

FLOOD MITIGATION MAINTENANCE PLAN

FOR

ALDI STORE - GAZELLE CLOSE, WINNERSH

CLIENT
ALDI STORES LIMITED



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Appendix A - FLUVIAL FLOOD MAPPING

Revision	Date	Notes	Author	Checked	Approved
A	02.12.24	First issue	RJH	LBQ	RAG
B	14.03.25	Updated to comments and flood levels	RJH	RJH	RAG
C	15.04.25	Updated to comments	RJH	RJH	RAG
D	13.02.26	Updated for condition discharge	AJP	RJH	RAG

1. INTRODUCTION

- 1.1. This Flood Mitigation Maintenance Plan (FMMP) has been produced by Craddys in relation to the ALDI store at Gazelle Close, Winnersh. The management team at the store are to take ownership of the FMMP and are responsible for its implementation.
- 1.2. The FMMP captures a summary of the flood risk to the site and provides all relevant information on the implemented flood mitigation measures and how they should be maintained in order to mitigate flood risk to the store and surroundings.

2. OBJECTIVES

- 2.1. In the production of this FMMP, the following objectives have been identified:
 - (a) To establish robust procedures to ensure the details of implemented flood mitigation measures are communicated to relevant store staff;
 - (b) To establish clear procedures for the maintenance of the flood mitigation measures;
- 2.2. All staff are to be made familiar with these arrangements. It is recommended that briefing / testing be conducted on an annual basis by the store manager.

3. FLOOD RISK

- 3.1. The flood risk to the site has been assessed and one primary source of flooding has been identified, namely, fluvial (river) flooding from the River Loddon. The main river flows in a northerly direction beyond the B3270 Lower Earley Way, however several connected minor ditches are present around the store site. It is these ditches from which flood waters are likely to enter the site during times of high water within the main river.
- 3.2. For further information, refer to the Flood Risk Assessment prepared for the planning application for the store, Craddys document reference 12245w0011.
- 3.3. Detailed hydraulic flood modelling for the proposed development site has shown that a flood level of up to 39.17mAOD (above ordnance datum) could be reached during a 1 in 100-year flood event, with an allowance for climate change over the lifetime of the store. This flood event, or worse, has a 1% chance of occurring in any given year. A flood level of up to 38.87mAOD could be reached during a 1 in 30-year event – this has a 3.3% chance of occurring in any given year.
- 3.4. The ground floor level of the ALDI store is 40.29mAOD. The store floor level is set higher than the flood level to ensure that the building footprint will remain flood-free throughout its design life during a 1 in 100-year event. A flood map from the site-specific modelling is included in Appendix A which shows the likely direction of flood water, approaching the site from the southwest.
- 3.5. In order to not worsen flood risk elsewhere due to the development of the site, the southern edge of the car park has been lowered, to allow it to flood during some events. Additionally, a void has been provided underneath the building itself to store flood water when required. The levels of the car park and void, and the openings into the void, must not be altered in any way without permission from the Local Authority.
- 3.6. The northern side of the site, between the store entrance and the car park entrance off Gazelle Close, is at the highest level and is not expected to flood in all but the most extreme events. When the car park entrance is flooded, the building itself should remain flood-free.
- 3.7. Since areas of the site may be affected by flooding during the building's lifespan, it is important that the store staff are also aware of the requirements for evacuation during a flood event. These requirements are described in the Flood Response Plan (FRP) provided separately.
- 3.8. In summary, whilst the store is not expected to be inundated, the car park could be affected by significant depths of flood water. Measures have been included to mitigate risks to the store and off-

site. This FMMP therefore intends to describe these measures and their maintenance to manage flood risk.

4. FLOOD MITIGATION MEASURES

4.1. Flood mitigation measures included in the design of the store are as follows:

- Raised floor level of the store itself, above the flood level.
- Void beneath the store footprint, to not displace floodwater off-site from the building footprint.
- Lowered car park levels, to not displace floodwater off-site compared to the pre-development site.
- Separate surface water drainage systems to serve higher-level and lower-level areas of the site, to ensure the higher area of the site can still adequately drain surface water in the event of a fluvial flood affecting the lower area of the site.
- Fencing to the car park perimeter, and gate to entrance, to reduce the risk of floating vehicles from leaving the site during a flood event.
- A "Site-specific flood alarm system", which triggers when a sufficiently high water level is reached in the adjacent watercourse.

4.2. The design of these measures and their maintenance requirements is discussed in the following sections.

4.3. It should be noted that a below ground surface water drainage system is provided within the site. This site is not part of the flood mitigation measures; however, maintenance of the system will also be required. The maintenance requirements are included in a separate document.

5. RAISED STORE FLOOR LEVEL

5.1. The finished floor level (FFL) of the store is set at 40.29mAOD (above ordnance datum). This is above the 1 in 100-year flood level for the site determined for the planning application for the store. The flood level includes an allowance for climate change commensurate with the building's lifespan. This ensures that the building itself should not be flooded during this event, however it may still be affected by a more extreme event.

5.2. The store floor level has no particular maintenance requirements; however, the floor level should not be lowered without prior permission from the Local Authority.

6. VOID BENEATH STORE FOOTPRINT

6.1. A void is provided beneath the store footprint to store water in the event of a flood. Floodwater can flow into the void through the grated openings in the store elevation below the floor level. These gratings are designed specifically to restrict access to the void while permitting relatively free passage of water both into and out of the void.

6.2. The void is designed such that levels of the base allow floodwater to enter beneath the retail fire escape of the store, fill the void as needed, and flow back out via this low point. The soffit of the void and the top of the grated openings are set such that the underside of the floor slab is above the 1 in 100-year plus climate change flood level, so that water can flow into and out of the void without impediment.

6.3. The openings into the void are grated with vertical bars at no less than 100mm centres, to minimise the risk of blockage. Openable sections of the gratings are included to allow for maintenance access for periodic litter/debris clearance and for clearance/cleaning of the void following a flood event.

6.4. No changes shall be made to the size or levels of the void, or the gratings or openings into the void, without prior permission from the Local Authority.

O&M Requirements for Void Beneath Building		
Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	Remove debris from gratings along building elevations	Monthly
	Remove litter / debris from within void	Monthly for 3 months, then annually
Remedial Measures	Repair / rehabilitate any damage to gratings along building elevation	As soon as practicable if damage occurs
Monitoring	Inspect / check gratings and access gates to ensure they are in good condition and operating as designed	Annually
Following Flood Event	Clear silt and debris from within void and complete all other above actions to return void back to full capacity and accessibility	As soon as practicable after a flood event

7. LOWERED CAR PARK LEVELS

- 7.1. Areas of the car park have been lowered compared to the pre-development scenario, such that floodwater can be stored in the areas that may otherwise have been displaced off-site in a flood event.
- 7.2. Again, there are no maintenance requirements for the car park levels; however, the levels of the car park should not be altered in any way without prior permission from the Local Authority.

8. SURFACE WATER DRAINAGE SYSTEM

- 8.1. Lower areas of the car park may be subject to more frequent fluvial flooding than higher areas. As such there are two separate surface water drainage systems proposed for the site, to serve the areas above and below the anticipated level of a 1 in 30-year flood event. Both systems have sufficient capacity to prevent flooding during a 1 in 100-year rainfall event occurring on the site, with an allowance for climate change
- 8.2. In the event of a fluvial flood affecting either drainage system, it is likely that cleaning of the system(s) will be required once floodwaters have receded. This should be undertaken in accordance with the O&M documentation for the system, with particular attention being paid to ensuring that the geocellular attenuation tanks are clear of silt and full storage volume is restored.

O&M Requirements for Surface Water Drainage Systems		
Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	Remove debris from gullies, drainage channels, silt trap manholes etc.	6-monthly
	Check oil and silt levels within interceptors/separators, empty where required	Monthly for 3 months, then annually
Remedial Measures	Repair / rehabilitate and damage to gullies, drainage channels, manhole covers etc.	As soon as practicable if damage occurs
Monitoring	CCTV survey all pipework and geocellular tanks, remove sediment build-up	6-monthly for 1 year, then once every 3 years
Following Flood Event	Clear silt and debris from within drainage systems and complete all other above actions to return systems back to full capacity and accessibility	As soon as practicable after a flood event

9. CAR PARK PERIMETER FENCING AND ENTRANCE GATE

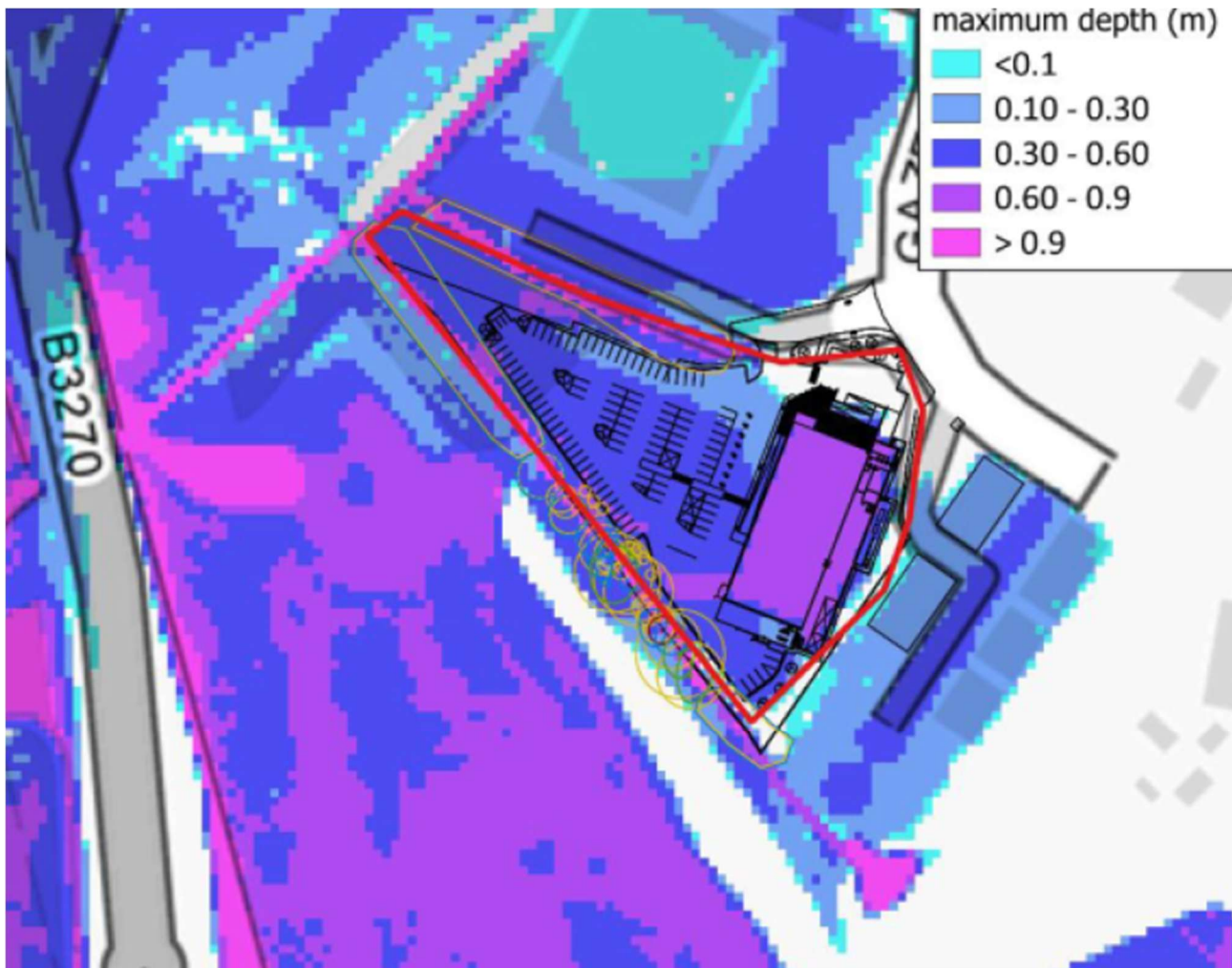
- 9.1. Areas of the car park have been lowered compared to the pre-development scenario, such that floodwater can be stored in the areas. As such a depth of flooding may occur which could potentially cause vehicles in the car park to float, and when floating these vehicles could be moved by flood flows. These may therefore present a hazard to off-site areas, should they leave the site either by the incoming or receding floodwaters.
- 9.2. As part of the Flood Response Plan for the store, in the event of a flood alert or warning being issued, the store should be evacuated, trolleys moved into the store and the car park closed using the entrance gate. As such there should be no cars or trolleys in the car park when flooding affects the site. However, there remains a residual risk that some cars or trolleys could be present in the car park in the event of a flood.
- 9.3. In order to mitigate this risk, fencing is provided to the perimeter of the car park. This fencing has been designed to retain a floating car travelling at a low speed, commensurate with the anticipated velocity of floodwaters during a 1 in 100-year plus climate change flood event.
- 9.4. The fence and gate should be inspected annually and following any flood event, and any damaged or deteriorated parts should be replaced as existing. Details of the existing arrangements and specifications are included in the building O&M manuals.

10. SITE-SPECIFIC FLOOD ALARM SYSTEM

- 10.1. This alarm system is in the form of a drainage inspection chamber connected to the adjacent watercourse, set to trigger in the site manager's office whenever the water level reaches a sufficient level within the watercourse which may cause flooding of the site within the next few hours.
- 10.2. As part of the Flood Response Plan, if the alarm triggers, it should be treated as though a Flood Warning or Severe Flood Warning has been issued; the store or duty manager should confirm that the watercourse is full, and that a false alarm has not been triggered due to blockage or lack of maintenance
- 10.3. Maintaining a clear flow to the chamber, and ensuring that the chamber is free of silt and debris is critical to the continued operation of the site-specific flood alarm system, and should be carried out as follows:

O&M Requirements for Site-Specific Flood Alarm System		
Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	Remove debris from chamber	Monthly
Remedial Measures	Repair / rehabilitate and damage chamber, manhole cover etc.	As soon as practicable if damage occurs
Monitoring	CCTV survey all pipework and check that float switch & alarm trigger are operational	3-monthly for 1 year, then once a year.
Following Flood Event	Clear silt and debris from within drainage system and complete all other above actions to return systems back to full capacity and accessibility	As soon as practicable after a flood event

APPENDIX A FLUVIAL FLOOD MAPPING



Maximum depth of flooding during 1 in 100-year (1% annual chance) plus climate change event

