



**PROPOSED DEMOLITION
OF EXISTING BUILDING
AND ERECTION OF
FOOD/DRINK BUILDING
WITH DRIVE THRU LANE
(CLASS E) AT THE FORMER
B&D BOLTS SITE,
BRADFORD ROAD, BATLEY,
KIRKLEES**

FLOOD RISK ASSESSMENT

MAY 2026

REPORT REF: 4150/RE/05-26/01

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CONTRACT

Evans Rivers and Coastal Ltd has been commissioned by Jennings Design to carry out a flood risk assessment for the proposed demolition of existing building and erection of food/drink building with drive thru lane (Class E) at the former B&D Bolts site, Bradford Road, Batley, Kirklees.

QUALITY ASSURANCE, ENVIRONMENT AND HEALTH AND SAFETY

Evans Rivers and Coastal Ltd operates a Quality Assurance, Environmental, and Health and Safety Policy.

This project comprises various stages including data collection; depth analysis; and reporting. Quality will be maintained throughout the project by producing specific methodologies for each work stage. Quality will also be maintained by providing specifications to third parties such as surveyors; initiating internal quality procedures including the validation of third party deliverables; creation of an audit trail to record any changes made; and document control using a database and correspondence log file system.

To adhere to the Environmental Policy, data will be obtained and issued in electronic format and alternatively by post. Paper use will also be minimised by communicating via email or telephone where possible. Documents and drawings will be transferred in electronic format where possible and all waste paper will be recycled. Meetings away from the office of Evans Rivers and Coastal Ltd will be minimised to prevent unnecessary travel, however for those meetings deemed essential, public transport will be used in preference to car journeys.

The project will follow the commitment and objectives outlined in the Health and Safety Policy operated by Evans Rivers and Coastal Ltd. All employees will be equipped with suitable personal protective equipment prior to any site visits and a risk assessment will be completed and checked before any site visit. Other factors which have been taken into consideration are the wider safety of the public whilst operating on site, and the importance of safety when working close to a water source and highway. Any designs resulting from this project and directly created by Evans Rivers and Coastal Ltd will also take into account safety measures within a "designers risk assessment".

Report carried out by:

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1. INTRODUCTION

1.1 Project Scope

1.1.1 Evans Rivers and Coastal Ltd has been commissioned by Jennings Design to carry out a flood risk assessment for the proposed demolition of existing building and erection of food/drink building with drive thru lane (Class E) at the former B&D Bolts site, Bradford Road, Batley, Kirklees.

1.1.2 It is understood that this Flood Risk Assessment will be submitted to the Planning Authority as part of a planning application. Specifically, this assessment intends to:

- a) Review any literature and guidance specific to this area such as the SFRA;
- b) Assess the risks to people and property and propose mitigation measures accordingly;
- c) Review existing evacuation and warning procedures for the area;
- d) Carry out an appraisal of flood risk from all sources as required by NPPF;
- e) Report findings and recommendations.

1.1.3 This assessment is carried out in accordance with the requirements of the National Planning Policy Framework (NPPF) dated 2025. Other documents which have been consulted include:

- DEFRA/EA document entitled *The flood risks to people methodology (FD2321/TR1)*, 2006;
- EA *Supplementary Note on Flood Hazard Ratings and Thresholds for Development Planning and Control Purpose*, 2008;
- National Planning Practice Guidance – Flood Risk and Coastal Change.
- UK Government’s climate change allowances guidance.
- Calder Catchment Strategic Flood Risk Assessment – Volume 1 dated 2016.
- Calder Catchment Strategic Flood Risk Assessment (Kirklees Council) – Volume 2 dated 2016.

2. DATA COLLECTION

2.1 To assist with this report, the data collected included:

- Ordnance Survey 1:10,000 street view map (Evans Rivers and Coastal Ltd OS licence number AC0000814628).
- British Geological Survey *Groundwater Susceptibility Map*.
- British Geological Survey, *Online Geology of Britain Viewer*.
- 1:625,000 *Hydrogeological Map of England and Wales*, published in 1977 by the Institute of Geological Sciences (now the British Geological Survey).
- Filtered LIDAR data at 1m resolution.
- Environment Agency defence information via <https://environment.data.gov.uk/asset-management/index.html>
- Topographical survey data shown on Drawing Number 251072-201 and 251072-203C.

3. SITE CHARACTERISTICS

3.1 Existing Site Characteristics and Location

3.1.1 The site is located at the former B&D Bolts site, Bradford Road, Batley, Kirklees. The approximate Ordnance Survey (OS) grid reference for the site is 424582, 424348 and the location of the site is shown on Figure 1.

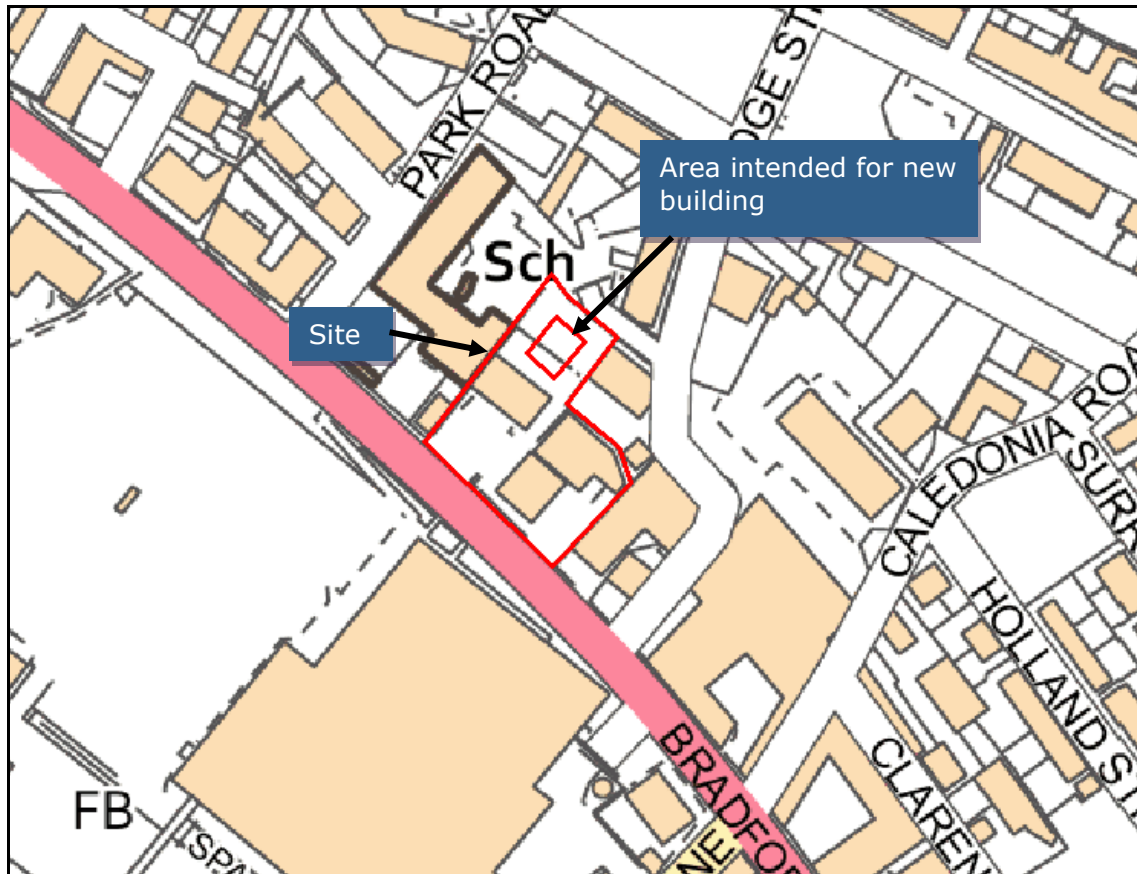


Figure 1: Site location plan (Source: Ordnance Survey)

3.1.2 The site comprises part of the former B&D Bolts site as well as the adjacent filling station. The site is accessed from Bradford Road adjacent to the south west frontage of the site. The existing site layout can be seen on Drawing Number 251072 - 201.

3.1.3 Topographical survey data is shown on Drawing Number 251072-201 and 251072-203C. Filtered LIDAR data has also been obtained in order to determine and illustrate the topography across the site and surrounding area (Figure 2).

3.1.4 It can be seen that ground levels fall in a south westerly direction.



Figure 2: LIDAR survey data where higher ground is denoted as orange and yellow colours and lower areas denoted by blue and green colours

3.2 Site Proposals

- 3.2.1 It is the Client's intention to demolish the existing building and erect a new food/drink building with drive thru lane (Class E) as shown on Drawing Number 251072-203C and in the location identified on Figure 1 above. The proposed floor level will be set at 58m AOD. There will also be parking areas and access will be retained from Bradford Road.

4. SOURCES OF FLOODING

4.1 Fluvial

4.1.1 The DEFRA Flood Map for Planning and associated data was updated on 25th March 2025 (Figure 3) with pdf guidance entitled *Flood Zones Product Description*.

4.1.2 This map together with the SFRA Map EE shows that the site is located within the NPPF defined Flood Zone 3, 2 and 1.

4.1.3 The Flood Zone 3 is divided into two sub-categories, the Flood Zone 3a and Flood Zone 3b. The extent of the Flood Zone 3a 'High Probability' is defined in this instance as the 1 in 100 year return period event.

4.1.4 The associated pdf guidance entitled *Flood Zones Product Description* states that Flood Zone 3b could be defined by using the Defended (3.3%/30yr) dataset. This dataset is now shown via the DEFRA Data Services Platform at <https://environment.data.gov.uk/explore/56fb30ae-f20d-490a-9149-a94f3e640261> confirms that the site is not located within the Flood Zone 3b flood extent.

4.1.5 The area intended for the proposed building is located well within Flood Zone 1 and also located outside of the climate change extents as shown on Figure 4.

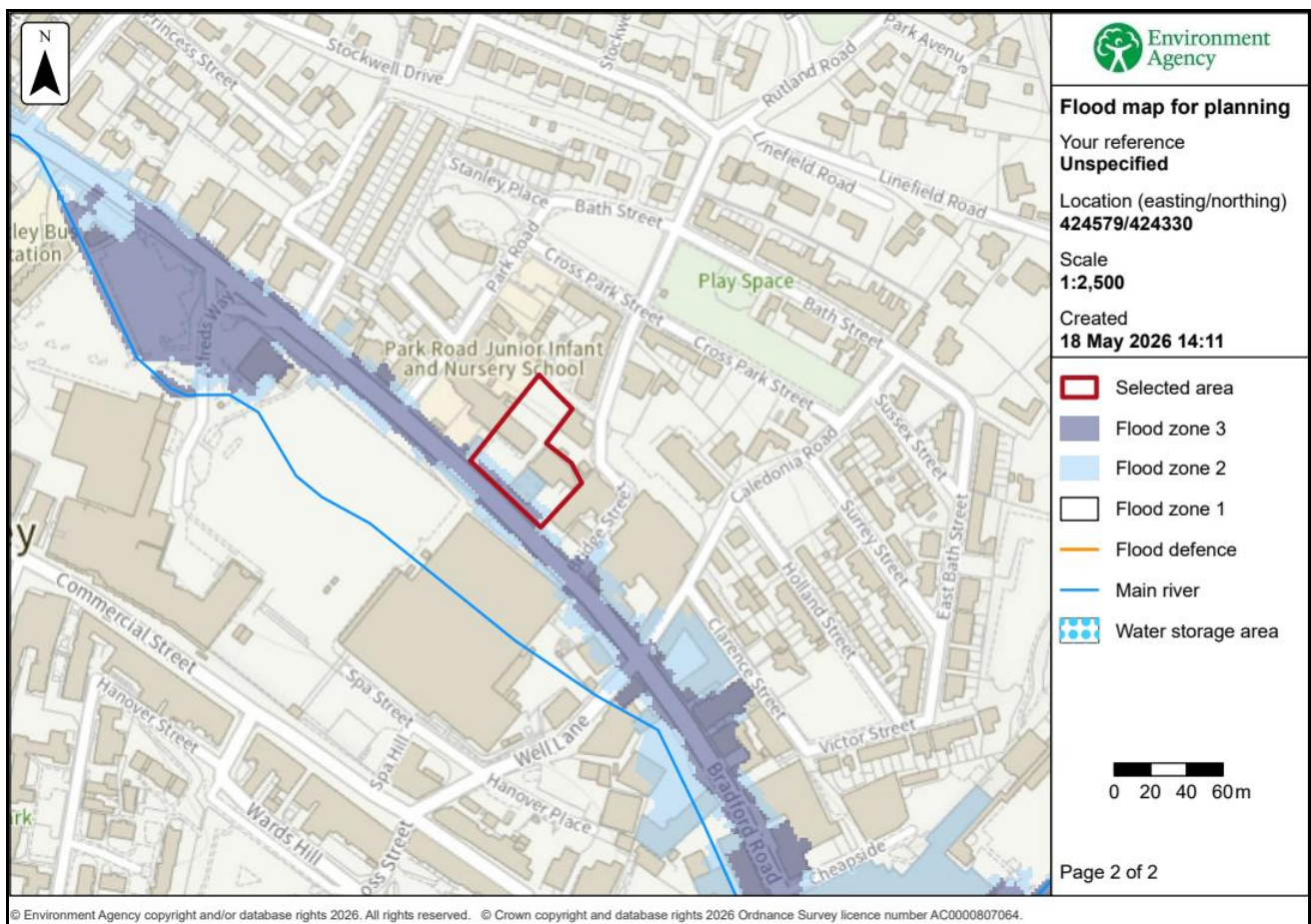


Figure 3: Flood Map for Planning

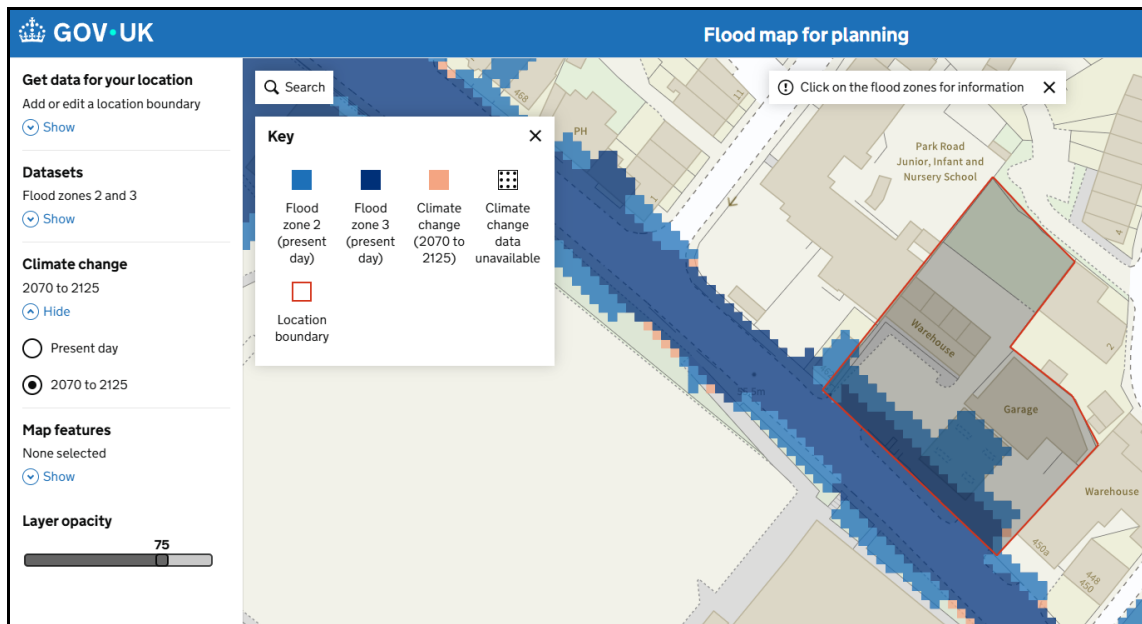


Figure 4: Flood map for planning with climate change

4.1.6 The Environment Agency flood defence information via <https://environment.data.gov.uk/asset-management/index.html> shows that there are no formal flood defences directly adjacent to the site, other than natural high ground. The Carlinghow Brook is also intermittently culverted within the vicinity.

DEFRA Risk of flooding from Rivers and Sea (RoFRS)

4.1.7 The DEFRA Risk of flooding from rivers and sea (RoFRS) map and associated data was updated on 28th January 2025 with pdf guidance entitled *RoFRS Product Description*. It now supersedes previous datasets and can be viewed at <https://www.gov.uk/check-long-term-flood-risk> and <https://environment.data.gov.uk/explore/96ab4342-82c1-4095-87f1-0082e8d84ef1> with the raw GIS data being available at <https://environment.data.gov.uk/explore/96ab4342-82c1-4095-87f1-0082e8d84ef1?download=true>.

4.1.8 The DEFRA Data Services Platform states that the Risk of Flooding from rivers and sea (RoFRS) map shows the chance of flooding from rivers and the sea taking into account the presence and condition of flood defences

4.1.9 The DEFRA Data Services Platform also states that RoFRS is a probabilistic product, meaning that it shows the overall risk, rather than the risk associated with a specific event or scenario. In externally published versions of this dataset, risk is displayed as one of four likelihood bandings:

- High - greater than or equal to 1 in 30 (3.3%) chance of flooding in any given year;
- Medium - less than 1 in 30 (3.3%) but greater than or equal to 1 in 100 (1%) chance of flooding in any given year;
- Low - less than 1 in 100 (1%) but greater than or equal to 1 in 1000 year (0.1%) chance of flooding in any given year.
- Very Low – less than 1 in 1000 year (0.1%) chance of flooding in any given year (also denoted by the mapping as 'Unavailable').

4.1.10 The DEFRA Data Services Platform 'Announcements' section states that while the previous RoFRS Depth datasets showed the maximum depth of flooding that could result

from a flood with a 0.1%, 1% and 3.3% chance of happening in any given year, the new RoFRS Depth datasets show the annual chance of flooding beyond a specific depth, for depths at intervals from 20cm to 120cm.

4.1.11 For example, the 20cm dataset shows a map of likelihood of flooding beyond 20cm depth within the 4 likelihood bands. The depths are as follows:

- 0.2m
- 0.3m
- 0.6m
- 0.9m
- 1.2m

4.1.12 Where the mapping shows an area with no depth results, despite it being located within a risk banding, DEFRA have confirmed that this denotes a Very Low probability for that particular depth to occur.

4.1.13 Information has also been created which indicates the possible impacts of climate change on future risk in line with the guidance at <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances#when-to-use-climate-change-allowance>.

4.1.14 For rivers and sea flood risk the mapping considers the fluvial 'Central' allowance for the 2050s epoch (2040-2069), and the coastal 'Higher Central' allowance for 2036-2065 and can be viewed at <https://www.gov.uk/check-long-term-flood-risk> and <https://environment.data.gov.uk/explore/de4079f2-3569-45b2-8009-a00bccc520a1>, with the raw GIS data being available at <https://environment.data.gov.uk/explore/de4079f2-3569-45b2-8009-a00bccc520a1?download=true>.

4.1.15 The associated climate change depths within the 4 likelihood bands are the same as the non-climate change depths set out above.

4.1.16 The DEFRA Risk of flooding from rivers and sea (RoFRS) map and associated data (Figures 5, 6, 7 and 8) shows that there is a Very Low flood risk across the area intended for the proposed building, and when accounting for future climate change.

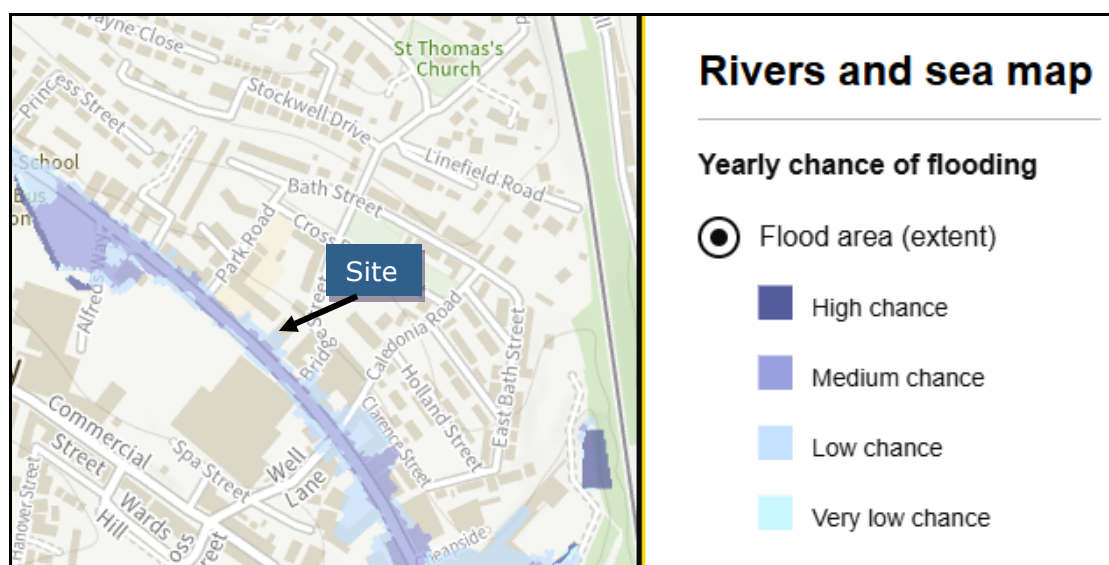


Figure 5: DEFRA Risk of flooding from rivers and sea (RoFRS) map from <https://www.gov.uk/check-long-term-flood-risk>

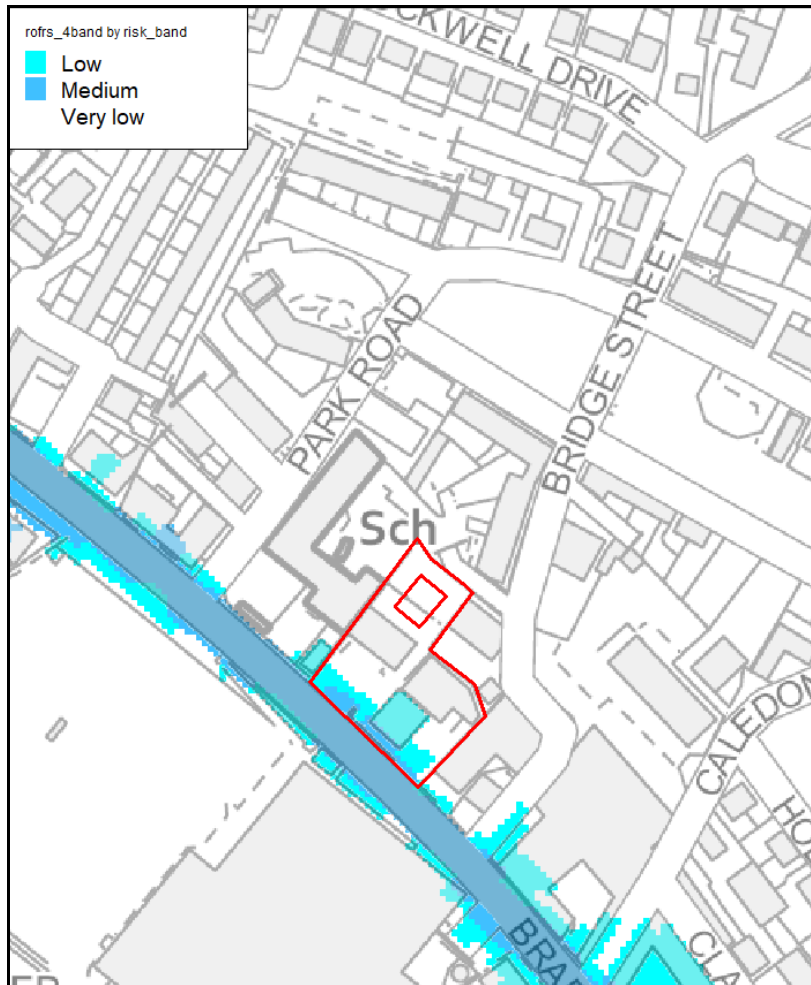


Figure 6: DEFRA Risk of flooding from rivers and sea (RoFRS) map data
<https://environment.data.gov.uk/explore/96ab4342-82c1-4095-87f1-0082e8d84ef1?download=true>

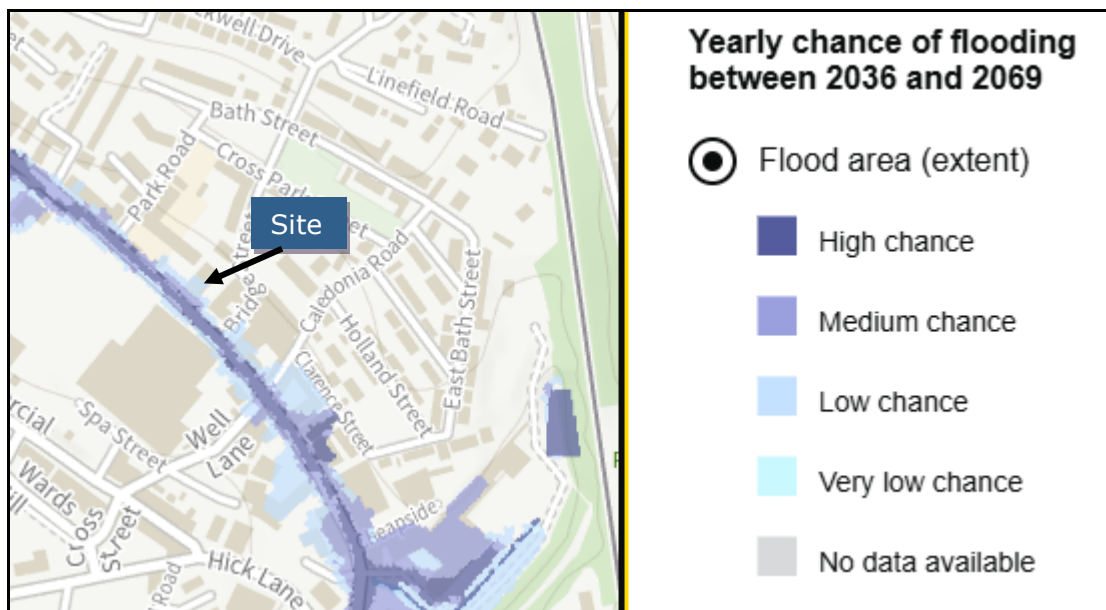


Figure 7: DEFRA Risk of flooding from rivers and sea (RoFRS) map data with climate change from <https://www.gov.uk/check-long-term-flood-risk>

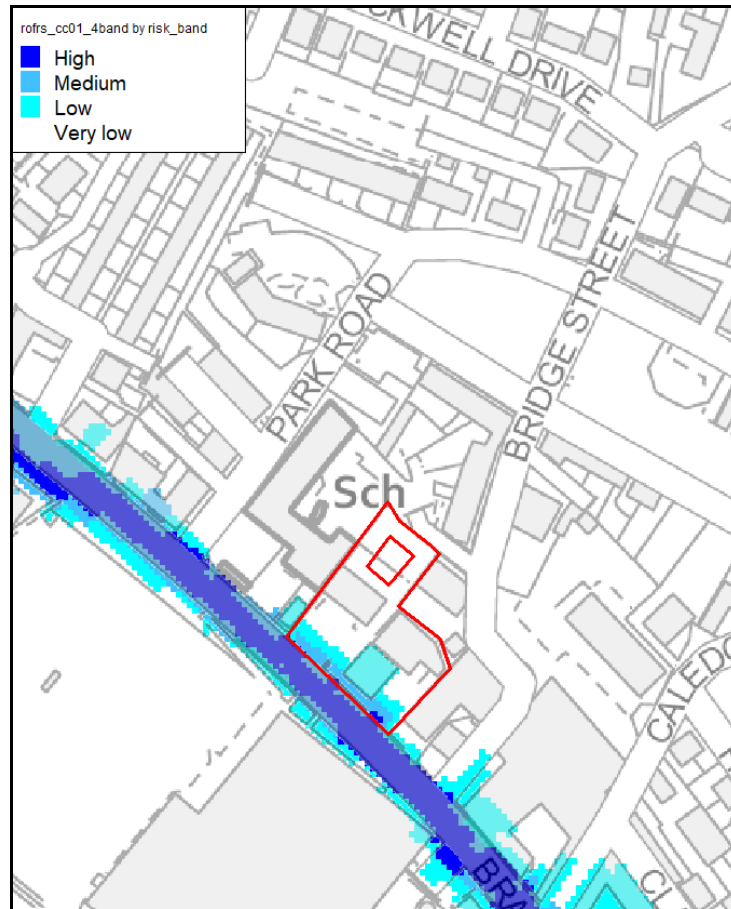


Figure 8: DEFRA Risk of flooding from rivers and sea (RoFRS) map data with climate change from <https://environment.data.gov.uk/explore/de4079f2-3569-45b2-8009-a00bccc520a1?download=true>

4.2 Groundwater Flooding

Soil and Geology at the Site

4.2.1 It can be seen from the various soil and hydrogeological data, listed in Section 2, that the soils beneath the site comprise clay, silt, sand and gravel.

Groundwater Flooding Potential at the Site

4.2.2 SFRA Map EE shows a 25-50% susceptibility to groundwater flooding

4.2.3 The 'Check the long term flood risk for an area in England' at <https://www.gov.uk/check-long-term-flood-risk> states that flooding from groundwater is unlikely in this area.

4.2.4 The hardstanding and building footprint will confine the water table and will reduce the risk of groundwater flooding.

4.3 Surface Water Flooding and Sewer Flooding

DEFRA Risk of flooding from surface water (RoFSW)

4.3.1 The DEFRA Risk of flooding from surface water (RoFSW) map and associated data was also updated on 28th January 2025 with pdf guidance entitled *RoFSW Product*

Description. It now supersedes previous datasets and can be viewed at <https://www.gov.uk/check-long-term-flood-risk> and <https://environment.data.gov.uk/explore/b5aaa28d-6eb9-460e-8d6f-43caa71fbe0e> with the raw GIS data being available at <https://environment.data.gov.uk/explore/b5aaa28d-6eb9-460e-8d6f-43caa71fbe0e?download=true>.

- 4.3.2 The DEFRA Data Services Platform states that the Risk of Flooding from Surface Water (RoFSW) map is an assessment of where surface water flooding may occur when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.
- 4.3.3 The DEFRA Data Services Platform also states that RoFSW is a probabilistic product, meaning that it shows the overall risk, rather than the risk associated with a specific event or scenario. In externally published versions of this dataset, risk is displayed as one of four likelihood bandings:
- High - greater than or equal to 1 in 30 (3.3%) chance of flooding in any given year;
 - Medium - less than 1 in 30 (3.3%) but greater than or equal to 1 in 100 (1%) chance of flooding in any given year;
 - Low - less than 1 in 100 (1%) but greater than or equal to 1 in 1000 year (0.1%) chance of flooding in any given year.
 - Very Low – less than 1 in 1000 year (0.1%) chance of flooding in any given year (also denoted by the mapping as 'Unavailable').
- 4.3.4 The DEFRA Data Services Platform 'Announcements' section states that while the previous RoFSW Depth datasets showed the maximum depth of flooding from surface water that could result from a flood with a 0.1%, 1% and 3.3% chance of happening in any given year, the new RoFSW Depth datasets show the annual chance of flooding beyond a specific depth, for depths at intervals from 20cm to 120cm.
- 4.3.5 For example, the 20cm dataset shows a map of likelihood of flooding beyond 20cm depth within the 4 likelihood bands. The depths are as follows:
- 0.2m
 - 0.3m
 - 0.6m
 - 0.9m
 - 1.2m
- 4.3.6 Where the mapping shows an area with no depth results, despite it being located within a risk banding, DEFRA have confirmed that this denotes a Very Low probability for that particular depth to occur.
- 4.3.7 Information has also been created which indicates the possible impacts of climate change on future risk in line with the guidance at <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances#when-to-use-climate-change-allowance>.
- 4.3.8 For surface water flood risk the mapping considers the 'Central' allowance for the 2050s epoch (2040-2060) and can be viewed at <https://www.gov.uk/check-long-term-flood-risk> and <https://environment.data.gov.uk/explore/e5b38de2-99b3-44ee-b10c-b244926878ef>, with the raw GIS data being available at <https://environment.data.gov.uk/explore/e5b38de2-99b3-44ee-b10c-b244926878ef?download=true>.
-

4.3.9 The associated climate change depths within the 4 likelihood bands are the same as the non-climate change depths set out above.

4.3.10 The DEFRA Risk of flooding from surface water (RoFSW) map and associated data (Figures 9, 10, 11 and 12) shows that there is a Very Low flood risk across the area intended for the proposed building, and when accounting for future climate change.

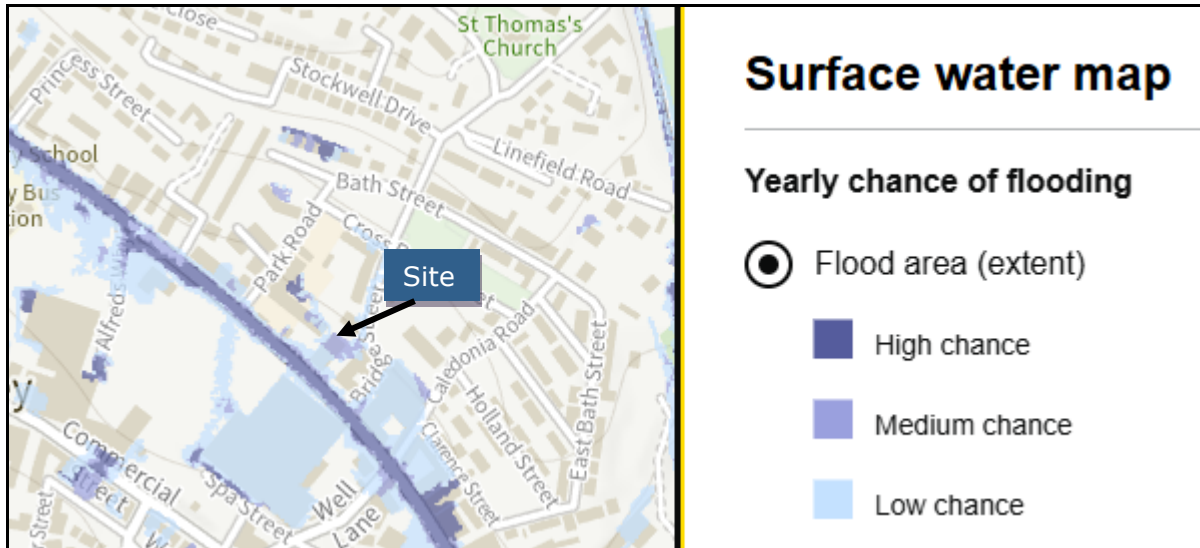


Figure 9: DEFRA Risk of flooding from surface water (RoFSW) map from <https://www.gov.uk/check-long-term-flood-risk>

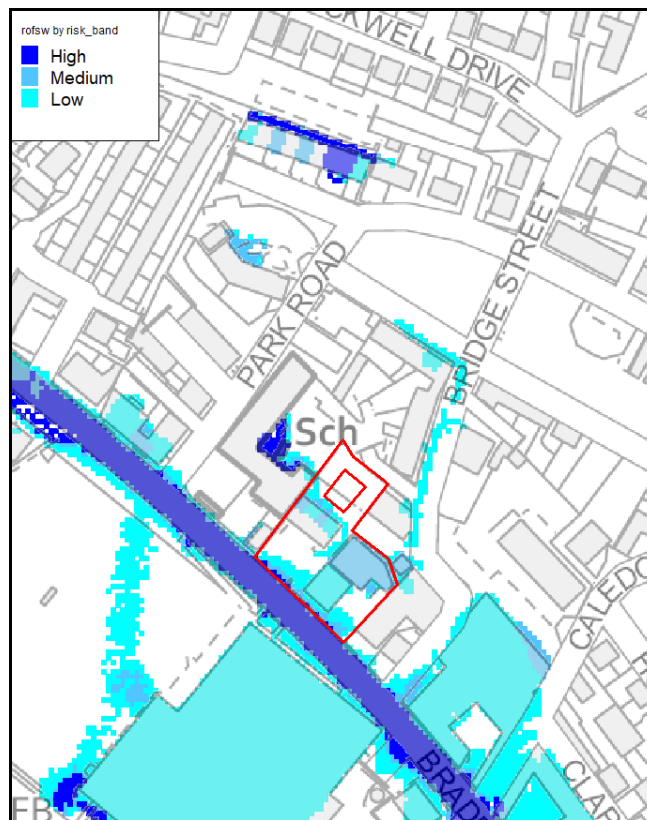


Figure 10: DEFRA Risk of flooding from surface water (RoFSW) map data <https://environment.data.gov.uk/explore/e5b38de2-99b3-44ee-b10c-b244926878ef?download=true>

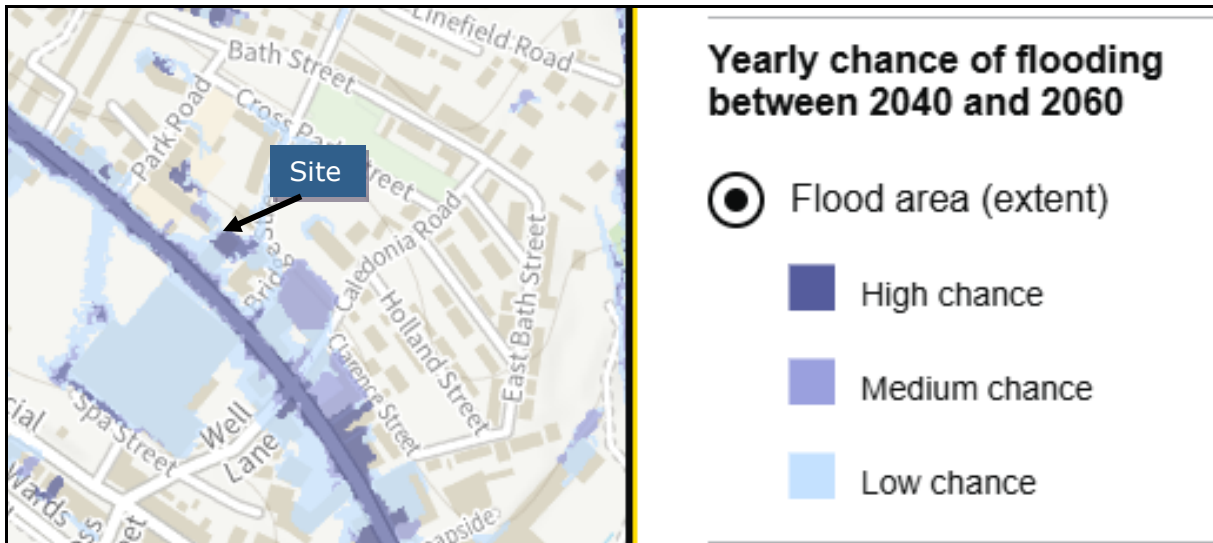


Figure 11: DEFRA Risk of flooding from surface water (RoFSW) map data with climate change from <https://www.gov.uk/check-long-term-flood-risk>

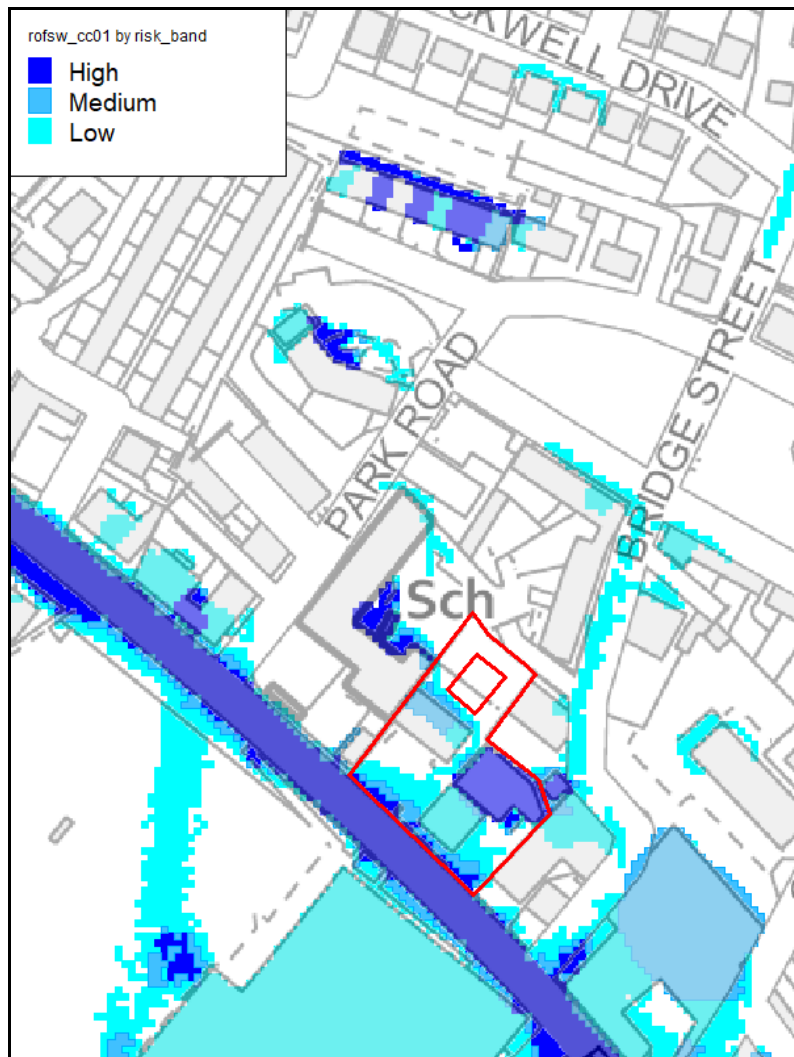


Figure 12: DEFRA Risk of flooding from surface water (RoFSW) map data with climate change from <https://environment.data.gov.uk/explore/e5b38de2-99b3-44ee-b10c-b244926878ef?download=true>

4.4 Flood Risk Mitigation

- 4.4.1 Paragraph 004 of the NPPF Planning Practice Guidance states that the first preference is to avoid flood risk by raising floor levels above the design flood level.
- 4.4.2 The proposed building will be located outside of climate change fluvial flood extents, thus providing safe dry refuge and no internal flooding.

4.5 Reducing Vulnerability to the Hazard

- 4.5.1 The site is located within Environment Agency Flood Warning area 123FWF369 – Batley Beck at central Batley and surrounding areas, as well as Flood Alert area 123WAF984 – River Spen and Batley Beck catchments.
- 4.5.2 Sites at risk of fluvial flooding could have a minimum of 2 hours warning before any of the levels of flood warning is issued.
- 4.5.3 It is recommended that the site management liaise with the Agency in order to register with the Agency’s Flood Warnings Direct service and ensure that they are aware of the flood risk so that they have the option to escape/evacuate upon receipt of a *Flood Warning* or upon the instruction of the emergency services.
- 4.5.4 The site management should develop a *Business Flood Plan*.
- 4.5.5 Flood Warnings for surface water flooding do not currently exist, however, the site management should sign up to the Met Office weather warning system <https://www.metoffice.gov.uk/public/weather/warnings> and <https://www.metoffice.gov.uk/about-us/news-and-media/media-centre/subscribe-to-email-alerts>.

4.6 Safe Access/Egress

Fluvial

- 4.6.1 Figure 8 above shows that during climate change events the site entrance and Bradford Road would be affected during High risk events.
- 4.6.2 It is understood from the DEFRA Data Services Platform ‘Announcements’ section that the previous ‘hazard’ dataset for *Rivers and Sea* will be replaced in the future.
- 4.6.3 Therefore, in the interim, in order to determine the flood hazard, the hazard categories outlined in Table 13.1 of *FD2320/TR2* (Figure 13), which is defined by the depth and velocity of the floodwater and the ability of people to evacuate once flooding occurs, has been used (assuming <0.5 m/s velocity). It should be noted that the white cells shown on Figure 13 denote a *Very low* hazard.

Table 13.1 Danger to people for different combinations of depth and velocity

Velocity (m/s)	Depth of flooding (m)											
	0.05	0.10	0.20	0.30	0.40	0.50	0.80	1.00	1.50	2.00	2.50	
0.00												
0.10												
0.25												
0.50												
1.00												
1.50												
2.00												
2.50												
3.00												
3.50												
4.00												
4.50												
5.00												

Key:
 Danger for some
 Danger for most
 Danger for all

(Source Table 13.1 of FD2320/TR2)

Figure 13: Hazard Classification

4.6.4 The depth data indicates that during fluvial climate change events, the depth would be up to 0.3m (Figure 14). Therefore, when considering fluvial events the hazard would be *Dangerous for Most* for 80m then *Very Low*.

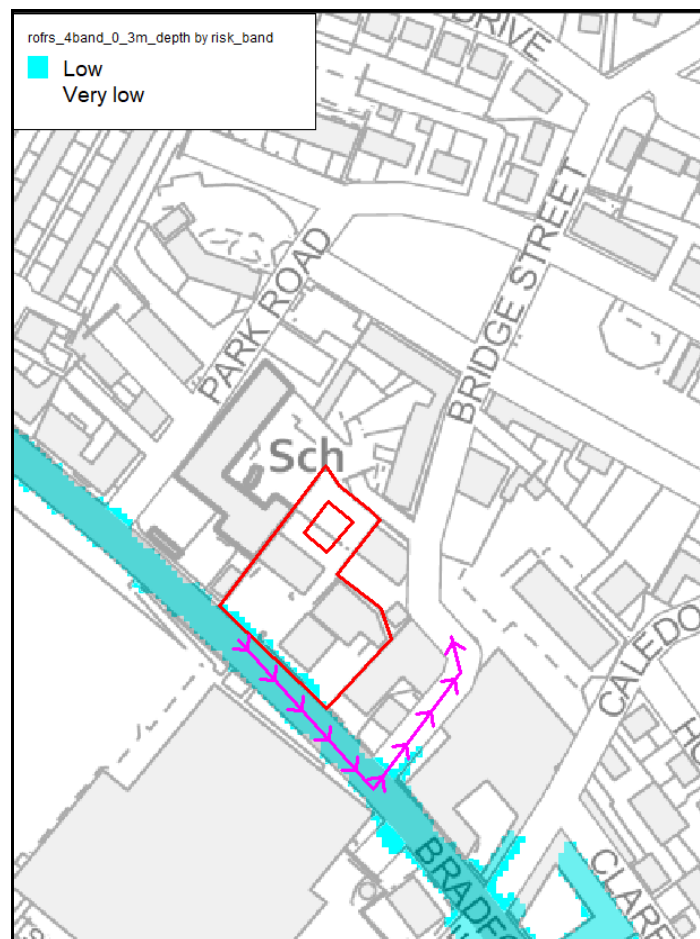


Figure 14: DEFRA Risk of flooding from rivers and sea (RoFRS) 0.3m depth map data with climate change from <https://environment.data.gov.uk/explore/de4079f2-3569-45b2-8009-a00bccc520a1?download=true>

Surface Water

- 4.6.5 Figure 12 above shows that during climate change events there would be a High surface water flood risk at the site entrance and along Bradford Road.
- 4.6.6 The DEFRA Data Services Platform now provides the ‘hazard’ dataset for surface water flooding, and the raw GIS data is available at <https://environment.data.gov.uk/explore/765c25d4-86cb-4674-8cfe-fc91e844e6ac?download=true>.
- 4.6.7 The flood hazard is calculated based on different combinations of floodwater depth and velocity, and subsequently by using the hazard equation as cited in the DEFRA/EA R&D Document *Framework and guidance for assessing and managing flood risk for new development Phase 2 (FD2320/TR2)*. The numerical hazard rating extracted from the model is then categorised into four degrees of flood hazard (Table 1).

Table 1: DEFRA’s FD2320/TR2 “Flood Risks to People” classifications

Hazard Rating	Degree of Flood Hazard	Description
< 0.75	Very low hazard	Caution “Flood zone with shallow flowing water or deep standing water”
0.75 – 1.25	Danger for Some	Dangerous for some (i.e. children) “Danger: Flood zone with deep or fast flowing water”
1.25 – 2.0	Danger for Most	Dangerous for most people (i.e. general public) “Danger: Flood zone with deep fast flowing water”
> 2.0	Danger for All	Dangerous for all “Extreme danger: flood zone with deep fast flowing water”

- 4.6.8 The mapping shows a hazard to people of *Dangerous for All*, *Dangerous for Most* and *Dangerous for Some* for 95m then *Very Low* (Figure 15).

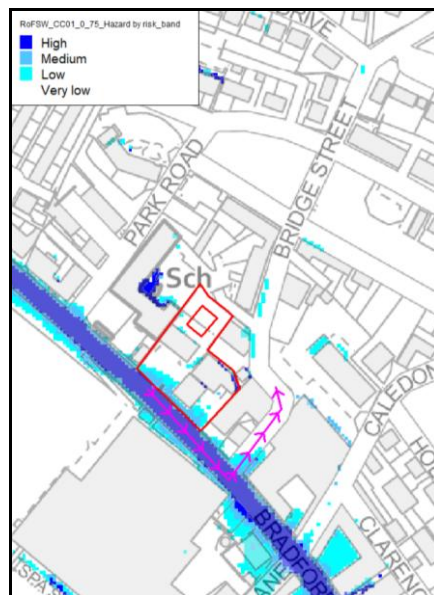


Figure 15: DEFRA Risk of flooding from surface water (RoFSW) 0.75 Dangerous for Some hazard map data with climate change from <https://environment.data.gov.uk/explore/765c25d4-86cb-4674-8cfe-fc91e844e6ac?download=true>

Risk to Vehicles and Emergency Services

- 4.6.9 The DEFRA/EA R&D Document *Framework and guidance for assessing and managing flood risk for new development Phase 2 (FD2320/TR2)* also states that cars will stop and/or float in water as shallow as 0.5m, whilst some emergency vehicles may survive in water of 1m.
- 4.6.10 The fluvial depth data on Figure 14 above indicates that during fluvial climate change events the depth would be up to 0.3m. Therefore, cars and emergency services would be able to access the site safely at all times during fluvial events.
- 4.6.11 During surface water climate change flood events the depth would be up to 0.6m for 80m (Figure 16). Therefore, emergency services would be able to access the site safely at all times during surface water events.

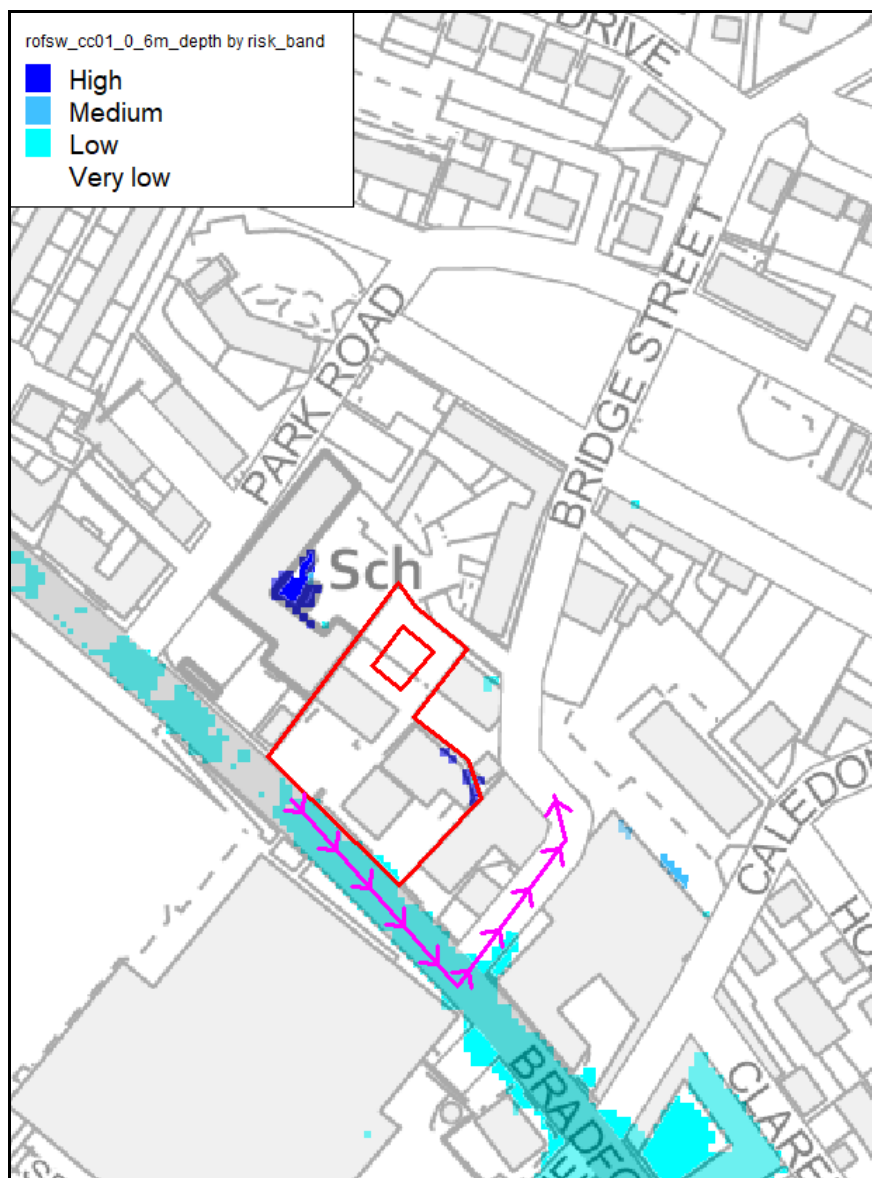


Figure 16: DEFRA Risk of flooding from surface water (RoFSW) 0.6m depth map data with climate change from <https://environment.data.gov.uk/explore/e5b38de2-99b3-44ee-b10c-b244926878ef?download=true>

4.7 Reservoirs, Canals And Other Artificial Sources

- 4.7.1 The failure of man-made infrastructure such as flood defences and other structures can result in unexpected flooding. Flooding from artificial sources such as reservoirs, canals and lakes can also occur suddenly and without warning, leading to high depths and velocities of flood water which pose a safety risk to people and property.
- 4.7.2 The 'Check the long term flood risk for an area in England' at <https://www.gov.uk/check-long-term-flood-risk> states that flooding from reservoirs is unlikely in this area.

5. CONCLUSIONS

- It is the Client's intention to demolish the existing building and erect a new food/drink building with drive thru lane (Class E). The proposed floor level will be set at 58m AOD. There will also be parking areas and access will be retained from Bradford Road.
- The site is located within the NPPF Flood Zone 3a, 2 and 1. The area intended for the proposed building is located well within Flood Zone 1 and also located outside of the climate change extents.
- There is a low groundwater flood risk and overall low risk from reservoirs.
- Analysis of the updated DEFRA Risk of flooding from rivers and sea (*RoFRS*) map and associated data indicates that there is a Very Low flood risk across the area intended for the proposed building, and when accounting for future climate change.
- The DEFRA Risk of flooding from surface water (*RoFSW*) map and associated data shows that there is a Very Low flood risk across the area intended for the proposed building, and when accounting for future climate change.
- During the peak of fluvial and surface water climate change events, safe access/egress by foot is not available via Bradford Road. However, safe access/egress is available for emergency services at all times.
- A warning and evacuation strategy has been developed within this assessment. It is proposed that the site operators register with the Agency's *Flood Warnings Direct* and prepare a *Business Flood Plan*.

6. BIBLIOGRAPHY

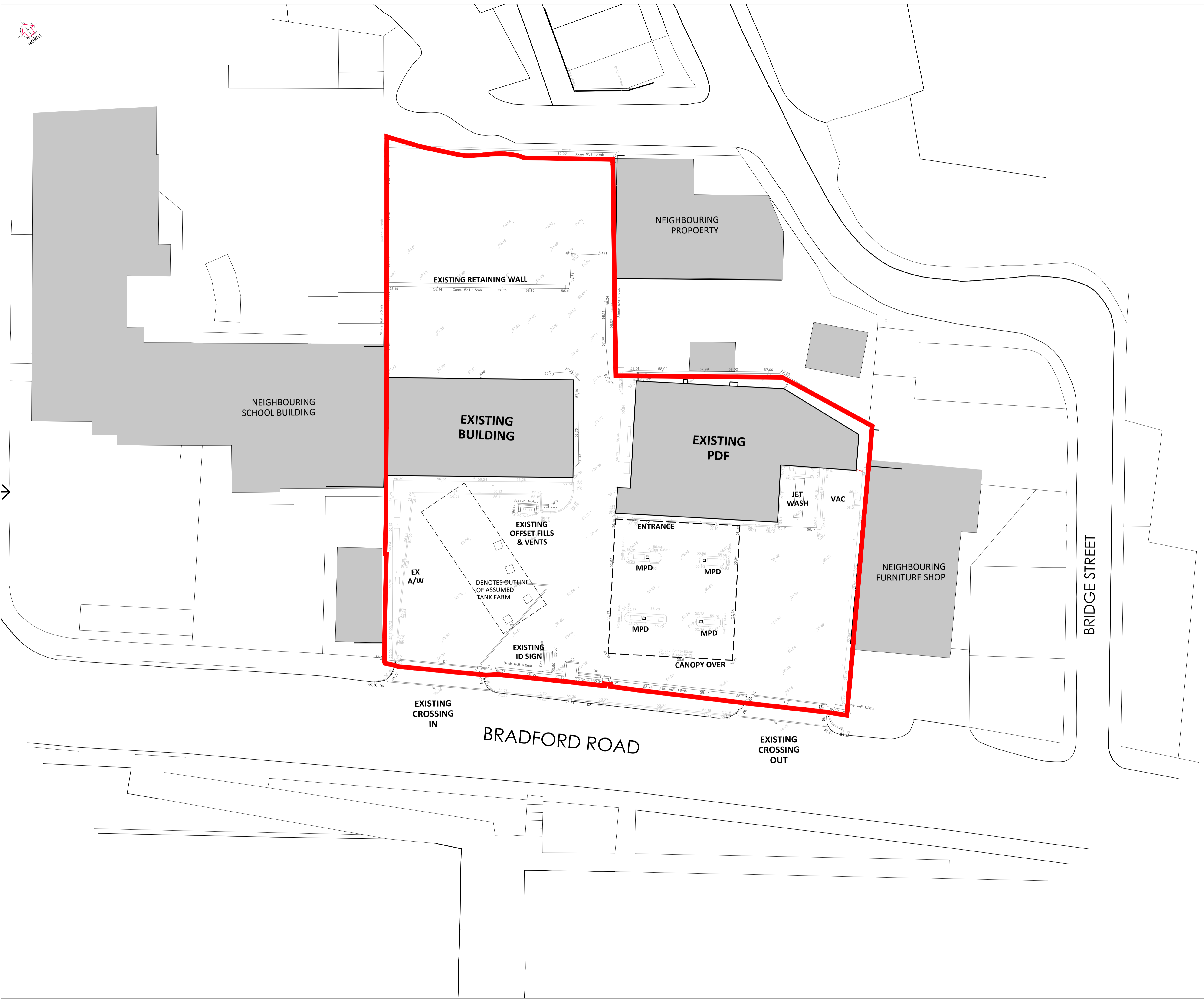
- i. Calder Catchment Strategic Flood Risk Assessment – Volume 1 dated 2016.
- ii. Calder Catchment Strategic Flood Risk Assessment (Kirklees Council) – Volume 2 dated 2016.
- iii. Communities and Local Government 2007. *Improving the Flood Performance of New Buildings*. HMSO
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- ix. Institute of Geological Sciences 1977. *Hydrogeological Map of England and Wales*, 1:625,000. NERC.

DRAWINGS



GENERAL NOTES

1. This plan has been prepared for the submission and approval under Town and County Planning only.
2. Any advertisement shown is subject to a separate application



PLANNING			
PROJECT FORMER B&D BOLTS, BATLEY Bradford Road Batley, WF17 5LW			
TITLE Existing Layout			
CLIENT Darwen Investment Ltd			
			
8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ www.jennings-design.com 01274 395422 office@jennings-design.com			
Drawn: CW	Check: JHJ	Scale: 1:200 @ A1	Date: February 2026
Plan Number: 251072 - 201			
			
SCALE - METRES - 1:200			



GENERAL NOTES

1. This plan has been prepared for the submission and approval under Town and County Planning only.
2. Any advertisement shown is subject to a separate application

SCHEDULE OF AREAS	
Site Boundary - Red Line	0.25 Hectare / 0.61 Acre
Existing Building GEA	238m ² / 2560ft ²
Existing Building GIA	210m ² / 2260ft ²
Proposed Building GEA	154m ² / 1660ft ²
Proposed Building GIA	140m ² / 1500ft ²
Proposed Parking Bays	19 Bays Inc 1 DDA

BUILDING MATERIALS

Refer to the Proposed Building Plan & Elevations drawings for additional information

SITE FLOODLIGHTS:

Galvanized floodlight columns to be installed on site as per specialist design layout, together with any building mounted bulkhead lights. All floodlight heads to be LED fittings.

CYCLE PARKING

Sheffield 500 hooped cycle stand with galvanised finish ON A situ concrete base

TANK VENTS

Cranked vents to be relocated and associated U/G pipe work rerouted.

OFFSET FILLS

Tank fills to be relocated and pipe work rerouted

SURFACE FINISHES:

- DENOTES LANDSCAPED AREAS
- DENOTES CONCRETE AREAS
- DENOTES MACADAM SURFACING
- DENOTES CHARCOAL BLOCK PAVING SURFACED AREAS

HAZARDOUS ZONES

- 2m CRANKED SPIRIT VENT

C	29.04.26	EV Removed and updated layout with more customer parking	CW
B	17.03.26	Schedule of areas updated	CW
A	17.02.26	2 EV bays added with one charger. Revolution wash added	CW

PLANNING

PROJECT	FORMER B&D BOLTS, BATLEY Bradford Road Batley, WF17 5LW
TITLE	Proposed Layout
CLIENT	Darwen Investment Ltd



8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	CW	Check:	JHJ	Scale:	1:200 @ A1	Date:	February 2026
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Plan Number: 251072 - 203C

