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Our ref: DC/2020/121722/01-L01

Your ref: Bonhay Meadow

Date: 02 November 2020

Dear ██████████

**PROPOSED RESIDENTIAL DEVELOPMENT
BONHAY MEADOW, EXETER**

Thank you for consulting us on this pre-application enquiry. Following the site meeting on the 13th October with ██████████ (Flood Risk Engineer) and ██████ ██████ (Catchment Engineer) and review of plans of the proposed development, we have the following comments, and advice.

Environment Agency position

Further work is required to demonstrate that the proposed development will not result in adverse environmental impacts. Specifically, the development needs to be safe from flooding over its lifetime, not increase risk elsewhere and, where possible, reduce risk overall.

Details of the further work you will need to undertake to demonstrate that the proposed development is acceptable are provided below.

Advice – Flood Risk

Proposed development

The site is located within flood zone 3a, indicated by Environment Agency flood maps as having a high probability of flooding. The proposal will be subject to the application (by the local planning authority) of the Sequential and Exception Tests.

All new residential floors will need to be above the 1% plus 40% climate change (CC) ('100 year' Design Flood Level (DFL)). The new Exeter flood defence scheme will be exceeded during this event, however we do not currently have the landward side flood depths when the scheme is exceeded. We are likely to have new flood modelling results, which includes the new scheme and the correct climate change allowance, for summer 2021.

Car parking and entrances can be lower, however these should be made as high as

technically possible in order to mitigate the risk from surface water flooding along Bonhay Road). It will be prudent to include justification or reasoning for the proposed levels if they are lower than the 100 year DFL.

Equipment rooms (electrical fittings, lift control, fuse boxes etc.) will need to be specifically considered, with finished floor levels (FFL) and the actual equipment raised well above the entrance level.

All the buildings and car parking will need to be on the landward side of the new defence, but elements of the development such as gardens and footpaths, can be on the riverside. The onsite SWW water tank can also be on the riverside (same as the current situation).

Access and egress

There will need to be a safe access and egress route from the proposed buildings towards Exe Bridges. This should, ideally be at the DFL or higher. If achieving the DFL is not possible then it should be no lower than the new defence height, with justification for why the DFL is not feasible. This ideally should be a cycle/foot way but of sufficient width to permit safe vehicular access in an emergency.

Surface water can be discharged in to the river, via an existing outfall. The Lead Local Flood Authority (Devon County Council) will ultimately approve the SuDS design, but we are happy for an un-controlled rate, if water quality control measures is designed in.

New Flood Defences

There will need to be a continuous defence through the development which ties into both the high ground near the bridge, and into the 'brick' wall/flood gate at the northern end.

This defence line can be in any position through the site, but must reach the required height (to be confirmed upon agreement based on an 'as built' level survey, or survey of the site), which will be similar to the heights of the current defence. During the construction period, a new permanent or temporary defence must be provided onsite. This could include the use of temporary flood barriers (e.g. pallet barriers), but these must be sourced and stored nearby, with additional trained staff available, over the construction period. It will need to be demonstrated that the temporary defences can be built within the flood warning time (this is also to be confirmed- but estimated to be at least 8hrs).

Future Ownership and Maintenance of new Flood Defence

We are unlikely to accept ownership or maintenance responsibilities for any new defence constructed as part of this development. We need to be satisfied that a competent organisation will be appointed to own the new defences.

Environment Agency access

We will need an access route to the slipway/EA defences from Bonhay Road, which will require a flood gate through the defence. The current flood gate structure can remain, or could be reused in a different position. The normal maintenance corridor is 8m wide from the edge of the defence. The access route required is the same width as the current track.

We also need an 8m gap along the river frontage, from the concrete capped piling, at the top of the river channel. Provided that this is open, it can be used as public/private green space or footpath/cycleway (as current).

The future maintenance of the new defence will need to be considered, which will require an access and work corridor, similar to ours.

Review of Documentation and Further Work

We would welcome further pre-application consultation if you would find this helpful. As you are aware, we will charge for our technical advice based on a standard hourly rate that enables us to cover our costs. The fee for our advice is £100 per hour plus VAT.

Please contact me if you would like to enquire about entering into a further agreement with us for additional advice.

We welcome your feedback on our service to date. Please tell us what you think by completing our survey

<https://www.smartsurvey.co.uk/s/PlanningAdviceServiceCustomerSurvey/>

Please contact us again if you would like to discuss any of the above or if you have any questions relating to this project.

Yours sincerely

██████████
Planning Advisor

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