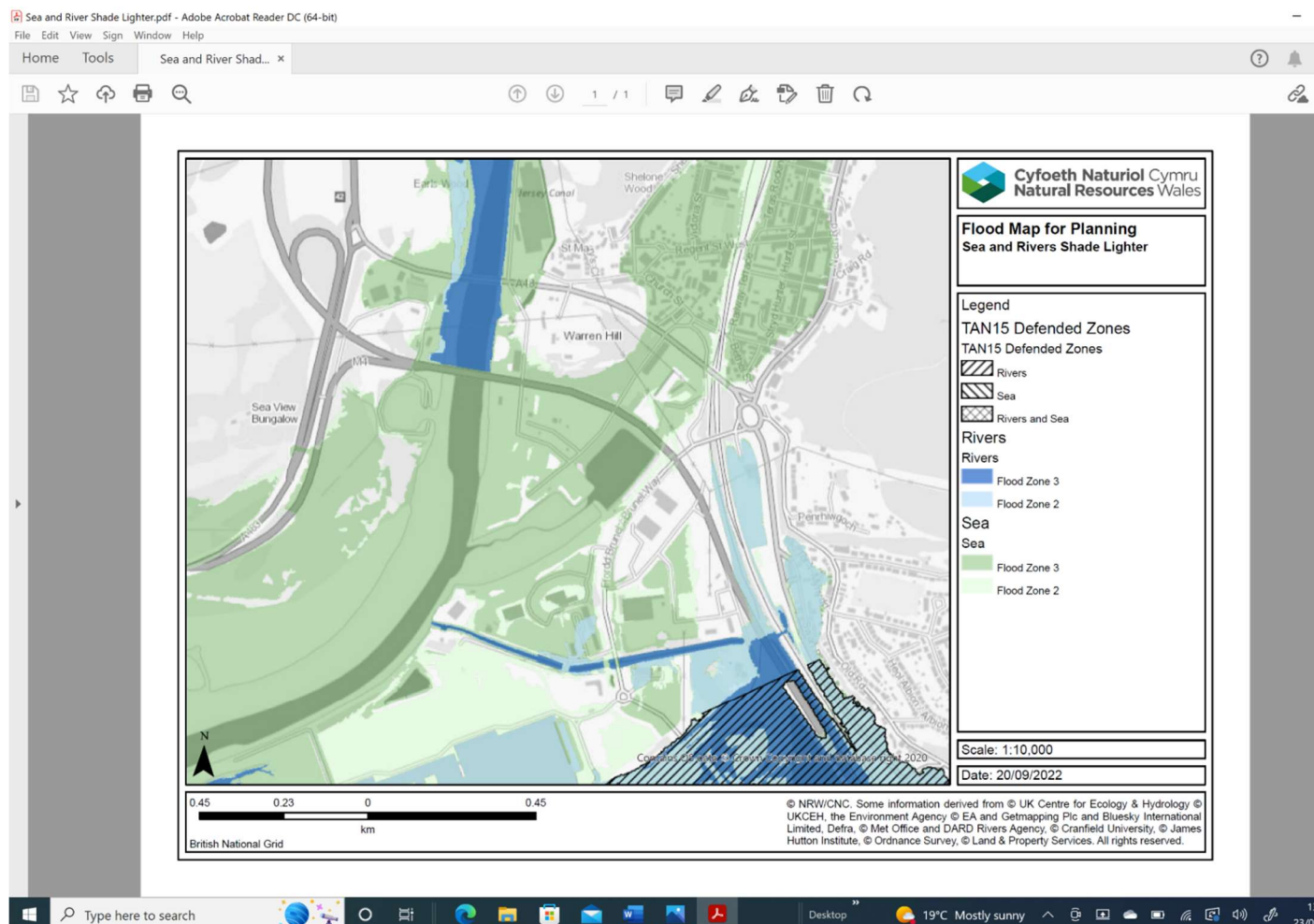


CAMPLAS FCA – RESPONSE to NRW Comments.

Section 4 of the FCA report makes reference to fluvial flood potential and the relevant text and map extract are shown below:

Extract:

The site is immediately adjacent to the Neath River and in an area which is dominated by tide rather than fluvial effects. The river, bank to bank, upstream at Giants Grave wharf is around 80m wide and in Neath it is around 40m wide. At the CTL site the river is over 150m wide and is only 2Km from the coast and open water. It is understood that ground water levels in the area are set at around +5mOD and are therefore unlikely to contribute to flood risk. Flood mapping produced by Natural Resources Wales (NRW) confirm total tidal domination and reference should be made to the flood maps in Appendix II and the screen shot extract below:



As NRW states, the formal fluvial food mapping is terminated at the M4 bridge (Section 4 boundary). River flooding does not appear to extend east of the quay wall at the M4 bridge and this is likely to be replicated with diminished potential detrimental effect applying downstream of the bridge for the reasons expressed herein.

The Camplas site is located in an area which is dominated by tide and may be described as estuarial and under the overriding influence of sea water levels. The typical river/ low tide cross section, and thus river flow volume represents a tiny fraction of the sea water component and is insignificant. This is particularly applicable when considering the associated flood plain areas and vanishingly small risk of a joint probability event where the river may be in spate. Bearing in mind the contingency which has been added to the proposed threshold level in the FCA, it is argued that the arrangement as presented will be adequate to address all concerns in relation to flood risk.

To elaborate on the flood plain rationale, it is worth emphasising that the influence of river flow on still water level will be significantly attenuated for the relatively high water values under consideration. The catchment area between the A474 Neath bridge and A48 Briton Ferry bridge increases greatly as the flood plains come into service. This would not be the case upstream of the A474 where fluvial inputs would increase pressure on the restricted catchment under the influence of tide/ tidal reach. The site is immediately adjacent to the estuary and close to open water in an area which is dominated by tide rather than fluvial effects.

It should also be borne in mind that the peak tide levels are only present for very short period of time that may be measured in minutes rather than hours. The influence of river inputs into the flood plain upstream and then the dissipating effect of the geometry of an already extensive flooded area renders fluvial effect as insignificant. It is also worth noting that the chances of a 1:1000 year tidal flood coinciding with, for example, a 1:100 year fluvial flood event would be 1:100,000 years. Not only are the effects of fluvial inputs insignificant but the risk of a joint probability event with two peaks occurring with minutes of each other at the same location would render further consideration unnecessary.

The proposed site has been chosen specifically to take advantage of the marine freight access to enable movement of product by sea to customers whether in the UK or for export. Product will be manufactured at this site that would be too big to be transported by road. The attributes of this site are therefore fundamental to the development.

I hope the above is a satisfactory response to your understandable query and is therefore acceptable but I would be happy to discuss this further if required.

Kind regards

Howard Blackwell

Shoreline Management Wales