

FLOOD RISK ASSESSMENT

LAND NORTH-EAST OF GOXHILL AIRFIELD, CHAPELFIELD ROAD, GOXHILL

CHANGE OF USE OF LAND FOR THE STORAGE OF ANIMAL BEDDING FOR
AGRICULTURAL USE

1. Introduction

- 1.1 This Flood Risk Assessment (FRA) supports the planning application for the change of use of an area of existing hardstanding (former runway) to provide open storage of clean, untreated animal bedding for agricultural use only. No buildings, structures, raising of ground levels or new hard surfaces are proposed.

2. Site

- 2.1 Environment Agency Flood Map information identifies the main storage area as lying within Flood Zone 1 (low probability). A small section of the existing access, which is already in situ and forms part of the wider airfield access, lies slightly within Flood Zone 2 (medium probability).

- 2.2 Importantly, no operational development is proposed within Flood Zone 2. The proposal is limited to the continued use of the existing hardstanding storage area within Flood Zone 1.

3. Flood Risk

- 3.1 The proposal is a low-intensity change of use for storage of agricultural bedding materials. The use does not introduce residential accommodation, sleeping quarters, or other highly vulnerable development. The bedding products are clean, inert and non-hazardous, and the activity does not involve fuels, oils, chemicals or processes that would increase flood-related pollution risk.
- 3.2 Given that the operational area sits in Flood Zone 1 and the scheme introduces no built form, the proposal is not expected to increase flood risk on-site or elsewhere.

4. Surface Water and Drainage

- 4.1 The storage area is located on an existing former runway surface which is weathered/porous in places. As the proposal does not introduce new impermeable surfacing or alter existing ground levels, surface water runoff rates and pathways will remain as existing.
- 4.2 No changes are proposed to the site's drainage arrangements. Any rainfall will continue to drain and disperse as it currently does, with no material change to runoff volume or speed.

5. Safe Access and Egress

- 5.1 Access to the site is via the existing airfield access. While a small part of the access falls within Flood Zone 2, this section is not subject to development works and is used intermittently with low daily vehicle movements.
- 5.2 In practical terms, the proposal can operate with appropriate weather awareness. During periods of heavy rainfall or any flood alert/warning affecting the area, deliveries/collections can be paused as necessary, given that the storage activity is non time-critical and does not require continuous attendance.

6. Conclusion

- 6.1 The proposed change of use relates to an existing hardstanding area predominantly within Flood Zone 1. A small part of the existing access lies within Flood Zone 2, however no development is proposed in Flood Zone 2 and the access arrangement remains unchanged.
- 6.2 The scheme will not increase flood risk elsewhere, will not increase surface water runoff, and can operate safely with simple, proportionate management measures. On this basis, the proposal is acceptable in flood risk terms and is consistent with national and local flood risk policy objectives.

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