

Consultation Response from KC, Lead Local Flood Authority
2019/93464 Land at, Lancaster Lane, Brockholes, Holmfirth, HD9 7TL
Reserved matters application for erection of 9 dwellings pursuant to outline permission 2016/90146
Date Responded: 10/10/2023. Responding Officer: Martin Stephenson Responding Ref: 5
<u>Previous response by the LLFA</u> Dated 03/02/2022 for application 2019/93464 Dated 09/02/2023 for application 2019/93464 <u>Documents reviewed by the LLFA:</u> HJ Consulting: Drawing No. 5055-601, Proposed Drainage, Revision R dated 08/06/2022. Document No. 5055-Full SW Model-60, Causeway Calculations, dated 20/04/2023. AVIE: Drawing No. P3345-100 Private Drainage Layout, Rev P03 dated 12/07/2023. Drawing No. P3345-101 Standard Details, Rev P02 dated 12/07/2023. Drawing No. P3345-103 Proposed Impermeable Areas, Rev P01 dated 12/07/2023. <u>Drainage Summary</u> It is assumed that the southernmost attenuation tank shown on drawing 5055-601 is being relocated in between MHs S04 and S03 and the associated hydrobrake is now in MH S04 on drawing P3345-100 with the attenuated flows discharging into Ex MH10. MH S04 appears to be MH100 in the hydraulic calculations. The following discrepancies between the various submitted information has been noted: 1. The detail for MH S04 on drawing P3345-101 shows flows are coming from "MH S04" – it is assumed this is a mistake and the note should refer to MH S03. 2. Drawing P3345-103 indicates that the total impermeable area for the additional building on the southern boundary of the site is 0.037 ha, however the hydraulic calculations state that the contributing area into MH101 (i.e. the repositioned tank) is 0.025 ha. 3. The calculations indicate that private attenuation tank at Node 101 is 1.0m deep, however drawing P3345-100 shows the tank to be 0.40m deep. 4. The half drain down times for the tanks at Nodes 2 and 101 are not stated in the calculations. 5. For the critical 1 in 100 year (+CC) event, the calculations indicate a maximum water level at Node 101 of 116.368 which is higher than the top of the proposed tank as shown on drawing P3345-100 and only 82mm lower than the cover level of the upstream MH and the FFL of the building. As the modelled depth of tank is greater than the proposed, there is a possibility that additional storage has been taken into account, which may have lowered the modelled maximum level. With the correct tank depth modelled as proposed on drawing P3345-100 (0.40m) and the increase in impermeable area as noted in (2) above, there is a risk that the water level could be above the CL and cause flooding. Please correct the above items 2 to 5 and re-submit the calculations. Note that the LLFA confirm that the flood routing indicated on drawing P3345-100 is acceptable.