

March 2026

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Proposed domestic vehicular access & gates, and parking space, at:

Ivy House, 2-4 South street, Aldbourne. SN8 2DW

**Flood-risk assessment as supporting information for a planning and listed
building application.**

The application proposal:

The following improvements are proposed:

- a) A permeable surfaced area within the southern end of the existing garden to Ivy House, for the purpose of parking two domestic cars within the site curtilage.
- b) A gated entrance is to be formed in the eastern boundary wall alongside South Street. The entrance would have a pair of hinged wooden gates and an access surface that would bridge the drainage ditch which feeds into the stream running along the west side of Ivy House.

Flood Risk:

The location for the proposed parking and access is categorised by the EA as Flood Zone 3, i.e. that it has a high probability of flooding from rivers and the sea. See the extracts from the EA flood map, with the site outlined in red, and EA Flood risk assessment, both included below:



Flood map for planning

Your reference	Location (easting/northing)	Created
Ivy House Parking - Flood	426534/175629	20 March 2026 10:40

Your selected location is in flood zone 3, an area with a high probability of flooding.

This means:

- you must complete a flood risk assessment for development in this area
- you should follow the Environment Agency's standing advice for carrying out a flood risk assessment (see <https://www.gov.uk/guidance/flood-risk-assessment-standing-advice>)

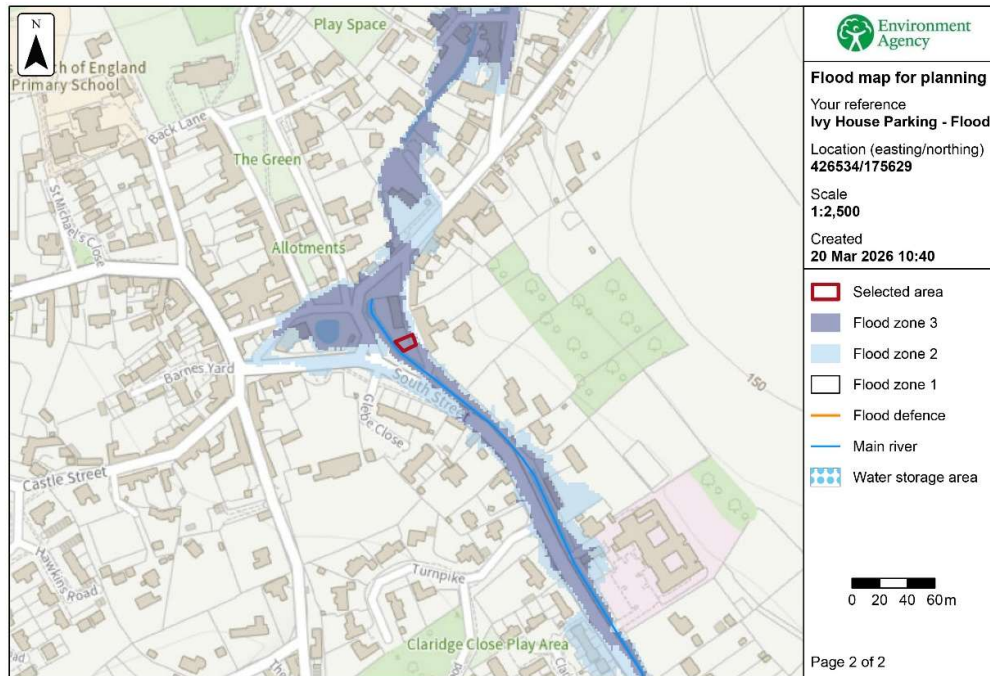
Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence which sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2026 AC0000807064. <https://flood-map-for-planning.service.gov.uk/os-terms>



This assessment is questionable for this specific site. Local knowledge confirms that there has definitely been no flooding here in the last 28 years at least. The applicant, Mr Josephy & Miss Wallin, as owners of the property have confirmed this, as well as stating that they are also unaware of any previous flooding.

In contrast, (and again according to the local knowledge of the applicant) there are areas in Aldbourne which are not identified by the EA as being within Flood Zone 2 or 3, which regularly flood during a wet winter, for example the section of Lottage Road between Alma Road and the open section of the Bourne near Goddard's Lane.

Irrespective of whether the assessment by the EA is accurate, the application proposal will have no material effect on flood risk in the area and, due to the nature of the development, there is no likelihood of any specific damage resulting from flooding even in the very unlikely event that this were to occur.

The proposed parking area within the walled curtilage of the property is approximately one meter above the highest observed level of the nearby Bourne over the last 28 years (which occurred in February 2014). The land is currently permeable so that excess rain quickly soaks away. The parking area will be surfaced with permeable material so, in terms of drainage, there will be no change from the current situation.

The accessway from the road up to the edge of the property will not be permeable but will only occupy about 15 square meters. Any rainfall will drain onto the road and will flow into the existing road drainage a short distance further down, and from there directly into the Bourne. The effect on surface drainage in the area will be negligible in comparison with the existing road area. Additional drainage, in the form of a gulley and pipe could be installed from the southern edge of the accessway / road interface directly into the ditch which will be

bridged by the accessway and from there into the neighbouring Bourne, but for the volume of water concerned this seems unnecessary.

The accessway will be bridged over the existing ditch which runs along the boundary wall of the property. This ditch is usually dry and merely carries very small volumes of run-off from the road and the roof of the nearby house in heavy rain. It will continue to flow unimpeded under the accessway and from there into the nearby Bourne, which is significantly lower.

In wet winters, when groundwater levels are high, a spring rises in the bed of the ditch under the proposed accessway bridge and a small volume of water flows from there down the ditch and into the Bourne. The proposed development will have no effect on this flow, because the bed of the ditch will remain permeable as it is now.

The following photograph shows the existing flow of the ditch in winter conditions when the spring is running.



(Photo supplied by Mr Josephy)

In summary, the key point of consideration is that the proposal will not create built development that would be capable of enclosing or impeding flood water. This is consistent with the EA's requirement that development must not result in a loss of floodplain storage and must not impact on flood flows.

Although obvious, it is also important to state that the proposal would not create any living accommodation and there would therefore be no increased risk from future flooding, (however unlikely) to residents as a result of constructing the parking and access.

Howard Waters RIBA

BA; B.Arch; MSc (Conservation of Historic Buildings)

23rd March 2026

For and on behalf of Mathewson Waters Architects LLP