

Flood Risk Assessment

**The Works / 49 Bury Road,
Radcliffe**



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Date: June 2024
Reference: HALL01

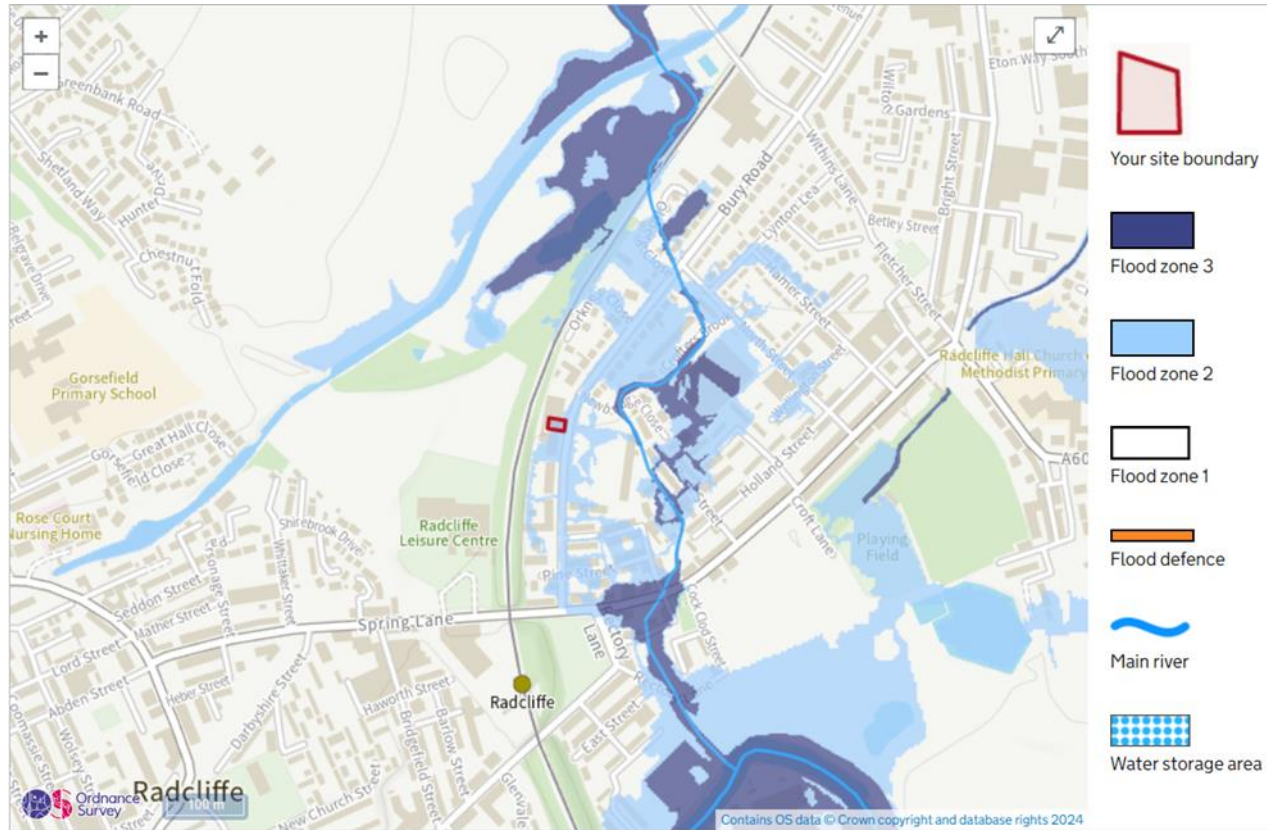
1. Introduction

- 1.1 This statement is submitted in support of a full planning application for the demolition of a small engineering building and the erection of a replacement building, which is to be used in connection with an existing business.
- 1.2 The building forms the southern part of what was once a single engineering building facing on to Bury Road, now in three units. The adjoining unit (the middle of the three) is on use as a furniture shop. The other (northern) end unit is a garage business.
- 1.3 The application building has been used by 'J.H. & A. Unsworth Ltd, Ventilating Engineers; Tin & Coppersmiths; and General Sheet Metal Workers' since it was built after WWII. Following the retirement of the last employee of that engineering company the building was bought by the owner of Bury Road Garage, an established MOT, car servicing and repair business operating from 53 Bury Road (next door but one).
- 1.4 The building, which still contains much of the old engineering equipment from J.H. & A. Unsworth Ltd, is not fit for purpose, with part of the roof supported by acrow props. It is gradually being cleared, made safe and brought into use by the associates garage business.
- 1.5 The proposal is to replace the building with a like-for like rebuild on the same footprint, with the same floorspace and for the same (in planning use classes terms) use. It will continue be used in connection with the established MOT, car servicing and repair business operating from 53 Bury Road, which also includes the restoration of classic cars. Specifically, it will be used for re-engineering engines and gear boxes, together with specialised engineering repairs associated with classic car restoration.
- 1.6 Finished floor levels will remain the same as existing.
- 1.7 The BMBC local validation list requires the submission of a flood risk assessment (FRA) that:

"should address the issue of flood risk to both property and people. The NPPF Chapter 14 – Meeting the challenge of climate change, flooding and coastal change, and its accompanying technical notes, provides guidance in relation to the undertaking of flood risk assessments and the responsibilities for controlling development where it may be directly affected by flooding or affect flooding elsewhere."

2. Identified Flood Risk

- 2.1 The site is in Flood Zone 1 (Bury Road marking the very edge of Flood Zone 2) and is not at risk of flooding. The re-development of the site will not change the area of hard surfacing and will not have any resultant impact on the risk of flooding to others.



- 2.2 The Flood Zone 2 'Medium Probability' floodplain is defined as having between a 1 in 100 year annual probability and 1 in 1000 year annual probability of flooding. The threshold of the Flood Zone 2 floodplain is the 1 in 1000 year extreme event.
- 2.3 The Flood Zone 1 'Low Probability' comprises land as having less than a 1 in 1000 year annual probability of fluvial flooding (i.e. an event more severe than the extreme 1 in 1000 year event).
- 2.4 The UK Government's climate change allowances guidance states that the "Central" climate change allowance should be used in FRA's. The site is located within the Irwell Management Catchment which has a climate change allowance of 35% up to year 2080s. The Agency's modelling includes a 35% climate change allowance.
- 2.5 The site is located outside of the design climate change (35%) 1 in 100 year flood extent and the finished ground floor level will be set, as now, at a level which is above the 1 in 1000 year flood level.
- 2.6 The site is not located within an Environment Agency Flood Warning Area.