



Committee Report

Planning Committee - 14 January 2020

Application no DC/19/2753/RG3

Location

Lowestoft Outer Harbour
Lowestoft

Expiry date 8 October 2019

Application type Deemed Council Development

Applicant East Suffolk Council

Parish Lowestoft

Proposal Construction of tidal flood walls in Lowestoft Outer Harbour, to provide a 1 in 200 (0.5%) AEP standard of protection against direct tidal flooding to residential and commercial areas of Lowestoft.

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1. Summary

- 1.1. This project delivers improved tidal flood resilience to Lowestoft, by building up sea defences in areas where levels are too low to offer effective defence and providing temporary barriers and flood gates where gaps for access occur.
- 1.2. It is referred to committee because the applicant is East Suffolk Council and there is significant public interest.
- 1.3. There is also support from the Town Council and the proposal acts with development proposals being reviewed by the Secretary of State for a tidal barrier in the navigation channel to enable other important development around the bridge area envisioned by the Local Plan.
- 1.4. The officer recommendation is for approval with conditions and are seeking authority to determine the application to resolve outstanding matters with the Environment Agency.

2. Site description

- 2.1. It is considered that there is little relevant history in as much as this scheme seeks to enhance the flood resilience of port infrastructure that dates principally from the 19th century. However, it should be noted that a defensive barrier within the bridge channel is subject to an application to the Secretary of State (Planning Inspectorate) as it constitutes Nationally Significant Infrastructure. This barrier links the sea walls here proposed to the north and south of the bridge channel.
- 2.2. The submitted site location plan divides the application site into four parts:

Area i)

South of the harbour channel around the yacht club and south pier pavilion. The yacht club is Grade 2 star listed.

Area ii)

North of the harbour channel around the trawl dock. To the south of the Waveney Road, lined with a three-storey continuous block of offices, with some limited elements of residential activity on the upper floors. This is a conservation area. It is also an area covered by Policy WLP8.18 - Town Centre Use where A type uses are encouraged at ground floor level. The bridge control room and A47 trunk route are to the west of this part of the project area. To the east end of this segment of the wall, stands the entrance point for vehicles accessing the outer harbour area.

Area iii)

North of the Hamilton Dock basin and to the south of Hamilton Road. This area is characterised by industrial sheds to the north side of Hamilton Road, the open land used for offshore platform accommodation module construction to the east, the Hamilton House office block to the west and close to the west end of the wall termination, the new offshore wind energy base nearing completion for SSE

Area iv)

A works compound on the former "shell" base in the inner harbour at the west end of Commercial Road. This will be a temporary use of land that is cleared and levelled currently following demolition of the Shell buildings.

3. Proposal

- 3.1. The proposal is also split across the four areas described in section 2:

Area i)

South of the harbour channel around the yacht club and south pier pavilion. To erect solid walls to replace open blockwork with glass screens above to allow persons on the south pier and at the yacht club to enjoy unrestricted views across the yacht basin and to-and-from the listed yacht club building. To erect a moveable flood gate across the access onto the south pier.

To carry out an adjustment to the boundary wall to the yacht club facing pier plain to ease the passage of vehicles and construction traffic into the yacht club car park.

Area ii)

North of the harbour channel around the trawl dock. To erect solid brick faced solid walls atop sheet piles to the trawl basin with 2.4m to top weld mesh fences above this. Around the dock entrance to the east end the trawl basin there are to be areas of removable flood wall.

Area iii)

North of the Hamilton Dock basin and to the south of Hamilton Road. The proposal is to install solid walls with weld mesh fence to the top, running from the entrance to the SLP yard on the breakwater back inland to the new office building currently finishing construction for SSE.

Area iv)

A works compound on the former "shell" base in the inner harbour at the west end of Commercial Road. This will be a temporary use of land that is cleared and levelled currently following demolition of the Shell buildings.

4. Consultations/comments

- 4.1 One third party letter of objection has been submitted on behalf of the Royal Norfolk & Suffolk Yacht Club who raise concerns over noise impacts and that the construction process might cause disturbance to some of their activities. The Yacht Club consider that the noise assessment regarding them as "less sensitive" to disturbance is incorrect.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Lowestoft Town Council	19 July 2019	8 August 2019
Summary of comments: This application was considered by Lowestoft Town Council's Planning and Environment Committee at their meeting on 6 August 2019. It was unanimously agreed to recommend approval of the application.		

Statutory consultees

Consultee	Date consulted	Date reply received
Marine Management Organisation	19 July 2019	22 July 2019
Summary of comments: Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.		

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	19 July 2019	4 September 2019

Summary of comments:

We have reviewed the documents and have no objection regarding Groundwater and Contaminated Land providing conditions are appended to any grant of permission.
We currently object to the submitted computer modelling of flood risk.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	19 July 2019	13 December 2019

Summary of comments:

No objections subject to details of the strategy for the disposal of surface water on the site prior to commencement, or until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been approved and details of all Sustainable Drainage System components and piped networks have been approved and a Construction Surface Water Management Plan approved.

Consultee	Date consulted	Date reply received
Historic England	19 July 2019	1 August 2019

Summary of comments:

No objection. To be determined in accordance with local conservation and archaeological specialist advice. Advice given recommending other publications to peruse.

Consultee	Date consulted	Date reply received
Highways Agency	19 July 2019	5 August 2019

Summary of comments:

No objections providing a construction management plan and its mitigation measures.
Any work that has direct impact on the A47 will require our specific authorisation, in addition to planning permission.

Consultee	Date consulted	Date reply received
Suffolk County Archaeological Unit	N/A	8 August 2019

Summary of comments:

No objection providing a programme of archaeological work is secured, in written form.

Non statutory consultees

Consultee	Date consulted	Date reply received
WDC Environmental Health - Air Pollution	19 July 2019	7 August 2019

Summary of comments:

No objection subject to agreement of on site works as for noise response.

Consultee	Date consulted	Date reply received
WDC Environmental Health - Noise	19 July 2019	7 August 2019

Summary of comments:

No objection providing a Construction Management Plan is submitted and approved by the Local Planning Authority. This should contain information on how noise, dust, and light will be controlled so as to not cause nuisance to occupiers of neighbouring properties.

Consultee	Date consulted	Date reply received
Economic Regeneration (Internal)	9 December 2019	9 August 2019

Summary of comments:

Support this proposal, which safeguards the visitor economy as an economic driver in East Suffolk as described in the East Suffolk Tourism Strategy. The proposed barriers also support the economic growth both within local and regional strategies, future proofing businesses from flooding and encourage inward investment.

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	1 August 2019	16 December 2019

Summary of comments: We are satisfied that the proposal will not lead to additional risk of flooding on the highway network. A condition is recommended that no works within the highway shall be commenced until details of those works have been submitted to and approved in writing by the Local Planning Authority. We also recommend that a Construction Management Plan is required that includes details of parking, delivery vehicle turning area and wheel washing facilities.

5. Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Major Application	26 July 2019	16 August 2019	Beccles and Bungay Journal

Category	Published	Expiry	Publication
Major Application	26 July 2019	16 August 2019	Lowestoft Journal

6. Site notices

General Site Notice
Reason for site notice: Major Application; Listed Building
Date posted: 22 July 2019
Expiry date: 12 August 2019

7. Planning policy

National Planning Policy Framework (2019)

East Inshore and East Offshore Marine Plans

WLP2.1 - Central and Coastal Lowestoft Regeneration (East Suffolk Council - Waveney Local Plan (March 2019)

WLP2.2 - PowerPark (East Suffolk Council - Waveney Local Plan (March 2019)

WLP2.3 - Peto Square (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.34 - Biodiversity and Geodiversity (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.37 - Historic Environment (East Suffolk Council - Waveney Local Plan (March 2019)

WLP8.39 - Conservation Areas (East Suffolk Council - Waveney Local Plan (March 2019)

8. Planning considerations

- 8.1. Section 38(6) of the Planning and Compulsory Purchase Act requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise. The relevant policies are listed in section 7 of this report.
- 8.2. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Section 66 of the Act requires that special attention is paid to preserving the special interest of listed buildings, including any contribution made by their setting.

Principle of Development and Main issues

- 8.3. Predictions of flood risk in central Lowestoft around the harbour derive mainly from tidal events with some pluvial "in combination" effects. Events of severity are assessed by considering those of a severity that might occur within a 100, 200 or 1000-year timeframe. The impact of climate change on sea level is calculated into this. An event of those predicted severities might occur at any time, however. The predicted level is then considered against the capacity of existing defence top levels to assess the volume of water that might overtop the defences, and this then informs the spread and extent of the

predicted flood zones. In the case of the harbour area of Lowestoft the issue is not the general level of flood defences, but the large gaps between areas which have sufficient defence and areas where defence is poor.

- 8.4. For that reason, the works here proposed cover a number of stretches divided into three parts, namely to the south of the bridge channel to the south pier access; north of the bridge channel to the port entrance serving the Trawl, Waveney and Hamilton basins of the outer harbour on Battery Green Road; and to the north side of the Hamilton dock, running to the south side of Hamilton Road.
- 8.5. This application is for the construction of tidal flood walls around areas of the Outer Harbour in Lowestoft. The walls will provide protection for 1 in 200-year events. The main issues surrounding this application concern: the benefits of improved flood resilience; the effects of the tidal walls on the character and visibility of the waterfront; and the potential effects on the Royal Norfolk and Suffolk Yacht Club, a Grade II* listed building.
- 8.6. The National Planning Policy Framework (NPPF) outlines the governments vision of sustainable development. Part of sustainable development involves adapting and mitigating the impacts of climate change, including flooding. The NPPF states therefore that opportunities should be taken for new development to reduce the causes and impacts from flooding.
- 8.7. In principle, this application is supported as it works toward meeting the vision for Lowestoft as outlined in the East Suffolk Council (Waveney) Local Plan. This application will work towards providing strategic flood protection for Lowestoft, allowing the town to continue to grow and thrive. The application also supports Strategic Priority 4 which aims to reduce the impact on climate change which includes flooding issues.
- 8.8. This application is incorporated into the Lowestoft Flood Risk Management Project which is supported under policy WLP1.3 Infrastructure, which in itself aims to work towards Strategic Priority 4 and the overall vision for Lowestoft. This application could therefore greatly assist with the development of Lowestoft as envisioned in the Local Plan.
- 8.9. This application also works towards the objectives for Lowestoft outlined in WLP2.1 Central and Coastal Lowestoft Regeneration. Particularly, this application aims to create a better relationship with the waterfront especially on the south side of Lake Lothing, in this case primarily around South Pier. From an economic standpoint changing the flood vulnerability of the land will assist greatly in improving land value around the bridge channel, something that would enable the investment envisaged by the Local Plan in this vicinity to take place, given that private capital is to deliver the redevelopment of land currently at risk.

Visual Amenity

- 8.10. The proposal also aims to generally improve the appearance of the public realm. The Environmental Statement for the application states that there will be a negative visual impact on the area during the construction phase which could be partially mitigated through the Construction and Environmental Management Plan, which should be secured through condition.

- 8.11. Part of the application falls within the designated PowerPark in the Local Plan under policy WLP2.2. This policy states that the Council will work with parties to improve the appearance of the public realm in the area and improve the visibility and appearance of the waterfront. To do this it will be ensured that any proposed flood walls are attractive and allow for visibility of the waterfront. Once again, improving flood resilience will make the relocation of business to Powerpark more likely to occur given the private investment required to deliver the Local Plan objectives.
- 8.12. The Design and Access Statement for this application states that a mix of flood gates and demountable flood walls will be used to minimise the impact on the area and its uses. It was also stated that appropriate materials would be used to help match existing development.
- 8.13. Part of the application also falls within Peto Square as defined in the Local Plan under policy WLP2.3. This policy also seeks to improve the visibility of the waterfront, as well as ensuring that the space between the Custom House and the waterfront is developed as a high-quality space and that development should preserve and enhance the character of the conservation area. No works are envisaged west of the bridge approaches as behind the protection provided and to the east the use of glazed screens opens up and improves views of the harbour.

Heritage and Conservation

- 8.14. The application also includes the construction of a flood wall along Waveney Road with a weld mesh security fence. This part of the application falls within the North Lowestoft Conservation Area. The total height of the wall and the fence is proposed to be at least 2.4 metres tall. The existing palisade fence is only 2m high. The form of the fence proposed is however less oppressive than the existing fence having a much greater void to fence ratio, being thin wire welded together and coated rather than pressed galvanised metal strakes at centres where the void to mass ratio is around 50%.
- 8.15. The additional height requirement arises from current legislation covering the port where the original fence is deemed to comply by virtue of the principle of "Grandfather rights", that is to say covered by the legislation in a retrospective manner.
- 8.16. Further details on the design and colour of the fencing should be provided to ensure any effects on the Conservation Area are not detrimental but given the "lighter" visual character of thin section wire weld mesh compared to palisade fencing this is considered an enhancement in accordance with policy WLP8.39.
- 8.17. Part of the application will involve the removal of existing railings at the Royal Norfolk and Suffolk Yacht Club, a Grade II* listed building.
- 8.18. The use of glass panelling will mitigate impacts on the setting of the building. Also, the implementation of an adaptive approach will minimise any immediate impacts on the setting of the building, that is to say the proposal initially is designed to create a level of flood defence appropriate to predicted sea levels up to a given date and then further work to raise levels carried out as that date arrives.

- 8.19. A Heritage Impact Assessment has been submitted as required by policy WLP8.37 Historic Environment and identifies that there will be no likely significant effects or impacts on the building. The proposal also includes alteration to the walls enclosing the yacht club on the landward side. These walls were provided in the late 1990s, and the proposal will replicate the details of that time to create a seamless alteration, that will improve the access of larger vehicles to the yacht club car park benefitting both the construction process and boat deliveries.
- 8.20. Protecting the heritage asset from the impact of flooding is a clear benefit which is considered to substantially outweigh the removal of the existing railings, which are not directly attached to the building and so are more a matter of the setting of the heritage asset.
- 8.21. The proposal accords with the heritage objectives of the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Flood risk

- 8.22. Both policies WLP2.2 and WLP2.3 require a site-specific flood risk assessment for these works, which has been provided.
- 8.23. Policy WLP8.24 (Flood Risk) is considered to be significantly addressed by this proposal to lower flood risk; there is a Flood Risk Assessment provided with the application; and the proposal does not require the application of sequential testing in that it is intrinsically "water compatible" development. The County Council as lead flood authority have recommended a conditional approval, which will necessitate further details be provided, to alleviate the risk of pluvial build up when the tidal barrier is in place.
- 8.24. Policy WLP8.25 (Coastal Change Management Plan) - the proposals are within this area where only essential infrastructure that cannot be located elsewhere is permitted. Again, the proposal is supported by the policy and includes the submission of a Coastal Erosion Vulnerability Assessment which demonstrates that the development will not result in an increased risk to life or property, in fact it will represent a decrease in risk.
- 8.25. The Environment Agency have objected that the computer modelling of wave action on structures does not satisfy them but provided recommendations with regard to contaminated land conditions. Further modelling has been conducted and submitted to the Environment Agency and a fresh consultation made with the three-week turnaround allowed by this. It is expected that the Agency will find the revised model acceptable as it has been conducted on the basis of their initial comments. On that basis, if a response is not received by the time the proposal is heard by committee, delegated powers in this matter to alter the drawings schedule to reflect any minor technical alterations, is recommended as requested.

Natural Environment

- 8.26. The project level Habitat Regulations Assessment for the application identifies that there will be no likely significant effects on conservation objectives, including to the Outer Harbour Kittiwake Colony, and was agreed with Natural England. The application also

outlines, in its Design and Access Statement, that replacement planting will take place where appropriate.

- 8.27. The submitted ecological assessment information has been assessed and is considered satisfactory for officers to conclude that the construction and operation of the proposed tidal flood walls will not result in any significant adverse ecological impacts, with appropriate mitigation measures including a Construction and Environmental Management Plan (CEMP), secured by condition. This should incorporate the mitigation recommendations made in the ecological survey reports and should also include the requirement for an updated survey for nesting kittiwakes to be undertaken (in the appropriate season) prior to construction commencing.
- 8.28. The Habitats Regulations Assessment (HRA), and Habitats Regulations Assessment Screening Report, (CH2M, June 2016); demonstrate that the construction and operation of the proposed tidal flood walls will not result in any Likely Significant Effects on the habitats sites identified in the HRA report. This is due to the scale, nature and location of the works, the existing uses in the area, and the proximity of the identified habitats sites. The 2018 Jacobs report does identify an impact from piling activities for the tidal barrier to be located in the bridge channel impacting on the Southern North Sea Special Area of Conservation (SAC), this package of works (as a "National Infrastructure" project) is not covered under this planning application.
- 8.29. With appropriate conditions the proposal is considered to meet the requirements of policy WLP8.34 Biodiversity and Geodiversity.

Noise During Construction

- 8.30. A construction Management plan is considered vital as the proposed flood walls feature below ground works to considerable depth and the need to penetrate areas of quay hardstanding where typically reinforced concrete construction of considerable depth is employed.
- 8.31. The objection from the Yacht club about the rating of sensitivity of their premises in terms of noise reporting while a reasonable concern that their operation might be harmed is not in itself correct, as the club is not a residence; rather it is a commercial operation where in noise terms it is regarded as less sensitive. It is the case that there are letting rooms for yachtsmen to use, but construction works are generally going to take place during the day, and construction disturbance is considered to be lower in impact in regard to letting rooms.

Noise in operation

- 8.32. In operation the source of noise will be activity to erect the temporary infill panels and to close flood barrier gates, both activities being limited to specific event threats of relatively infrequent character and by virtue of predictability given the characteristics of tidal levels, could be easily carried out during daylight hours. It is considered that conditions to insist on these hours of operation might dangerously constrain the ability to react in exceptional rare circumstance, and furthermore the location of these measures in places within the whole tripartite site considered less sensitive in terms of residential and other amenity impact.

9. Conclusion

- 9.1. There is considered considerable planning balance in favour of the development. It firstly lowers the tidal flood risk in central Lowestoft to the benefit and safety of both people and existing property. The proposal potentially unlocks new development and raises the value and potential of land in need of regeneration in the central area. Employment is created during the works and thereafter in regeneration projects. There is significant public benefit and limited impact on the setting of the grade II* listed Yacht Club and Lowestoft Conservation Area. The benefits of the development are substantial and clearly weigh in favour of the proposal for which planning permission should be granted.

10. Recommendation

- 10.1. The recommendation is authority to determine the application, with approval subject to conditions as below (including any additional conditions and alterations to the drawing schedule as may be required by the expected response from the Environment Agency); or if this response has not been received or further work is requested by the Agency, to return delegated powers to officers on this matter.

Conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be constructed in all respects strictly in accordance with drawings with prefix 676284 and the following suffixes:

Location plans: PL300, PL301, PL302, PL303 all revision 0 showing definitive red lined site extents and;

Detailed works plans reference PL111 rev 5, PL112 rev 6, PL113 rev 1, PL114 rev 3, PL115 rev 4, PL116 rev 4, PL117 rev 3, PL118 rev 3, PL119 rev 4 and;

Details and sections: PL200 rev 4 (details), PL201 rev 5 (sections CC, DD, EE), PL202 rev 5 (details), PL203 rev 4 (club walls), PL204 rev 3 (section FF), PL205 rev 3 (Sections GG, HH), PL206 rev 6 (Sections II, JJ, KK, LL), PL208 rev 3 (demountable barriers), PL209 rev 4 (Sections MM, NN, etc), PL210 rev 4 Sections PP thro' SS) and

CH2M 2016 Geotechnical desk study;

WYG (2017) factual report on ground investigations, Geotechnical Interpretative Report (CH2M, 2017), Technical memorandum - Lowestoft FRMP- chemical testing (CH2M, 2018), Jacobs 2019 GW technical note (annex L of Flood Risk Assessment);

Jacobs 2019 Preliminary Water Framework Directive Assessment, Jacobs 2019 Environmental Statement, Jacobs 2019 Piling Risk Assessment all received 10 July 2019, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. Prior to each phase of development approved by this planning permission no development/No development approved by this planning permission, shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
 - An options appraisal and remediation strategy for the two copper hotspots identified in BH04 at 0.4m and in WS03 at 1.0m, giving full details of the remediation measures required and how they are to be undertaken.
 - A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy (in 2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
 - Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of a water quality element to a lower status class in the permeable superficial deposits, the underlying Crag aquifer, and the coastal sea waters.

4. Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

5. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent deterioration of a water quality element to a lower status class in the above-mentioned water bodies.

6. A Construction Management Plan shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of development. This should contain information on how noise, dust, and light will be controlled so as to not cause nuisance to occupiers of neighbouring properties. The works shall be conducted in accordance with the plan.

Reason: To limit impact on sensitive receptors arising from construction work.

7. No development shall commence until details of the strategy for the disposal of surface water on the site (including assessment and management of surface water flood volumes) have been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

8. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

9. The infrastructure hereby permitted shall not be operational until details of all Sustainable Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

10. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:
 - a. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
 - i. Temporary drainage systems
 - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
 - iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater

11. Further details on the design and colour of the fencing shall be submitted in written and drawn form and approved by the Local Planning Authority before installation. Works shall then proceed in conformity to the approved plans and specifications.

To ensure the fence is designed in a manner appropriate to the Conservation Area.

12. The reconstructed pier to the yacht club landward walls shall incorporate the slight batter found in the existing piers, and use the same brick and bond pattern as the existing and a mortar mix to match the colour of the original.

(Note that the original panels were lime mortar and this was less successful in the environment where road salt acted to damage this material, a coloured cementitious material might be more practicable).

Reason: To ensure exact reproduction of the wall details where the submitted details are not clear with regard to the wall batter)

13. The recommendations in the Preliminary Ecological Appraisal (PEA), CH2M, July 2017; PEA Addendum, Jacobs, August 2018; Kittiwake Survey, CH2M, August 2017; Bat Risk Assessment, CH2M, August 2017 and Japanese Kelp Survey, Abrehart Ecology, July 2018) for mitigation of impact shall be carried out in full and shall be accompanied by an updated survey for nesting kittiwakes to be undertaken (in the appropriate season) prior to construction commencing and any further mitigation suggested as a result of this survey carried out.

Reason: To protect the ecology of the harbour area and protected sites for wildlife.

14. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Provision to be made for archive deposition of the analysis and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To ensure the historic interest of the area is properly investigated.

15. No works within the highway associated with the permitted development shall be commenced until details of those works have been submitted to and approved in writing by the Local Planning Authority in co-operation with the Highway Authority.

Reason: To ensure that any works within the highway are designed and constructed to an appropriate specification in the interests of highway safety.

Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.

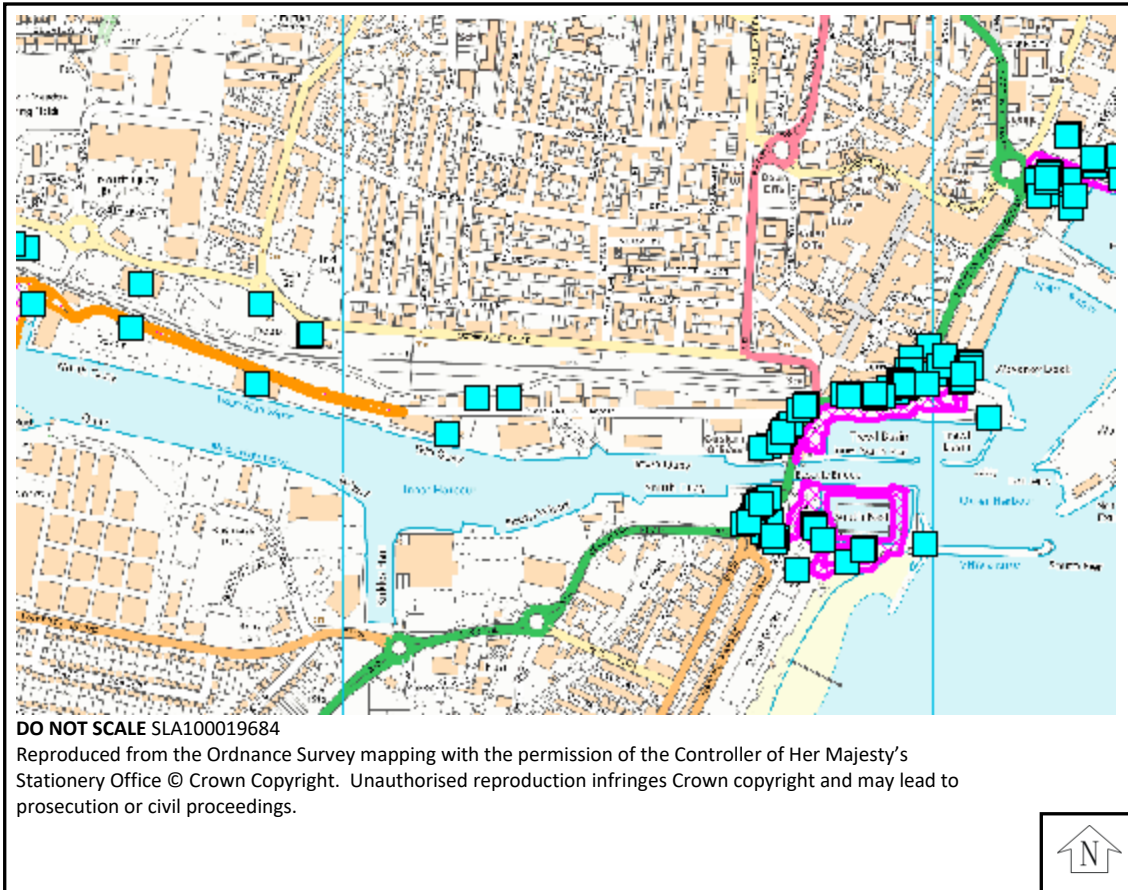
2. The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.





Background information

See application reference DC/19/2753/RG3 at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PUFLIHQXL7M00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support