

INTERNAL MEMORANDUM

FROM: Flood Risk Management Team

Date: 6 April 2021

Application: Change of use of land from gypsy pony track/agricultural land to use for a Park and Ride car park for Bristol Airport with 3101 parking spaces plus arrival/departure area with construction of associated roads and surfaces and the erection of a reception centre

Reference Number: 20/P/1438/FUL

Location: Proposed Park And Ride Adj Heathfield Park, Bristol Road, Hewish,

Formal comments regarding the above. The Flood Risk Management (Drainage) Team have the following comments

The following information has been reviewed in relation to the surface water management scheme:

- Design and Access Statement April 2020
- Existing Site Levels Zone 1 to 3 (EP002/3/4/5)
- Flood Risk Assessment & Sustainable Drainage Strategy Dec2020

On review of the Flood Risk Assessment, the site is identified as partly located in Flood Zone 3 with the surface water drainage proposals including provisions for an attenuation basin being positioned both in and outside of the Flood Zone, and it is unclear from the application what the current ground levels are within the site. Attenuation within the flood zone 3 should be designed taking into consideration inundation from the surrounding watercourses, and both in and outside of the flood zones surcharging on outfalls.

The FRA and the Design & Access Statement conflict as one states 'The use of gravel surface and permeable tarmac' and the other rules out infiltration as a method of drainage. If infiltration is to be used then all infiltration calculations should be accompanied by BRE365 information.

No details of the outfall headwalls and the construction of the attenuation or consideration of the maintenance of the surface water system in a Management and Maintenance Strategy is provided

Flood Risk Assessment includes only source control calculations for the surface water proposal however this is a FUL application therefore details of the drainage design are required to allow a full assessment of the design. This should include but not be limited to.

- Drainage Areas Catchment Plan,
- Proposed Drainage Layout including level information and cross sections through the site and rhyme network
- Exceedance and Overland Flow Route Plan(s)
- Appropriate climate change allowances
- Evidence that the treatment train and drainage hierarchy have been applied appropriately

Consultation letter for internal consultee

with calculations for the storage to achieve the required treatment

- Where discharging into an IDB, area written confirmation identifying the discharge rate and discharge locations are acceptable is required.
- Surface water drainage calculations which demonstrate that the site does not exacerbate flood risk.
- Typical maintenance schedules, and maintenance over the lifetime of the development
- Evidence that the proposed layout is adequate to access proposed SuDS or other drainage features (e.g. watercourses) for maintenance.

The lack of a detailed strategy and data plus information on maintenance means that at this stage we are unable to make a full assessment and require further details from the applicant.

ADVISORY NOTE: The implementation of Sewerage Sector Guidance will allow Wessex Water to adopt more sustainable drainage features, therefore we recommend that a discussion with Wessex Water takes place at an early stage.