

Mr Michael Goff  
Michael Goff, Agricultural Planning,  
Design and Project  
Bovey Cottages (2)  
Waterrow  
Taunton  
TA4 2BA

**Our ref:** DC/2012/111683/06-L01

**Your ref:**

**Date:** 15 May 2013

Dear Mike

**PROPOSED NEW STOCK BUILDING. OTTER FARM, COLATON RALEIGH.**

I refer to Robin's email, regarding the above, which was received on the 9<sup>th</sup> May 2013.

Firstly I would like to thank you and your colleagues for meeting on site with Steve Moore to consider measures that could reduce flooding risks for the nearby Railway Cottage.

Steve was of the view that of the two bridges considered for improvement that the downstream former railway track bed culvert was the most important. Improvement of this structure will improve the performance of the upstream structure. Your proposed twin 1.2 x 0.6m box culverts to replace the existing bridge will;

- a) convey significantly more flood water than the existing culvert and
- b) will further improve performance in flood conditions if they are constructed on the "sweeter" alignment agreed on site and sediments will be less likely to accumulate.
- c) reduce water levels upstream of the new bridge and improve the performance of the upstream culvert,
- d) will lower water levels locally for most flood events.

The following points also of importance as part of any new bridge design if flood risks are to be minimised.

- 1) the thickness of the bridge deck / road over should be as slender as possible;
- 2) the impounding bank downstream of the culvert should be maintained as low as

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possible to ensure flood flows can pass over it to the meadow beyond in times of flood.

3) ground levels around both bridge inlets are kept as low as possible to ensure that any flood flows that surcharge the structures are able to pass freely around them to flow downslope towards the river. It was proposed at the meeting that ground levels in the area hatched red on the attached plan would be lowered to slope towards the river and this would be most helpful in evacuating water to the river.

It was noted at the meeting that because Railway cottage is located on the floodplain of the Colaton Raleigh stream there is little reasonable prospect of our estimate of the 1 in 100 year flood flow (11.42 cumecs) being retained in a channel or bridge structure. Instead the measures agreed on site and set out above were suggested as a goodwill measure to contribute towards a significant reduction in flooding risks for Railway Cottage. We will happily work with the owners of the cottage if they wish to explore with them further measures that they could perhaps implement themselves to further reduce their flood risks.

At present I can advise that your proposed box culverts are acceptable to us in principle and ask that in due course you provide a suitably scaled and dimensions plan that shows the new culvert and, if appropriate, and other flood reduction measures you are able to promote.

Yours sincerely

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Cc East Devon District Council (12/2660)