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Environment Agency

Amy Hensler
Director of Flood Risk
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Waterman Place, Reading
Berkshire RG1 8DN

Our ref: SL/2018/118169/01

Your ref: Email

Date: 02 May 2018

Dear Amy Hensler,

PRE-APPLICATION ENQUIRY.

FLOOD RISK SCOPING ASSESSMENT- LAND AT BONEHURST ROAD HORLEY.

Thank you for consulting us on the above. We have reviewed the submitted information and wish to respond as follows:

Environment Agency position

With regard to the requirements of a Flood Risk Assessment for land parcel at Bonehurst Road, Horley the Environment Agency can confirm the following:

Modelling:

The primary concern that the Environment Agency has is with regard to the existing 2011 Burstow Stream model.

We are in the process of updating the Burstow Stream model and recognise that following a model review in 2014 there are some limitations with the current model and hydrology. As such the applicant should consider and incorporate the recommendations of the JBA model review report. This report can be supplied upon request.

It should be noted that no development would be permitted within the 1%AEP inclusive of 70% climate change uplift.

Historic data:

Reference needs to be made to 2000 and 2013 flood events as well as 1968. The Environment Agency have evidence to suggest the adjacent Bonehurst Road flooded on both these occasions.

Flood Alleviation Scheme:

We are presently looking at progressing a Flood Alleviation Scheme (FAS) for the Burstow Stream to reduce flood risk across Horley.

The confluence of the Burstow Stream and Cross Oak Ditch is a location we are keen to further understand hydrologically and to provide a solution to the known problems on the A23 at Bonehurst Bridge and Cambridge Hotel.

Given the proximity to the proposed development site we would expect the applicant to consider any opportunity to help provide increased storage or channel enhancements which should be considered as part of any approach to reduce the flood risk within this area.

M23 and Bonehurst Bridge structures:

We recognises that there are structures that do impact the hydrology and hydraulics of the Burstow Stream and in particular that many of these structures have been built subsequent to the largest recorded flood event in 1968. However, we are also aware that the surface water drainage from the increased expansion of Horley and from the M23 motorway via various balancing ponds plays a significant impact upon the downstream hydrology. We are investigating a number of issues pertaining to the impact that these structures had during the winter 2013/14.

We are presently working in collaboration with the Highways Agency to assess the performance and design of the runoff from the motorway to consider its impact upon downstream hydrology.

Regardless all historic flood events remain a fundamental element for consideration.

Conclusion:

The Environment Agency would recommend that any proposal for new development looks to incorporate wider flood risk benefits to the existing communities as well as providing robust evidence that the new development is outside the 1%AEP + 70% climate change.

A detailed FRA with appropriate hydrological modelling should be submitted for review by the Environment Agency.

The FRA should use the existing Burstow Stream model but apply an update in line with recommendations from the 2014 review.

The model should incorporate 1960, 1968, 2000 and 2013 hydrological events as further verification.

The FRA and overall approach to any development must identify the opportunity to incorporate Flood Alleviation Scheme benefits to the wider local community ideally via Natural Flood Management approaches.

Please do not hesitate to contact me should you wish to discuss this further.

Yours sincerely,

Charles Muriithi MRTPI
Planning Specialist

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