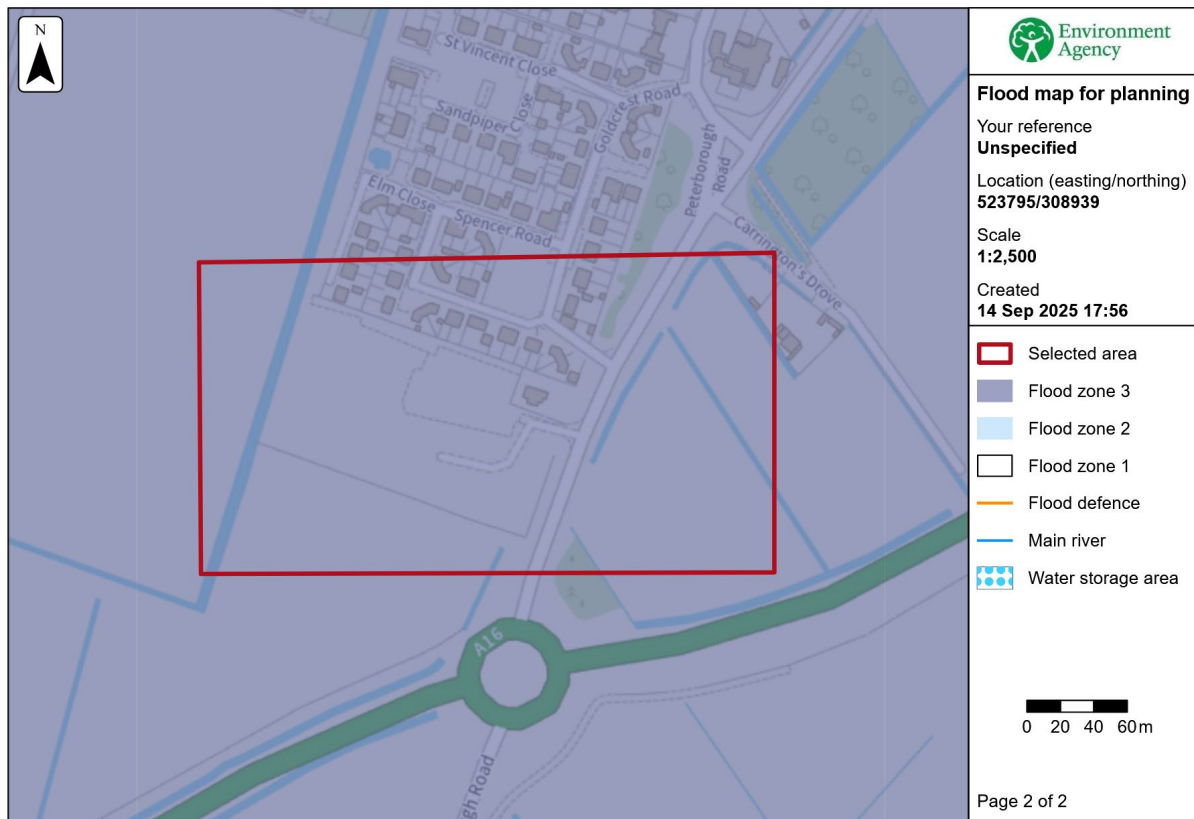


Flood Risk Assessment (FRA)

Site: Alderlands, James Road, Crowland, Lincolnshire PE6 0AA

Proposal: Retrospective and continued use of existing hardstanding for the storage of up to 50 cars (no new buildings, no extension of surfacing).



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1. Introduction

This FRA has been prepared to accompany the planning application for Alderlands. The proposal is strictly limited to the retrospective and continued use of an **existing hard pad** for vehicle storage.

- **No new buildings** are proposed.
- **No increase in impermeable area** is proposed.
- In fact, old tarmac surfacing has been broken up and replaced with **permeable gravel**, providing a net drainage betterment.

- No works are proposed outside the existing pad.
- The overgrown areas of previous hard surfacing are left untouched by the new applicant.

Therefore, while the site falls within Flood Zone 3 on the Environment Agency mapping, the functional risk profile is **neutral or reduced compared with the baseline**.

2. Site Context

- **Location:** East side of James Road, southern approach to Crowland, adjacent to the A16.
- **Flood Zone:** Zone 3 (high probability), associated with local IDB drains and low-lying fenland character.
- **Topography:** Flat, established hardstanding.
- **Drainage:** Surface water drains to existing roadside ditches and IDB managed drains.

Historic imagery confirms that the yard has long supported coach parking and caravan storage at a higher intensity than the present proposal.

3. Flood Risk Vulnerability Classification

- According to **NPPF (Table 2, Planning Practice Guidance)**, car storage falls within the category of “**less vulnerable**” uses.
- “Less vulnerable” development is appropriate within Flood Zone 3 subject to basic risk management.

4. Sequential & Exception Tests

- **Sequential Test:** The development is the re-use of a previously developed, hard-surfaced brownfield site. There are no realistic alternative locations that could achieve the benefits of re-using this redundant yard.
- **Exception Test – Benefits:**
 - Brings a neglected yard back into lawful use.
 - Provides modest local employment and supports the rural economy.

- Reduces impacts compared with historic bus/coach depot.
- **Exception Test – Safety:**
 - No overnight occupation or habitable structures.
 - No storage of fuels, oils, or hazardous materials.
 - Management measures (below) ensure safe operation in residual flood events.

5. Site-Specific Flood Risk Management

- **Flood Warning & Evacuation Plan (FWEP):**
A site manager will be responsible for:
 - Monitoring Environment Agency and Welland & Deepings IDB alerts.
 - Suspending intake of vehicles in flood warnings.
 - Relocating cars to identified higher ground (e.g. A16 corridor or off-site compound).
 - Ensuring no staff remain on site during a flood event.
- **Surface Water:**
 - Replacement of impermeable tarmac with **gravel surfacing** improves infiltration and reduces run-off.
 - Ditches remain open and are subject to routine clearance.
 - No increase in discharge or burden on IDB systems.

6. Residual Risk

Residual flood risk remains present due to the Zone 3 location. However:

- The use is non-habitable and involves only parked vehicles.
- Vehicles are movable assets.
- The FWEP ensures vehicles are removed in advance of events.
- The risk to life is negligible, and no floodplain storage is lost.

7. Conclusion

The proposal does not increase flood risk on or off site. Instead, it **reduces impermeable cover** through permeable resurfacing and introduces a formal management plan where previously none existed.

In summary:

- No new development footprint.
- Less vulnerable use (car storage).
- Permeability improved.
- FWEP ensures safe operation.

The scheme therefore complies with:

- **NPPF §159–169 (Flood Risk & Sequential/Exception tests)**
- **SELLP Policy 4 (Flood Risk)**
- **Peterborough LP19 (Flood & Water Management)**