

From:

Sent: 29 July 2020 13:58

To: Nick Hirst <Nick.Hirst@kirklees.gov.uk>

Subject: Re: FW: 2020/90441 - Pennine Service Station, Bradley Road, Bradley, Huddersfield HD2 1QD

Nick

Thanks for the email, I have been consulting with our drainage engineer who has commented as follows:

I am using industry standard software (WINDES) and inputting the tank size shown on the drawing i.e tank size of 36m² by 0.8m deep with a void factor of 95% as shown on page 5 of the Micro Drainage calculation included on the report. The model summary on pages 1 and 2 of the Micro Drainage calculation says the system is OK therefore there is no surcharging or flooding on the site.

The total volume of 29.9m³ occurs over a 30 minute winter storm. However, the peak volume required at any moment during the 30 minute storm is less than the 28.8m³ of storage available within the tank and an experienced drainage engineer would be familiar with this.

Notwithstanding standing the above I have requested that the tank is increased to 7m x 6m as is indicated on the attached revised drawings, which will now provide 42sqm by 0.8m deep, providing a volume of 31.93 cum including the 95% void factor. This is now larger than the maximum volume as indicated on the calculations as included in the report in your possession and I hope that this is now acceptable to LLFA.

Turning to the other comments from LLFA I believe these were dealt with in the previous submission, but for the sake of clarity I list these below along with the response.

Comment

The LLFA have previously requested the applicant provide details of the 'light duty' and 'heavy duty' channels proposed to be used on site. Some details of the heavy duty channel have been provided within the Drainage Details drawing, however, no lengths or details on the light duty channel have been shown.

Response

Details of both light and heavy duty drainage channels have been provided on the drainage details drawing as previously issued. The drainage layout indicates locations of both light and heavy duty drainage channels and there is only one section of light duty drainage channel located on the footpath against the building parallel to Bradley Road, all other drainage channels on the site will be heavy duty. This was indicated clearly on the original drainage plan and not sure what bearing this has on the LLFA concerns, but trust this is now resolved.

Comment

The LLFA have previously noted that water from the jet wash should not be connected to the surface water system. Water from cleaning areas will be silt laden and also contain cleaning contamination, this could result in siltation or contamination of water. The connection has now been changed and the jet wash water is proposed to be discharged as foul. The LLFA highlight that the applicant should consult with Yorkshire Water as the jet wash may require a flow control or an attenuation feature for balancing.

Response

It is clearly shown on the drainage layout that a silt trap, type Kingspan CST1H will be installed to the jetwash area. Attached is a detail of the specified type and I note that these have been used on many sites for the jet wash areas. As noted on the comment above the jetwash now discharges to foul water drainage and consultation with Yorkshire Water has been made as indicated on the copy of email to YW was included in the previous response. Obviously the consultation is still ongoing as YW are not working at full capacity at the moment, due to the current situation, but trust this deal with LLFA recommendations.

I believe we have answered all the concerns raised with LLFA to a level of detail that they require and trust you will liaise with them to confirm that their objection will now be withdrawn.

Regards