

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	MP	06/08/19
Planning Development Manager authorisation:	AN	8/8/19
Admin checks / despatch completed	RHE SB	09/08/19 09/08/19

Application: 19/00337/FUL **Town / Parish:** Clacton Non Parished

Applicant: Mr Panrucker

Address: 120 Golf Green Road Jaywick Essex

Development: Proposed erection of two dwellings.

1. Town / Parish Council

Clacton – Non Parished.

2. Consultation Responses

Environment Agency

Thank you for your consultation received on 6 March 2019. We have inspected the application, as submitted, and we have no objection to this planning application because the site is currently defended and the SMP policy for this area has an aspiration for hold the line. If the SMP policy is not taken forward the development would be unsafe in the future. Please take note of this and the other flood risk considerations which are your responsibility. We have highlighted these in the flood risk section below.

Flood Risk

Our maps show the site lies within tidal Flood Zone 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for proposed erection of two 2-storey dwellings, which is classified as a 'more vulnerable' development, as defined in Table 2: Flood Risk Vulnerability Classification of the Planning Practice Guidance. Therefore, to comply with national policy the application is required to pass the Sequential and Exception Tests and be supported by a site specific Flood Risk Assessment (FRA). To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, referenced 120 Golf Green Road, Jaywick and dated February 2019, are:

Actual Risk

-The site is currently protected by flood defences with an effective crest level of 4.95 m AOD which is above the present-day 0.5% (1 in 200) annual probability flood level of 4.11. Therefore the site is not at risk of flooding in the present-day 0.5% (1 in 200) annual probability flood event. The defences will continue to offer protection over the lifetime of the development, provided that the hold the line SMP policy is followed and the defences are raised in line with climate change, which is dependent on future funding.

-At the end of the development lifetime with climate change applied to

the design 0.5% annual probability flood event, if the SMP policy is not followed then through overtopping of the current defences the resulting on-site flood level would be 5.13m AOD. The resulting actual risk depth of flooding on the site using the minimum site level of 4.2m AOD would be 0.93m deep.

Residual Risk

-Our 2018 Coastal Modelling data shows that in a worst-case scenario the site could experience undefended flood depths of up to 1.02 metres during the 0.5% (1 in 200) annual probability including climate change breach flood event and up to 1.28 metres during the 0.1% (1 in 1000) annual probability including climate change breach flood event. You may wish to ask the applicant to provide a breach assessment for the development site in their FRA so that you can make a more informed decision on flood risk.

-Therefore assuming a velocity of 0.5m/s the flood hazard is danger for all including the emergency services in the 0.5% (1 in 200) annual probability flood event including climate change.

-Finished first floor levels have been proposed to be at least 7m AOD and therefore there is refuge above the 0.1% (1 in 1000) annual probability breach flood level including climate change

-Flood resilience/resistance measures have been proposed

- A Flood Evacuation Plan has/ been proposed.

ECC Highways Dept

From a highway and transportation perspective the impact of the proposal is acceptable to Highway Authority subject to the following mitigation and conditions:

1. Prior to the occupation, the proposed private drive shall be constructed to a width of 5.5 metres for at least the first 6 metres from the back of footway and provided with an appropriate dropped kerb crossing of the footway.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway, in the interests of highway safety in accordance with policy DM1.

2. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1.

3. Prior to occupation and as per the Essex Parking Standards (Parking Standards: Design and Good Practice, Sept 2009) 6 metres should be provided behind each parking space to allow for manoeuvring.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety in accordance with policy DM1.

4. Any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in