

Adam Watts

From: Dannielle Teran
Sent: 27 June 2019 17:15
To: Nathan Fell
Subject: FW: Car Park Use and Flooding 2018/3810

Follow Up Flag: Follow up
Flag Status: Completed

From: Andrew Roberts [REDACTED]
Sent: 25 June 2019 10:00
To: Jennifer Margetts [REDACTED]
Cc: 'Stuart Selleck' [REDACTED]; 'Karen Randolph' [REDACTED]
Subject: RE: Car Park Use and Flooding 2018/3810

Hi Jenny

Just following up on Alexpo's 9 June technical note which includes a response to the query at what level would the car park be closed during flooding? Alexpo's reply was:

"If the trigger points are reached and the car park is closed due to a flood warning, it is anticipated that Hampton Court Station and several of the surrounding lower lying roads could also be closed for the same reasons. The requirement for any alternative car parking provision during flood conditions would be discussed and agreed with SCC, EBC and Network Rail as part of the FMP".

I would have thought that the car park would be closed at a level significantly below the Under Croft car park level as this would ensure that cars can be removed from the car park meaning no loss of storage and no risk of contaminants being released into the river. Also note that this section of river is subject to Spring tides when the river levels can increase by 60 plus cm in the space of half an hour. Alexpo's assertion that the car park would be closed only when it floods seems deeply flawed and over optimistic. Bear in mind that a fundamental premise of the scheme is that the car park is intended to flood and has been designed accordingly.

My view is that the trigger point to close the car park should be ascertained prior to determination and not kicked into the long grass, otherwise known as a planning condition. The reason for this is that if the trigger point is at a level which means that there is a reasonable risk that the car park would be closed for lengthy periods then the Council would need to take a view as to whether the proposed parking solution is credible.

I would have thought that Alexpo's advisors could consult with the EA and answer the following questions:

- 1) At what flood level would the car park be closed?
- 2) Based on historic flood data over the last 50 years how many days would the car park have been closed?
- 3) Would the car park have been closed in winter 2014, if so, for how many days?

Please log my email as an observation and forward to Alexpo and the EA.

Best regards

Andrew
HCRC



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