

**TRANSPORT AND WORKS ACT 1992
The Transport and Works (Inquiries Procedure) Rules 2004**

**THE PROPOSED ROTHER VALLEY RAILWAY
BODIAM TO ROBERTSBRIDGE JUNCTION ORDER**

**SUMMARY OF
PROOF OF EVIDENCE**

Of

**SUZANNE CALLAWAY (MSci (Hons) MCIWEM CWEM CSci CEnv)
ON BEHALF OF ROTHER VALLEY RAILWAY Ltd**

FLOOD RISK

1. Summary Proof of Evidence

- 1.1.1 I am a Principal Flood Risk Consultant with Capita Property and Infrastructure Ltd (Capita). I have worked in Flood Risk Management for over 17 years and I am a chartered member of the Chartered Institution of Water and Environmental Management.
- 1.1.2 Capita undertook the assessment of flood risk and prepared the Flood Risk Assessment Report on behalf of Rother Valley Railway Limited (RVR). I have been involved in the Rother Valley Railway Project since 2012 undertaking both project management and technical roles.
- 1.1.3 My Proof of Evidence outlines the flood risk analysis undertaken on behalf of Rother Valley Railway and summarises the impact the railway is predicted to have on flood risk. It also responds to concerns and objections raised in relation to flood risk.
- 1.1.4 The assessment of flood risk for the proposed scheme has been undertaken in close consultation with the Environment Agency. The assessment of flood risk has included flood modelling. Following discussions with the Environment Agency and updates to the scheme design a new Flood Risk Assessment was completed in 2016, superseding the 2014 Flood Risk Assessment. A further addendum to the 2016 Flood Risk Assessment was completed in March 2021 to address the Rule 17 direction dated 8 June 2020. The Addendum incorporated the latest flood estimation guidance and available data. It also included updates to the assessment of climate change based on the published climate change allowances for peak river flows.
- 1.1.5 The Flood Risk Assessment has demonstrated that the proposed railway does not significantly impact on flood levels with small increases and decreases in predicted flood levels through the study area. The modelling has shown that the proposed railway does not cause new flooding elsewhere. No new receptors are at risk of flooding, changes in predicted flood levels are small and there is no overall change in flood risk.
- 1.1.6 The scheme does not impact on the flood defences, other than the proposed replacement of a 30m section of flood defence embankment with a flood wall. This was stipulated by the Environment Agency, to provide access for maintenance of the flood defences. The risk of flooding, during extreme events, to properties benefitting

from the defences in Northbridge Street and Robertsbridge is predicted to remain the same following construction of the proposed railway.

- 1.1.7 It is predicted and accepted that the proposed railway will flood. Kent and East Sussex Railway (KESR) have procedures in place to receive and act on severe weather and flood warnings, including provision for the cancellation of services. The procedures include inspection of the railway line and structures prior to recommencing services.
- 1.1.8 The Flood Risk Assessment concludes that the proposed railway will provide wider sustainability benefits to the community, and that it will be safe for its lifetime, without increasing flood risk elsewhere.