

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

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

PROOF OF EVIDENCE

Of

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

FLOOD RISK

APPENDICIES

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Appendix A – Correspondence with EA regarding climate change allowances

RE: Rother Valley Railway Public Inquiry - Message (HTML)

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RE: Rother Valley Railway Public Inquiry

KSLPlanning <KSLPLANNING@environment-agency.gov.uk>
 To: Callaway, Suzanne (Capita)
 Cc: David Gillett; Gardner Crawley; Page, Sophie

You forwarded this message on 11/02/2021 12:35.

Reply Reply All Forward

Wed 16/12/2020 15:06

****EXTERNAL****

Dear Suzanne,

Apologies for only coming back to you now. We have reviewed the letter with the proposed approach to the hydrology updates and modelling and have the following comments to make:

Work is continuing to derive and subsequently apply UKCP18 climate change projections to planning guidance. The latest estimate of the timescale for the change in guidance to take place is mid-2021.

The table below provides currently available information on Central, Upper Central and Upper End climate change allowance percentages for the application site/area. Recognising that significant variations in true climate change impacts are likely to be seen not only between different river basin districts (RBDs) but also within river basin districts, 1km² gridded data are being produced to provide more localised projections. How exactly this local data are to be utilised for planning purposes against the RBD data is yet to be determined.

Comparison of the UKCP09 figures against the provisional UKCP18 figures (for this location) indicates similar figures for the Central and Upper Central scenarios, and lower (for UKCP18) figures for the Upper End scenario.

When interrogating the table please take account of the notes provided below it.

Scenario	UKCP09 RBD (%)	UKCP18 RBD (%)	UKCP18 Local Data (%) [*]
Central (50 th)	35	35	30
Upper Central (70 th)	45	55 ^{**}	40
Upper End (90 th)	105	80	65 ^{***}





^{*}Based on the highest value of any of the 1km² grids the application area covers.
^{**}Actually based on the 75th percentile, as the 70th percentile is currently being calculated – so the final figure is likely to be lower than 55%.
^{***}The Upper End currently utilises the 90th percentile, but there is some discussion around it being amended to the 95th percentile to align with Coastal uplifts, which in this case means 75% projection rather than 65%.


We understand the developer is intending to use the higher end of the UKCP09 allowances and this is an approach we would support given the current uncertainties for UKCP18.

Please feel free to contact us if you need any further information.

Kind regards,

Sara Gomes
 Planning Advisor
 Kent Sustainable Places
 Environment Agency: Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent ME19 5SH
 ☎ 0208 4748283
 ✉ KSLPLANNING@environment-agency.gov.uk



More information on EA2025 [here](#)

Appendix B – EA confirmation flood estimation calculations
are fit for purpose

Ms Suzanne Callaway - Principal Consultant
CAPITA
Symonds House Wood Street
East Grinstead
RH19 1UU

Our ref: KT/2021/127855/03-L01
Your ref: RVR Public Inquiry
Date: 26 May 2021

Dear Ms Callaway

ENVPAC/1/KSL/00345 Capita response to Environment Agency comments and the updated flood estimation calculation record in regards - RVR: The Transport And Works Act 1992 (the 1992 Act): proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Order Application by: Rother Valley Railway Limited (RVR)

Land Between Robertsbridge And Salehurst, East Sussex, TN32 5PH

Thank you for sending further details for this enquiry. Following our review of the Rother Valley Railway FEH/Hydrology calculation record we have concluded that this Flood Estimation is fit for purpose.

Reasons

The main comments from the review, based on our Red, Amber, Green status are detailed below.

- Overall in the review spreadsheet, enclosed, there are **NO** Red comments, and **NO** Amber comments.
- Within the review spreadsheet there may also be Green comments. There is no action to address these.

Note to Enquirer

The additional information provided provides enough reassurance in consideration of the key issues to justify a downgrade of the previous Amber comments to Green. Key issues have largely been addressed however, we are of the opinion that more could have or could be done in some aspects.

As always, the flood estimation element of flood modelling should not be considered complete until applied to the hydraulic model and with sensible results seen (against any historical information), and that will need to be borne in mind by all parties upon review of the hydraulic model.

Next steps

Following a meeting with yourself and the applicants, we agreed to receive a copy of the Flood Risk Assessment and model data submitted as part of the updated Environmental Statement for the Public Inquiry into the TWAO application. As discussed, we will not be able

to review this in detail as we will require the FRA and the model to be updated again in order to discharge the planning conditions and we do not see the merit to either party in doing this lengthy and detailed work twice.

Please contact me should you wish to discuss the above.

Yours sincerely

Sophie Page

Mrs Sophie Page
Planning Specialist

Direct dial 020 8474 8030

Direct e-mail kslplanning@environment-agency.gov.uk

Cc Rother Valley Railway

Enc. KSL00345_Rother_Valley Hydrology 2nd Review_202105.xlsx