

From: Susie Stephen
Sent: 15 August 2022 14:43
To: Eaves, David
Subject: RE: Langstone Technology Park APP/22/00172

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Afternoon David,

Thanks for the additional Highways comments. I have Motion reviewing these and hope to come back to you with our response shortly.

I am also now in receipt of the updated FRA which looks to address the EA's comments in their 2nd response dated 24th May (attached). Given the size of the document, I will email this to you separately via a File Transfer. However, to assist I set out a summary of our response to the three key matters raised below:

1. Assess future flood risk using both the higher central allowance for sea level rise and the central allowance for peak river flow

The EA's Coastal design sea levels have been used to identify the potential risk of flooding from seas. The updated 2018 report used the 2017 levels as the base design. Portsmouth was used as the donor site, that covers the coastline from Selsey to Milford-on-Sea (including the Isle of Wight and Solent) to identify the chainages relevant to the proposed development, using the chainage node 4600 (highest sea level within direct proximity of the site) the 1 in 1, 1 in 200 and 1 in 1000-year extreme levels were identified as being below the existing site levels. Incorporating climate change allowance for the lifespan of the site – 60 years, the extreme sea levels are still below the existing site levels and therefore risk of flooding from seas is considered low.

The Updated River levels obtained from the EA indicated that the modelled 1D Flood level for the Node ID 375 (Highest flooding level) is 5.333m. The Mill Stream benefits from natural high ground on both sides, with the top of the embankment levels ranging from 7.5m AOD to 8.1m AOD. This is circa 2.1m above the updated River flooding level. Therefore, the risk of flooding from rivers is considered low. Site levels adjacent this area of Mill Stream will also benefit from raised minimum Finished Floor Levels to further mitigate flood risk from this source (as per the below).

2. Consider measures to ensure the development will be safe from future tidal and fluvial flood risk for its lifetime through:

- **Resistance and resilience**
- **Finished floor levels including freeboard**
- **Flood storage compensation**

The development has been assessed taking into account a lifespan of 60 years. This included applying climate change allowance for the South East area for the 2000-2035, 2036-2065 and the 2066-2095 epoch. It is proposed that the developments FFLs north of the link road are set at a minimum 5.50m and the developments FFLs south of the link road are set at a minimum 5.10m, which is 150mm above the 1 in 100 yr river flooding levels and as such no further flood resilience and resistance is required.

3. Assess the impact of changes to footpaths/cycleways within Flood Zone 3

The development proposals are to widen the existing footpath that runs along the north east boundary to 2 meters. The widening will occur to the west of the existing footpath to the bottom of the embankment. The levels to the footpath will remain as existing. The widening of the footpath will increase the floodplain area and therefore minimizing the effect of flooding elsewhere.

Trust this is all in order. However, if there are any queries please get in touch.

Many thanks
Susie

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