

From: Jason Russell
Sent: 04 September 2020 14:56
To: Cerys Jones
Subject: CONSULTATION - GENERAL LETTER - App ref P/2020/0510

Hi Cerys,

Thank you for the recent consultation on the above application for outline permission.

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PARCIO / RELOCATION OF EXISTING VEHICULAR ACCESS AND EXTENSION TO CAR PARK
LINDOP GARAGE GLANLLYN ROAD BRADLEY WREXHAM**

The site is located in DAM Zone A as defined within TAN15.

As previously stated by Neil Taunt, the entirety of the proposed extension area is at risk of surface water flooding as defined by NRW's updated flood map for surface water. It is also consistent with multiple instances of flooding on the site due to blockages at the entrance of the existing culvert that passes beneath the adjacent Llay New Road. Flooding has occurred to the extent that waters have overtopped onto Llay New Road.

The hydraulic model developed by Weetwood and included in the Flood Consequence Assessment for the site, concurs that flooding will occur at the southern part of the site adjacent to the watercourse for all modelled events. The FCA states that proposed car park levels have been set at a minimum of 71.46m AOD, with the maximum flood depth during the 1:100 +CC (20%) annual probability blockage event being 260mm, this therefore meets point 2 of A1.14 of TAN15 as it is lower than 300mm. In coordination with this suitable fencing should be incorporated around the proposed development boundary that is permeable to floodwater.

Neil also stated that WCBC has a policy against the installation of new culverts. To mitigate the impact of this the Flood Consequence Assessment produced by Weetwood, indicates a Flood Storage Area (FSA) has been designed by lowering land within the wider ownership boundary to the south of the car park extension. Due to the incorporation of the FSA to the south of the car park extension, the development is not expected to impact flood risk elsewhere. The FCA states that the site is not expected to flood during the free flowing scenarios but would be expected to convey shallow floodwater during blockage scenarios. The model produced indicates a decrease in flood depth for the existing shallow flooding of the B5425 which is considered a betterment. Additionally it should be noted that consent for the new culvert will be sought from the LLFA in accordance with the requirements of the Land Drainage Act.

SuDS Approving Body Approval Requirement

As you will be aware, from the 7th of January 2019 any new development of more than one dwelling or that involves construction work of more than 100m² is required to obtain approval from the SuDS Approving Body (SAB) prior to the commencement of those construction works. No formal application for SAB approval or request for pre application SAB advice has been received to date.

The information submitted with the application indicates an attenuated discharge into the existing culverted watercourse that runs through the site. However, there are no details included of the existing site drainage and how this communicates to the proposed culverted watercourse. The existing drainage would appear to freely drain through the existing retaining wall to the car parking area then travel overland/infiltrate the neighbouring field. As demonstrated within the submitted calculations – the post development discharge from the proposed new hard standing area will be significantly greater than the greenfield rate for the 1% + CC rainfall event. To ensure no

adverse impact on the capacity of the existing culverted watercourse beneath Llay New Road, consideration should be given to incorporating the existing site runoff into any proposed attenuated system and sizing accordingly.

Should this application be approved I would recommend the inclusion of a pre-commencement condition requesting detail of the final surface water management scheme for the site as well as the Note to Applicant below detailing the need to obtain SAB approval prior to the commencement of any construction works on site.

Note to Applicant – SAB Approval Required

Following the commencement of Schedule 3 of the Flood and Water Management Act, the works as proposed are required to obtain approval from the SuDS Approving Body (SAB) prior to commencement of those construction works. Further details of the SAB, the new national standards, the pre-application advice service and the application for approval process can be found on the Wrexham CBC's SAB webpage:

https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm or by contacting the SAB Team directly at SAB@wrexham.gov.uk .

If you have any questions on the above please let me know.

Kind regards
Jason Russell
Engineer / Peiriannydd



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