

FLOOD RISK ASSESSMENT

PROJECT: **SAN HOUSE
HAMPSTEAD
LONDON
NW3 6AB**

PROJECT NO: **C769710 / REP / 04 / Rev A**

DATE: **May 2012**

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DOCUMENT CONTROL SHEET

Document Title: Flood Risk Assessment

Document No: 769710 / REP / 04

ISSUE RECORD:

ISSUE	ISSUE NOTE	DATE
-	Issued for Planning	14 September 2011
A	Issued for Planning	04 May 2012

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1. INTRODUCTION

This flood risk assessment has been prepared to accompany Basement Impact Assessment proposals for the reconstruction of the existing house and to form a new basement.

2. FLOOD RISK

The site is located within a Zone 1 flood risk zone. This zone is defined in the North London Strategic Flood Risk Assessment dated August 2008.

Properties in Camden are not in danger from flooding from the Thames or other open rivers. They are potentially at risk from sewer flooding.

The development will not significantly alter the existing surface water run off to the public sewers.

The development will not increase the risk of flooding elsewhere.

3. FLOOD RISK ASSESSMENT AND PROPOSALS

Some parts of the Borough of Camden experienced serious floods in 1975 and again in August 2002.

A report was commissioned by Camden to look at the causes and impact of the flooding and was published in June 2003.

Nearly all the flooding occurred away from Arkwright Road, i.e. in NW2 and NW6, although there was some flooding in NW3.

The flooding was pluvial and was the result of a summer thunderstorm and the inability of the adopted combined sewers to cope with the sudden volume of rainfall.

It is reasonable to assume that surcharge pressure in the sewers caused water to be forced up out of manholes and road gullies in Arkwright Road, with water then flowing above ground within the carriageway.

Arkwright Road has a constant and not insignificant gradient outside No.9. The property has one footway crossover which has a fall back down to the carriageway. The remainder of the property frontage is protected by a continuous masonry boundary wall at the back edge of the footway. There are steps up at pedestrian access through this wall.



Because of the carriageway gradient, flood water depths would not be expected to rise up to the level at the back edge of the footway.

In view of the assessment, the following proposals will be implemented as part of the development:

1. The masonry front boundary wall detail will be maintained.
2. The vehicle crossover gradient down to the carriageway shall be maintained.
3. A new soakaway and/or attenuation will be introduced to compensate for any minor increase in run off catchment area within the site.
4. Internal access to the basement is to be via a fixed stair and this will be maintained at all times.
5. No internal doors at basement level shall be lockable.
6. None of the rooms within the basement storey will be bedrooms.

A handwritten signature in black ink, appearing to read 'P S Boorman'.

Paul S Boorman
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Associate Director