

Oxfordshire County Council
Highways & Transport
Speedwell House Speedwell Street
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Oxfordshire
OX1 1NE

Our ref: WA/2022/129992/01-L01
Agreement No: ENVPAC/1/THM/00289
Your ref: R3.0138/21
Date: 23 November 2022

Dear Sir/Madam

Environment Agency planning advice - FRA technical note for HIF 1 – Didcot to Culham.

Thank you for providing the Flood Risk Technical Note: Additional information, Regulation 25 response Rev 1 dated 20/07/2022 for the above scheme. This has been prepared and submitted to us for review following our letter of objection dated 14 April 2022 in response to planning application R3.0138/21.

We are providing this advice under Agreement No. ENVPAC/1/THM/00289. You will be invoiced in accordance with this agreement.

It is stated within the technical note that its purpose is to examine what should be considered an acceptable model tolerance and whether sufficient mitigation for the proposed development has been included within the scheme design.

The technical note confirms that further analysis of the model has been carried out including examination of existing model scenarios re-run with more TuFLOW Plot Output (PO) points and further examination of the calibration and stability of the original model.

36 PO lines have been added to the locations where there were differences in flood risk. The results in this area described as 'hatching' are explained in the report as being caused by instabilities in the model. The hatching is caused by variation in water level between the cells. The note explains that these instabilities were already present in the 2018 Environment Agency model. It states that this indicates instability issues within the model.

We understand many of the points that are raised and accept that instabilities may be present within the original Environment Agency model. We can accept that the areas of hatching within the outputs are likely to be accountable to tolerance issues. However, it is our view that the differences in flood levels being shown in other areas are more likely

to be a direct consequence of the proposed scheme rather than being accountable to model tolerance.

We thank you for including additional mitigation for the area adjacent to the northern arm of the Sutton Courtenay roundabout (as shown in Figure 3 of the report) for the increased flood levels that are likely to be experienced there. However, we consider it necessary to seek mitigation for the area where increased flood levels have been identified in the 10 + /- analysis on the south bank of the river Thames, directly opposite the flood compensation area. This is due to our view that this is an impact of the scheme and not accountable to model tolerance.

Final comments

Once again, thank you for contacting us with your enquiry. Our comments are based on our available records and the information as submitted to us.

I hope the above advice is helpful. If there is any further work you anticipate needing our detailed advice on in relation to this project, please let me know so it can be incorporated into this charging agreement.

Disclaimer

Please note that the views expressed in this report by the Environment Agency, is a response to a pre-application enquiry only and **does not represent our final view in relation to any future statutory consultations made in relation to this site**. We reserve the right to change our position in relation to any such application.

Please quote our reference number in any future correspondence. If you have any queries please feel free to contact me.

Yours faithfully

Miss Sarah Green
Sustainable Places - Planning Advisor

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