

Pegwell Bay Flood Defence Scheme

Planning Statement

1.0 Introduction

- 1.1 This statement is written in support of a proposed Tidal Flood Defence Scheme at Pegwell Bay, Cliffsend, Ramsgate. The statement should be read in conjunction with the submitted plans and application form. The statement will explain the proposal, site context and the functional requirement for the development.
- 1.2 The proposal is an ‘Engineering Operation’ and as such legislation does not require a Design and Access Statement to accompany this application and this Planning Statement is therefore submitted to provide relevant information on the proposed scheme.

2.0 Proposal

- 2.1 Planning permission is being sought for the installation of two new flood defence elements, these being:
 - 2.1.1. New concrete flood wall, 141 metres long and up to 1.2 metres high to the north of the petrol filling station.
 - 2.1.2 Earth Embankment, 257 metres long and up to 1 metre high to the south of the petrol filling station.
- 2.2 The flood defence works are to be carried out over a 430 metre length of coastline at a location where the A256 and flood defences are at their lowest elevation.
- 2.3 The scheme has been approved National Flood Risk Management Funding by the Environment Agency at a grant rate of 100%.

3.0 Application site and Surrounding Area

- 3.1 Pegwell Bay is located on the East Kent coast and is situated between Thanet’s chalk cliffs that extend around the bay towards Ramsgate and the mouth of the River Stour. Immediately inland of the frontage is the village of Cliffsend. At the southern end, the Pegwell Bay Nature Reserve, the Pfizer’s Sports Ground and the wharf of Richborough Port make up the immediate hinterland. The Ramsgate Road (A256) broadly follows the shoreline and inland of the road land levels fall away to form the main flood compartment. This area is predominantly occupied by the St Augustine’s Golf Course, although there are also a number of residential properties located within the flood risk area.
- 3.2 The bay to the seaward side of the proposed scheme is designated as the Pegwell Bay Nature Reserve, which is managed by Kent Wildlife Trust. The intertidal mudflats support nationally and internationally important numbers of waders and wildfowl, both on migration and over-winter. Pegwell Bay also forms

part of the following larger environmentally designated sites: SSSI, SAC, SPA and RAMSAR.

4.0 Existing Flood Risk

- 4.1 A feasibility study including flood risk modelling, defence option assessment and economic analysis has been undertaken to establish the most appropriate flood defence proposal.
- 4.2 The existing defences that protect land and residential properties at Cliffsend are informal and have been assessed as having a standard protection from flooding of around 1 in 20. This means that flooding caused by wave overtopping of the defences could occur during a storm event with a severity greater than would occur approximately once every 20 years. The increase in sea levels resulting from climate change will result in an increase in this risk such that without intervention the standard of protection will reduce to 1 in 2 by the year 2062 and to significantly less than 1 in 1 by 2112.
- 4.3 The key objective of this project is to improve the existing flood defences and to reduce the risk of flooding to the residential and commercial assets within the flood risk area.
- 4.4 There are no records of historical flood events that have resulted in properties being flooded internally. However, there is anecdotal evidence of localised flooding and damage caused by wave overtopping and images taken following the 1978 storm surge support this (see appendix 3). The Council used to regularly issue sandbags to residents in this area and there is a high perceived risk of flooding during storm surge events.
- 4.5 In the event that no flood protection works are carried out, with current climate conditions, there are 6 residential properties and 5 commercial assets within the predicted flood extents. When climate change is taken into account over the 100 year appraisal period, the number of residential buildings within the flood extents increases to 21. The number of commercial buildings at risk remains at 5.

5.0 Policy

5.1 National Planning Policy Framework (NPPF)

- 5.1.1 The NPPF sets out the Government's planning policy for England. Chapter 10 of the NPPF acknowledges the Government's commitment to climate change, flooding and coastal change and at paragraph 93 states that planning plays a key role in providing resilience to the impacts of climate change.
- 5.1.2 At paragraph 105 the NPPF goes on to state 'In coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes'. As such the Shoreline Management Plan (SMP) is a material planning consideration.

5.2 South East Plan (SEP)

5.2.1 Natural Resource Management is a priority within the SEP and policy NRM8 of the SEP advises that amongst other things LPA's should 'promote and establish cross-border and cross-sectoral arrangements to facilitate an integrated approach to coastal management. This will include the conservation and enhancement of the most valuable habitats and environments (natural and built), the development and management of public access, recreation and tourism potential, and identification and management of development and commercial opportunities. This will be within the context of flood risk management and coastal protection measures contained in Catchment Management Plans, Shoreline Management Plans, Coastal Defence Strategies, Catchment Flood Management Plans, Estuary Management Plans, Harbour Management Plans and River Basin Management Plans' this policy also emphasizes that the SMP is a material consideration.

5.3 Shoreline Management Plan (SMP)

5.3.1 The application site falls within the coastal frontage of the Isle of Grain to Beachy Head SMP and is referred to as the 'Ramsgate Harbour (west) to north of the River Stour' policy unit. The short and long-term SMP policy is to hold the line, continuing to maintain defences and subsequently assets where there is an economic justification and where there are potential contamination issues. The frontage is described by the Pegwell Bay to Kingsdown Coastal Flood Risk Management Strategy, Halcrow (2008), as an Operational Unit 1 (OU1). The extents of this strategic frontage are between Cliffsend and Stonar Cut. The preferred management option recommended by the Strategy was 'Sustain'.

5.3.2 The principle of the 'Sustain' policy option is to ensure that the current standard of protection (1 in 20) is sustained throughout the 100-year appraisal period. In order to sustain the current standard of protection it will be necessary to improve the defences over time so that the increase in flood risk associated with climatic changes can be mitigated. The elements associated with the most appropriate and cost effective way of achieving this are set out below:

6.0 Implementation Plan

6.1 Year 1 – (2012/13) Construct new concrete wall, 0.7 to 1.2m high, 141m long, north of garage; construct new embankment, up to 1.0m high, 257m long, between garage and Nature Reserve; construct vehicular drop timber floodgate and cycle track drop timber floodgate.

6.2 Year 50 – (2062) Construct new embankment, 0.8m high, 340m long, between Pegwell Bay Nature Reserve and Sports Ground, raise concrete wall by 0.5m high; raise embankment by 0.5m between garage and Pegwell Bay Nature Reserve; alterations to drop timber floodgates. **Note the work proposed for year 50 (2062) does not form part of this planning application.**

6.3 The above represents the best economical option for reducing the risk of flooding to the existing assets.

7.0 Environmental Considerations

- 7.1 Whilst the site is adjacent to internationally designated sites, it is not considered to have potential to adversely impact upon them given the scale and nature of the recommended option.
- 7.2 The Environmental Impact Assessment regulations 1999, Schedule 2, Infrastructure Projects, part M has been considered. However, this application is not deemed to fall within the description and as such an EIA has not been undertaken or included with the application. The LPA may of course make consultations to screen the development for an EIA.
- 7.3 Natural England has been consulted on this proposal and has confirmed that the development is likely to lead to an environmentally acceptable solution. Furthermore, based on the information provided, Natural England anticipates that the proposal is not likely to have a significant effect on a European or Ramsar site and therefore is not likely to require an appropriate assessment under the Conservation (Natural Habitats &c) Regulations 1994.

8.0 Historic Environment

- 8.1 In the proposed location of the earth embankment a line of concrete castellated blocks (tank traps) exist. The size and location of these blocks are indicated on Drawing No. 2951-05 which forms part of this application. The blocks date from WWII and were placed to impede the progress of tanks in the event of an invasion.
- 8.2 Although undesignated, the tank traps could be considered a local heritage asset. As such the proposal has been designed so that they will not be damaged or removed but will be preserved in-situ within the embankment.

9.0 Residential Amenity

- 9.1 This proposal may limit the sea views from some nearby dwellings but it would not cause harm to residential amenity. It is considered that this proposal would enhance the occupier's enjoyment and amenity of their properties by significantly reducing the actual and perceived risk of flooding by the sea.

10.0 Conclusion

- 10.1 This proposal is considered to be wholly in accordance with national and local policy, it would meet strategic aims and objectives by improving flood defence. It would enhance residential amenity and would not have a detrimental impact on the natural environment.

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Appendix 1 – Existing Site Photos

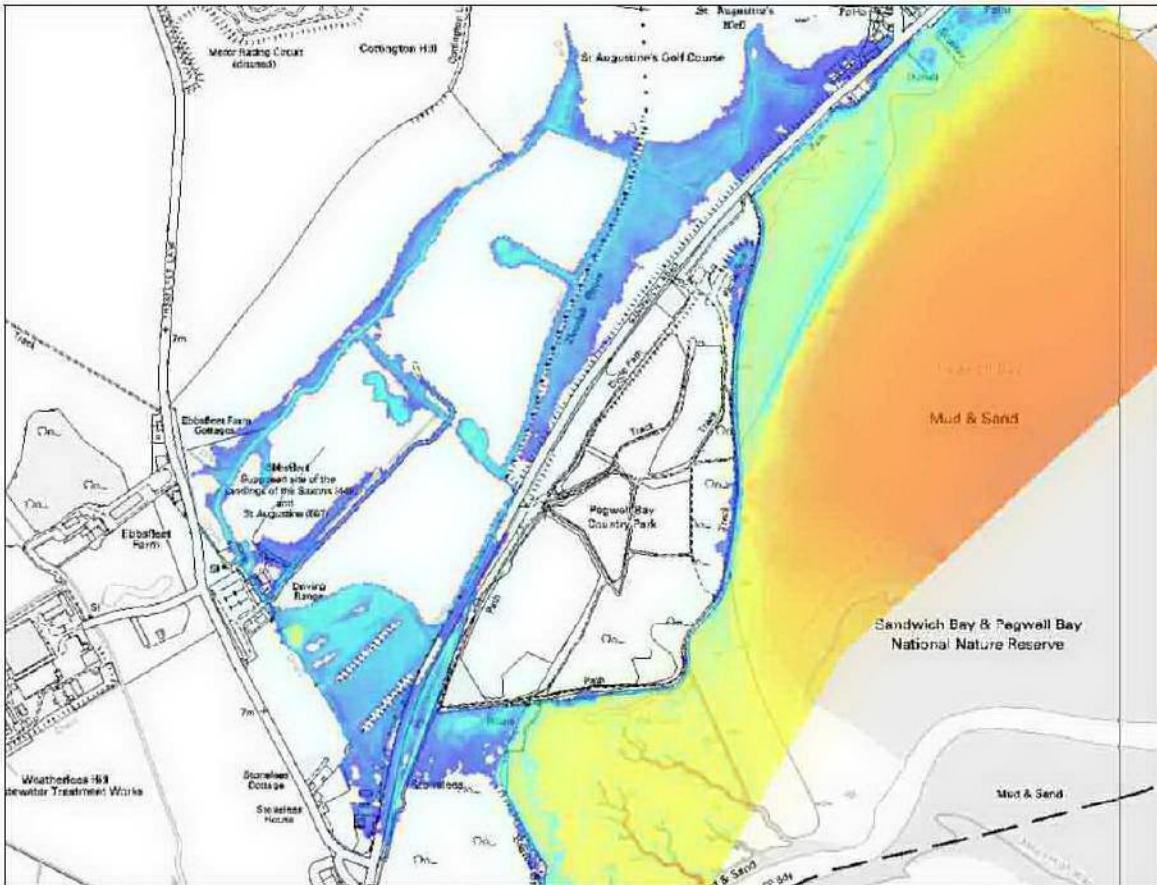


Site of proposed flood wall – (on landward side of informal car park)

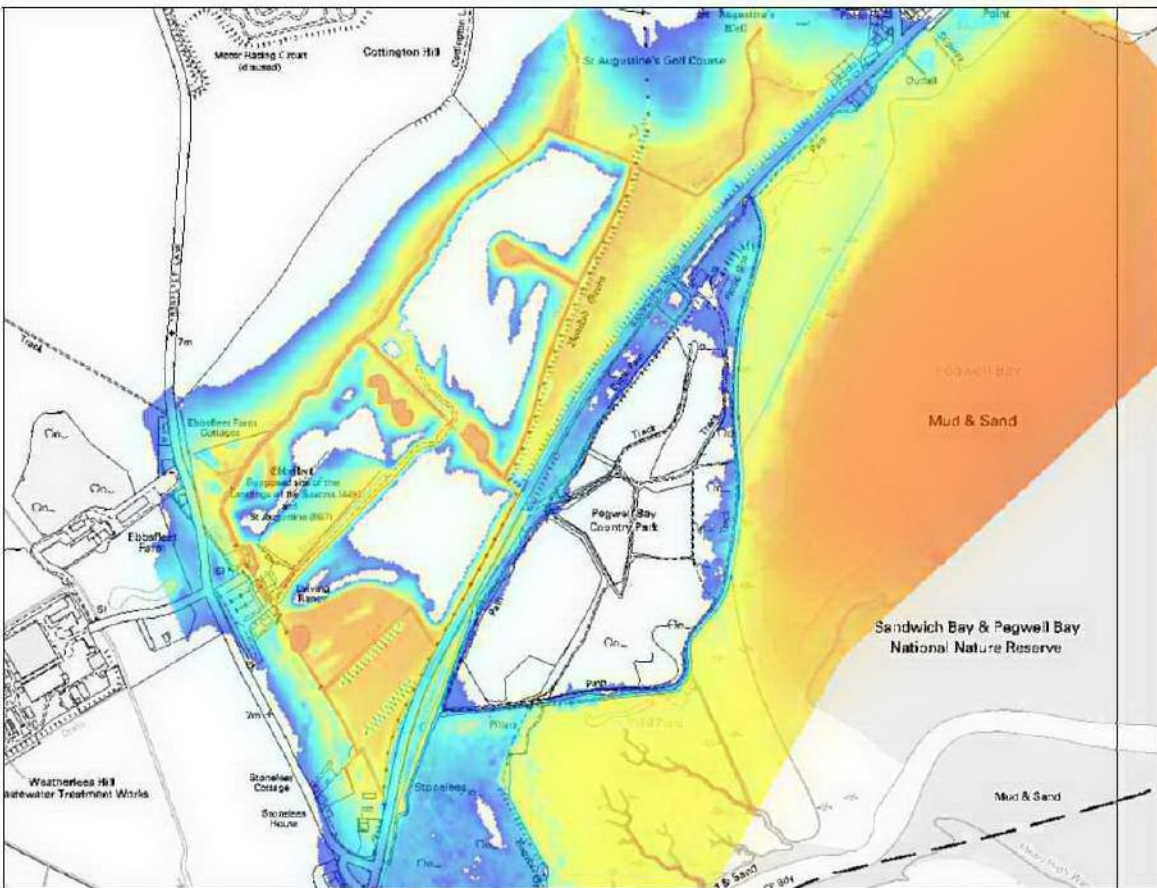


Site of proposed earth embankment (between cycle path and highway)

Appendix 2 Flood Extents – (from flood modelling study)



Predicted flood extents due to an extreme event under a 'do nothing' scenario (2012)



Predicted flood extents due to an extreme event under a 'do nothing' scenario (2112)