

RI Leeds Road Ltd

Unit A & B – Leeds Road Retail Park

February 2023

VD23845

Flood Risk Assessment

Report control

Document: Flood Risk Assessment & Drainage Strategy
Project: Land South of Lymington – Ridgeway Lane and Lower Pennington Lane
Client: RI Leeds Road Ltd
Job number: VD23845
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1 EXECUTIVE SUMMARY

Scheme Overview

- 1.1 This document is in response to pre application comments provided by the Lead Local Flood Authority in relation to the Change of Use application on the existing Units A and B. The changes include the erection of a store entrance and associated canopy and external alterations including additional glazing, remedial works on rear elevation and improved pedestrian access from Bradley Mills Road. The latest proposed site plan is provided in **Appendix A**. Further information on the proposals can be found on the Kirklees Council Planning Portal under application number 2023/90076.
- 1.2 This report has considered the flood risk posed to the proposed site from a variety of sources, as defined by the National Planning Policy Framework (NPPF). The current site lies within Flood Zone 2 (medium probability) classification; distinguished as land which has an annual probability of river flooding between 1% and 0.1%. Refer to Section 3.4 of this report for further details.
- 1.3 This assessment has found the site to be at low risk of flooding from tidal, surface water, sewer, groundwater, and artificial sources and verifies the proposed physical changes to the current site does not have a detrimental effect on the current flood risk characteristics of the site and surrounding area.

2 EXISTING DEVELOPMENT SITE

Site Location

2.1 The site is referenced in **Table 1**, and a site location plan is provided in Figure 1.

Table 1: Site Referencing Information

Item	Brief Description
Site address & location	Unit A and B, Leeds Road Retail Park, HD1 6PF
Council Area	Kirklees
Approximate Grid Reference	OS: 415477E, 417856N

Existing Site Description

Figure 1: Location Plan



Boundaries and Surrounding Land

- 2.2 The development site is classed as brownfield and sits within the wider site of Leeds Road Retail Park. Leeds Road and Bradley Mills Road border the northern and eastern boundaries of the overall site respectively. To the south of the site lies the River Colne, whilst to the east lies residential areas and a large manufacturing development. The proposed site primary access point is via Bradley Mills Road.

Elevation and Topography

- 2.3 A site-specific topographical survey has been undertaken and indicates that the proposed site falls generally in a north-easterly direction. Refer to **Appendix A** for a copy of the topographical survey.

Existing Watercourses and other Waterbodies

- [2.4](#) The River Colne is located approximately seventy metres south-east of the proposed development site. A canal (Huddersfield Broad Canal) lies approximately 400 metres north-west of the proposed development site.

Risk from Infrastructure

- 2.5 The impermeable areas of the site are served by an onsite drainage infrastructure network consisting of slot drains and gullies that presumably discharge to the manhole and pipe network that can be observed via the manhole covers located in the hardstanding areas that serve the site. There is no evidence to suggest these sewers cause an unacceptable level of flood risk to the current site. The site proposals do not require any additional sewers, and the overall runoff generated from the site will not be increased as a consequence of the site proposals.

3 DEFINITION OF FLOOD HAZARD

3.1 Flood risk to the proposed development site is considered from all sources of flooding, as defined by the NPPF (2021).

Sources of information

3.2 THE NPPF (2021) requires the developer to consider the impact of runoff, generated by the proposed development, onto the downstream catchment, and to assess the risk of runoff from the surrounding district impacting on the developments’ footprint. Further, the report is to consider flood risk from all other sources. The following section defines the flood risk receptors and anticipated flood risk.

Table 2: Sources of information used in the identification of flood risk

Source of Information	Details
Environment Agency	Flood Maps for Planning (2010)
Kirklees Council Strategic Flood Risk Assessment – Flood Map J	Strategic Flood Risk Assessment (2011)

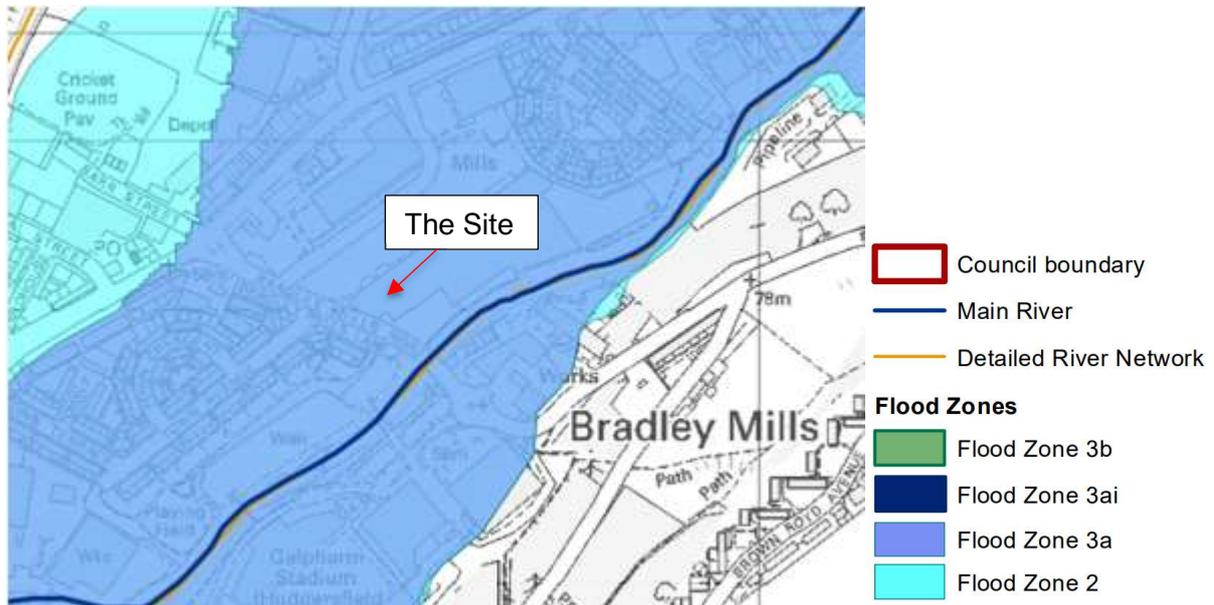
Flooding from Rivers and Seas

3.3 The River Colne flows to the south of the site and has an impact on the flood zones nearby. Figure 3 and 4 below locates the site on the Environment Agency’s online Flood Map for Planning and on Map J that forms part of the Kirklees Council Strategic Flood Risk Assessment, respectively. The Environment Agency map shows the majority of the site to be in Flood Zone 1, with a small area immediately adjacent Bradley Mills Lane being in Flood Zone 2. However, Map J from the Strategic Flood Risk Assessment shows the site entirely within Flood Zone 3. The EA online maps are the legal flood zones, therefore the SFRA map has been updated and superseded by the online map.

Figure 3: The Environment Agency’s Flood Map for Planning



Figure 4: Kirklees Council Strategic Flood Risk Assessment Map J



Flooding from the land (Surface Water)

3.4 The EA Flood Maps shows small areas of low surface water flood risk within the site. These areas can be seen in Figure 5 below. Flood risk at this site from surface water is therefore deemed an acceptable (low risk) and is likely managed by an onsite drainage network.

Figure 5: The Environment Agency’s Flood Map for Planning – Surface Water Flood Risk



Extent of flooding from surface water



3.5 Considering this, the risk of flooding from the land/surface water is low. Furthermore, the site proposals do not increase the overall permeable areas of the site.

Flooding from the Groundwater

3.6 The Strategic Flood Risk Assessment identifies high risk of flooding caused by groundwater in parts of Huddersfield, Meltham, Dewsbury, Mirfield, Ravensthorpe and Kirkburton. However, the report does not provide specific areas of high groundwater flood risk that can be seen to be at or in close proximity of the site. However, Kirklees Council have not specified any significant issues with groundwater flooding. Considering these findings groundwater flood risk is considered low. The site proposals shall have no detrimental impact on the current groundwater flood risk characteristics of the site.

Flooding from Sewers

3.7 The impermeable areas of the site are served by an onsite drainage infrastructure network consisting of slot drains and gullies that presumably discharge to the manhole and pipe network that can be observed via the manhole covers located in the hardstanding areas that serve the site. There is no evidence to suggest these sewers cause an unacceptable level of flood risk to the current site. The site proposals do not require any additional sewers, and the overall runoff generated from the site will not be increased as a consequence of the site proposals.

Flooding from Artificial Sources

3.8 There is flood risk at the site associated with flooding from reservoirs – see **Figure 6** below. The site proposals do not have any impact on the current risk of flooding at the site, from reservoirs.

Figure 6: The Environment Agency’s Flood Map for Planning – Flooding from reservoirs



Maximum extent of flooding from reservoirs:

- when river levels are normal
- ▨ when there is also flooding from rivers

4 ASSESSMENT OF FLOOD RISK ON DEVELOPMENT SITE (PROBABILITY), FOLLOWING SITE PROPOSALS

Summary

4.1 **Section 3** has defined the anticipated flood risks from all sources. **Table 3** considers each of the sources and verifies in tabular format that the site proposals have no impact on the current flood risk characteristics of the site. The existing level of flood risk at the site from the various flood risk sources is not defined as it is a moot point: there is no responsibility from the developer to improve the current flood risk (from all sources) at the site.

Table 3: Flood Risk Summary

Source of Information	Impact on current flood risk	Remarks
Tidal	None	Development site is not tidally influenced.
Fluvial	None	Site is located partially within Flood Zone 2. Proposals do not result in an increase in impermeable areas.
Surface (Overland Flood Flow)	None	Proposals involve no significant level changes. Existing onsite drainage system to be utilised in the same way it currently is.
Sewers/Highway Drains	None	Proposals involve no significant level changes and no increases to impermeable area. Existing onsite drainage system to be utilised in the same way it currently is.
Groundwater	None	Site proposals have no bearing on current groundwater conditions.
Artificial Sources (reservoirs)	None	Site proposals have no bearing on current flood risk posed by reservoirs.

5 SITE LEVELS & RIVER LEVELS, FLOOD MITIGATION MEASURES

- 5.1 The topographical survey provided in **Appendix A** shows that the levels immediately outside Units A and B range from between approximately 59.04m AOD and 59.89m AOD. Contour data purchased from BlueSky International (aerial survey and geographical data company) shows the River Colne to have a top of bank level of approximately 55m AOD. This data along with the flood zone data provided in Section 3 confirm that the River Colne sits below the site, however specific flood event cause flood levels to rise from the River Colne and ultimately encroach on the site.
- 5.2 In terms of potential flood mitigation measures that could be incorporated into the site proposals, the nature of the proposals (as stated in the Executive Summary) do not provide the opportunity to propose any specific flood resilient / resistant measure beyond existing good practice guidelines. Some good practice guidelines that are relevant to this development are listed below.
- Ensure no significant increase in site levels that could result in a loss of flood exceedance volume storage and/or affect flood flow routing in and around the site.
 - Minimise / eliminate increase in impermeable areas to avoid increases in the current surface water runoff rates generated by the current site.
 - Changes to the current buildings shall be carried out accordance with current Building Regulations guidance where appropriate.
- 5.3 It is confirmed that the development proposals for improving pedestrian access from Bradley Mills Road will not result in any level changes that could increase flood risk in this area, and / or displace the current flood flow routes in this area.

CONCLUSIONS

- 5.4 This report demonstrates the proposed physical changes to the development in its current form does not result in an increase in impermeable area, there is no additional drainage infrastructure being proposed and no significant changes to site levels. Therefore it can be concluded that the various sources of flooding to the site are not affected by the proposals.

APPENDIX A

CONTENTS	
Identifier	Name
Murphy Geospatial	Topographical Survey
HTC Architects	Proposed Site Plan

Appendix A

Topographical Survey



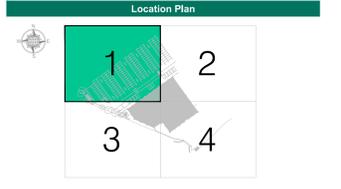
LEGEND		
Topographic Linework Features		
Air-Con Unit (ACU)	Hard Rail	Sky Light
Barrier	Hedge	Slope Bottom
Beam Line	Hoarding	Slope Top
Bench	Hoarding - Slab	Slat Drain
Bin	Overhang	Speed Bump
Bollard Illuminated	Overhead Cables	Steel Cladding
Bollard	Parapet	Steel Structure
Bridge	Parking Meter (PM)	Step Line
Building Facade	Pipe Line	Surface Change
Building	Platform Train/Tram	Tank
Bus Stop Shelter	Plinth	Telephone Box (TB)
Cable Trough	Post-box	Tricket Machine(TVM)
Canopy	Ramp	Token
Canopy	Ramp	Top of Fence Line
Centre Line	Rail	Top of Wall Line
Column	Ramp	Track
Column Bottom Line	Ramp	Traffic Ctl Box/Tram
Column Top Line	Ramp	Tree Drip Line
Concrete Base/Slab	Ramp	Tree Line
Contour Major	Ramp	Tree Line
Contour Minor	Ramp	Vegetation Line
Cydlid Line	Ramp	Verge Line
Ditch	Ramp	Wall Line
Door	Ramp	Window
Duct	Ramp	Window Glazing
Electric Box (EBOX)	Ramp	White Line Dashed
Fence	Ramp	White Line Double
Fixture	Ramp	White Line Solid
Flowerbed	Ramp	Yellow Line Dashed
Footpath	Ramp	Yellow Line Double
Grating	Ramp	Yellow Line Solid
Grid Line	Ramp	

Topographic Point Features			
AV	Inspection Cover	RS	Road Sign
APBX	Apex Building	RE	Rodding Eye
BL	Bed Level	SA	Sector Antenna
B	Beltaha Beacon	SGN	Sign (General)
BOLL	Bollard	SOF	Soffit Level
BOLT	Bolt	SPH	Spot Height
BH	Borehole	SC	Stop Cook
BUSH	Bush	TP	Telegraph Pole
CC	CCTV Camera Pole	TL	Top of Fence Level
CE	Ceiling Elevation	TL	Top of Tree Level
DP	Dipole	TL	Top of Wall Level
ER	Earth Rod	TL	Traffic Light
EAVE	Eave	MHF	MH - Foul
EP	Electrical Pole	MH	MH - Round
EP	Fire Hydrant	MHS	MH - Surface Water
FL	Floor Level	MK	Marker Post
GM	Gas Meter	GW	Gas Valve
GV	Gas Valve	GW	Gate
G	Gully	GD	Pipe - Down
GR	Gully Round	POST	Post
IC	IC - CATV	IC - Comms	IC - Electric
IC - Round	IC - Telecom	IC - Traffic	Invert Level
Lamp Post	Manhole	Tree (TX,XX,SX,XX)	T=Trunk Radius(m)
S=Spread Radius(m)	Tree Coniferous	Tree Deciduous	Tree Trunk
Valve General	Water Level	Water Meter	Water Valve

Special Features		
DATUM	Datum Point	E=XXXXXXX
12.24	Photo Point	N=YYYYYYY
6	Panoramic Photo Point	H=ZZZZZZZ
		E=XXXXXXX
		N=YYYYYYY
		H=ZZZZZZZ

Fence Types					
B/W	Barbed Wire	C/L	Chain Link	O/B	Open Boarded
C/B	Close Boarded	H	Heras	P/W	Post and Wire
C/I	Corrugated Iron	IR	Iron Railings	P/R	Post and Rail

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Revisions				
Rev	Description	Surveyed by	Drawn by	Checked by
A	Final Issue	DM - 22/04/22	HP - 13/05/22	EE - 19/05/22

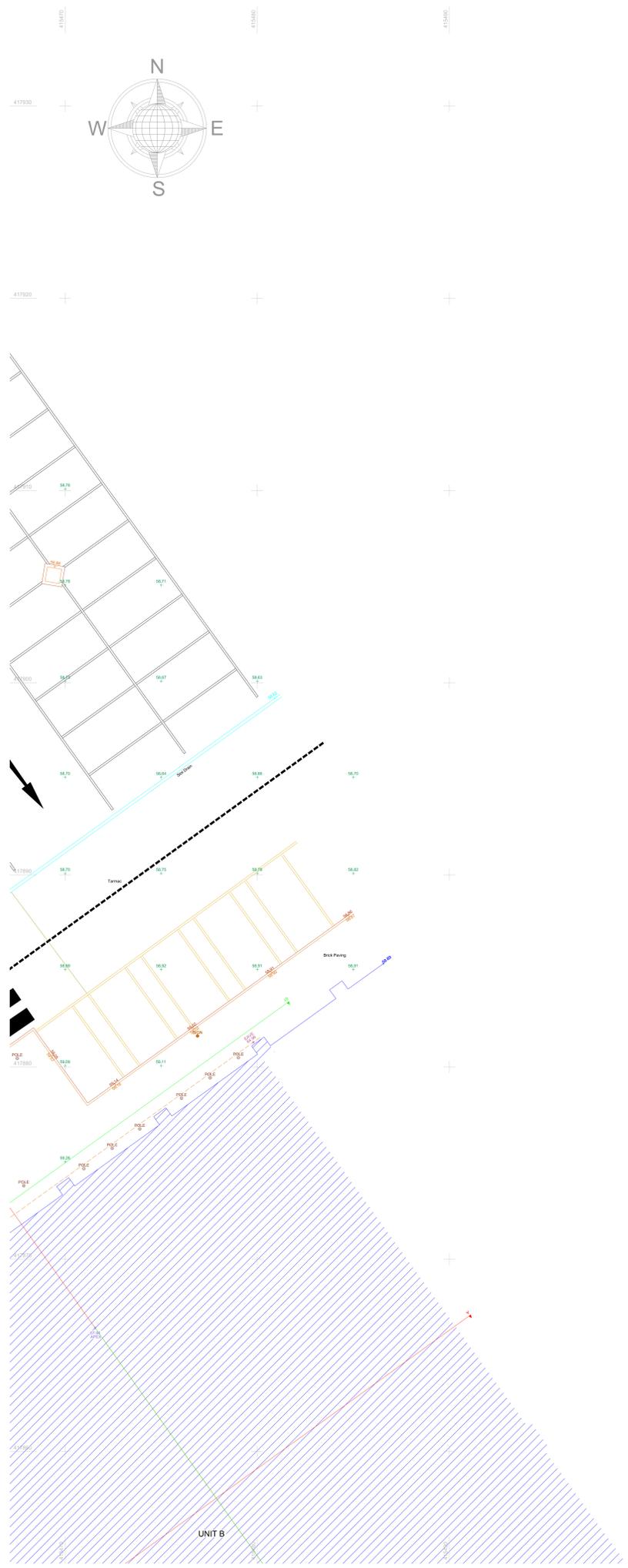


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London Manchester Glasgow Belfast Cork Kildare

Client	CogentBC
Project	Units A&B Leeds Road Retail Park
Site Address	Units A and B, Leeds Road Retail Park Huddersfield, HD1 6PF
Description	Topographical Survey
Survey Grid	Localised OSGB36(15) - Scale Factor 1.0
Survey Datum	GNSS - Ordnance Datum Newlyn (ODN)
RICS Band	Band E
Drawing Scale	1:100@ A0
Drawing Number	MGS46994-T-01



LEGEND		
Topographic Linework Features		
Air-Con Unit (ACU)	Hard Rail	Sky Light
Barrier	Hedge	Slope Bottom
Beam Line	Hoarding	Slope Top
Bench	Opening - Slab	Slat Drain
Bin	Overhang	Speed Bump
Bollard Illuminated	Overhead Cables	Steel Cladding
Bollard	Parapet	Steel Structure
Bridge	Parapet	Step Line
Building Facade	Parapet	Surface Change
Building	Parapet	Tank
Bus Stop Shelter	Parapet	Telephone Box (TB)
Cable Trough	Parapet	Ticket Machine(TVM)
Canopy	Parapet	Token
Canopy	Parapet	Top of Fence Line
Centre Line	Parapet	Top of Wall Line
Column	Parapet	Track
Column Bottom Line	Parapet	Traffic Ctl Box(TCB)
Column Top Line	Parapet	Tree Drip Line
Concrete Base/Slab	Parapet	Tree Line
Contour Major	Parapet	Trial Pit
Contour Minor	Parapet	Vegetation Line
Cyde Line	Parapet	Vent
Ditch	Parapet	Verge Line
Door	Parapet	Wall Line
Duct	Parapet	Window
Electric Box (EBOX)	Parapet	Window Glazing
Fence	Parapet	White Line Dashed
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Flowerbed	Parapet	White Line Solid
Footpath	Parapet	Yellow Line Dashed
Grating	Parapet	Yellow Line Double
Grating	Parapet	Yellow Line Solid
Grid Line	Parapet	

Topographic Point Features		
AV	Inspection Cover	RS
APX	IC - CATV	RE
BL	IC - Comms	SA
BL	IC - Electric	SGN
BL	IC - Round	SOF
BOL	IC - Telecom	SPH
BOL	IC - Traffic	SPH
BOL	Invert Level	T12.24
BOL	Lamp Post	T12.24
BOL	Manhole	T12.24
BOL	MH - Foul	T12.24
BOL	MH - Round	T12.24
BOL	MH - Surface Water	T12.24
BOL	Marker Post	T12.24
BOL	Microwave Dish	T12.24
BOL	Pipe - Down	T12.24
BOL	Pole	T12.24
BOL	Post	T12.24

Special Features		
DATUM	E=XXXXXXX	Survey Station
Photo Point	N=YYYYYYY	Scan Target
Panoramic Photo Point	H=ZZZZZZZ	Scan Target

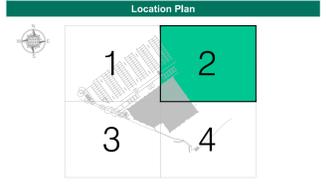
Fence Types		
B/W	Chain Link	O/B
C/B	Heras	P/W
C/I	Iron Railings	P/R

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Drawing Scale	1:100@ A0
Drawing Number	MGS46994-T-02



LEGEND					
Topographic Linework Features					
—	Air-Con Unit (ACU)	—	Hard Rail	—	Sly Light
—	Barrier	—	Hedge	—	Slope Bottom
—	Beam Line	—	Hoarding	—	Slope Top
—	Bench	—	Hoarding - Slab	—	Slat Drain
—	Bin	—	Overhang	—	Speed Bump
—	Bollard Illuminated	—	Kerb Drop	—	Steel Cladding
—	Bollard	—	Kerb Top	—	Steel Structure
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CC	Ceiling Elevation	IC	IC - Traffic	T	Top of Tree Level
DP	Dipole	IC	IC - Traffic	T	Top of Wall Level
ER	Earth Rod	IC	IC - Traffic	T	Traffic Light
E	Eave	IC	IC - Traffic	T	Tree (T:XXX S:XX)
E	Electrical Pole	IC	IC - Traffic	T	T:Trunk Radius(m)
FH	Fire Hydrant	IC	IC - Traffic	T	S:Spread Radius(m)
FL	Floor Level	IC	IC - Traffic	T	Tree Coniferous
GM	Gas Meter	IC	IC - Traffic	T	Tree Deciduous
GV	Gas Valve	IC	IC - Traffic	T	Tree Trunk
G	Gate	IC	IC - Traffic	T	Tree Trunk
G	Gully	IC	IC - Traffic	T	Tree Trunk
G	Gully Round	IC	IC - Traffic	T	Tree Trunk
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P	Photo Point	IC	IC - Traffic	T	Tree Trunk
PP	Panoramic Photo Point	IC	IC - Traffic	T	Tree Trunk

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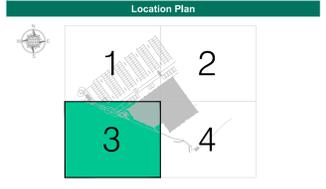
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Survey Datum	GNSS - Ordnance Datum Newlyn (ODN)
RICS Band	Band E
Drawing Scale	1:100@ A0
Drawing Number	MGS46994-T-03

Appendix A

Proposed Site Plan

Contact

London

Network Building,
97 Tottenham Court Road,

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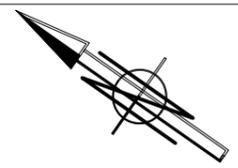
DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

BASED DRAWING 10933-04_A.PDF Ratcliffe Groves Partnership received 01.04.21

SUBJECT TO HGV TRACKING REVIEW

LIDL SPEC ECO 2021 DATED NOVEMBER 2021

SUBJECT TO TITLE PLAN REVIEW



PROPOSED: (LIDL)ECO SPEC 2021 NON - STANDARD	
TOTAL SALES =	1382m ²
ANCILLARY =	248m ²
WAREHOUSE =	639m ²
TOTAL GIA =	2269m ²
TOTAL GEA =	2348m ²
TOTAL CAR PARKING SPACES = 111 (INCLUDING 8 P&C, 5 DISABLED)	

H	24/01/2023	Updated Site Plan	BM
G	15/12/2022	Fire exit added	BM
F	01/11/22	Title block updated.	JC
E	28.07.22	Added plant area	BM
Rev.	Date	Description	Drawn

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T:(0113) 244 3457

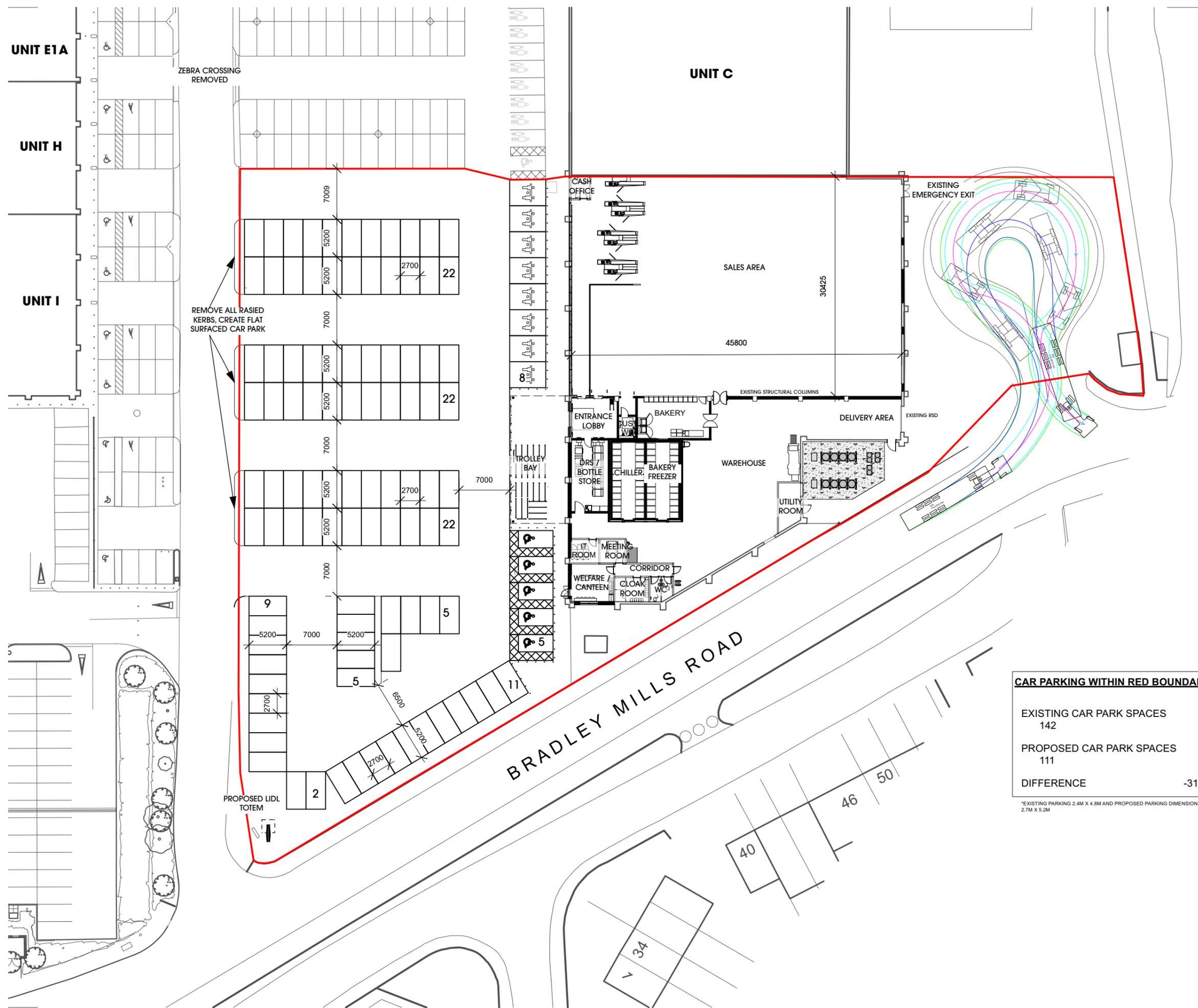
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

client

project
**UNIT A & B Leeds Road RP,
Huddersfield**

drawing title
Proposed Site Plan

date **April 2021**
status **Planning**
scale **1:500 @ A3**
drawn **BM** checked **PH**
job no. **2905** dwg no. **P403** rev. **H**



CAR PARKING WITHIN RED BOUNDARY	
EXISTING CAR PARK SPACES	142
PROPOSED CAR PARK SPACES	111
DIFFERENCE	-31*

*EXISTING PARKING 2.4M X 4.8M AND PROPOSED PARKING DIMENSIONS 2.7M X 5.2M

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