

From: Dann, Fraser
Sent: Tuesday, July 18, 2023 10:48 AM
To: Nick Hirst
Cc: Brooks, John <
Subject: RE: Interchange 26 - Various outstanding matters

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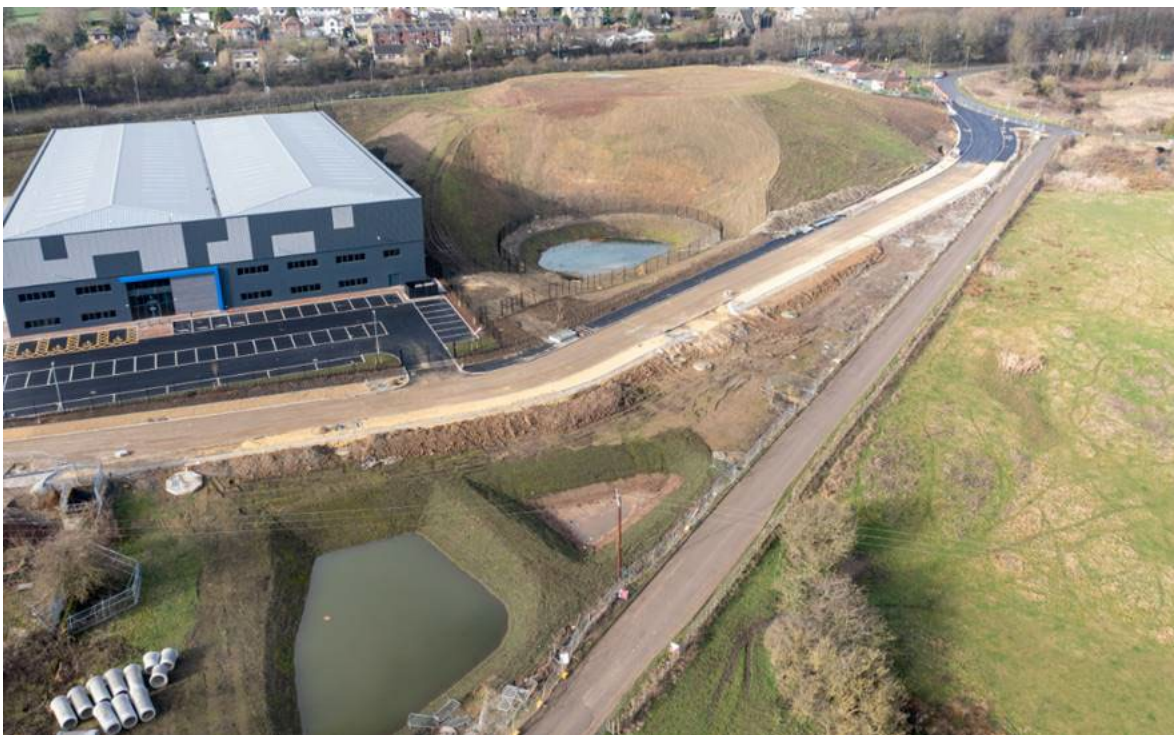
Hi Nick,

Further to our conversation last week, please see below:

Summary of drainage – to enable the LLFA to issue a formal consultation response to the PROW condition application, to satisfy any concerns the PROW officer has in respect of drainage.

Please see the below image showing the layout of the development site, a plan showing the route of the PROW (dashed in green) and a photograph providing a clear indication on where the PROW is located and how it fits within the development. Development on the overall site includes 4 buildings and an access road.





Prior to commencement of the development, the site had a consistent fall from the M606 towards the PROW, which follows the northern site boundary. The existing prowl had a series of road gullies, which discharged to a piped network with an outfall into the existing open watercourse to the northeast of the site. These existing gullies would have historically captured surface water landing on the PROW, and an overland flow from the slope to the south.

Extensive earthworks have been undertaken to the site to provide a new site access road and development plateaus, which has fundamentally amended the previous slope towards the PROW. Surface water drainage networks have been designed to capture surface water within the catchment of the access road and the 4 number development plots, designed to restrict surface water runoff to greenfield values, with on site attenuation provided to accommodate all storm durations up to and including the 1:100 year plus climate change event. This has removed

the overland flow that would historically have discharged towards the PROW, significantly reducing the likelihood of flooding to the PROW. A surface water land drain/filter trench has also been provided running parallel to the PROW at the base of the road embankment, which will capture any overland flow off the newly formed embankment before flowing onto the PROW.

The existing gullies which were previously serving the PROW and overland flow from the existing sloping site are to be retained, and given that the likelihood of overland flow has now been mitigated by the development of the site and provision of surface water drainage networks, the existing PROW drainage will be required to capture far less surface water than it has been historically required to do, reducing the risk of flooding significantly.

In summary all surface water (except what falls on the PROW itself) is captured, contained, and discharged via the already sitewide approved permissions with no risk of flooding to the PROW.

How will the PROW be blocked off to vehicles from Cliff Hollins Lane

Please see the attached drawing which has been prepared to show the installation of two sets of two bollards; at the Cliff Hollins Road entrance to the PROW, and where the PROW meets the access road to the YW compound. These bollards will prevent vehicles from accessing the PROW.

I understand that all the information discussed, agreed, and requested previously with yourself and Giles has now been provided for this condition. On that basis, can we please request that this condition is discharged as soon as possible?

Thanks,

Fraser



Fraser Dann

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