

Technical Response

Project: Lidl New Hey Road

Project reference: 16-3046

Date: 15th January 2024

This technical note provides a detailed response to the comments provided by Lead Local Flood Authority dated 5th January 2025.

LLFA comments

1. *An assessment of the max weight of vehicles to be visiting the site (HGV's, e.g. delivery trucks) in relation to minimum depths required from polystorm R is still required. One of the tanks has less than 500mm in cover and would appear to be non-compliant.*

Neither of the attenuation tanks will be subject to HGV loading vehicular swept paths have been included to resolve the above concern. Despite this, we have included a requirement for a protection slab to ensure this is not an issue during construction.

2. *One of the tanks has only one catchpit to work from. Central or intermediate access (shown on typical drainage details) appear to be omitted from the final design. This compromises the language of the maintenance plan.*

All cellular attenuation features can be installed at any depth to invert within reason, with the average depth to invert through the 2 storage facilities being approximately 1.5m with the minimum depth to the top of the cellular system being 400mm, which is sufficient to accommodate the proposed car park construction depth with no HGV movements anticipated, additional information has been added to the drawing for clarity.

A protection slab can be installed if required during construction.

All certifications associated with the Polystorm R system have previously been provided by Polypipe Limited and have been submitted within Appendix B of the "SURFACE WATER MAINTENANCE PLAN" the route for HGV's will not affect the current tank positions.

3. *Many of the maintenance concepts are not relevant to the design selected (suggests green suds). How silt is to be removed from the crate storage, bespoke to this site, is unclear.*

The maintenance items included within the strategy covers Inlets, outlets flow controls and inspection chambers and attenuation tank which are all consistent with items on the drainage design, Additional details have been provided.

Paragraph 3.4.3 points the reader to the specific recommendations provided from Polypipe which includes additional information that supports the generic maintenance regime provided.

- 4. The oil and petrol interceptor takes in roof drainage prior to the flow control. This is not recommended due to the size required. However, as the interceptor is connection to a combined system a simple sizing exercise for the product selected is required based on the flow rates at this point. The manufacturers brochure would be useful for completeness.*

The car park and store drainage has now been kept separate, with all car park flows being treated in isolation. The Klargest technical information has been included within Appendix C of the document

- 5. The hydraulic design requires altering and simulation rerunning. All invert levels should be checked and cross referenced and associated pipe sizes and cover levels. It appears that both tanks I.L is different on the new drainage plans submitted compared to the hydraulic design, one by over 400mm. Full calculations should be checked and resubmitted.*

All inverts from the revised design now align.