified in the Greater Manchester Sub-Regional / Level 1 SFRA.
- Ensure that sufficient information is provided to enable the Exception Test to be applied for those sites that have been identified as being at risk of flooding.

The specific aims of this River Flood Defence Inspection Report are to:

- Inspect and schedule the current condition of flood defence infrastructure.
- Present mitigation options and potential delivery mechanisms.

2 Previous Information

2.1 Level 1 SFRA

Figures compiled during the Level 1 SFRA (See Figure 5-1 in Appendix A) showing the flood zones and defence types were consulted before and during the inspection.

2.2 NFCDD Data

Environment Agency NFCDD data (See Figure 6-3 H in Appendix B) giving lengths and types of defence were obtained and consulted before the flood defence inspection work started.

3 Inspection

3.1 Inspection Conditions

3.1.1 Section A – River Tame (north of Shepley Road)

Existing Classification

Left	Maintained Channel
Right	Maintained Channel

Land Use

Left	Land associated with Ashton Wastewater Treatment Works and Ashton Street
Right	Vacant land and Shepley North Industrial Estate

3.1.2 Section B – River Tame (south of Shepley Road)

Existing Classification

Left	Raised Defence / Maintained Channel
Right	Raised Defence / Maintained Channel

Land Use

Left	Small works, derelict land, woodland and land associated with Dukinfield Wastewater Treatment Works
Right	Industrial – Shepley South Industrial Estate

3.1.3 Section C – River Tame (Manchester Road to Mill Lane)

Existing Classification

Left	Maintained Channel / Raised Defence
Right	Maintained Channel

Land Use

Left	Small group of employment premises and houses and grazing land (to confluence with Wilson Brook only)
Right	Industrial, land associated with horticultural nursery (to confluence with Wilson Brook only)

3.1.4 Section D – Wilson Brook (east of Clarendon Street)

Existing Classification

Left	Natural Channel
Right	Natural Channel

Land Use

Left	Commercial Street / Clark Way and sliproad embankment
Right	Industrial / employment site

3.1.5 Section E – Wilson Brook (Clarendon Street to Newton Street)

Existing Classification

Left	Natural Channel
Right	Natural Channel

Land Use

Left	Commercial / employment premises on Clark Way
Right	Housing development site and employment premises

3.1.6 Section F – Wilson Brook (west of Newton Street)

Existing Classification

Left	Maintained channel
Right	Maintained channel

Land Use

Left	Dukinfield Road
Right	Sloping channel, housing estate at top

3.1.7 Section G – Wilson Brook (east of Wellington Street)

Existing Classification

Left	Maintained channel
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Right	Maintained channel
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Land Use

Left	Housing
Right	Grassed embankment

3.1.8 Section H – Wilson Brook (east of Manchester Road)

Existing Classification

Left	Maintained channel / natural channel / maintained channel / natural channel
Right	Maintained channel / natural channel

Land Use

Left	Manchester Road
Right	Private house

3.1.9 Section I – Wilson Brook (Manchester Road to River Tame)

Existing Classification

Left	Natural channel / maintained channel
Right	Maintained channel / natural channel / raised defence

Land Use

Left	Sewage works / open fields / small group of houses
Right	Open fields / industrial estate

3.1.10 Section J – Godley Brook (Halton Street to M67)

Existing Classification

Left	Maintained channel
Right	Maintained channel

Land Use

Left	Derelict land
Right	Abandoned allotments and derelict land

3.1.11 Section K –Godley Brook (M67 to Wilson Brook)

Existing Classification

Left	Maintained channel
Right	Maintained channel

Land Use

Left	Informal woodland
Right	Motorway embankment

4 Inspection

4.1 Inspection Conditions

Date of inspection	3rd August 2009
Inspected by	Michael Gartside
Weather	Warm, overcast
Method of inspection	On foot

4.2 Classifications

Natural channel – lightly vegetated

Natural channel with grassed slopes, interspersed with light vegetation and occasional trees.

Natural channel – heavily vegetated

Natural channel with dense covering of bushes and trees.

Masonry-lined channel

Channel sides formed of a mixture of natural channel and vertical masonry walling, the height of the masonry ranging from less than 1m to full height. Note, the masonry does not extend above the bank and therefore does not constitute any form of defence.

Raised defence

Either earth embankment or masonry walling projecting above bank level.

Culvert

Underground channel, no access possible

4.3 Inspection schedule

4.3.1 Section A – River Tame (north of Shepley Road)

Chainage	Classification	Notes	Plate Number
Right Channel			
0 - 625	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	47
Left Channel			
0 - 515	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	47
515 - 625	Raised defence	Stone wall at back of footpath on Shepley Road, approx 1m high, tying into bridge parapet at downstream end. Stone wall continues up Shepley Road away from river. Good condition, no vegetation ingress and no signs of instability.	47

4.3.2 Section B – River Tame (south of Shepley Road)

Chainage	Classification	Notes	Plate Number
Right Channel			
625 - 660	Masonry lined channel)	Mixture of stone and brick vertical walling of varying height. Average condition, with excessive vegetation growth along this section of river, however, there are no structures supported on the	46

		bank crest.	
660 - 1340	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	45
Left Channel			
625 - 680	Masonry lined channel)	Mixture of stone and brick vertical walling of varying height. Average condition, with excessive vegetation growth along this section of river, however, there are no structures supported on the bank crest.	46
680 - 1340	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	45

4.3.3 Section C – River Tame (Manchester Road to Mill Lane)

Chainage	Classification	Notes	Plate Number
Right Channel			
3645 - 3725	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	32
3725 - 4170	Natural channel (lightly vegetated)	Grass banks. No sign of instability due to erosion at base of bank or oversteep banks	34
4170 - 4500	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	27
Left Channel			
3645 - 3715	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	32

3715 - 3830	Natural channel (lightly vegetated)	Grass banks. No sign of instability due to erosion at base of bank or oversteep banks	34
3830 - 4500	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	27

4.3.4 Section D – Wilson Brook (east of Clarendon Street)

Chainage	Classification	Notes	Plate Number
Right Channel			
0 - 275	Raised defence	Combination of stone walling and brick walling approximately 1m high. Brick walling adjacent to factory at lower level than adjacent road and has drainage holes from the car park.	15 - 16
275 - 600	Masonry lined channel	Masonry lined channel, approx 1.5m deep by 4m wide, no close inspection due to lack of access Buildings form channel for part of length	
Left Channel			
0 - 100	Masonry lined channel	Stone vertical channel in good condition at base of M67 embankment, ties into stone channel from Godley Brook.	15
100 - 270	Raised defence	Stone walling along back of footpath tying into two bridges across Wilson Brook. Approximately 1m high, good condition with minimal vegetation and no signs of instability.	15 - 16
270 - 515	Natural channel (heavily vegetated)	Bank covered with trees and bushes. No sign of instability due to erosion at base of bank or oversteep banks	17

515 - 600	Masonry lined channel	Masonry lined channel, approx 1.5m deep by 4m wide, no close inspection due to lack of access	17
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4.3.5 Section E – Wilson Brook (Clarendon Street to Newton Street)

Chainage	Classification	Notes	Plate Number
Right Channel			
600 - 810	Masonry lined channel	No inspection due to lack of access, description taken from Level 1 SFRA data and NFCDD data	-
Left Channel			
600 - 810	Masonry lined channel	No inspection due to lack of access, description taken from Level 1 SFRA data and NFCDD data	-

4.3.6 Section F – Wilson Brook (west of Newton Street)

Chainage	Classification	Notes	Plate Number
Right Channel			
930 - 1015	Natural channel (heavily vegetated)	Deep natural channel, greater than 5m deep, with dense covering of trees. No signs of erosion or bank instability where view of bank possible	21
Left Channel			
930 - 1015	Natural channel (heavily vegetated)	As right channel	21

4.3.7 Section G – Wilson Brook (east of Wellington Street)

Chainage	Classification	Notes	Plate Number
Right Channel			

1225 - 1340	Natural channel (heavily vegetated)	Due to lack of access, this section was only inspected from Wellington Street. Deep natural channel, approximately 4 – 5m deep, with dense covering of trees and bushes. No signs of erosion or bank instability where view of bank possible.	24
Left Channel			
1225 - 1340	Natural channel (heavily vegetated)	As right channel	24

4.3.8 Section H – Wilson Brook (east of Manchester Road)

Chainage	Classification	Notes	Plate Number
Right Channel			
1535 - 1555	Masonry lined channel	Extremely short section of masonry lined channel between the exit of the culvert from Wellington Street and the culvert under Manchester Road. Bank level slightly below the surrounding road level. Vegetation growing in and at base of masonry, but no signs of instability.	29 - 30
Left Channel			
1535 - 1555	Masonry lined channel	Extremely short section of masonry lined channel between the exit of the culvert from Wellington Street and the culvert under Manchester Road. The back of footpath stone wall, approx 1.2m high, ties into bridge parapet at downstream end and building at upstream end. Vegetation growing in and at base of masonry, but no signs of instability.	29 - 30

4.3.9 Section I – Wilson Brook (Manchester Road to River Tame)

Chainage	Classification	Notes	Plate Number
Right Channel			
1575 - 1790	Natural channel (heavily vegetated)	Approx 3m wide with no raised defences, house gardens right up to bank crest	31 - 32
Left Channel			
1575 - 1790	Natural channel (heavily vegetated)	Approx 3m wide with no raised defences, house gardens right up to bank crest	31 - 32

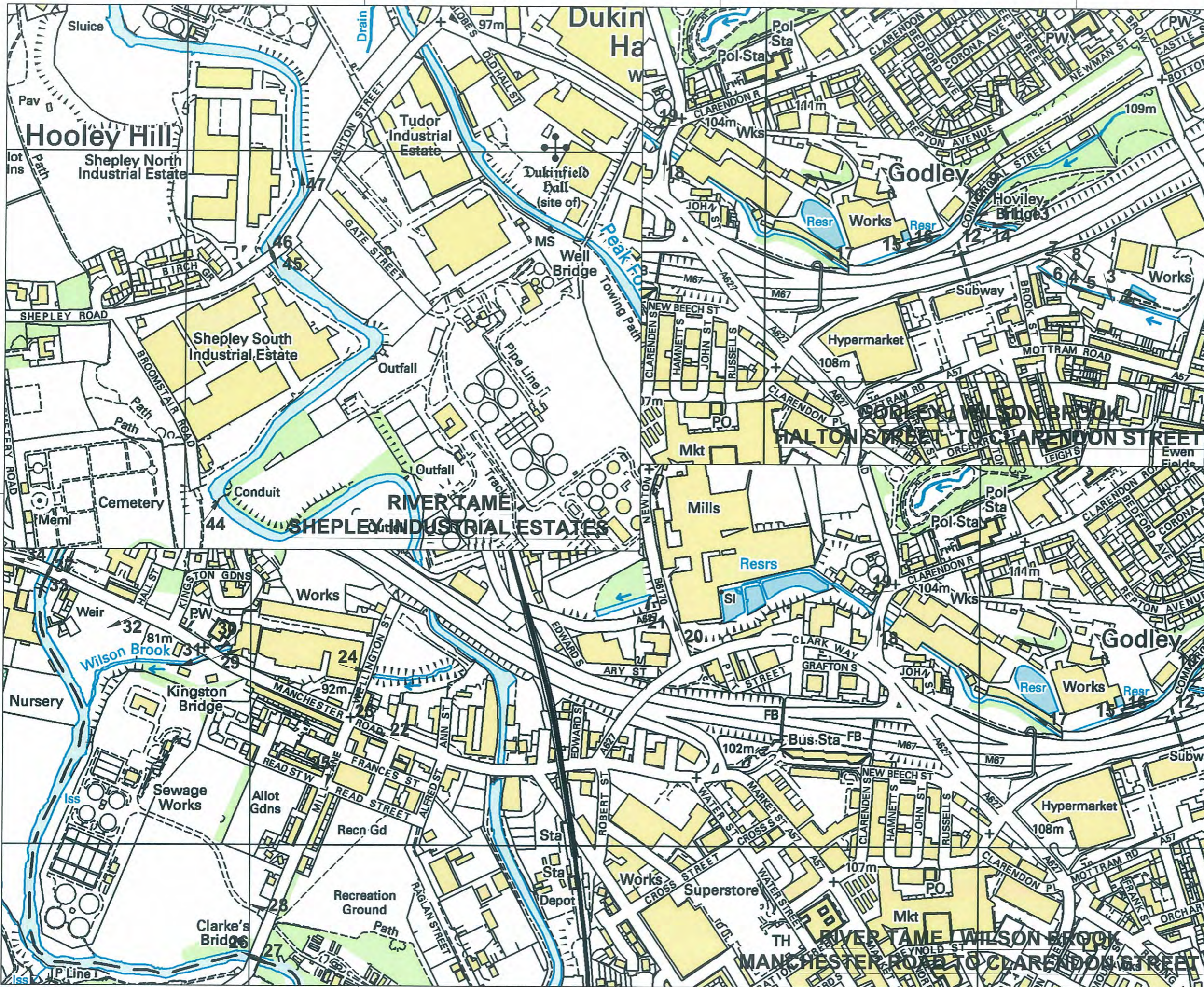
4.3.10 Section J – Section J –Godley Brook (Halton Street to M67)

Chainage	Classification	Notes	Plate Number
Right Channel			
0 - 210	Masonry lined channel	Masonry / concrete vertical channel, approx 1.5m high x 3m wide. There are two vehicle access bridges crossing the channel, these reduce headroom to approx 1m.	2 - 7
Left Channel			
0 - 210	Masonry lined channel	As right channel	2 - 7

4.3.11 Section K –Godley Brook (M67 to Wilson Brook)

Chainage	Classification	Notes	Plate Number
Right Channel			
270 - 335	Masonry lined channel	Stone lined vertical channel, approx 1.5m high by 3m wide. Stone in good condition, no signs of instability.	14

Left Channel			
270 - 335	Masonry lined channel	As right channel	14



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NOTES

KEY

1 PHOTOGRAPH LOCATION POINT

Revision Details	By	Date	Suffix

Drawing Number	Revision

FIGURE 1

Project Title

STOCKPORT & TAMESIDE LEVEL 2 SFRA

Drawing Title

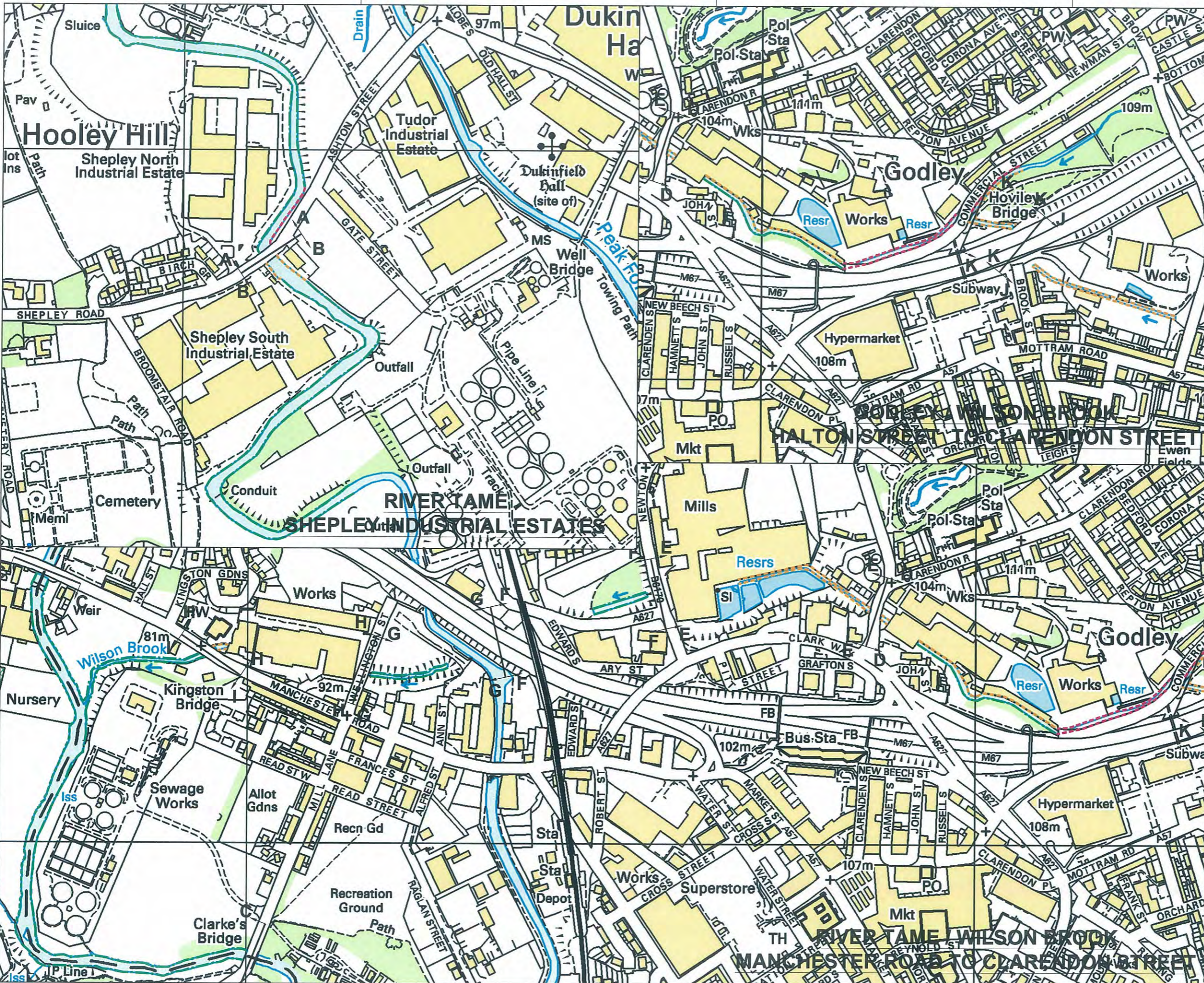
HYDE & SHEPLEY PHOTOGRAPH LOCATIONS

Scale at A3
1:5000

Drawn MG	Detailed	Approved AR
Check AHL	Tech Check Det Check	Date

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NOTES

KEY

- NATURAL CHANNEL - LIGHT VEGETATION
- - - NATURAL CHANNEL - HEAVY VEGETATION
- MASONRY - LINED CHANNEL
- RAISED DEFENCE
- - - CULVERT

Revision Details	By	Date	Suffix

Drawing Number	Revision

FIGURE 2

Project Title

STOCKPORT & TAMESIDE LEVEL 2 SFRA

Drawing Title

HYDE & SHEPLEY DEFENCE CLASSIFICATION

Scale at A3
1:5000

Drawn MG	Detailed	Approved AR
Check AHL	Tech Check	Det Check
		Date

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Figures

Photographs



Plate 1 – View south along Halton Street showing decrease in elevation



Plate 2 – View upstream along Godley Brook on derelict land adjacent to Morrison's



Plate 3 – Typical vehicle bridge over Godley Brook on derelict land



Plate 4 – View downstream along Godley Brook on derelict land adjacent to Morrison's



Plate 5 - View upstream along Godley Brook on derelict land adjacent to Morrison's



Plate 6 - View downstream along Godley Brook on derelict land adjacent to Morrison's



Plate 7 – Culvert inlet taking Godley Brook under M67



Plate 8 – General view across derelict land



Plate 9 – View upstream along Wilson Brook from Commercial Street



Plate 10 - View dwonstream along Wilson Brook from Commercial Street



Plate 11 – Culvert inlet under Commercial Street



Plate 12 – View upstream along Godley Brook from Commercial Street



Plate 13 - Culvert inlet under Commercial Street



Plate 14 – View upstream of Godley Brook towards M67 culvert outlet



Plate 15 – View downstream adjacent to industrial estate



Plate 16 – View upstream adjacent to industrial estate



Plate 17 – View downstream along Wilson Brook from road bridge into Industrial estate



Plate 18 – View north along Clarendon Street taken from approximate position of culvert under Park Road



Plate 19 – General view of Wilson Brook valley between Clarendon Street and Newton Street



Plate 20 – View north along Newton Street at junction with Dukinfield Road



Plate 21 – View from Dukinfield Road of Wilson Brook on exit from culvert under Newton Street



Plate 22 – View west along Manchester Road before junction with Mill Lane and Wellington Street



Plate 23 – View north along Wellington Street



Plate 24 – View upstream along Wilson Brook from Wellington Street



Plate 25 – View south down Mill Lane showing decrease in elevation towards River Tame



Plate 26 – View upstream along River Tame from Mill Lane



Plate 27 - View downstream along River Tame from Mill Lane



Plate 28 – Open land alongside sewage works adjacent to Mill Lane



Plate 29 – View upstream along Wilson Brook from Manchester Road



Plate 30 – View of upstream inlet of Wilson Brook under Manchester Road



Plate 31 – View downstream along Wilson Brook from Manchester Road



Plate 32 – View south along open fields on left bank of River Tame south of Manchester Road



Plate 33 – View downstream from River Tame



Plate 34 – View west along Manchester Road showing increase in elevation away from River Tame



Plate 35 – View north up Watson Street



Plate 36 – General view across industrial estate on right bank of River Tame showing slight slope towards river



Plate 37 – View upstream from Manchester Road



Plate 38 – View downstream from underneath M67 towards Manchester Road



Plate 39 – View upstream from underneath M67



Plate 40 – View downstream towards Broomstair Farm



Plate 41 – Plateau on right bank north of Broomstair Farm



Plate 42 - View downstream from footbridge adjacent to Jet Amber Fields



Plate 43 – View upstream from footbridge adjacent to Jet Amber Fields



Plate 44 – View upstream alongside industrial estate from end of Broomstair Road



Plate 45 - View downstream from Shepley Road bridge



Plate 46 – View upstream from Shepley Road bridge



Plate 47 – View upstream from Shepley Road