Scott White and Hookins

Flood Risk Statement – 28 Southmoor Lane Havant.

1.0 Introduction

The site is located on an established industrial estate just off the A27 Havant Bypass dual carriageway, approximately 400m from the shore of Langstone Harbour, between the harbour and the A27.

An existing industrial unit on the site is to be refurbished with some existing parts of the structure to be removed, access to the site continues to be from Southmoor Lane.

It is proposed to dismantle a small extension to the rear of the building, existing air conditioning plant enclosure and a sub-station. This will allow the rearrangement of the parking to the rear of the unit, the incorporation of a new pedestrian entrance, a new internal mezzanine floor, and external security fence.

Due to the small nature of the development, this flood risk statement aims to address the salient points of Planning Policy Statement 25, without producing a full PPS25 compliant report as laid out in its appendix E.

2.0 Flood Risk

2.1 Site

As stated above the development is located near to Langstone Harbour. In reviewing the Environment Agency Flood Map, it would indicate that the front part of the site is on the edge of Flood Risk category 2 zone with the remainder of the site in the Flood Risk category 1 zone. The site is on the edge of the extent of extreme flooding from the harbour and potential flood levels are therefore likely to be minimal.

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25 FEB 2011
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As the development can be considered as a building used for general industry, then due to the perceived risk, PPS 25 Appendix D classifies the site as a less vulnerable location.

Therefore assessing the site in relation to suitability for development, table D.3 in PPS25 classifies a 'less vulnerable' development is appropriate in Flood Zone 2.

This is strengthened by the fact that the proposal involves the retention of an existing building and building on developed land with no change of use.

3.0 Construction Proposals

3.1 Existing

The existing building is a typical steel framed industrial unit with masonry walls to a height of approximately 2.0m. The existing finished floor level is approximately 100-150mm above external ground levels which should provide adequate protection from the potential flood levels.

Based on the survey drawing the front of the site is 150-200mm above the level of Southmoor Lane. The external area of the site is primarily hardstanding areas of concrete or tarmac, with the external levels rising further by approximately 150mm from the front to rear of the site.

3.2 Proposals

It is proposed to demolish the existing extension and plant areas at the rear of the site and create new external areas for car parking. It is suggested that sustainable drainage techniques such as soakaways or permeable tarmacs are investigated to assist in reducing the potential flood risk and deal with surface water at source.

External levels across the site shall be reviewed to minimise the potential for localised ponding from surface water rainfall.

The finished floor level of the new mezzanine to be installed in the existing building will be well above anticipated flood levels for the site.

4.0 Users of the Site

Based on the preliminary flood map, in the case of a flood event the southern end of Southmoor Lane, low lying areas adjacent to the shore and a nearby water treatment works will act as functional flood plains. Flooding is only likely to occur on the development site in the event of an extreme flood.

This will provide sufficient warning of a flood event for the users of the site. In the extreme event of flooding occurring on the site the users at the front of the site will easily be able to move through the building, out the new entrance doors and to the rear of site which is located in Flood Zone 1. Thus the proposed development provides a safe access and egress for users of the site.

5.0 Conclusions

Considering the small scale of the development and the proposal for refurbishing an existing building, the risk of flooding is no greater than the current situation.

The site is located on the edge of Flood Zone 2 and the existing external and internal floor levels minimise the potential flood risk to the building and its users.

It is recommended to investigate the possibility of incorporating sustainable drainage techniques in the small new area of external paving created to adequately deal with surface water at source.

The proposed development provides safe egress from the building to areas of higher ground and a low flood risk at the rear of the development site.

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July 2010

Environment Agency Preliminary Flood Map

