

Regional Flood Risk Appraisal - First Review

Statement of Consultation - August 2014

	Respondent	Page reference	Comment summary	Mayor's Response
1	LB Richmond	page 7	Reference to the SAB being introduced in April 2014 is now incorrect	Amended - introduction in 2015
		page 56	Table 6, type in the first columns heading ('pant' should be 'plant')	Amended accordingly
		page 21	The EA's Lower Thames Flood Risk Management Strategy is now called the 'River Thames Scheme (Datchet to Teddington)'. Richmond site ref 1 (London Road/Arragon Road, TW1, Type: unknown) Outside an area at risk of flooding from the River Thames - It should be excluded from the RFRA.	Amended accordingly
		Appendix 3	Richmond site ref 2 (Brew Lane, TW1, Type: post, Comment: sorting office): Outside an area at risk of flooding from the River Thames - It should be excluded from the RFRA.	Amended - site excluded
		Appendix 3	Richmond site ref 3 (Mellis Avenue, TW9, Type: sewerage): We can confirm that this site is Thames Water's Kew Biothane Plant and located within flood zone 3	Amended - specific use added
		Appendix 3	Richmond site ref 4 (Mellis Avenue, TW9, Type: unknown): We are unaware of essential utility infrastructure being located in this area. This site should be excluded from the RFRA.	Amended - site excluded
		Appendix 3	Richmond site ref 5 (Mortlake High Street, SW14, Type: unknown): It appears that this refers to the Electricity Sub-Station that is adjacent to 121 Mortlake High Street. We confirm that this site is within flood zone 3 and situated behind the Tidal Thames flood defences. This site should remain in the RFRA.	Amended - specific use added
		Appendix 3	Hampton Water Treatment Works: This site should be included in the RFRA under Appendix 3 because a significant flood could result in the contamination of drinking water supplies. It may also trigger the shutting down of the plant.	Amended - site added
		Appendix 5 - Map 11	It would be good if this map could also show the large scale utility infrastructure an water treatment works inside London, such as "Hampton Water Treatment Works", which is Thames Water's large water treatment site within the borough of Richmond upon Thames.	Site likely to be included - but only utilities outside London explicitly named
		2	LB Havering	unknown
page 7	The SuDs Approval Body is not now due in in April but DCLG hope that the legislation can be laid in April with it coming into force later in the year.			Amended - introduction in 2015
Appendix 3	Bearing in mind what has been happening with the present flooding at Kenley Water Treatment Works the GLA have identified two in Havering one at St Marys Lane (RM14) and the second at Rainham (RM13). There is in fact a third at Warley (CM14) which actually lies within the Havering boundary. As a result of Kenley I have posed the question about risk assessment with Thames Water and Anglian Water as they all lie adjacent to watercourses and the two of them next to the Thames.			Amended - Warley Treatment Works added - and reference to South London groundwater flooding (paragraph 131)
3	LB Southwark	Page 7	Paragraphs 11 and the London Plan Policy 5.13 refer to SUDS, rather than SuDS – we understand that we should be moving towards using the term "SuDS" as this is what is implied in the Sustainable Drainage Approval Body's role.	Amended in paragraph 11
		Page 23	Paragraph 103 refers to the date adoption of the SAB role being April 2014. We now know that is not going to happen until later in the year. It would be helpful if Defra could provide an updated position statement on this for the final RFRA on when the SAB role will come into force.	Amended - introduction in 2015
		Page 28	Paragraph 130 refers to the Thames Tideway Tunnel as the means of addressing foul sewer flooding. It should be noted that the Examination of the Thames Tideway Tunnel application closed on 12 March 2014. The Panel of Inspectors are now considering all the evidence submitted throughout the examination and will make a recommendation to the Secretary of State by 12 June 2014. The Secretary of State will subsequently have 3 months in which to make its decision on the application proposals. The RFRA should reflect that fact that the Thames Tideway Tunnel or similar measure is needed to address the issue of foul sewer flooding. This should also be reflection in recommendation 7	Amended - footnote added to include timing of SoS decision. - Specific measures required appear inappropriate to prescribe in Recommendation 7.
4	Transport for London	Page 13, 34-44, etc.	Page 13 but is a general note as well : Where "work with LA." : Transport for London should be mentioned as a key stakeholder for consultation along with LA(in conjunction with Table 2 pages 34-44) . Also interdependencies with "non resilient" structures or networks should be communicated in order to review TfL own resilient plans.	Page 13: Based on TE2100 plan. - Table 2: Individual stakeholders not explicitly specified. - In general, cooperation with TfL on resilience as part of the GLA group.
		Page 26	Para 121: first sentence: the frequency of the events is not mentioned	Only broad qualitative indication required
		Page 27	Para 122: vulnerable instead of prone?	Amended accordingly
		Page 27	Para 124: this sentence is very vague and needs elaboration ,(or: is it necessary to be mentioned?)	Sentence amended to add clarity
		Page 27	Para 128: the amount per property is £120,000 and not £130,000	Amended accordingly
		Page 30	Para 143 penultimate paragraph : LU ,Network Operation Centre needs to be included in the communicating list along with the emergency services.	Amended - transport operation centres generally added
		Page 31	Para 144: the statement is not quite accurate: as asset degradation effects amplified by acute weather temperature fluctuations (as a consequence of CC)	Hence the caveat requiring strict monitoring arrangements
		Page 48	Para 164: " a very major", maybe "a major"?	Amended accordingly
		Page 48	Table 4: I would suggested to mention the stations or between the stations area, as for example the Central line Eastern Portal does not specify which area is at a flood plain	Data required for the identification of such areas are not available.
		Page 48	Table 4: Also the East London Line is now called London Overground	Amended accordingly