

# **Flood Risk Assessment**

For planning approved scheme ref: 23/00181/FUL

Hinckley & Bosworth Borough Council Planning Authority

## **Extension of Bandroom for Ratby Band, Taverner Drive**

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RBR 21 14 Rev. B 23.05.23



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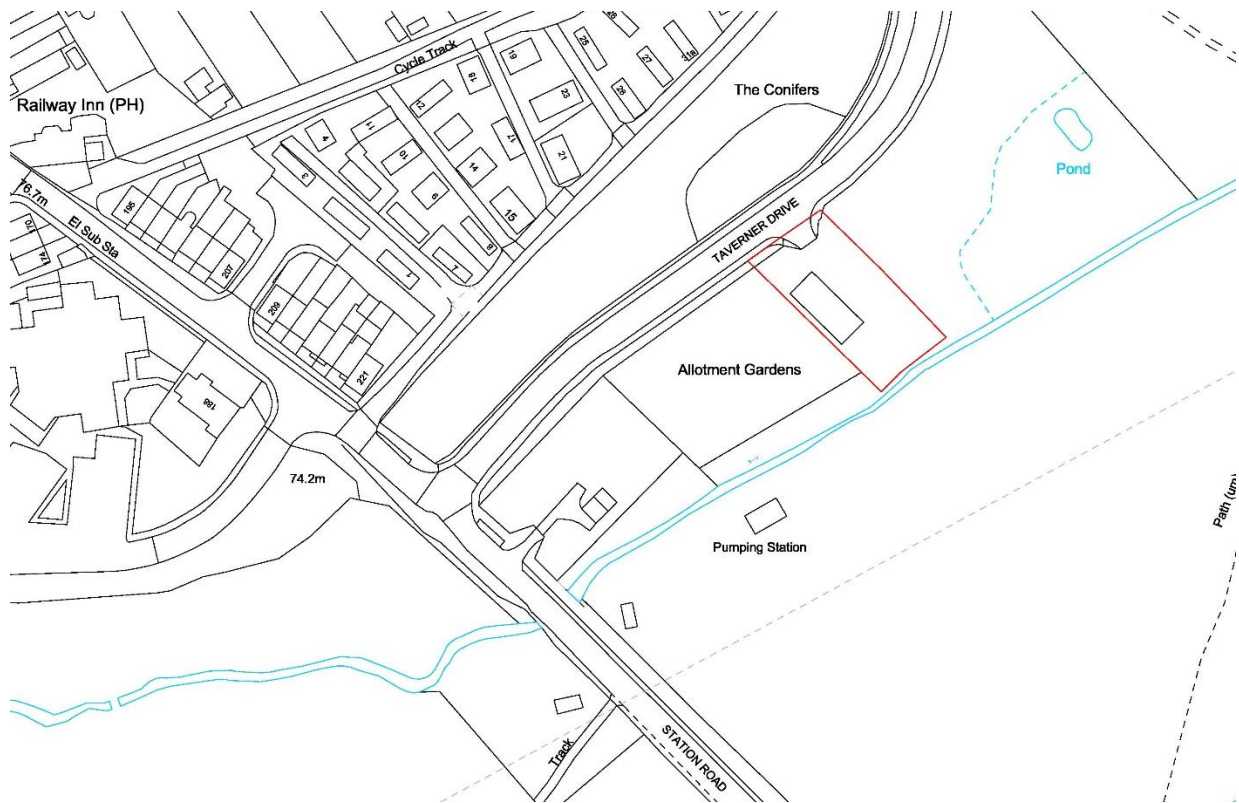
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## Introduction

This Flood Risk Assessment relates to approved planning application 23/00181/FUL (Hinckley & Bosworth Borough Council Planning Authority), for the following works:

- Extension of the Bandroom for Ratby Band

The approved scheme is located on the outskirts of Ratby on Taverner Drive with no surrounding residential areas, and as identified by the red line on the image below:



## Proposal

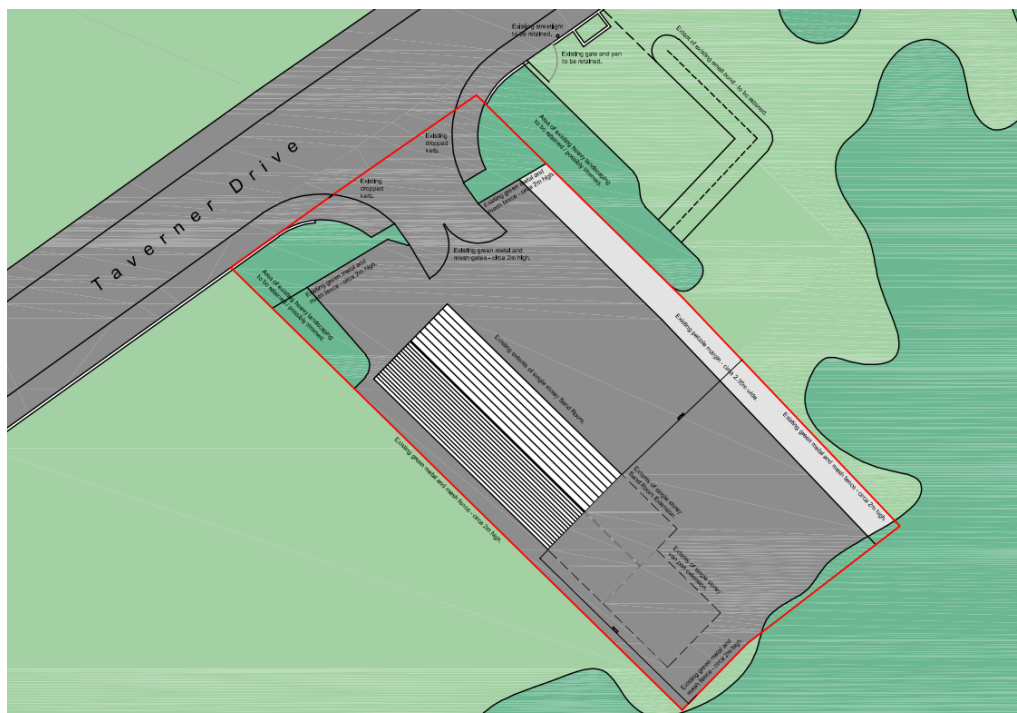
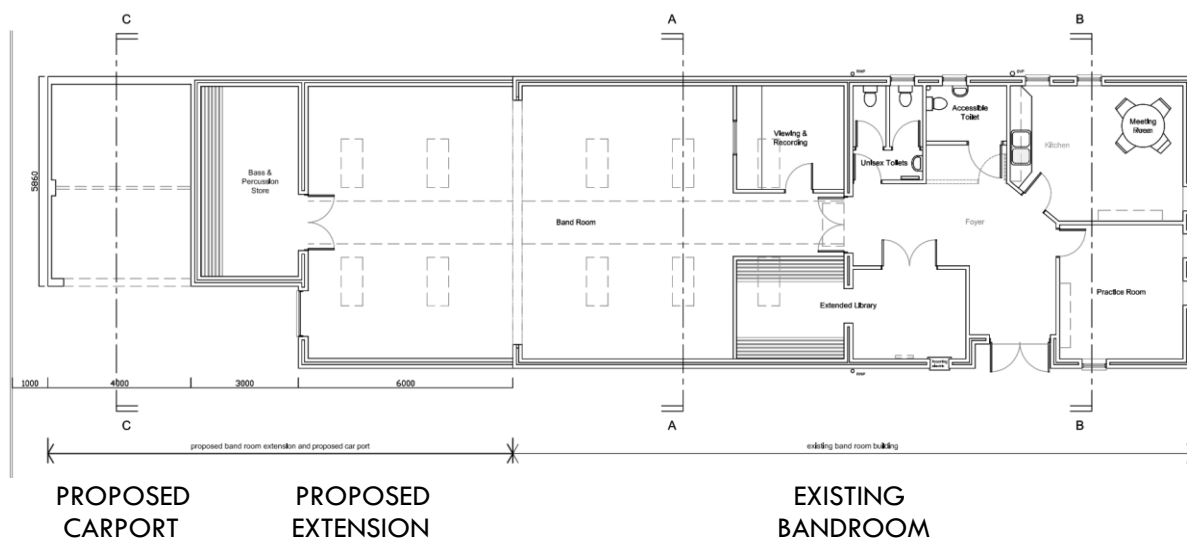
The approved scheme is a small extension to an existing bandroom.

The current building:

- is not habitable
- has occasional, none essential usage
- is relatively small (circa 150m<sup>2</sup> footprint)

The proposed enclosed extension:

- will not be habitable
- will have occasional, none essential usage
- will be circa 70m<sup>2</sup> footprint, beyond which there will also be a small open fronted carport



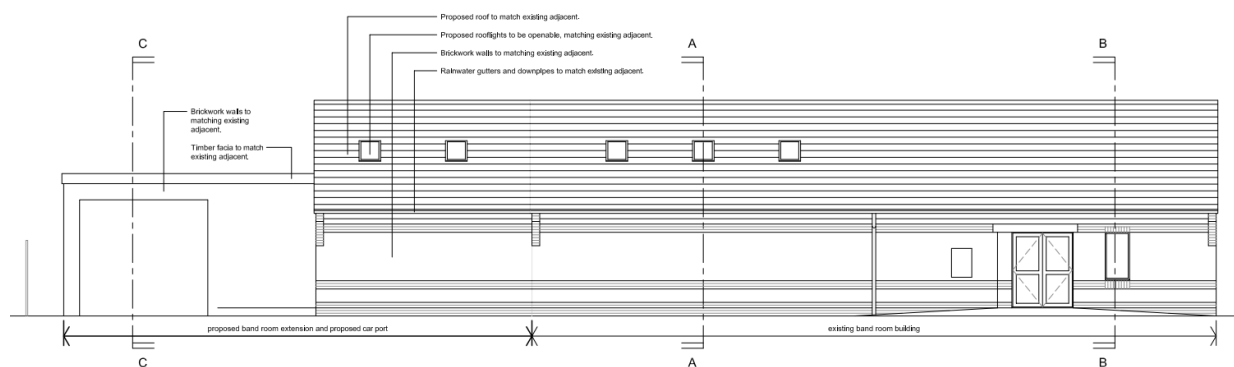
The existing bandroom on Taverner Drive was built in 1990 as a purpose build for the band. At the time, Taverner Drive did not exist and there was a 'track' from Station Road. The land came from the Parish Council at the time. Taverner Drive was added later so giving formal vehicle access.

The band has been in existence for nearly 140 years and until this point never had a permanent home, always leasing space in the village.

Due to the success and development of the organisation, the band are looking to extend the bandroom to provide improved access, toilet facilities, recording facilities and a larger main band room.

The proposal is to extend the rear of the building away from the road so not changing the overall appearance to anyone else, built on the existing car park so there is no loss of any green space.

The extension will be built to the rear on the existing car park. Due to the potential for flood, the finished floor level inside the building will be raised to approximately 250mm above ground level. The vehicle parking port will be at ground level to match the existing.



The proposed materials of the bandroom are facing brickwork to the external walls, tiled roofs, timber framed double glazed rooflights, timber doors, black plastic half round gutters and plastic downpipes. All to match the existing.

The existing site surfacing is predominantly tarmac with a gravel strip along one edge. This will not greatly change with the proposal of a relatively small extension.

There are no protected trees on the application site and no vegetation will be lost.

The overall site will remain maintained to a very high standard and largely unaffected by this proposal.



## Existing Site Conditions

The existing site conditions are best described with the aid of photographs:



As is evident above, the existing external surfacing is predominantly tarmac, with a small strip of pebbling to the northeast boundary (just visible to the left of the top left photo).

The existing finished floor level is raised above the external ground level by circa 250mm:



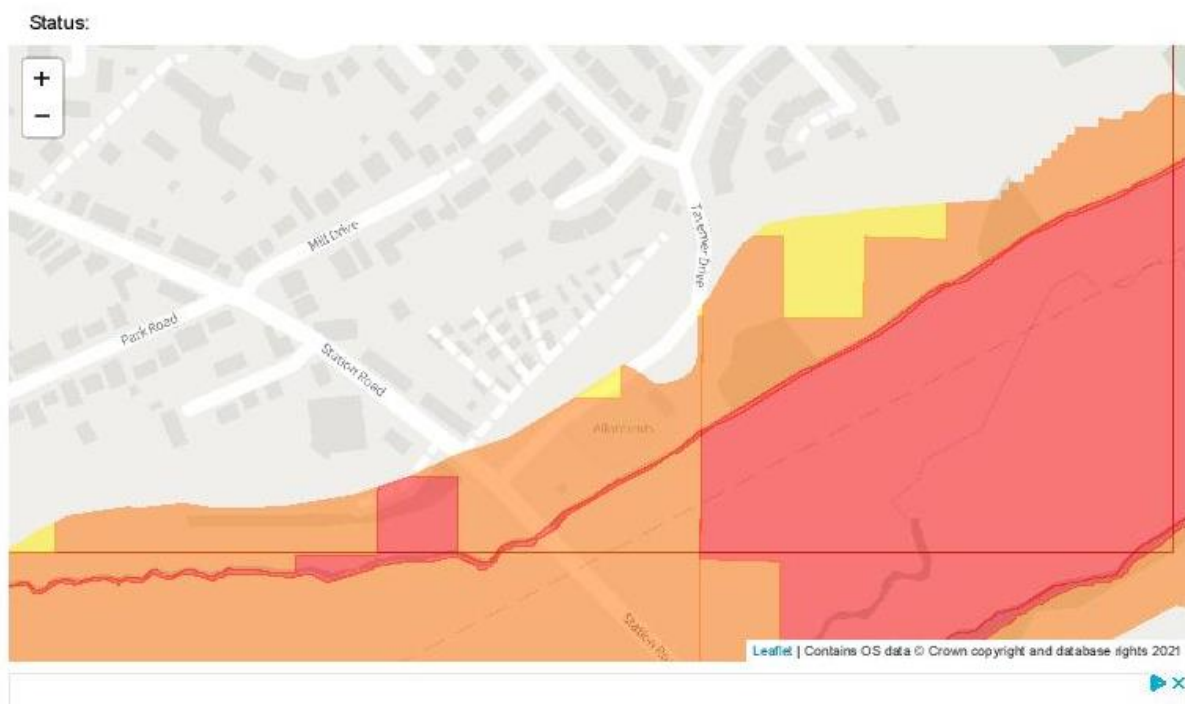
## Assessment of Flood Risk

This Flood Risk Assessment was written as a response to planning condition 4:

4. Prior to commencement of development a Flood Risk Assessment, including flood resilience measures, shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be implemented in accordance with the approved details which shall be retained thereafter.

**Reason:** To ensure that the proposals meet the requirements of Policy DM7 of the Site Allocations and Development Management Policies DPD (2016) the National Planning Policy Framework and accompanying Planning Practice Guidance.

We understand that this document was requested by default as the site falls partly within Flood Zone 2, as noted on the Environmental Agency records as the diagram below:



However, during the 33 years the band have been on this site, it has never flooded. This fact is backed by Appendix E of 2019s0332 – Strategic Flood Risk Assessment for Hinckley and Bosworth Borough Council (July 2019), which notes the following for Ratby as a settlement / ward:

*There are two incidents of historic flooding in the settlement:*

- In 2016 there was an incident associated with the bridge on Station Road over the Rothley Brook.
- In 2018 there was an incident on Main Street.

Main Street is in the northern part of Ratby, and whilst the Rothley Brook bridge on Station Road is closer to the site, it remains over 200m from the proposed site. Neither of these two isolated incidents impacted on the use of the proposed site.

In the last 33 years, the site has never flooded. Should the site flood, and floodwater would disperse onto the neighbouring soft landscaped areas (allotments to the west and open fields to the east), and the car park would be the first part to eventually become submerged. The existing and proposed band room has a raised level of circa 250mm above the level of the car park, and the flood water would remain in the rest of the car park.

## **Flood Resilience Measures**

Given that the proposal is an extension to an existing bandroom, there is unfortunately no real sense in changing anything (floor finishes, wall finishes or height of electrics) for the new half of an extended room. It should be noted that any low level (floor or wall) insulation will be moisture resistant.

## **Conclusion / Summary**

Given the history of the plot and building, there is no past evidence to suggest that the plot will flood. On the off chance that it does, and that flood water is unable to disperse onto neighbouring soft landscaped areas, the finished floor level is circa 250mm higher than that of the plot. Should flood water reach the finished floor level, the building will not be in use, and so there will be no risk to wellbeing.

In the event of flood greater than seen in the last 33 years, and greater than the 250mm height difference between tarmac and finished floor level, there may be some inconvenience and damage caused, should flood water ingress into the building. Given that the building is operated as a charity, all materials within the building will be functional and readily replaceable, and so even in the worst unforeseen circumstance, the impact of flood would not be dramatic.

Given the relatively small footprint involved in this scheme, there will be no perceivable impact on neighbouring properties.