PROPOSED ANNEX AT 17, MALLARD ROAD, LOW FULNEY, SPALDING, PE12 6ND

FLOOD RISK ASSESSMENT



View of existing garage

S M Hemmings B Sc C Eng MICE MIWEM,

13 Lea Gardens

Peterborough

PE3 6BY

This flood risk assessment has been prepared solely to support the planning application for a development at 17, Mallard Road, Low Fulney, Spalding. The author has made every effort to provide an accurate assessment of the flood risk but accepts no liability should the information be found to be incorrect or incomplete, or if it is used for any other purposes other than for which it was originally commissioned.

Introduction

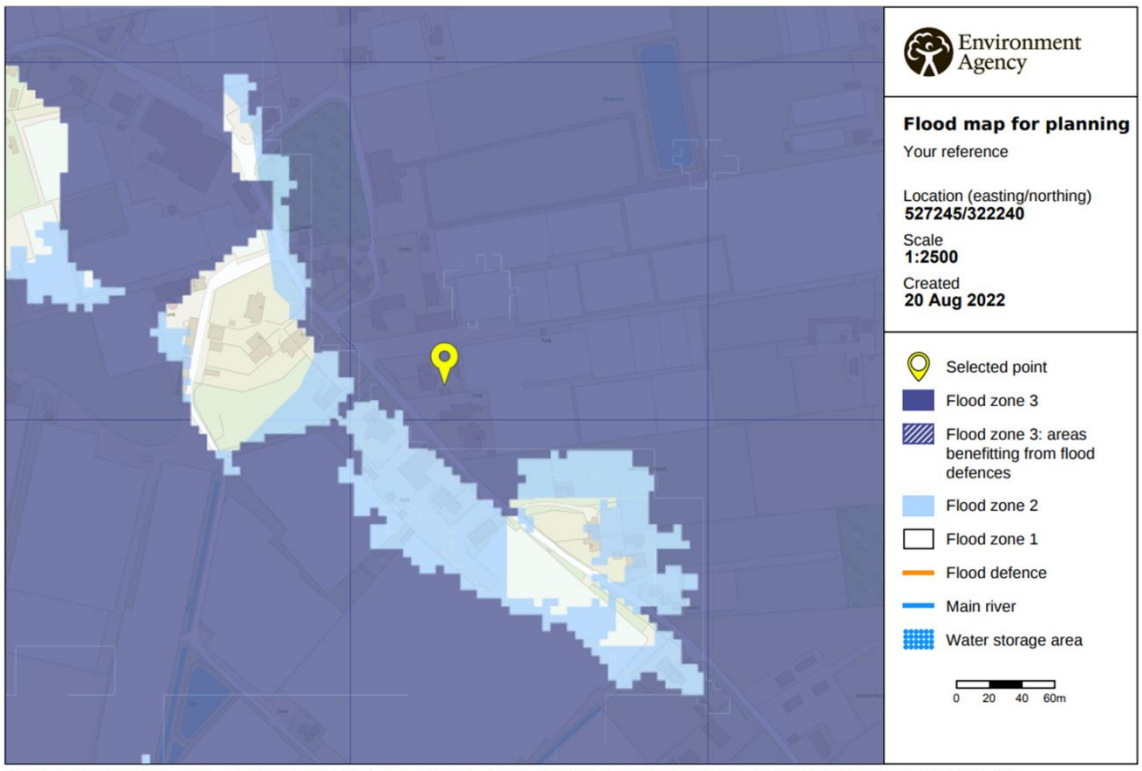
A residential development of an annex is proposed on the site of 17, Mallard Road, Low Fulney, Spalding, PE12 6ND, which is approximately 2km east of the centre of Spalding. The existing garage will be demolished and the annex will be constructed on the same site alongside and behind the existing house.

All of this site is within Flood Zone 3 as shown on the Environment Agency's Flood Zone map.

The Planning Application requires a flood risk assessment to be carried out as specified in the Practice Guidance to the National Planning Policy Framework Development and Flood Risk. The site is within a defended area and is located in the South Holland Internal Drainage Board District.

Environment Agency (EA) Flood Zones

The map below is taken from the Environment agency website and shows the flood zones in this area.



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It can be seen that all of the site is within Flood Zone 3.

Application Site

The National Grid Reference of the site is 527245 322240.

The position and extent of the site is shown on the plan at the end of this document.

As the site is within a defended area the proposed development can be considered to be within Flood Zone 3(a) as defined in Table 1 of the Technical Guidance.

Applying the flood risk vulnerability classification in Table 2 of the Guidance, a residential development is classified as “more vulnerable”.

Table 3 of the Guidance is shown below:

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	✗	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	✗	✗	✗	✓*

Therefore it can be seen that for “More Vulnerable” development the sequential and the exception tests need to be applied to the development.

Sequential Test

The aim of the Sequential Test, as set out in the Planning Practice Guidance, is to ensure that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The flood zones as defined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2 (areas with a medium probability of river or sea flooding), applying the Exception Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required.

It is assumed that the annex will provide accommodation similar to an extension to the existing house. As such it is not possible to locate this annex on an alternative site.

The safety of the site will be delivered by ensuring the ground floor level is above the predicted flood level in 2115.

Therefore it is considered that the sequential test is passed.

Exception Test

The Sequential Test has demonstrated that it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower

probability of flooding. Therefore the Exception Test must be applied and for this to be passed:

- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risks, informed by the Strategic Flood Risk Assessment; and
- A site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking into account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible will reduce flood risk overall.

Both parts of this test must be satisfied in order for the development to be considered appropriate in terms of flood risk. There must be robust evidence in support of every part of the test.

The first section will be demonstrated by the Supporting Planning Statement and compliance with South Holland District Council's planning policies.

This flood risk assessment will demonstrate that the development will be safe for its lifetime and it will not increase flood risk elsewhere.

Strategic Flood Risk Assessment

The Strategic Flood Risk Assessment (SFRA) written for the South Holland District Council (SHDC) in 2010 provides details of the actual flood risk in the Council's area. This information has not been updated and reference to the maps in this document give the following information for the actual flood risk and hazard at the site for the 1% fluvial event and 0.5% tidal event.

For the present day	Depth of flooding … zero
	Extent of flooding .. Low or medium flood probability
	Peak Velocity ……. Nil
For year 2115	Depth of flooding … 0-500mm
	Extent of flooding….High
	Peak Velocity …… 0 – 0.1m/sec

The maps showing the residual flood hazard were revised in the 2016 update of the South Holland District Council Strategic Flood Risk Assessment which can be found on the website of the South East Lincolnshire Joint Planning Committee. The hazards are as follows for the 1% fluvial or 0.5% tidal event probability:

For the present day	Depth of flooding …250mm – 500mm
	Extent of flooding .. High
	Hazard rating…… 0.75 – 1.25 (Danger for some)
	Peak Velocity .. 0 – 0.3m/sec
For the year 2115	Depth of flooding … 250mm – 500mm
	Extent of flooding .. High

Hazard rating…… 0.75 – 1.25 (Danger for some)

Peak velocity ……. 0 – 0.3m/sec

Figure 16 of the general maps in the 2010 SFRA show that the site is not within the rapid inundation zone for the present day and 2115.

Maximum flood level and bank levels in the River Welland

Tables in the SFRA show the following details of the defence bank on the east side of the tidal section of the River Welland north of the A16 road bridge and 2.5km north of the development site, between chainage 19.8km and 20.8km.

	2007	2055	2115
Peak 1 in 200 year extreme tide level	5.98m OD	6.31m OD	7.12m OD
Peak 1 in 1,000 year extreme tide level	6.27m OD	6.60m OD	7.41m OD

With an average defence crest level between 7.80 and 7.90 m OD the freeboards are as follows:

	2007	2055	2115
Peak 1 in 200 year freeboard	1870mm	1540mm	730mm
Peak 1 in 1,000 year freeboard	1580mm	1250mm	440mm

Tables in the SFRA show the following details for the defence bank on the east side of the Coronation Channel at chainage 1.5 km which is 1.2km west of the site.

	2007	2115
Peak 1 in 100 year flood level	4.34m OD	4.69m OD
Peak 1 in 1,000 year flood level	4.37m OD	4.69m OD

The bank levels on this section vary between 5.50m OD and 6.0m OD. Therefore it can be seen there is a minimum freeboard of 800mm to the predicted design maximum levels in 2115.

The Wash banks are at least 20.0 km north of the site. The tidal defences are earth banks with an average level of 7.80m OD. The maximum predicted 1 in 200 year tide level in 2115 in the SFRA is 7.11m OD.

Information from Environment Agency

The Environment Agency has produced mapping which shows the maximum hazard, depth and velocity predicted following breaching of the tidal defences of the tidal River Welland north west of the site. The EA have stated that the site would not be affected by overtopping of the defences.

The maps of breaching show the following predictions for hazard, maximum depth and maximum velocity at the development site:

	Maximum Hazard	Maximum Depth	Maximum Velocity
1 in 200 year in 2006	0.75 – 1.25	0 – 250mm	0 - 0.3m/sec
1 in 1000 year in 2006	0.75 – 1.25	0 – 250mm	0 - 0.3m/sec
1 in 200 year in 2115	0.75 – 1.25	250mm – 500mm	0 - 0.3m/sec
1 in 1000 year in 2115	0.75 – 1.25	250mm – 500mm	0 - 0.3m/sec

The maps supplied by the Environment Agency are reproduced on pages 15 to 18 of this report.

Information on Surface Water Flooding on Environment Agency Website

The map below shows areas around the site where there is a low risk of surface water flooding. The light blue areas indicate the low risk of up to 300mm of surface water flooding, and the darker blue areas indicate that between 300mm and 900mm of surface water flooding could occur.



It can be seen the map predicts that flooding could occur along a section of Mallard Road on the west side of the site.

Existing Flood Alleviation Measures

The site is within a defended flood plain, as defined in Appendix 1 of the Environment Agency's "Policy and Practice for the Protection of Flood Plains", which is considered to be passive until such time that a flood greater than the defences can withstand

occurs. The likelihood of flooding occurring due to overtopping or failures of the defences is considered to be very low.

The site is located approximately 1.5 km from the east bank of the Coronation Channel which is maintained by the Environment Agency.

The site is located approximately 2.5 km south of the tidal section of the River Welland, which has a tidal defence bank which is maintained by the Environment Agency.

The major watercourses in the area are maintained by South Holland IDB.

Existing Ground Levels

The level of Mallard Road south west of the property is approximately 3.00m ODN and the floor level of both the house and the garage is 120mm above the level of the Mallard Road.

Potential Sources of Flooding

The potential sources of flooding to the site are:-

1. Failure or overtopping of tidal defences of the River Welland.
2. Failure or Overtopping of the Coronation Channel.
3. High water levels in IDB drainage channels.
4. Localised flooding in the area.

1. Failure or overtopping of tidal defences of the River Welland or the Wash

The east bank of the tidal section of the River Welland is approximately 2.5 km from the site and the updated SFRA indicates that if a breach were to occur in the tidal defences flood depths of between 250mm and 500mm would occur in a 1 in 200 year event in 2115.

It is likely that the A16 road would provide a barrier to the flow which should reduce the predicted impact of flooding from a breach in the River Welland.

Adequate mitigation against this risk will be provided by raising floor levels above the predicted flood level.

2. Failure or Overtopping of the Coronation Channel

The SFRA states that the maximum design level in the Coronation Channel is 4.69m OD. The minimum crest level of the east bank of the Channel is 5.14m OD, which gives a minimum freeboard of 450mm. However, generally there is a freeboard of 600 mm along this bank of the Channel.

If the Channel were to breach water would flow eastwards towards the site. However, it would be retained for a short time by the A16 which is higher than the surrounding land.

With the site being 1.5 km from the Coronation Channel the risk from this source can be considered to be low and adequate mitigation will be provided by raising the proposed floor level of the annex above the predicted maximum flood level.

3. High Water Levels in IDB drains

Although the whole of this area is below high tide level and levels in the rivers, the retained water levels in the drainage channels ensure that the risk of flooding is extremely low. South Holland IDB maintain a system of sluices, pumping stations, and drainage channels which convey surface water into the River Welland, the Wash and the River Nene to control water levels throughout the South Holland IDB area.

The site is on the northern boundary of the catchment area of Wisemans Pumping Station in the South Holland IDB. There is an IDB maintained drain east of the site and on the western side of Swindlers Drove which flows southwards for 1.5km then flows eastwards to discharge into the Wheatmere Drain.

The Wheatmere Drain (B35) which is located 250 metres east of Swindlers Drove flows southwards into the South Holland Main Drain (B30). The water level in the western section of the South Holland Main Drain is controlled by Wisemans Pumping Station.

Wisemans Pumping Station is operated and maintained in excellent condition by South Holland IDB and the likelihood of flooding due to this source is low. IDB systems are designed to provide a freeboard of between 600mm and 1000mm to all land in a 1 in 10 year return period rainfall event. South Holland IDB watercourses generally state that their watercourses provide a standard of 1 in 100 years with a freeboard of 300mm in urban areas. In an extreme event water levels will rise but this will be a slow process and it would be at least 24 hours before levels were high enough to begin to flood low land in the area, and after this the level of the flood water would need to rise another 1.0 metre before the development site would be affected.

The channels maintained by South Holland IDB in urban areas are classified as high priority watercourses and as such receive a higher maintenance priority.

There are possibilities of failure of outfall sluices, but these are mitigated by the high level of maintenance given to these structures by the IDB. If a failure did occur the IDB would immediately be warned of the problem by their telemetry system and take action to repair the fault or to bring in temporary pumps to reduce the risk of any flooding in the area. Similarly any failures of culverts or other blockages would be dealt with immediately.

Therefore the risk of flooding from IDB drainage channels can be considered to be extremely low, and adequate mitigation will be provided by raising the proposed ground floor level at least 500mm above the existing ground level.

4. Localised Flooding in the area

The Environment Agency map showing predicted areas of surface water flooding indicates that there is a risk of surface water flooding particularly to Mallard Road immediately west of the site of the proposed annex. Flooding has occurred on the site which is caused by an accumulation of surface water in the low section of Mallard Road.

Adequate mitigation against this risk will be provided because the ground floor level of the proposed annex will be raised at least 500mm above the existing ground level.

Extent of known Flooding

There has been surface water flooding in the low section of Mallard Road on a number of occasions, and houses north west of this property have been flooded a number of times. 17 Mallard Road was flooded on 17th June 2016 and the depth of water in the house and garage was approximately 1 to 2 inches.

Lincolnshire County Council, who are the lead flood authority have investigated the incidents and have stated that a section 19 report is being prepared which will report on the cause and suggest possible methods of reducing the impacts of this flooding. The report has not as yet been completed and therefore is not available for inspection.

Probabilities and Trends of Flooding

The probability of this development flooding from Environment Agency main river is very low. In an extreme event any effect on this location would not be sudden and there would be time for residents to take precautionary measures to limit the impact of any flooding that may occur.

Residual Risk – Extreme Events

The residual risk from extreme events is very low on this site. The major risk to the site is from a breach or overtopping of the tidal defences, with the risk also of surface water flooding.

The risk of this happening in this case is low and the hazard from any flooding is also low.

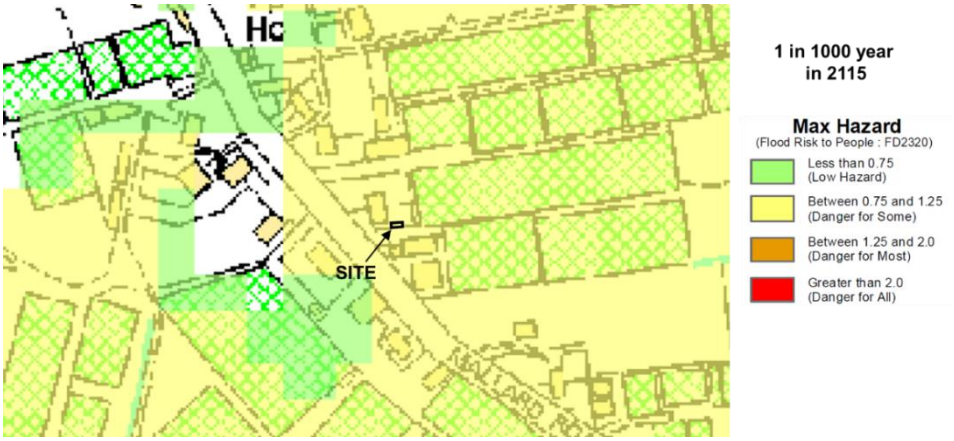
Climate Change

The recommendations for flood depths for this flood risk assessment use information mostly taken from the South Holland DC SFRA which was last updated in 2010. The EA have issued new guidance on recommended contingency allowances for predicted sea rises, fluvial flows and rainfall intensities which from 19th February 2016 needs to be considered in the FRA. The effects of these new recommendations are considered in Appendix A of this report (pages 18 to 21). It is concluded that no extra mitigation measures are necessary to comply with the new guidance on climate change.

South East Lincs Advice Matrix

Advice can be found on the recommended mitigation required by referring to a spreadsheet on the South East Lincolnshire website.

The map on the next page shows that the predicted flood hazard for this site is 0.75 – 1.25 (danger for some).



As the development is in flood zone 3 and the predicted flood hazard is 0.75 – 1.25 (Danger for some) reference should be made to Category E8 which shows the following advice.

The NPPF requires that the proposal is accompanied by a Flood Risk Assessment which contains evidence that appropriate mitigation measures / flood resilience techniques have been incorporated into the development.

The applicant is advised to refer to the following document for information on flood resilience and resistance techniques to be included "Improving Flood Performance of New Buildings – Flood Resilient Construction (DCLG 2007)"

Finished floor levels (FFL) should be informed by the predicted flood depth maps (refer to the relevant 2115 1% fluvial or 0.5% tidal maximum depth map) and set as required below (single storey proposals must use the 0.1% event, 2115 scenario, for setting FFLs).

For flood depths of 250mm – 500mm, FFL should be set 500mm above ground level with flood resilient construction to a height of 300mm above the predicted flood depth.

For flood depths of 0 – 250mm, FFL must be set 300mm above ground level.

Summary of Flood Risk

The Environment Agency plan (shown below) of predicted depths of flooding in a 1 in 1000 year fluvial or tidal event in 2115 shows flood depths of between 250mm and 500mm at the site, and in Mallard Road south west of the site.



From the above map we know that the maximum depth of flooding in Mallard Road is 500mm, and the level of the existing house and garage is 100mm higher than the level of Mallard Road. Therefore the maximum depth of flooding predicted to the house and garage is 400mm, and therefore it is recommended that the floor level of the new annex should be raised 450mm above the level of the house and existing garage.

The risk of flooding to the proposed building from IDB drains can be considered low, especially as the floor levels will be raised by 1.0 metre above ground level.

As the proposed floor level of the annex should be 450mm above the level of the existing garage this will provide adequate mitigation against surface water flooding that has occurred in this area.

The IDB have adequate arrangements to bring in contractors and use their own staff if a failure of any part of the sluices occurred.

The proposed development is not in a functional flood plain as defined by PPS 25.

Recommendations

In any area at risk of flooding it is preferable that new dwellings should be of two story construction with all bedrooms at first floor level. This is to provide a refuge for residents if the buildings were to become flooded after a major breach of the tidal bank and ensure there is no danger to residents when they are asleep.

However it is considered that a single storey dwelling with bedrooms on the ground floor will be satisfactory as long as the finished ground floor level is a minimum of 450mm higher than the existing ground level on the site, which will be above the predicted flood level in a 1 in 1000 year event in 2115.

The buildings should be designed incorporating flood resistant and resilient techniques to allow it to be refurbished after being flooding to a depth of approximately 300mm above the floor level of the new building.

The developer should advise owners and occupiers of the properties to register with the Environment Agency's Floodline Warnings Direct Service.

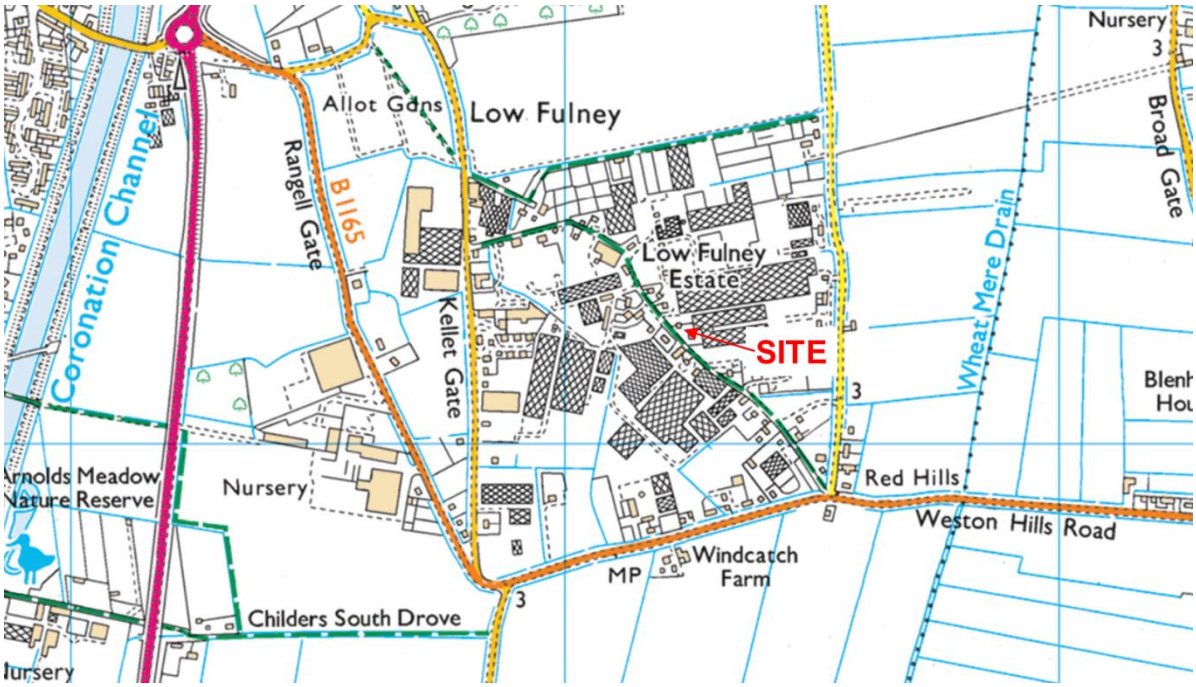
Rainwater from the roofs of the buildings should be discharged if possible into soakaways and these should be designed to BRE Digest 365 and approved under Building regulations. New hardstandings around the building should be constructed with permeable paving.

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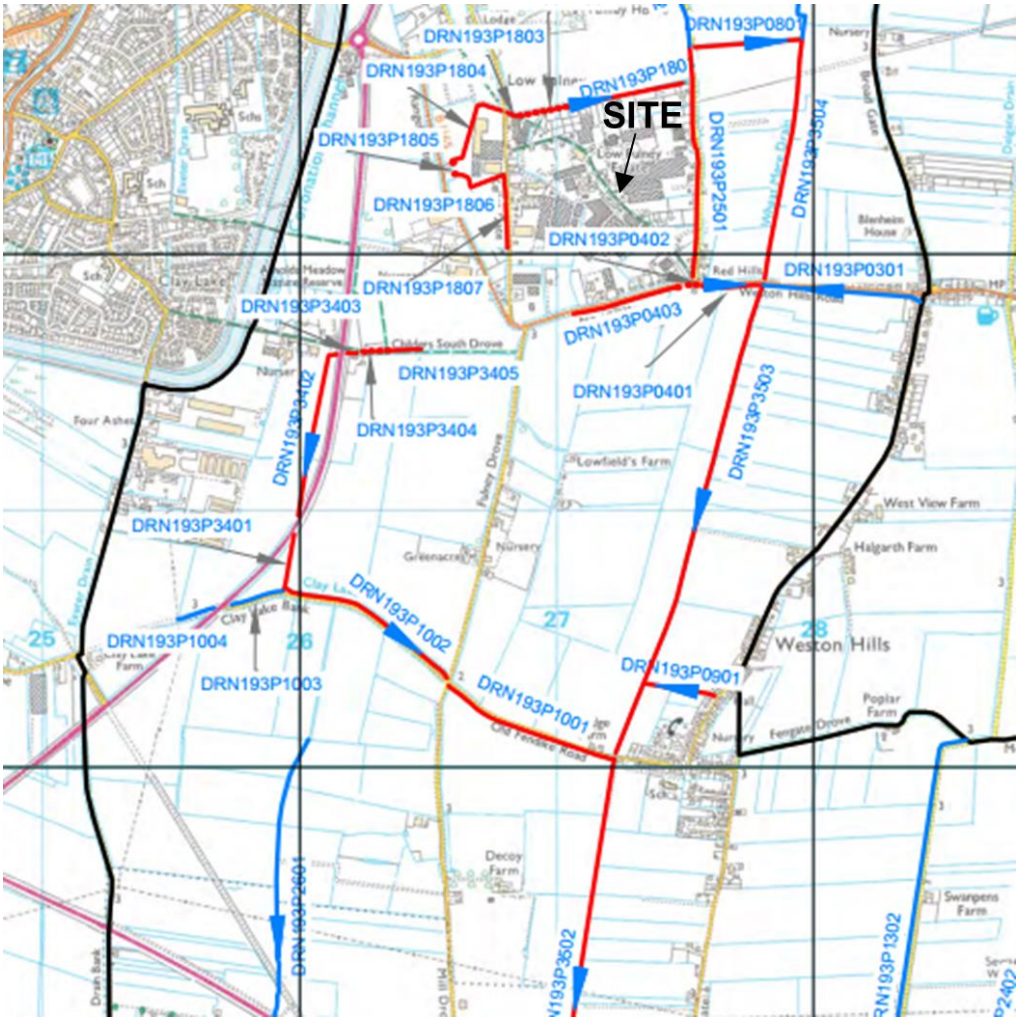
stuart.hemmings@btinternet.com

12th September 2022

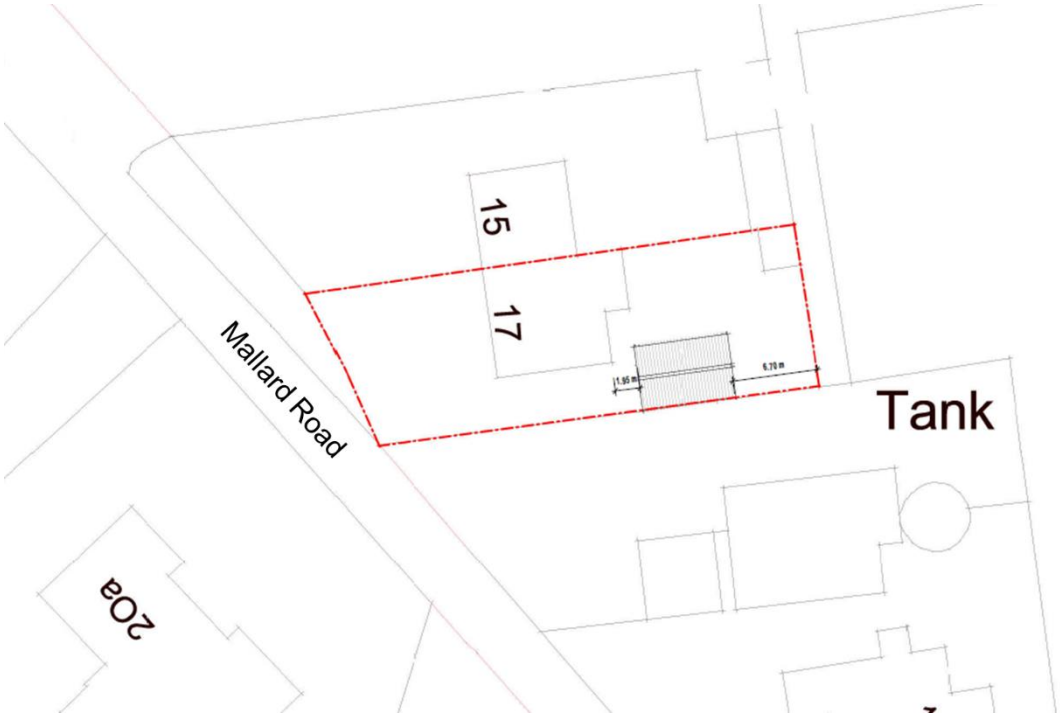
LOCATION PLAN



PLAN SHOWING IDB WATERCOURSES

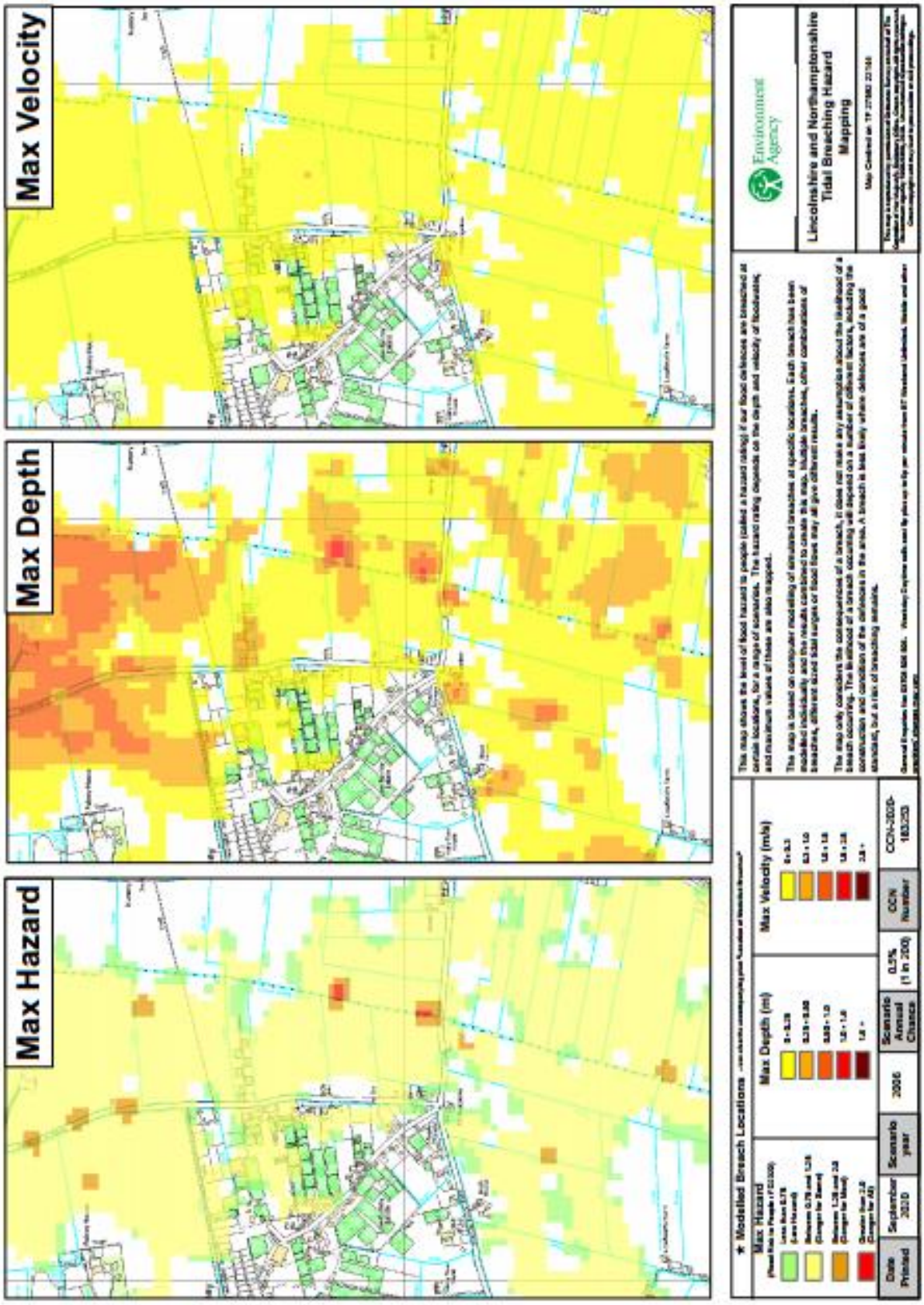


BLOCK PLAN OF PROPOSED DEVELOPMENT

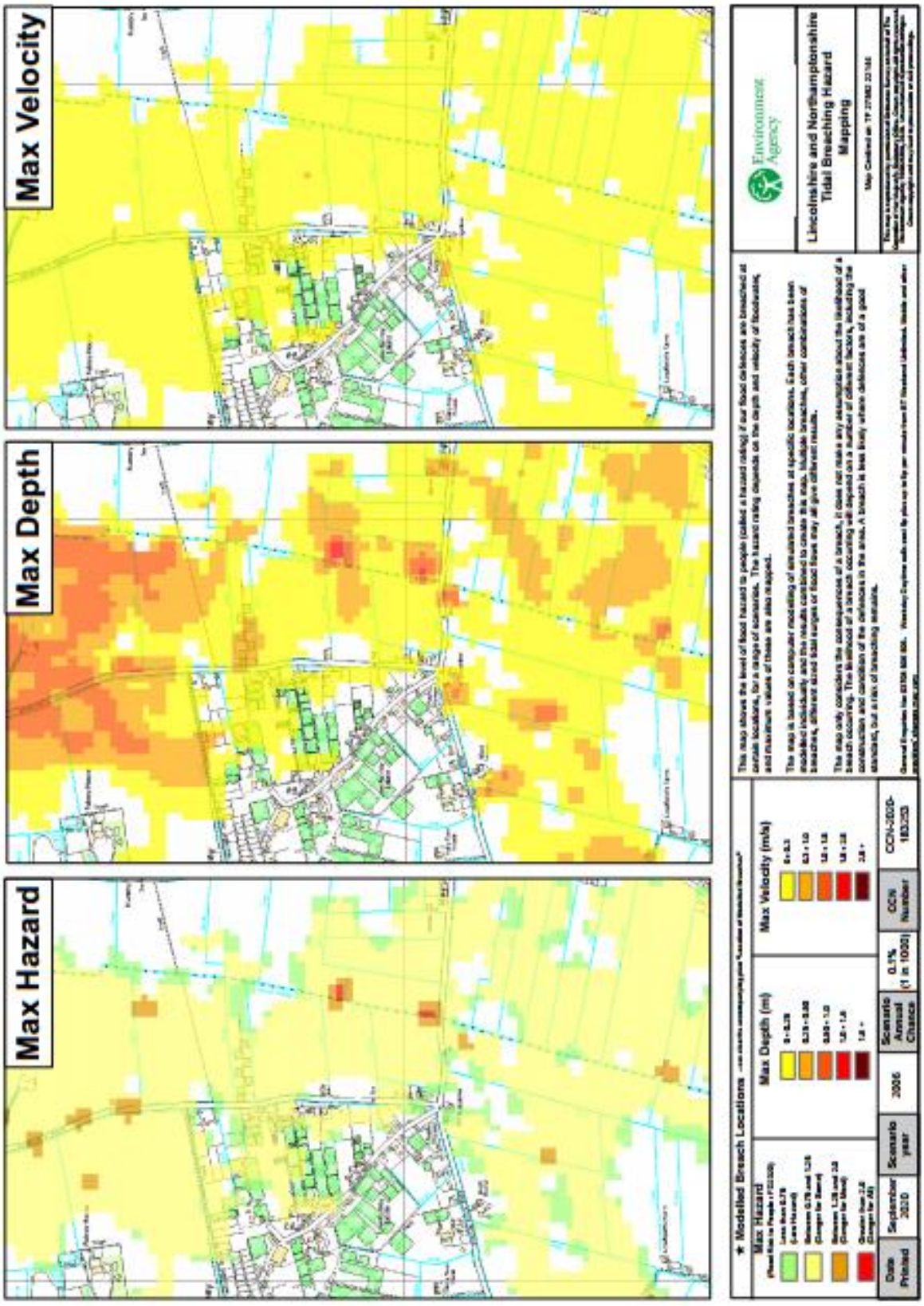


ENVIRONMENT AGENCY MAP SHOWING TIDAL BREACHING HAZARDS IN

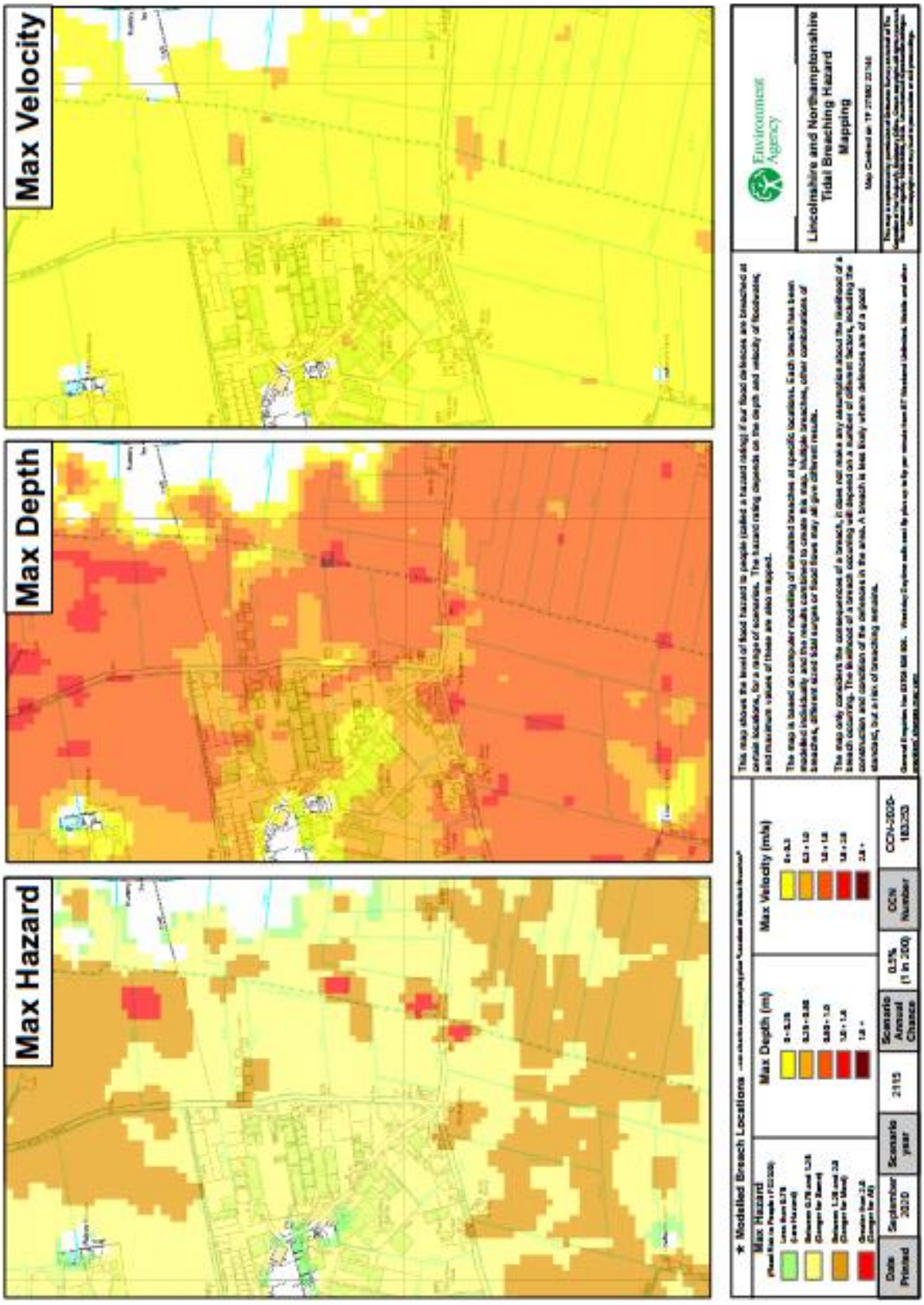
1 in 200 YEAR EVENT IN 2006



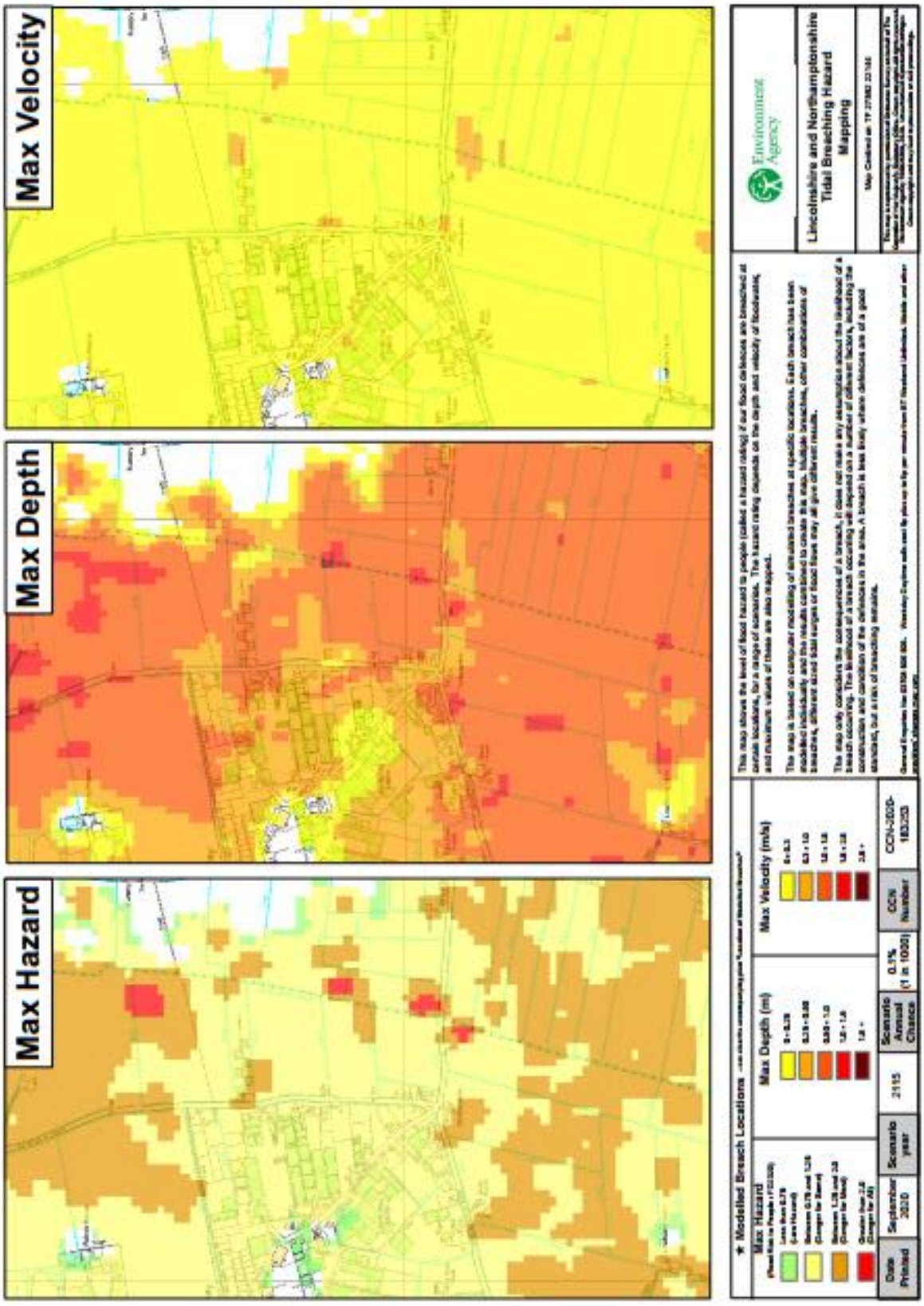
ENVIRONMENT AGENCY MAP SHOWING TIDAL BREACHING HAZARDS IN 1 in 1000 YEAR EVENT IN 2006



ENVIRONMENT AGENCY MAP SHOWING TIDAL BREACHING HAZARDS IN 1 in 200 YEAR EVENT IN 2115



ENVIRONMENT AGENCY MAP SHOWING TIDAL BREACHING HAZARDS IN 1 in 1000 YEAR EVENT IN 2115



APPENDIX A CLIMATE CHANGE

The Environment Agency has issued revised guidance on climate change and have now stated that the new predictions should be considered and incorporated into all flood risk assessments produced after 19th February 2016.

Listed below are the climate change allowances in three documents:

- South Holland SFRA
- EA guidance (2013)
- Revised EA guidance

The recommendations in each document are shown below.

2010 South Holland DC SFRA

The SHDC SFRA states that the the following allowances have been made for climate change:

4.4 Climate Change

Scenarios for the years 2055 and 2115 include for climate change contingency allowances to the amount suggested by PPS25[1]. These allowances are expressed in *Table 2*. Percentage increases are relative to the present-day.

Table 2 – Adopted Climate change contingency allowances

Parameter	Year 2055	Year 2115
Sea level rise (m)	+ 0.33	+ 1.14
Extreme wave height	+ 10%	+ 10%
Peak river flow and volume	+ 20%	+ 20%
Peak rainfall intensity	+ 20%	+30%

Where flows arise from pumping rather than natural run-off, notably in the Vernatt's Drain and for the Fenland subcatchments of the South Forty Foot Drain, peak flow rates for future eras have been taken as equal to current rates since this SFRA assumes all flood risk management measures will remain in their current state.

2013 Guidance to Planners

Guidance to planners was issued by EA in September 2013

Table 1: Recommended contingency allowances for net sea level rises (Net sea level rise (mm per year) relative to 1990)

	1990 to 2025	2025 to 2055	2055 to 2085	2085 to 2115
East of England, east midlands, London, south-east England (south of Flamborough Head)	4.0	8.5	12.0	15.0
South-west England	3.5	8.0	11.5	14.5
North-west England, north-east England (north of Flamborough Head)	2.5	7.0	10.0	13.0

document is out of date

Table 2: Recommended national precautionary sensitivity ranges for peak rainfall intensity, peak river flow, offshore wind speed and wave height

Parameter	1990 to 2025	2025 to 2055	2055 to 2085	2085 to 2115
Peak rainfall intensity	+5%	+10%	+20%	+30%
Peak river flow	+10%	+20%		
Offshore wind speed	+5%		+10%	
Extreme wave height	+5%		+10%	

s been withdrawn (19

Revised 2016 EA Guidance

Table 1 peak river flow allowances by river basin district (use 1961 to 1990 baseline)

River basin district	Allowance category	Total potential change anticipated for '2020s' (2015 to 39)	Total potential change anticipated for '2050s' (2040 to 2069)	Total potential change anticipated for '2080s' (2070 to 2115)
Anglian	Upper end	25%	35%	65%
	Higher central	15%	20%	35%
	Central	10%	15%	25%

For more vulnerable development in flood zone 3(a) the higher central and upper end should be used to assess the range of allowances.

Table 2 peak rainfall intensity allowance in small and urban catchments (use 1961 to 1990 baseline)

Applies across all of England	Total potential change anticipated for 2010 to 2039	Total potential change anticipated for 2040 to 2059	Total potential change anticipated for 2060 to 2115
Upper end	10%	20%	40%
Central	5%	10%	20%

Table 3 sea level allowance for each epoch in millimetres (mm) per year with cumulative sea level rise for each epoch in brackets (use 1990 baseline)

Area of England	1990 to 2025	2026 to 2050	2051 to 2080	2081 to 2115	Cumulative rise 1990 to 2115 / metres (m)
East, east midlands, London, south east	4 (140 mm)	8.5 (212.5 mm)	12 (360 mm)	15 (525 mm)	1.24 m

Table 4 offshore wind speed and extreme wave height allowance (use 1990 baseline)

Applies around all the English coast	1990 to 2050	2051 to 2115
Offshore wind speed allowance	+5%	+10%
Offshore wind speed sensitivity test	+10%	+10%
Extreme wave height allowance	+5%	+10%
Extreme wave height sensitivity test	+10%	+10%

Effects on Predictions of Flood Risk in FRA

1) Flooding from Tidal River Welland

The FRA has identified the main source of flooding where the new climate change recommendations could affect the predictions of flood levels in 2115 at the development site is flooding from the tidal River Welland.

The contingency allowance in metres for the years 2055 and 2115 using 1990 as a baseline in the SFRA compared with the guidelines is as follows

Year	SFRA	2013 guidance	Revised 2016 guidance
2055	0.33	0.395	0.412
2115	1.14	1.205	1.24

Therefore it can be seen that the revised guidance increases the maximum allowance for sea rise in 2115 by 100mm for the maps in the SFRA and 40mm for maps issued by the Environment Agency. The SFRA maps do not predict any flooding on this site

in a 1 in 200 year event in 2115. The small increase shown above will not change this map significantly and cause any flooding on the site in this event.

2) Flooding from Coronation Channel, Barrier Bank and the IDB drainage system

As the development is in flood zone 3 and is classed as more vulnerable, the central climate change allowance, which is 35%, should firstly be considered. After considering the effects of this increase the higher central, which is 65%, should be considered to assess the effect of this.

The EA have been using an allowance of 20% for climate change over the past few years in their assessments and modelling of their systems. The SHDC SFRA also has used this figure of 20%. The increase to 35% and 65% will not significantly change the conclusion in the SFRA of what might happen if a breach occurred in the bank of the Coronation Channel. If there are additional flows along this part of the Coronation channel and River Welland it will lead to the storage systems of the Cowbit and Crowland Washes operating and additional overtopping over lower banks rather than any significant increase in levels in the river.

IDB's have been using an allowance of 20% for climate change over the past few years in their assessments and modelling of their systems. Generally IDB's are happy that their systems provide a 1 in 100 year standard to most urban areas at the present time.

South Holland IDB, and all IDB's, are aware that climate change will affect the operations of pumping stations, sluices and drainage channels. Pumping stations and sluices only have a 30 year life and will need to be refurbished or rebuilt within this timespan. It is assumed that South Holland IDB will continue to review the modelling they have already carried out and when the Board consider these refurbishments adequate arrangements will be made to incorporate the latest climate change projections in order that the Board continues to provide the same standard of service as the present day.

Therefore it is considered that the mitigation proposed for the development, with the recommendation that the floor levels should be raised at least 450mm above the existing ground level, is satisfactory.