

Superseded

Flood Consequences Assessment (FCA) For:

Development at
North Bank Road
Margam Moors, Port Talbot
SA12 6NP

Prepared for:

PTB Properties Ltd

17592 – FCA – R01

July 2023

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Table of Contents

LIMITATIONS..... 3

PURPOSE OF THE REPORT 3

1 INTRODUCTION..... 4

1.1 EXISTING SITE AND LOCATION 4

1.2 PROPOSED DEVELOPMENT..... 5

1.3 EXISTING TOPOGRAPHY 5

1.4 EXISTING GROUND CONDITIONS 6

1.5 EXISTING SITE DRAINAGE..... 6

2 FLOOD ZONE CATEGORY AND POLICY CONTEXT..... 7

2.1 FLOOD ZONE CATEGORY..... 7

2.2 DEVELOPMENT VULNERABILITY CLASSIFICATION..... 7

2.3 CONSULTATION..... 8

3 SOURCES OF FLOODING AND PROBABILITY..... 9

3.1 RIVER – FLUVIAL FLOODING..... 9

3.2 TIDAL – SEA FLOODING 10

3.3 SURFACE WATER – PLUVIAL FLOODING 10

3.4 SEWER FLOODING..... 10

3.5 GROUNDWATER FLOODING..... 11

3.6 ARTIFICIAL SOURCES OF FLOODING 11

3.7 SUMMARY OF POTENTIAL FLOODING 11

4 TAN15 ASSESSMENT..... 12

5 MITIGATION MEASURES AND RECOMMENDATIONS..... 12

5.1 FINISHED FLOOR LEVELS (FFLs) 14

5.2 ACCESS AND EGRESS 14

5.3 SAFE REFUGE AREA AND FLOOD PROCEDURE 14

6 CONCLUSIONS..... 15

Appendices

APPENDIX A: LOCATION / EXISTING SITE PLAN..... 16

APPENDIX B: PROPOSED DEVELOPMENT PLANS..... 17

APPENDIX C: TOPOGRAPHICAL SURVEY 18

APPENDIX D: PRODUCT 6 DATA & NRW FLOOD MAPS..... 19

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LIMITATIONS

The Flood Consequence Assessment (FCA) is prepared in support of a planning application and is for exclusive benefit of *The Client*. It may not be assigned to or relied upon by third party without the agreement of Vale Consultancy in writing. Vale Consultancy retains all copyright and other intellectual property rights in the document and its contents unless transferred by written agreement between Vale Consultancy and *The Client*.

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Except as otherwise requested by the client, Vale Consultancy is not obliged to and disclaims any obligation to update the report for events taking place after: -

The date on which this assessment was undertaken, and the date on which the final report is delivered.

Vale Consultancy makes no representation whatsoever concerning the legal significance of its findings or the legal matters referred to in the following report.

All the Natural Resources Wales (NRW) mapping data used is under special license. Data is current as of **July 2023** and is subject to change.

The information presented and conclusions drawn are based on statistical data and are for guidance purposes only. The study provides no guarantee against flooding of the study site or elsewhere, nor of the absolute accuracy of water levels, flow rates and associated probabilities.

Purpose of the Report

The purpose of this report is to outline the potential flood risk to the site, the impact of the proposed development on flood risk elsewhere, and the proposed measures which could be incorporated to mitigate the identified flood risk. The report has been prepared in accordance with the guidance contained in Planning Policy Wales (PPW) and Technical Advice Note 15 (TAN15): Development and Flood Risk. This report has been prepared in consultation with Natural Resources Wales (NRW).

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1 INTRODUCTION

Vale Consultancy has been instructed by *The Client* to undertake a Flood Consequences Assessment (FCA) for the proposed development at Unit D, North Bank Road, Port Talbot, Neath Port Talbot, Wales, SA12 6NP (275929E, 189555M).

Refer to the Site Location Plan / Existing Site Plan, Appendix A, and the Existing Site (satellite imagery) which is shown in Figure 1, below.

1.1 Existing Site and Location

The site covers an area of approximately 2400m² or 0.24 hectares as defined by the site boundary.

The site is located to the north of Port Talbot Docks.

The site is bounded by the A4241 highway to the north, undeveloped land with overgrown vegetation to the east, industrial units to the south and the 'Dock Feeder' surface water feature to the west.

For the purposes of this report, the site is considered to be *Brownfield* or *Previously Developed Land*.

In its existing state, the site comprises disused and redundant land covered with hardcore and scrap waste.

Provision of site access / egress is primarily from North Bank Road, but also from the A4241 highway.



Figure 1: Site Location Satellite Plan

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1.2 Proposed Development

The proposal is for development of a new HGV M.O.T Test Centre at the site including access, parking and turning area.

A proposed FFL of **7.85m AOD** should be applied which is >150mm above minimum surrounding ground levels in line with Building Regulations.

Refer to Proposed Development Plans, Appendix B.

1.3 Existing Topography

Topographic levels to metres Above Ordnance Datum (m AOD) have been derived from a topographical survey undertaken by Gerald Blain Associates Ltd in April 2023. The client has provided a copy of the topographical survey which is included as **Appendix C**, for reference.

A review of survey data indicates external levels ranging between a maximum of 10.43m AOD in the west and a minimum of 7.54m AOD in the north west extent of the site.

Generally, the site is relatively flat. The heightened topographical levels in the west extent of the site are indicative of a raised bank which segregates the site from the adjacent Dock Feeder. Refer to **Figure 2** below, which is taken from satellite mapping street view.

Further afield, the wider topography generally slopes from north east to south west; towards Baglan Bay.



Figure 2 : Satellite Street-View Image of the Site

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1.4 Existing Ground Conditions

Reference to the British Geological Survey (BGS) online mapping (1:50,000 scale) indicates the site and surrounding area are underlain and characterised by Made Ground (Landscaped Ground Undivided – Artificially Modified Ground).

Landscaped Ground is an area where the land surface (natural or artificial) has been extensively remodelled, but where it is impracticable or impossible to delineate separate zones of Made Ground, Worked Ground, or Disturbed Ground.

Superficial Deposits are defined as Tidal Flat Deposits comprising Clay, Silt and Sand.

Bedrock geology is defined as South Wales Middle Coal Measures Formation comprising Mudstone, Siltstone and Sandstone.

1.5 Existing Site Drainage

Public sewer records have not been obtained from DCWW at this stage. Reference to online mapping tools indicates that North Bank Road and the wider industrial estate are served by formal drainage infrastructure.

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2 FLOOD ZONE CATEGORY AND POLICY CONTEXT

2.1 Flood Zone Category

The Welsh Government Development Advice Map (DAM) has been developed for land use planning purposes. It is based on Natural Resource Wales' extreme flood outlines and the British Geological Survey drift data. The DAM should be used alongside Planning Policy Wales and Technical Advice Note (TAN) 15 to direct new development with respect to flood risk. Together, they form a precautionary framework to guide planning applications.

The DAM excerpt for the site (**Appendix D**) shows that the site is located within **Zone C2**, which is defined by TAN15 as;

Zone C2 – Areas of the floodplain without significant flood defence infrastructure. And;

Zone C2 – Used to indicate that only less vulnerable development should be considered subject to application of justification test, including acceptability of consequences. Emergency services and highly vulnerable development should not be considered.

Flood Maps for Planning Wales (New Tan 15)

A review of the forthcoming Flood Maps for Wales (which will replace the DAM and is currently in a transitional state) show the site is shown to fall within **Flood Zone 2 (Rivers)** and a **TAN15 Defended area (Rivers)**. From the Sea, the site is shown to be located *outside* of the extreme flood extent / **Flood Zone 1**.

Flood Zone 1 (Sea) defines areas with less than 0.1% (1 in 1000) chance of flooding from the sea in a given year, including the effects of climate change.

Flood Zone 2 (Rivers) defines areas with 0.1% to 1% (1 in 1000 to 1 in 100) chance of flooding from rivers in a given year, including the effects of climate change.

TAN15 Defended Zones are defined as Areas that benefit from Risk Management Authority flood defences with the following *minimum* Standard of Protection (SOP):

- 1 in 100-year (present day) for rivers
- 1 in 200-year (present day) for the sea.

2.2 Development Vulnerability Classification

All aspects of the proposal are for '*Less vulnerable development*' in accordance with **Figure 3** of the Welsh Government's TAN15. Less vulnerable developments have a lifetime of 75 years. Development should be resilient to future flood risks and must demonstrate that such risks can be appropriately managed to provide a safe and secure living and / or working environment throughout its lifetime.

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Local Planning Context

The Neath Port Talbot County Borough Council Local Development Plan (LDP) (2011-2026) was adopted in January 2016 and now forms the development plan that will form the basis of decisions on land use for planning in the area. The following policies relate to flood risk and drainage:

Climate Change

3.0.2 Strategic Policy SP1 Climate Change

Policy SP 1

Climate Change

The causes and consequences of climate change will be addressed by implementing the following measures.

In relation to the causes of climate change:

1. The efficiency and sustainability of the County Borough's settlements will be enhanced through developing more cohesive and efficient settlements and settlement patterns, and consequently more sustainable travel patterns;
2. Greenhouse gas emissions from transport will be minimised through encouraging freight / commercial transport by alternatives to road (e.g. rail or sea);
3. Dependence on the private car and the need to travel in general will be reduced through promoting alternative means of transport and more efficient use of existing facilities, co-location and joint use of facilities;
4. Provision will be made for the County Borough's appropriate contribution to renewable and low carbon energy generation.

In relation to the consequences of climate change:

1. Likely increased flood risk will be taken into account and addressed by ensuring that there is greater resilience by avoiding development on land that is

5.5.13 Drainage systems should be designed to ensure that developments have no detrimental effects on the water environment or on flood risk. Normally this will involve the use of Sustainable Drainage Systems (SuDS) techniques.

at risk from flooding in the first instance in accordance with the sequential approach set out in national guidance or in locations that could increase the risk of flooding elsewhere;

2. The fragmentation of habitats will be minimised and opportunities made for habitat and species change and migration where possible.

LDP Objective: OB 1 and OB 2

3.0.3 Climate change is likely to affect the environment and future development of Neath Port Talbot in a range of significant ways, some of which are not fully predictable at present. It is also necessary to reduce greenhouse gas production as far as reasonably possible in order to minimise the causes of climate change. These issues are considered to be of fundamental importance to the LDP and have influenced every aspect of the Plan's development. Climate change is consequently seen as an overarching matter to be addressed by all topic areas.

3.0.4 The measures outlined in the climate change strategic policy have therefore fundamentally influenced the development of the Plan, and will be addressed and implemented through all its policies and proposals. Development allocations have been selected in accordance with sustainable development principles to be in locations that minimise as far as possible dependence on the private car and can benefit from local services and facilities, while encouraging the provision of locally based facilities in order to address the causes of climate change. At the same time, the effects of a changing climate (for example flood risk) have been taken into account as far as possible in all the Plan allocations and policies.

3.0.5 New developments will be expected to avoid unnecessary flood risk and to meet the requirements of TAN 15: Development and Flood Risk. No highly vulnerable development will be permitted within Development Advice Map (DAM) Zone C2[®] and development will only be considered in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in the TAN.

2.3 Consultation

Product 5 & 6 data from the *Port Talbot Model Review and Flood Map Addendum* (August 2017) has been provided by NRW and has been interrogated using GIS software to quantitatively assess the flood risk to the site.

As well as the LDP, the following documents have been consulted and reviewed as part of this FCA:

- Neath Port Talbot Strategic Flood Consequences Assessment September 2014
- Neath Port Talbot County Borough Council Local Flood Risk Management Strategy June 2013
- Neath Port Talbot County Borough Council Flood Risk Management Plan 2015

Neath Port Talbot County Borough Council Preliminary Flood Risk Assessment Report March 2011 (including 2017 Addendum).

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3 SOURCES OF FLOODING AND PROBABILITY

3.1 River – Fluvial Flooding

The Dock Feeder is located adjacent to the site's western boundary, flowing from north to south from here.

The River Afan which is identified as a **Main River** by NRW is located approximately 80m north west from the site, and flowing from north to south from here before discharging into Baglan Bay.

A review of the FMfP Wales indicates the site to be located within **Flood Zone 2 (Rivers)** and a **TAN15 Defended Zone (Rivers)**.

Flood Zone 2 (Rivers) defines areas with 0.1% to 1% (1 in 1000 to 1 in 100) chance of flooding from rivers in a given year, including the effects of climate change.

TAN15 Defended Zones are defined as Areas that benefit from Risk Management Authority flood defences with the following *minimum* Standard of Protection (SOP): 1 in 100-year (present day) for rivers including allowances for climate change.

The NRW 'Recorded Flood Extents' (**Appendix D**) shows that there are no records of historical flooding at or in immediate vicinity of the site.

Therefore, the site is considered to be at **Low Risk** from fluvial flooding.

NRW Data

A review of Product 5 and 6 Data indicates the site to be flood – free during the Defended Q100 event.

All developable aspects of the proposal are shown to be flood – free during the Defended Q100 + CC (u) (2116) event. Only a small portion of the site boundary is shown to flood. A maximum estimated flood level of 6.55m AOD is recorded. Reference to the topographical survey indicates that all site levels are at least 7.5m AOD which proves the site will remain flood free during the Q100 Defended Fluvial Event + CC (u) (2116). Site access is also shown to be flood – free. Therefore, the site and development proposals are compliant with A1.14 of TAN15. During this event, a maximum flood velocity of 0.011 m/s is recorded at the site. This is within (below) the maximum indicative allowable thresholds as stipulated by A1.15 of TAN15.

During the Q1000 Defended (current day – 2016) event the site is shown to partially flood. A maximum flood level of 7.93m AOD is recorded at the site. Given that the proposed unit will have a minimum FFL of 7.85m AOD; the site could flood by up to a maximum depth of 80mm (0.08m) which is within (below) maximum indicative allowable thresholds as stipulated by A1.15 of TAN15. A maximum flood velocity of 0.1 m/s is recorded at the site for this event which is also compliant with A1.15 of TAN15.

Therefore, the proposals are compliant with A1.14 and A1.15 of TAN15.

It can be concluded that the risk of fluvial flooding to the proposed development is **Low**.

Mapped Modelled Outputs are included in **Appendix D**, for reference.

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3.2 Tidal – Sea Flooding

The site is shown to be located *outside* of the extreme flood extent or **Flood Zone 1 (Sea)**.

Flood Zone 1 (Sea) defines areas with less than 0.1% (1 in 1000) chance of flooding from the sea in a given year, including the effects of climate change.

A review of Product 5 and 6 Data indicates the site to be flood – free during the Defended T200 event.

All developable aspects of the proposal are shown to be flood – free during the Defended T200 + CC (u) (2116) event. Only a small portion of the site boundary is shown to flood. A maximum estimated flood level of 7.1m AOD is recorded. Reference to the topographical survey indicates that all site levels are at least 7.5m AOD which proves the site will remain flood free during this event. Site access is also shown to be flood – free. Therefore, the site and development proposals are compliant with A1.14 of TAN15. During this event, a maximum flood velocity of 0.016 m/s is recorded at the site. This is within (below) the maximum indicative allowable thresholds as stipulated by A1.15 of TAN15.

During the T1000 Defended + CC (u) – 2116 event the site is shown to partially flood. A maximum flood level of 7.45m AOD is recorded at the site. Given that the proposed unit will have a minimum FFL of 7.85m AOD; it will remain flood-free during this event with a freeboard of 0.4m. A maximum flood velocity of 0.016 m/s is recorded at the site for this event which is also compliant with A1.15 of TAN15.

Therefore, the proposals are compliant with A1.14 and A1.15 of TAN15.

It can be concluded that the risk of tidal flooding to the proposed development is **Low**.

The relevant **Mapped Model Outputs** are provided in **Appendix D**.

3.3 Surface Water – Pluvial Flooding

Surface water flooding occurs when rainwater does not drain away through the normal drainage system or soak into the ground. It is usually associated with high intensity rainfall events but can also occur with lower intensity rainfall or melting snow where the ground is saturated, frozen or developed, resulting in overland flow and ponding in depressions in topography. Surface water flooding can occur anywhere without warning. However, flow paths can be determined by consideration of contours and relative levels.

The NRW ‘Risk of Flooding from Surface Water’ map (**Appendix D**) indicates the extent of flood risk from surface water and small watercourses. These maps indicate that the site is outside of the flood extent and is not shown to be at risk from surface water flooding, meaning it has a less than 0.1% annual probability of flooding. The access / egress route (unnamed road) is shown to be partially within **Flood Zone 2** which is defined as ‘Areas with 0.1% to 1% (1 in 1000 to 1 in 100) chance of flooding from surface water and / or small watercourses in a given year, including the effects of climate change.’

There are no flow routes which would direct any surface water inundation towards the site.

It can be concluded that the risk of surface water flooding to the proposed development is **Low**.

3.4 Sewer Flooding

Flooding from sewers can occur when a sewer is overwhelmed by heavy rainfall, becomes blocked, is damaged, or is of inadequate capacity.

There are no known records of flooding from sewers at the site or in the near vicinity.

Therefore, the risk of flooding from sewers to the proposed development is **Low**.

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3.5 Groundwater Flooding

Groundwater flooding occurs when water levels underneath the ground rise above normal levels. Prolonged heavy rainfall soaks into the ground and can cause the ground to become saturated. This results in rising groundwater levels which leads to flooding above ground.

There are no known records of groundwater flooding incidents at or near to the site. Furthermore, the site is currently overlain by mostly hardstanding which would prevent the ingress of groundwater to the surface.

Both the existing and proposed site are to be overlain predominantly with hardstanding / impermeable surface which would prevent the ingress of groundwater.

It can be concluded that the risk of groundwater flooding is **Low**.

3.6 Artificial Sources of Flooding

The Dock Feeder is located adjacent to the site. However, and as already mentioned; there is a significant raised bank which segregates the site from the feeder. Furthermore and moreover, the Product 5 and 6 data cover the Dock Feeder which is not shown to flood any of the developable areas of the site in any of the modelled scenarios.

There are no other canals or other artificial surface water bodies within the immediate vicinity of the site or surrounding area that would pose a flood risk to the site.

The NRW 'Risk of Flooding from Reservoirs' map (**Appendix D**) shows that the site is not at risk of flooding from reservoirs.

All large reservoirs must be inspected and supervised by a reservoir panel engineer, as the enforcement agency the NRW ensure that reservoirs are inspected regularly, and essential safety work carried out.

It can be concluded that the probability of flooding from artificial sources is **Low**.

3.7 Summary of Potential Flooding

It can be concluded that fluvial sources pose the most significant flood risk to the site, albeit **Low**.

All developable areas of the site are shown to be flood-free during the Q100 + CC and T200 + CC events. Therefore, the proposals are compliant with A1.14 of TAN15.

The site could flood marginally in the most extreme events considered. However, a review of the product 5 and 6 data indicates that the proposal is fully compliant with A1.15 of TAN15 as all parameters have been considered and interrogated and found to be within (below) maximum indicative allowable thresholds as stipulated by TAN15.

The site is indicated as being within **Zone C2** on the Welsh Government DAM.

The FMfP shows the site to be located within **Flood Zone 2 (Rivers)**, **Flood Zone 1 (Sea)** and **Flood Zone 1 (Surface water and small watercourses)**.

The FMfP shows the site to fall within a TAN15 Defended Zone (Rivers) which ensures a standard of protection (SOP) of at least up to the Q100 + CC event.

All other potential sources of flooding have been assessed and are concluded to be **Low**.

The proposed development is for less vulnerable development with a lifespan of 75-years.

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4 TAN15 ASSESSMENT

Figure 1 of TAN15 advises that Zone C2 is used to indicate that only less vulnerable development should be considered subject to application of the justification test, including acceptability of consequences.

The proposed development will create a new HGV M.O.T centre on what is currently a disused, redundant Brownfield site.

Furthermore, the development proposal is typical and in keeping of those in the local vicinity. It is fair to say that alternatives for the development in this location are very limited.

The current site is somewhat dilapidated and requires work which supports the notion for the proposed development which will vastly improve the aesthetic value of the site.

The proposed site supports and creates jobs important to the LDP and local economy.

It is concluded that the development concurs with the aims of PPW and meets the definition of previously developed land.

The potential consequences of flooding, to satisfy the latter part of these conditions, have been assessed and are fully compliant with TAN15. It can be concluded that the risks are deemed to be residual, acceptable and manageable across the development's 75-year lifetime expectancy.

5 MITIGATION MEASURES AND RECOMMENDATIONS

The site is deemed to be at **Low Risk** from all forms of flooding. However, fluvial flooding poses the greatest risk.

Because all of the parameters during all events considered are within (below) maximum indicative parameters as stipulated by TAN15 – it can be ascertained that the potential consequences of flooding are deemed acceptable (especially for less vulnerable industrial development) and manageable across the lifetime expectancy of the development (75 years).

Taking a precautionary approach and as an additional factor of safety, mitigation measures should be incorporated into the proposed development.

It is proposed that the new unit will be constructed with materials with inherently good wet proofing performance. Wet proofing is the use of more flood resistant building materials in the floors, walls and doors, e.g., concrete ground slab and masonry wall construction.

Internal alterations that should be introduced where practically possible to the development include:

- Raised electronic control units and sockets;
- Install smart air bricks or air brick covers;
- Provide low level flood guards on all access points;
- Use plastic and stainless-steel fixtures and fittings and avoid wooden alternatives;
- Use solid flooring (tiled, resin, concrete) at lower ground level, where possible;
- Ensure that with the time afforded by advance warning, evacuation of property via safe egress and removal of valuables from the building can be implemented;

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- Clearance of the existing surface water drainage system to improve drainage of the site and follow necessary maintenance procedures (to new & existing surface water drainage) to ensure that the system functions to optimum capacity;
- The predicted depths, rise, speed of inundation and velocities are likely to satisfy the TAN 15 suggested tolerable conditions for more extreme events;
- Use robust flood resistant construction techniques as detailed by the RIBA publication – *“Improving the Flood Performance of New Buildings, Flood Resilient Construction” (May 2007)*.

Flood Alerts and Warnings cover this area. Site owner/s should register to receive Flood Alerts and where possible, Flood Warnings. Flood Warnings Direct is a free service that provides prior warnings of a fluvial flood event. Areas at risk of flooding from rivers (fluvial) and the sea (tidal) are warned, which relies on direct measurements of rainfall, river levels, tide levels, in-house predictive models, rainfall data and information from the Met Office. This service operates 24 hours / day 365 days a year. If flooding is forecast, warnings are issued using a set of easily recognisable codes.

Appropriate documentation should be displayed to inform any users of the site of the potential risk. Documentation will be displayed at an appropriate position in the building. The documentation will indicate the risk of flooding and contain information on how prior warnings will be sent to the building. Further information on the documentation will comprise of the Floodline Warnings Direct telephone number, emergency services numbers and exit plans and egress directions from the hall, as identified in the evacuation procedure for the site.

The site owner/s should draw up an evacuation procedure for implementation during an extreme event. This should be done in conjunction with the appropriate professional bodies. An evacuation procedure should be drawn up after the developer has completed an action plan. The action plan is carried out and based on an assessment of the consequences of an extreme flood on the building. The extent of ‘dry proofing’ measures incorporated is determined by the assessment of the social and economic impact of a flood.

The evacuation procedure should be a written document which should outline the course of action to all occupants during a flood. The evacuation procedure should address the following topics:

- A list of important contacts, building services, suppliers and evacuation contacts for officers and users;
- A description or plan showing locations of key property, protective materials and service shut-off points;
- Basic strategies for protecting property and assisting recovery;
- Checklist of procedures that can be quickly accessed by users during a flood;
- Safe exit-plan (building and site);
- Safe exit route to higher ground outside the flood risk area (building and site), kept and displayed on site.

It is highly recommended that *The Client* (developer) consults the local authority’s (Neath and Port Talbot Council) Emergency Planners to comment on the details of emergency plans for the proposed site to deem if they are sufficient and accurate.

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5.1 Finished Floor Levels (FFLs)

The proposed unit will have a minimum FFL of 7.85m AOD. This ensures compliance with TAN15 and building regulations.

5.2 Access and Egress

Safe access / egress is provided by North Bank Road (south east) which leads to an area outside of the extreme flood extent. **Refer to Flood Evacuation / Safe Egress Route below.**

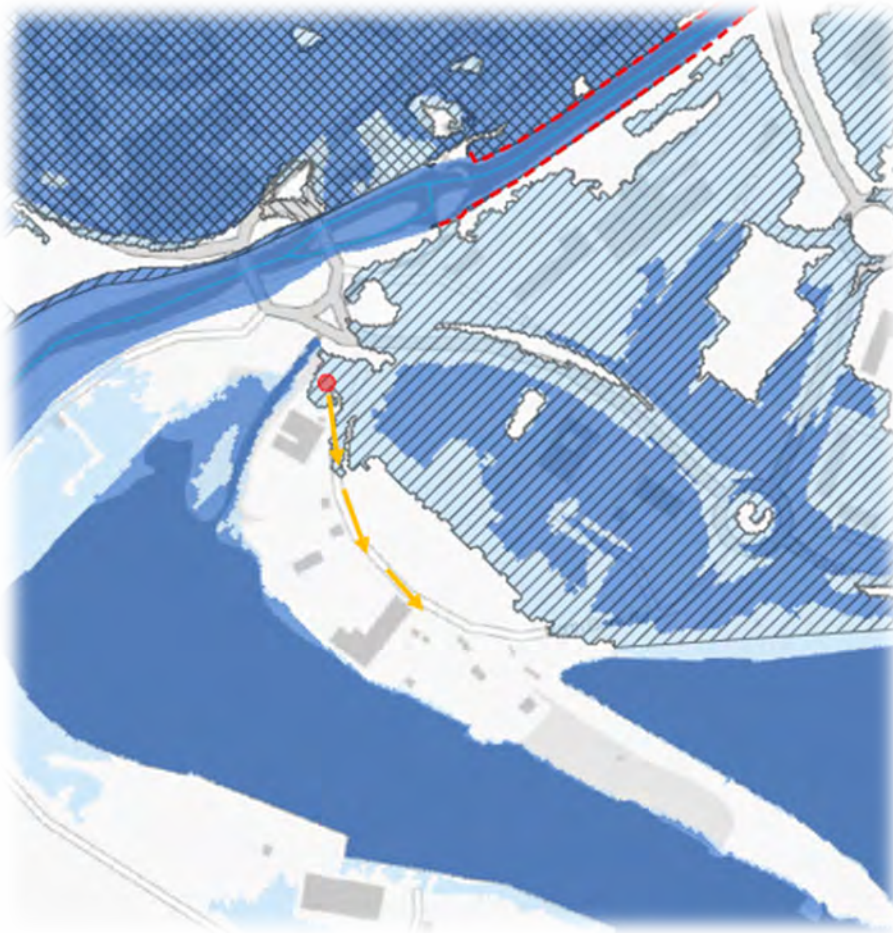


Figure 3: Proposed Flood Evacuation / Safe Egress Route

5.3 Safe Refuge Area and Flood Procedure

In the unlikely event that the site floods the competent warning authority is the NRW and a lead time of several hours in advance of flooding is typically provided. When a flood is expected Neath and Port Talbot Council, and the local emergency services will be responsible for public care and safety.

In the unlikely event of the site flooding without warning, site users should seek safe refuge in the neighbouring industrial sites (south) which are located outside of the flood extents, as and where possible until safe to evacuate.

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6 CONCLUSIONS

The proposal is for development of a new HGV M.O.T Test Centre at the site including access, parking and turning area.

The FCA concludes that although the site is at **Low** Risk of flooding from all sources; fluvial flooding poses the greatest risk.

However, following implementation and consideration of Mitigation Measures and Recommendations the risks are residual.

Furthermore, and moreover, the proposals are fully compliant with A1.14 and A1.15 of TAN15 and therefore the potential consequences of flooding are acceptable and manageable across the lifetime expectancy (75-years) of the development.

In respect of the criteria outlined in this document the findings are as follows:

- The development proposal is deemed to be compliant with PPW and TAN15.
- The main source of flood risk to the site is fluvial, though this risk can be considered residual, acceptable and manageable.
- All owner/s are to be signed up to the NRW 'Floodline Warnings Direct' scheme where possible.
- Surface water drainage to be suitably designed in line with local and national requirements.

Therefore, based on the findings of the FCA, it is considered that the principal objectives of PPW TAN15 have been satisfied and that the development proposals are acceptable in terms of flood risk.

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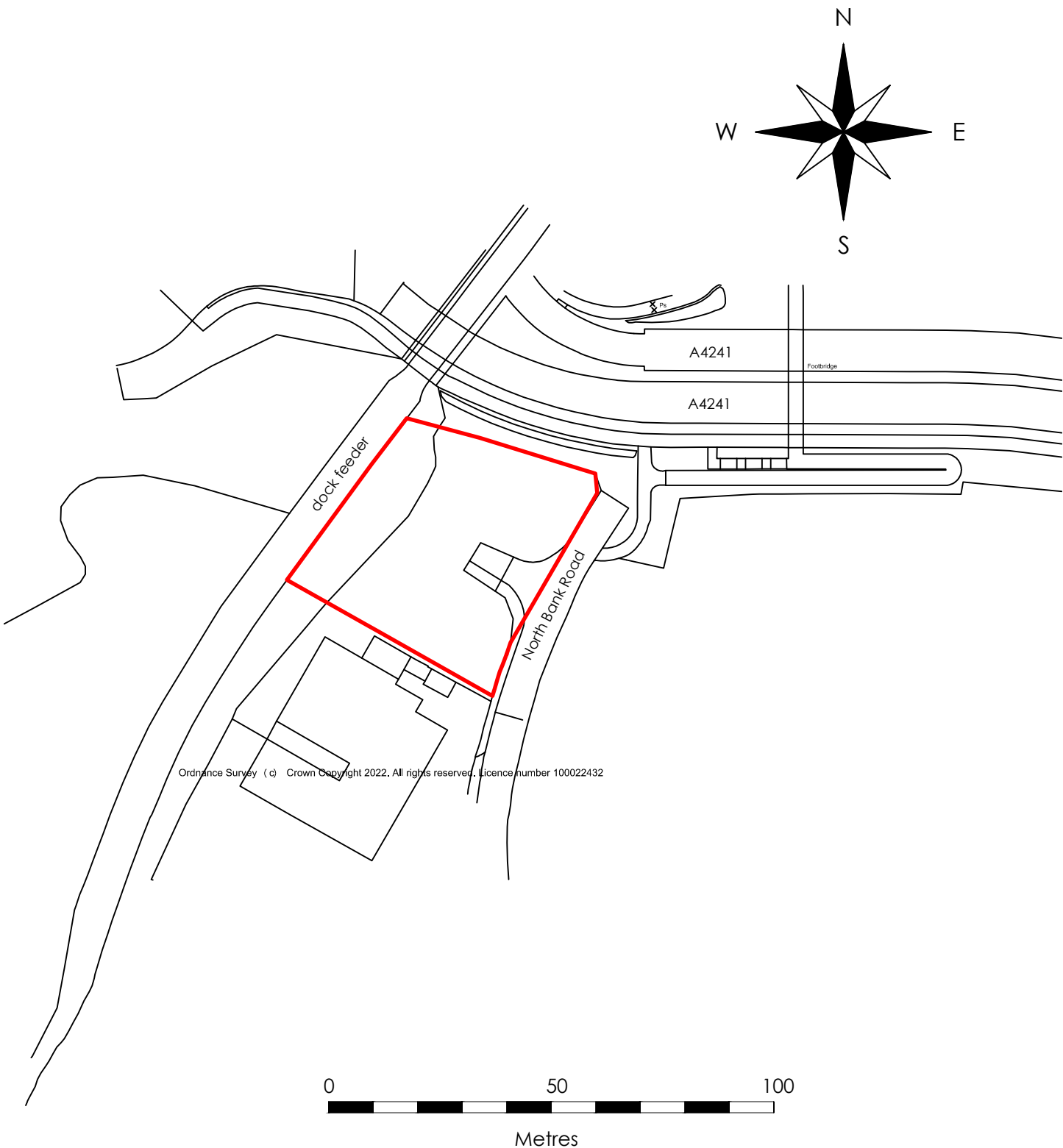
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APPENDIX A: Location / Existing Site Plan

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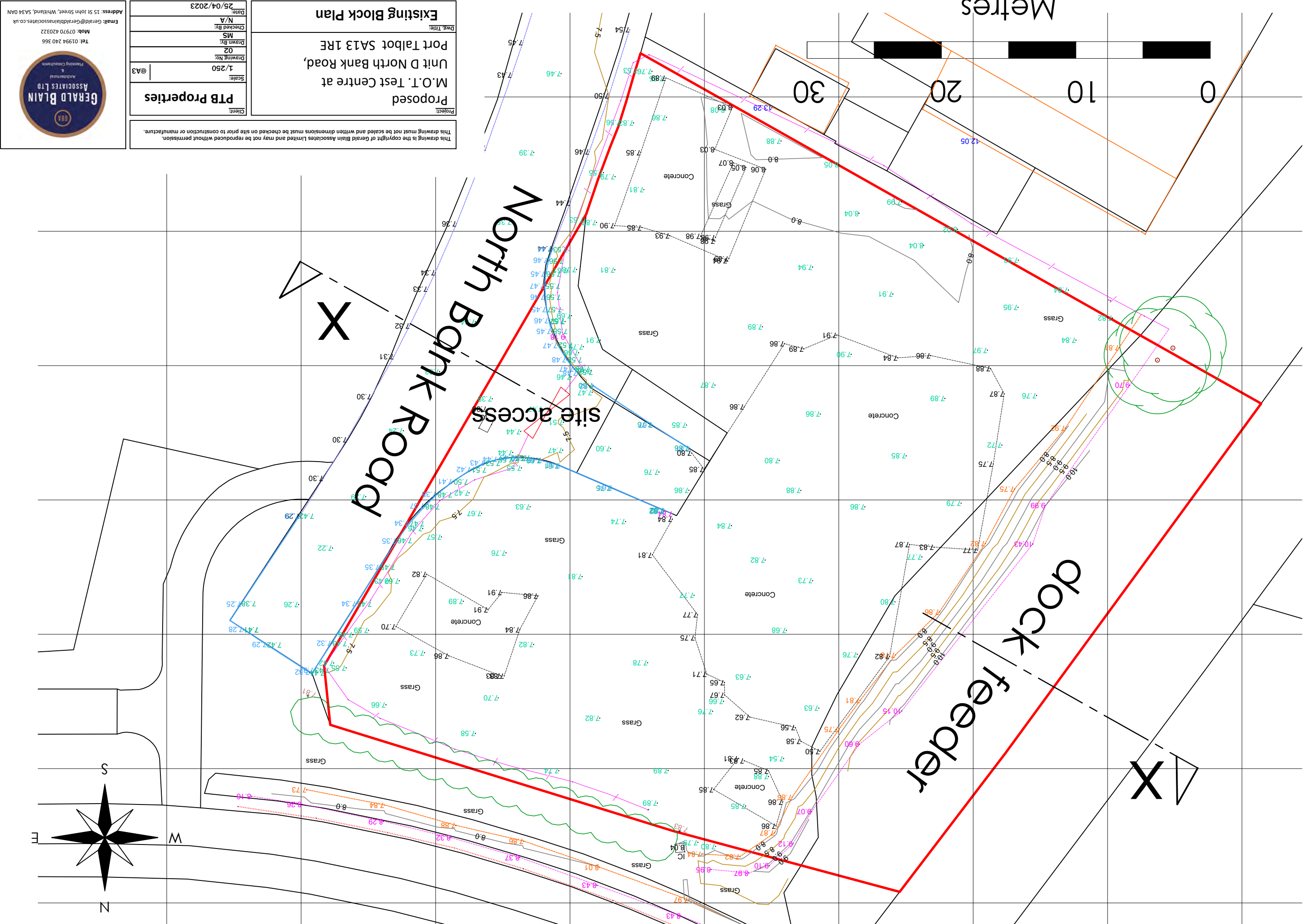
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Project: Proposed M.O.T. Test Centre at Unit D North Bank Road, Port Talbot SA13 1RE	Client: PTB Properties
Dwg. Title: Site Location Plan	Scale: 1/1250 @A4
	Drawing No: 01
	Drawn By: MS
	Checked By: N/A
	Date: 25/04/2023

GERALD BLAIN ASSOCIATES LTD
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APPENDIX B: Proposed Development Plans

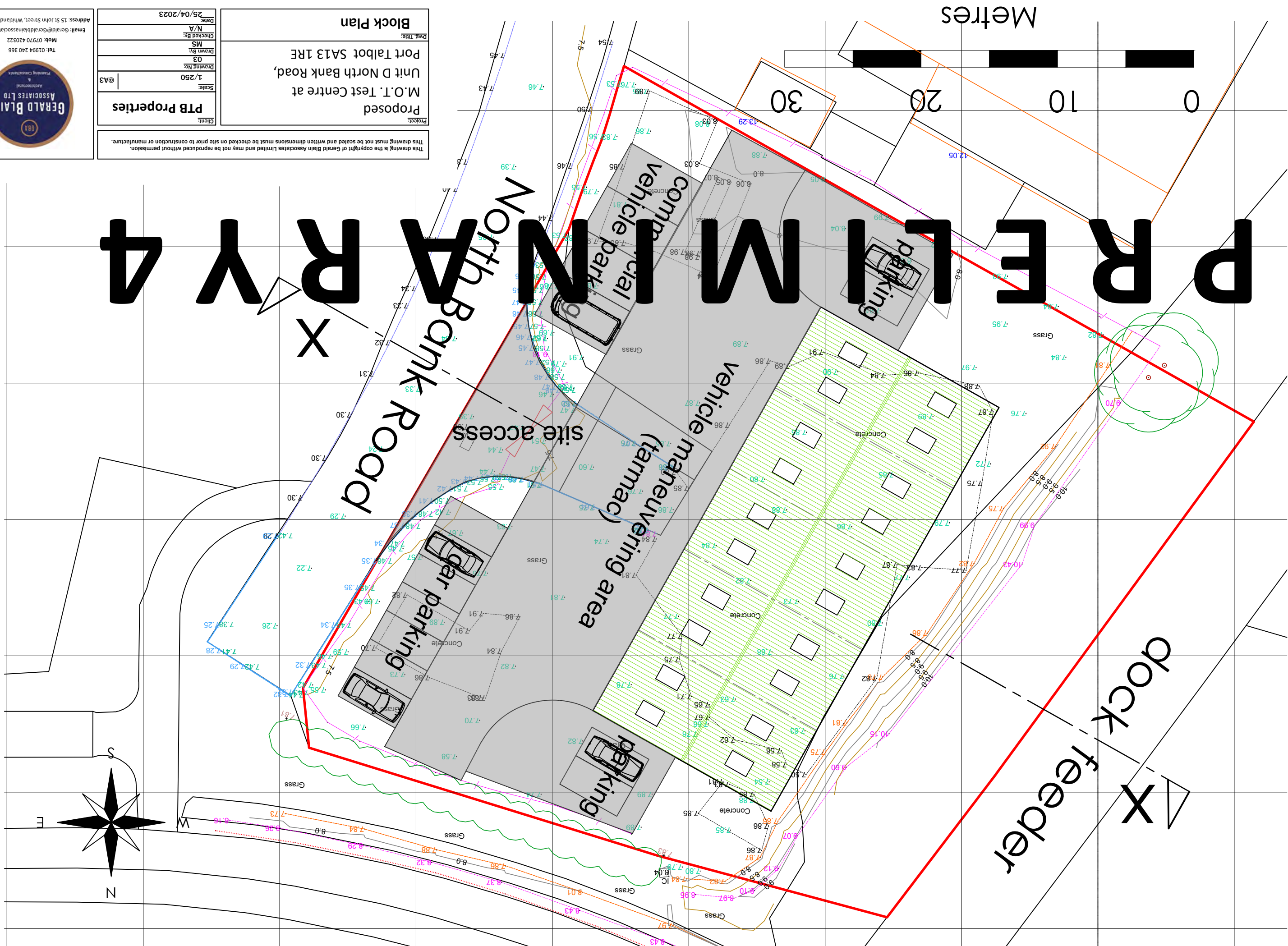
Address: 15 St John Street, Whitland, SA34 0AN
Email: Gerald@geraldblainassociates.co.uk
Mobile: 07970 420322
Tel: 01994 240 366



Training Consultants
a
Associates Ltd
GERALD BLAIN
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Scale:	1/250 @A3
Drawing No:	03
Drawn By:	MS
Checked By:	N/A
Date:	25/04/2023

Project:	Proposed M.O.T. Test Centre at Unit D North Bank Road, Port Talbot SA13 1RE
Dwg. Title:	Block Plan



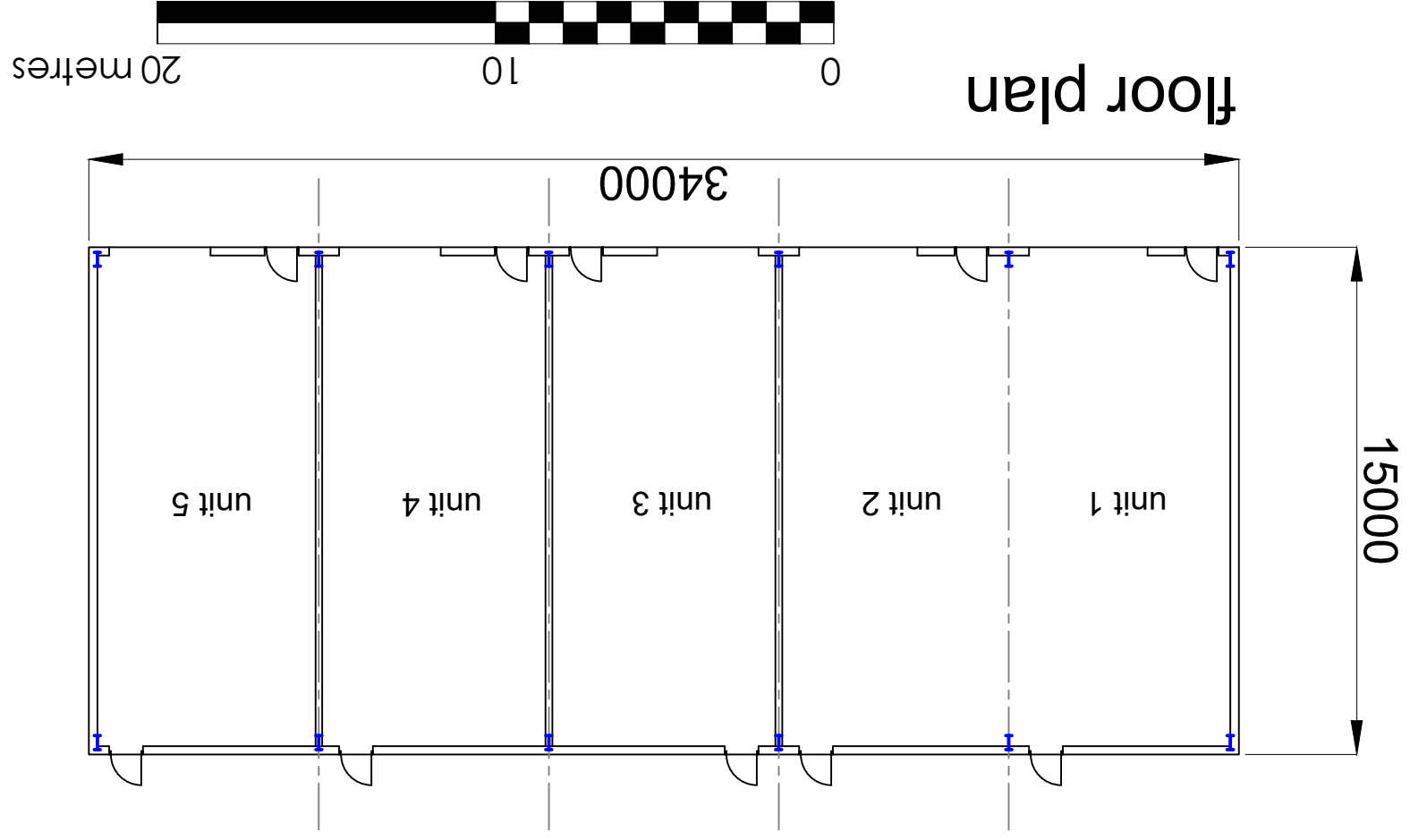
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PTB Properties		Client:	
Scale:	1/200	Drawing No:	04
		Drawn By:	MS
		Checked By:	N/A
		Date:	25/04/2023
Proposed M.O.T. Test Centre at Unit D North Bank Road, Port Talbot SA13 1RE			
Project Title:		Plan & Elevations	

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Mob: 07970 420322	
Email: Gerald@geraldblainassociates.co.uk	
Address: 15 St John Street, Whitland, SA34 0AN	

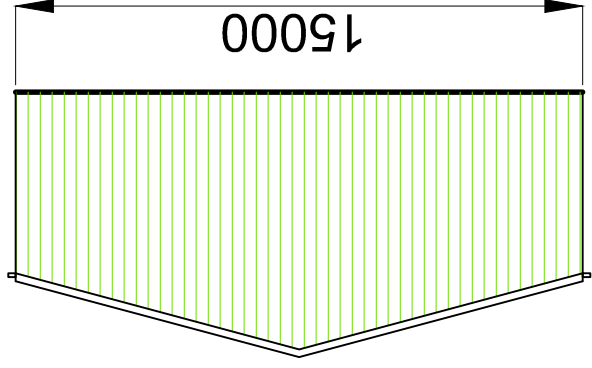
Notes	
L x W x Eaves H x Ridge H	34m x 15m x 5m x 7.01m
FFL	7.85m AOD
Roof pitch	15 degreed
Roof lights	4 per bay - 20 total
Roof cladding (colour tbc)	Kingspan RW 40mm Core Composite
Wall cladding (colour tbc)	Kingspan RW 40mm Core Composite
Roller doors	2 no. 3.2m H x 3.5m W Electric plastisol coated roller door 3 no. 3.0m H x 3.0m W Electric plastisol coated roller door
Personel/Fire exit doors	10 no. Multi Point Locking Security personnel doors

PRELIMINARY 4

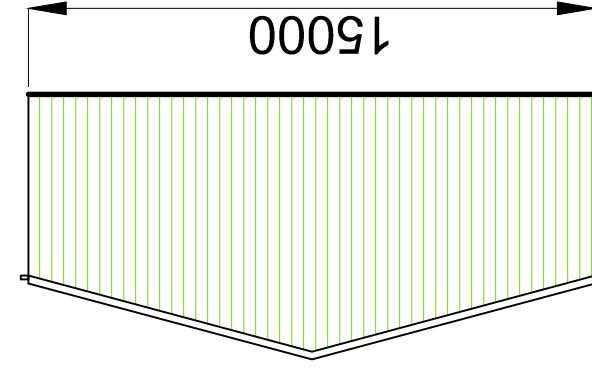


floor plan

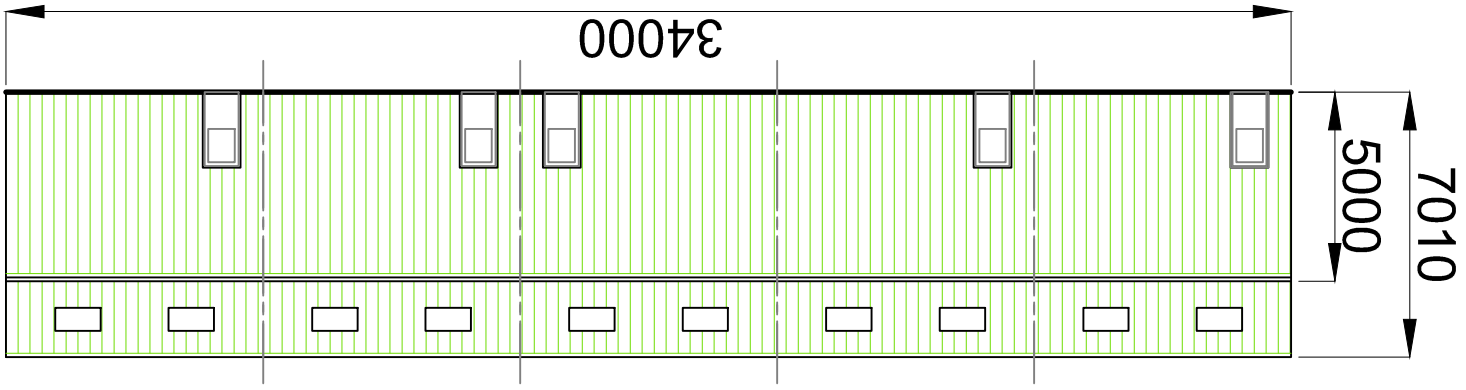
end (north-west) elev.



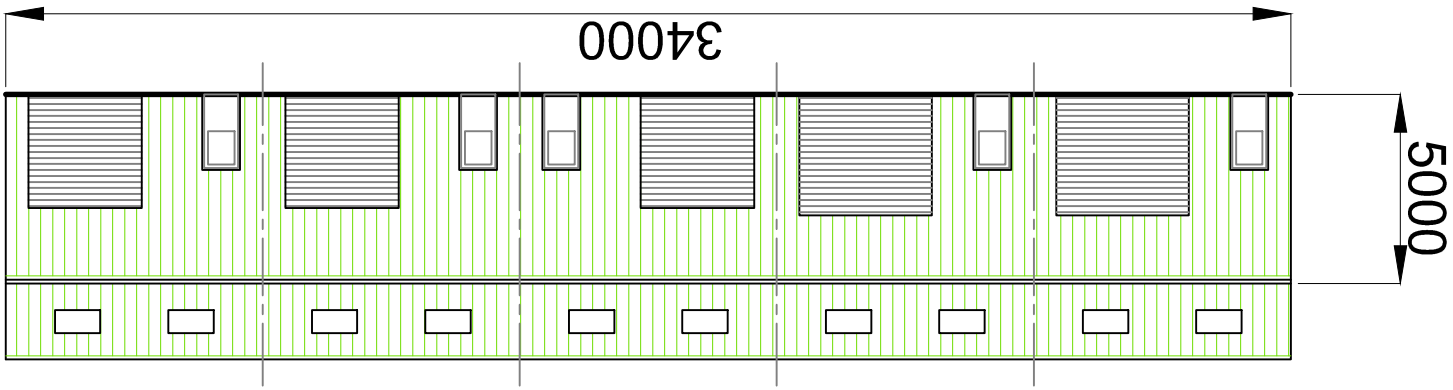
end (south-east) elev.



rear (south-west) elevation



front (north-east) elevation



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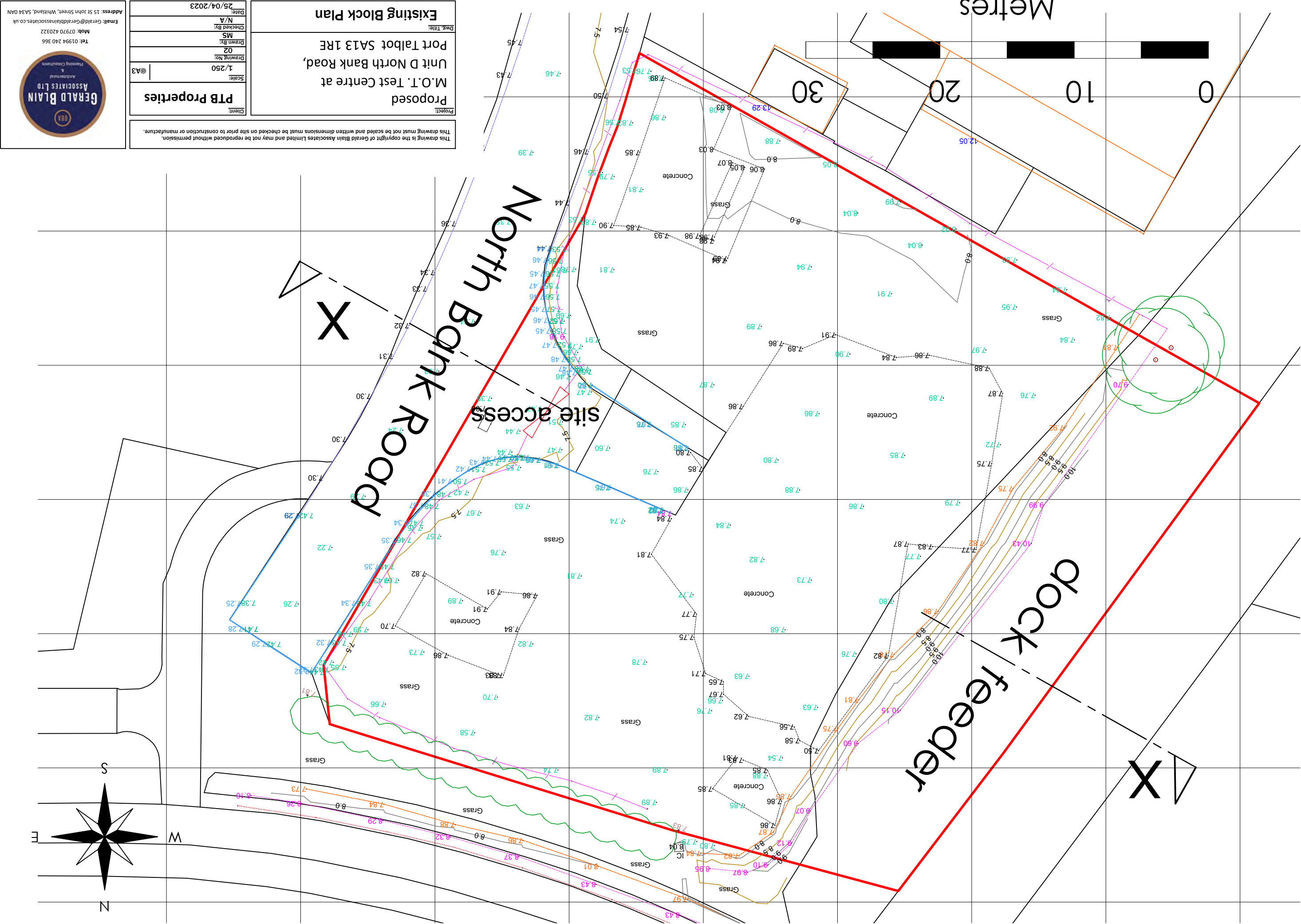
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APPENDIX C: Topographical Survey

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APPENDIX D: Product 6 Data & NRW Flood Maps

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Cyfoeth Naturiol Cymru
Natural Resources Wales

17592 - Unit D, North Bank Road
NRW - DAM

Allwedd / Map Key

- Zone C1
- Zone C2
- Zone B
- Zone A

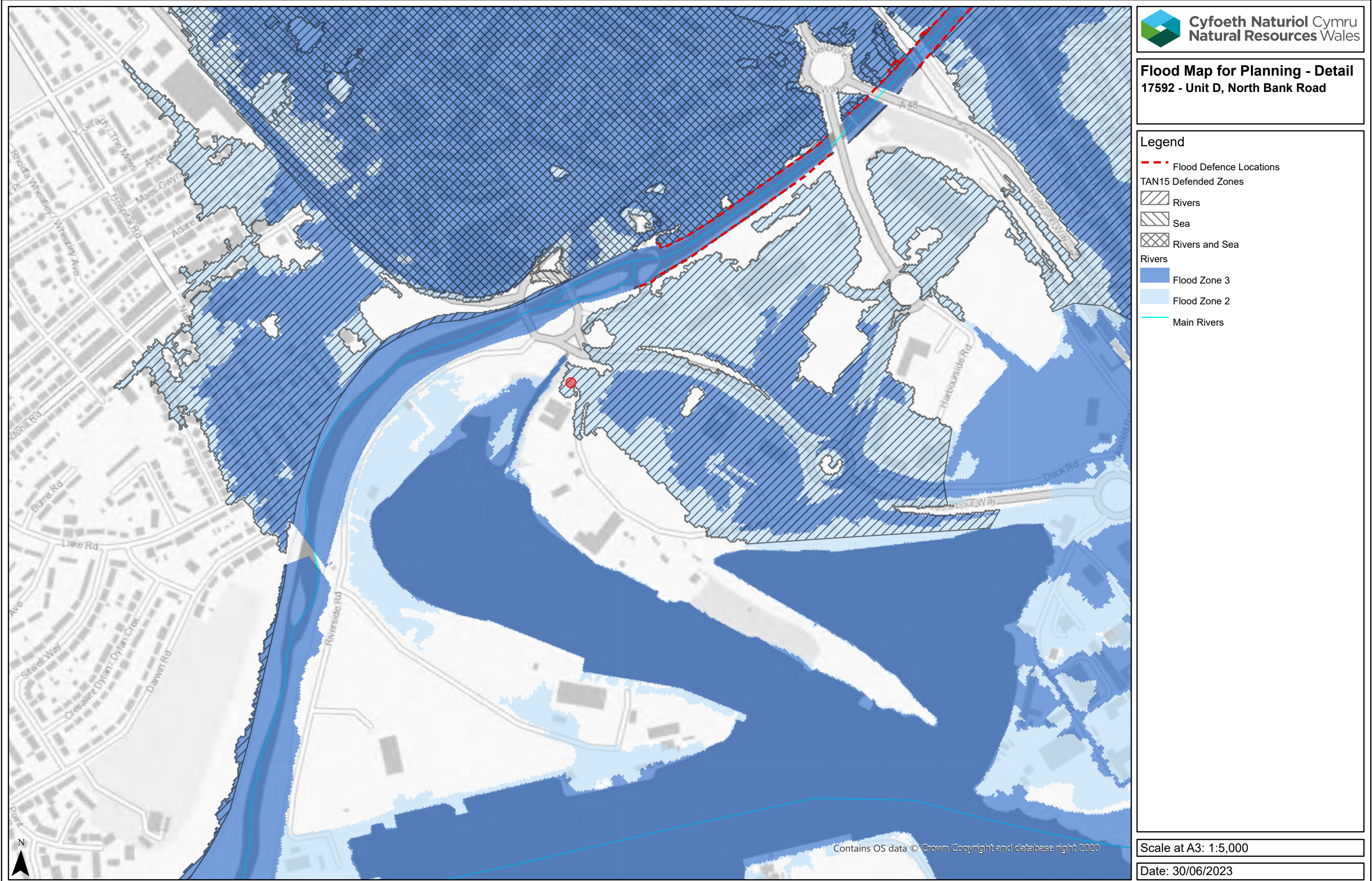
Graddfa / Scale at A3 1: 5,000

Dyddiad / Date
30/06/2023

0.3 0 0.13 0.3
British_National_Grid Kilometers

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17592 – Unit D, North Bank Road, Port Talbot



Flood Extent and Maximum Estimated (Design) Flood Level (m AOD) during the Q100 + CC (u) (2116) event from the Port Talbot Model Review and Flood Map Addendum (2017)

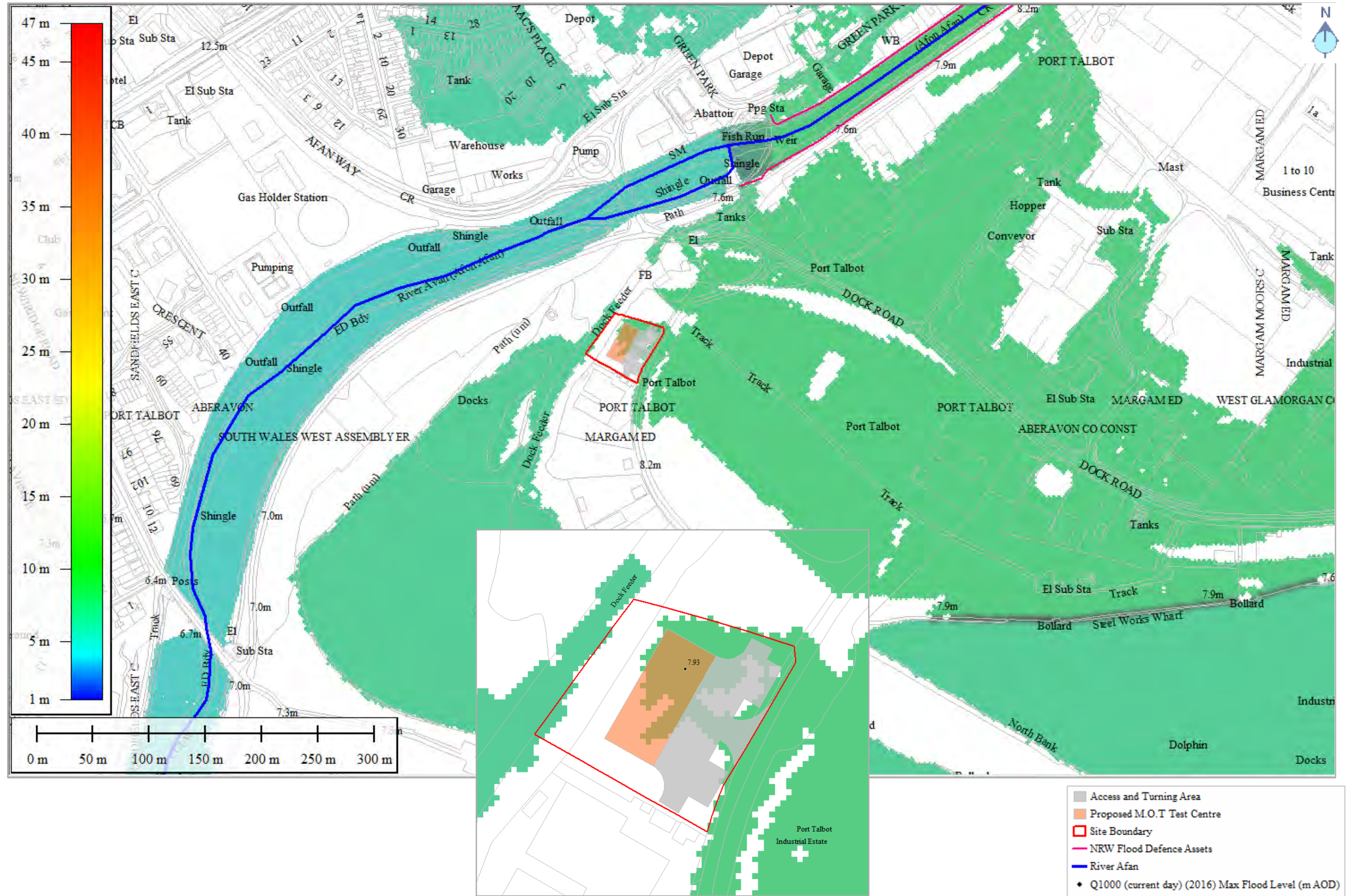
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17592 – Unit D, North Bank Road, Port Talbot



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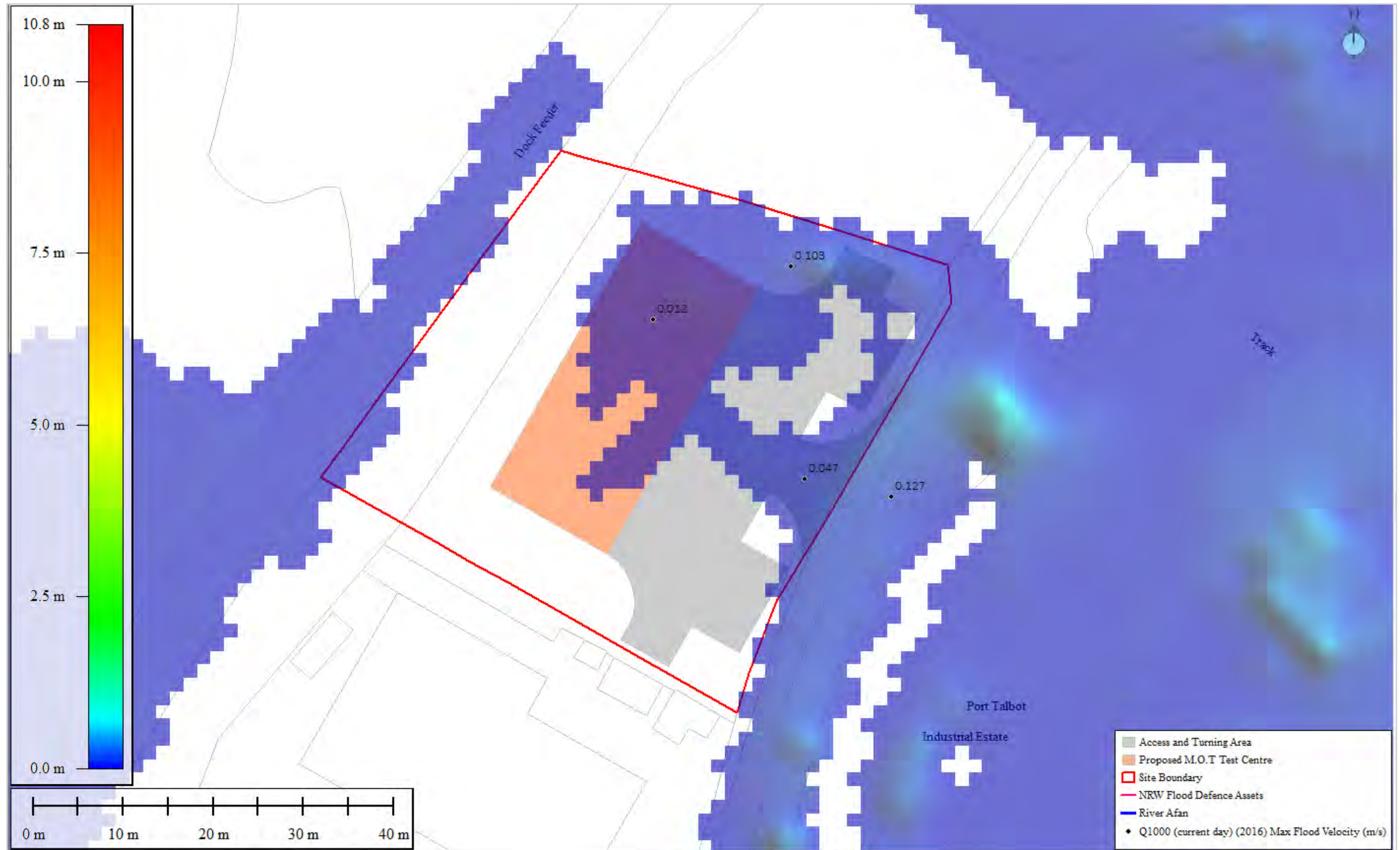
17592 – Unit D, North Bank Road, Port Talbot



Flood Extent and Maximum Estimated (Design) Flood Level (m AOD) during the Q1000 (current day) (2016) event from the Port Talbot Model Review and Flood Map Addendum (2017)

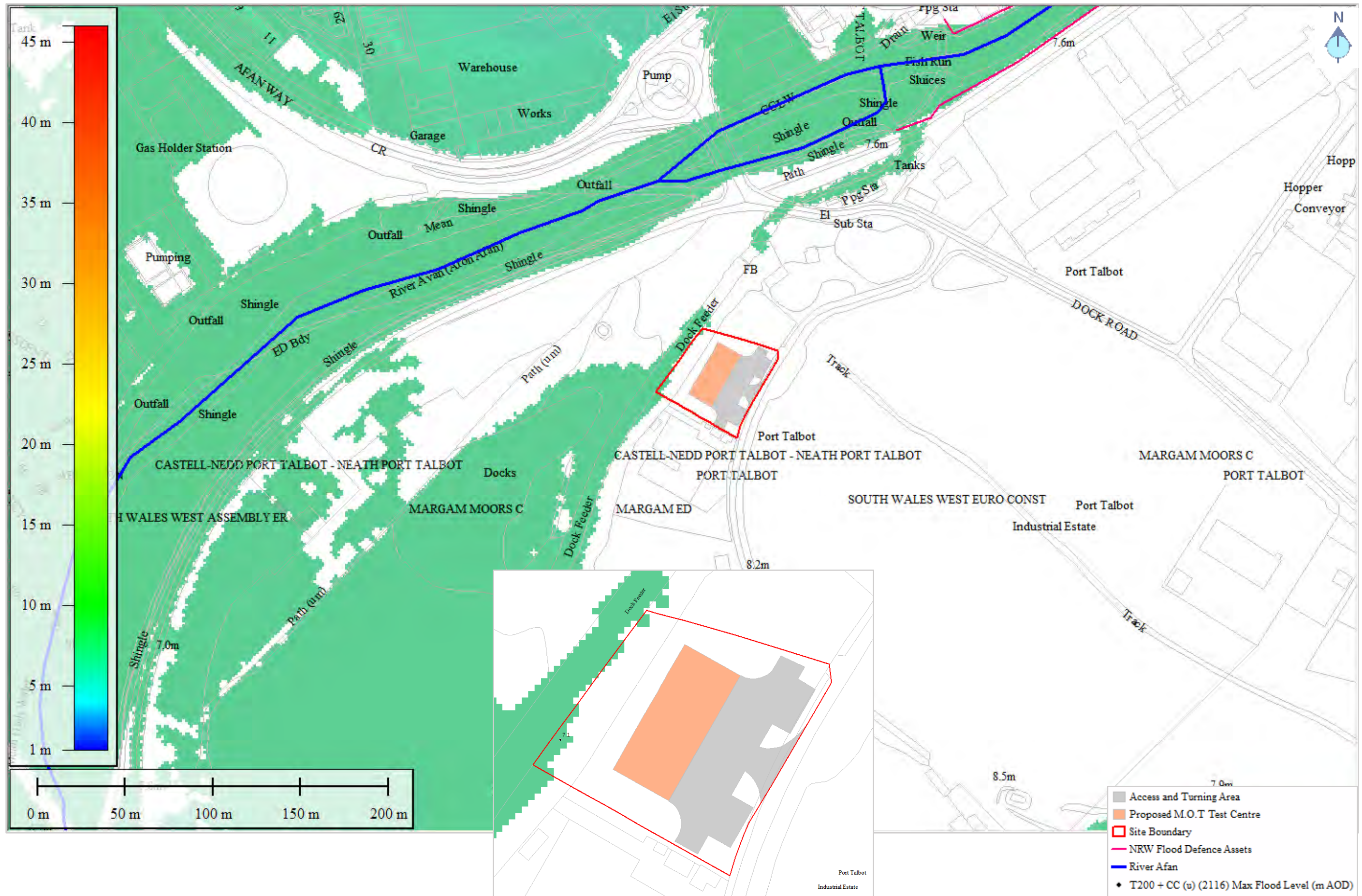
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17592 – Unit D, North Bank Road, Port Talbot



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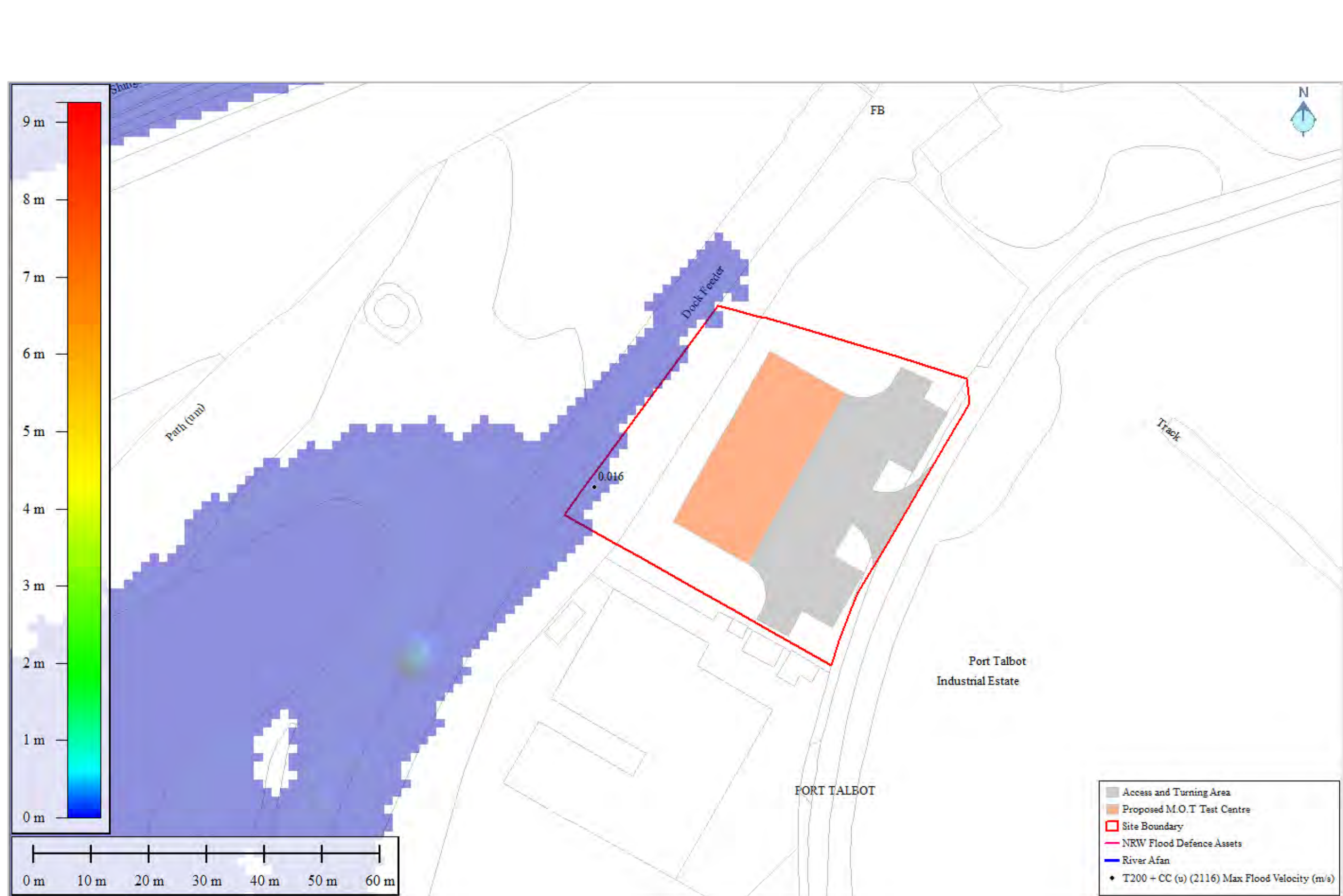
17592 – Unit D, North Bank Road, Port Talbot



Flood Extent and Maximum Estimated (Design) Flood Level (m AOD) during the T200 + CC (u) (2116) event from the Port Talbot Model Review and Flood Map Addendum (2017)

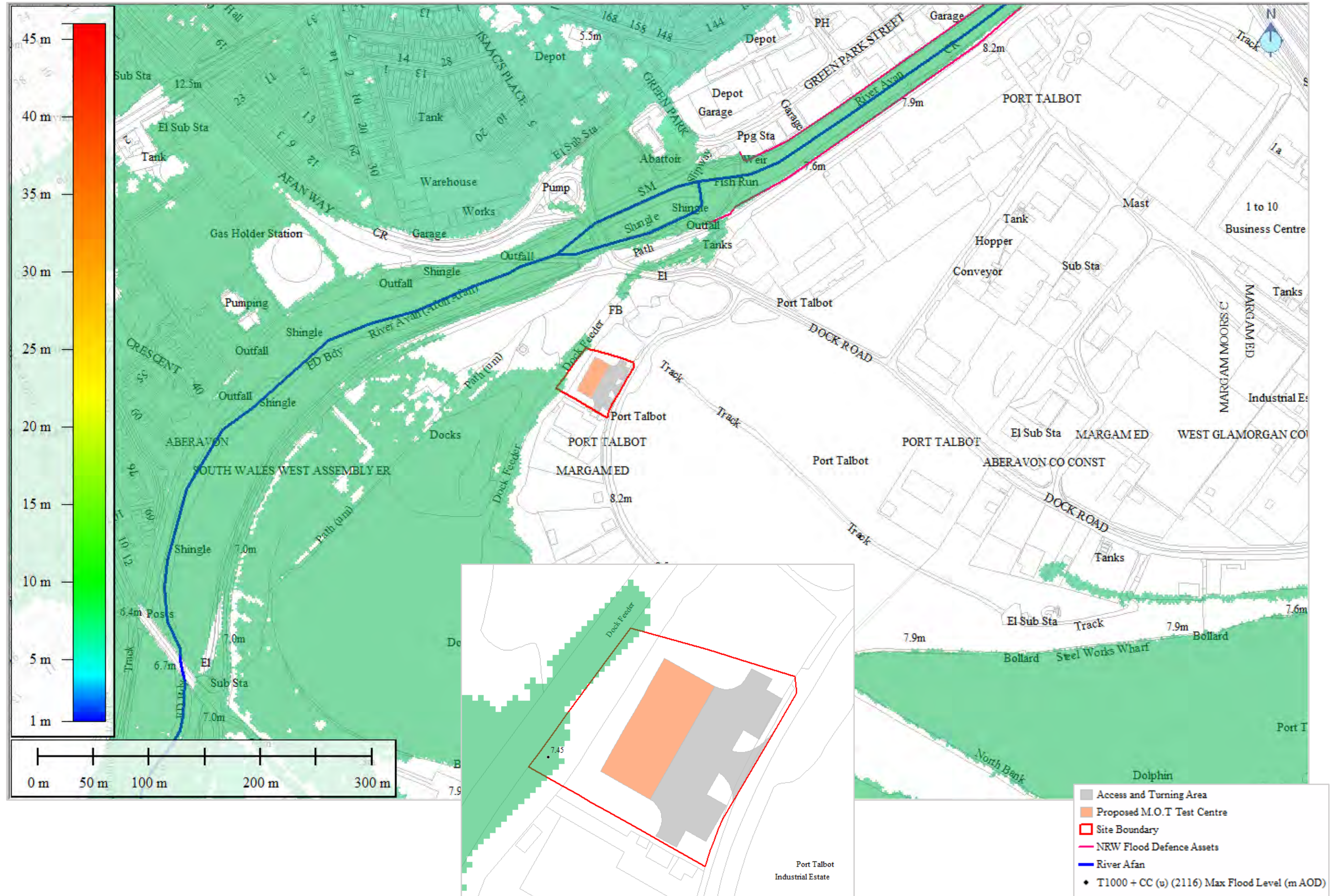
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17592 – Unit D, North Bank Road, Port Talbot



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17592 – Unit D, North Bank Road, Port Talbot



Flood Extent and Maximum Estimated (Design) Flood Level (m AOD) during the T1000 + CC (u) (2116) event from the Port Talbot Model Review and Flood Map Addendum (2017)

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17592 – Unit D, North Bank Road, Port Talbot

