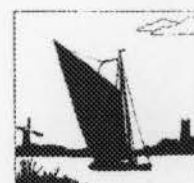
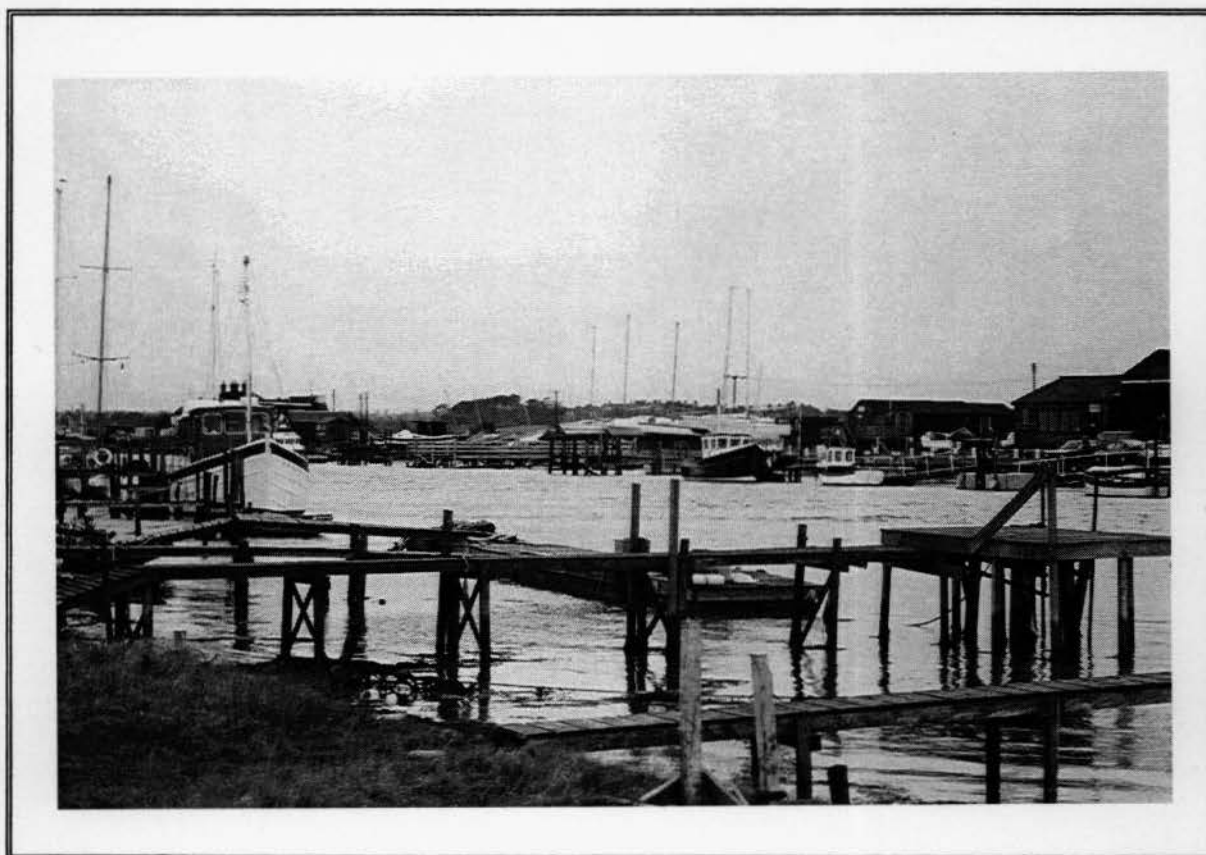
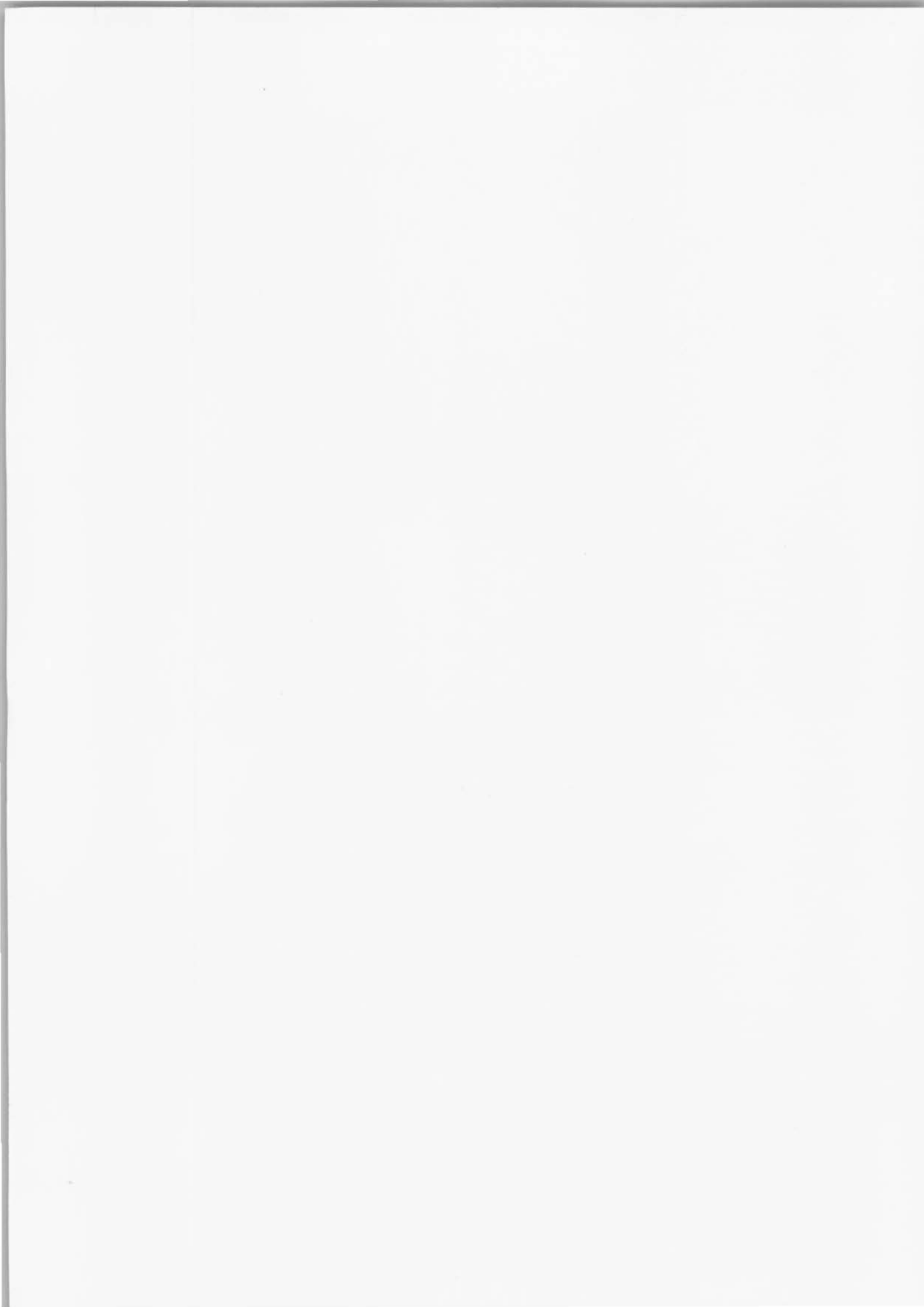


# Design Guidance for Landing Stages at Southwold Harbour

August 1997





# **Design Guidance for Landing Stages at Southwold Harbour**

**August 1997**

L J Monkhouse MA MRTPI MIM  
Director of Planning & Building Control  
Department of Planning & Building Control  
Rectory Road  
LOWESTOFT  
Suffolk  
NR33 0BX

Tel: (01502) 562111



<b>CONTENTS</b>	<b>PAGE</b>
<b>INTRODUCTION</b>	<b>1</b>
Purpose of this Paper	
The Importance of the Area	
Southwold Harbour	
<b>POLICY FRAMEWORK</b>	<b>3</b>
Local Plan Policies	
Putting the Policies into Practice	
<b>GUIDANCE</b>	<b>5</b>
Aesthetics and Overall Form	
Technical	
Diagrams	
<b>MAPS</b>	<b>10</b>
Map 1 : Southwold Harbour Environmental Designations	
Map 2 : Southwold Harbour Local Plan Policy Areas	
<b>APPENDICES</b>	<b>12</b>
1 Consultees on the Draft Strategy	
2 Committee Report on Consultations	
3 Useful Addresses	
<b>BACKGROUND PAPERS</b>	<b>18</b>



## INTRODUCTION

### **Purpose of this Paper**

The purpose of this paper is to provide design guidance to anyone considering replacing or constructing a landing stage at Southwold Harbour.

The aim of this guidance is twofold;

- to maintain the appearance of the harbour area
- to ensure reasonable standards of safety and durability

It provides additional guidance relating to the design of a landing stage which is supplementary to the planning policies in the Waveney Local Plan (November 1996). It also sets out the technical and safety requirements for the construction of a landing stage.

The Local Planning Authority will take the guidance into account when considering planning applications for landing stages and the Community Services Department will take the technical guidance into account when deciding whether to give consent to build. Anyone considering construction of a stage in the harbour should contact both the Community Services Department, for consent to build and the Planning Department, for advice on the need for Planning Permission.

The Environment Agency should also be contacted as any proposals for landing stages (or works within the flood defences) will require a land drainage consent under sections 109/210 of the Water Resources Act 1997. The relevant addresses can be found on page 12.

### **Importance of the Area**

The harbour lies within the Suffolk Coasts and Heaths Area of Outstanding Natural Beauty (AONB) and within the Suffolk Heritage Coast. Both these nationally recognised designations reflect the landscape importance of the area. The harbour has also recently been designated as a Conservation Area with the aim of maintaining its unique character. This designation is mirrored by the Walberswick Conservation Area on the southern side of the harbour which lies within Suffolk Coastal District Council.

There are also a number of nature conservation designations in the area which are in place to protect the local ecology. Southwold Town Marshes, immediately north of the harbour, is nationally designated as a Site of Special Scientific Interest and as a County Wildlife Site. The adjoining Havenbeach Marshes, Southwold Denes and Walberswick Saltmarsh are all County Wildlife Sites.

The town of Southwold is itself recognised for its charm as an historic seaside resort and is cherished by both local people and its many visitors. A large part of the town is designated as a

Conservation Area, acknowledging the importance of its built environment. The harbour is seen as an extension of the town.

Southwold Harbour and the surrounding area is therefore well recognised as an area worthy of protection. The various designations together aim to secure the conservation and enhancement of the area through positive management measures and a strict control of development.

All the environmental designations are identified on Map 1 at the end of this document. The designations and Local Plan policy areas are included on the Waveney Local Plan Proposal Maps. The relevant policies for each can be found in the Waveney Local Plan and further information is available from the Planning Department (see end of paper for addresses).

### **Southwold Harbour**

Southwold Harbour is part of Waveney's heritage. Its history is ancient, claimed by some historians to date back to Anglo-Saxon times, if not earlier. There is said to have been a fortified fishing port at Southwold as far back as 1010. Over the centuries its trading importance has fluctuated and declined to the modest number of local inshore fishing boats in use today. It is still a working harbour but it has also become a base for recreational sailing craft and a focus for tourists visiting the area.

The harbour is characterised by traditional fishermen's huts, boat building sheds and landing stages. A description is given by the Countryside Commission<sup>1</sup> which captures the attributes of the harbour and its relationship to its surroundings;

'a ramshackle collection of jetties, huts and sheds serves a variety of boats and yachts. The clutter of wooden buildings does not conflict with the underlying quality of the landscape, as its informal and incremental appearance tends to underline the informal, uncommercialised character of this part of the coast.'

<sup>1</sup> Suffolk Coasts and Heaths Landscape Assessment. Countryside Commission. CCP406. April 1993.



## **POLICY FRAMEWORK**

### **Local Plan Policy**

There are two policies in the Waveney Local Plan which directly relate to the Southwold harbour landing stages. One deals with new moorings the other with the replacement of existing moorings;

### **New Moorings**

- S5 AN AREA FOR ADDITIONAL MOORINGS HAS BEEN IDENTIFIED ON THE NORTHERN SHORE OF THE RIVER BLYTH. OUTSIDE THIS AREA PERMISSION FOR NEW MOORINGS WILL NOT BE PERMITTED ON EITHER SIDE OF SOUTHWOLD HARBOUR AS DEFINED ON THE PROPOSALS MAP.**

### **Replacement of Moorings**

- S6 REPLACEMENT MOORINGS WILL BE PERMITTED PROVIDED THAT, IN THE AREA MARKED ON THE PROPOSALS MAP, ALL REASONABLE WORKS OF MAINTENANCE AND REPAIR HAVE BEEN CARRIED OUT TO PROLONG THE LIFE OF THE FISHERMEN'S STAGES AND THAT THE MOORING TO BE REPLACED IS BEYOND REPAIR. REPLACEMENT MAY TAKE THE FORM OF FIXED LANDING STAGES OR PONTOONS. IN ALL OTHER AREAS TRADITIONAL FIXED LANDING STAGES OR PONTOONS WILL BE ACCEPTABLE.**

### **Putting the Policies into Practice**

#### **New Moorings (Policy S5)**

There is limited capacity for new moorings within the harbour because of its small size and the sensitivity of the landscape. Additional moorings could also restrict navigation of the river if their siting is not controlled. Because of this an area for new moorings has been set aside on the northern shore of the River Blyth, to the east of the ferry crossing (see the attached Map 2).

The area had moorings in the past but they were destroyed in the 1953 floods. They were not replaced because, at the time, the swell conditions made moorings at this point unsafe. The recent harbour improvements have protected this area and it has subsequently been identified as suitable for new moorings.

The site is prominent and, in order that any new moorings should not detract from the character of the area, applicants wishing to construct a new landing stage or pontoon should incorporate the guidance in this paper in order to meet the Council's requirements. New moorings will not be permitted anywhere else in the harbour.

### **Replacement Moorings (Policy S6)**

Moorings throughout the harbour will need to be replaced as they come to the end of their life and either fixed or floating stages will be acceptable.

The only exception to this are the traditional fixed fishermen's landing stages. They are located on the northern side of the harbour, to the west of the allocation for the new moorings and are identified on the Local Plan Proposals Map as Policy S6 (see attached Map 2). These are the oldest remaining stages in the harbour and are worthy of special attention. It is, therefore, important to make sure that they are beyond repair before they are completely replaced.



## GUIDANCE

### **A. Aesthetics and Overall Form**

The appearance and form of the landing stages has evolved over time. It has grown out of their practical use and requirements. Whilst the stages come in a variety of shapes and sizes they are characterised by being of traditional wooden construction.

The Local Planning Authority (LPA) will expect any proposed stage to be constructed of wood. If a light coloured wood is used it should be stained in a dark colour. Where timber is inappropriate as a structural member then an alternative may be acceptable provided timber cladding is applied. Where the LPA considers the material used for the floats to be highly visible it may require timber cladding to be used.

The designer of the landing stage is to demonstrate to the Director of Community Services that a full, formally written, risk assessment of their proposal has been carried out. For further information please contact the Construction Services Division on the telephone number at the end of this paper.

### **B. Technical**

#### **1. Overall Dimensions**

Each stage is to be designed to fit within limits determined by the Director of Community Services as appropriate for the plot. These will take account of various factors including the size of boat able to be accommodated and the proximity of other plots. The extent by which the stage projects into the river will be controlled by predetermined 'building lines'.

#### **2. General Design Considerations**

Fixed stages and pontoons shall be designed to a standard compatible with their intended use and also with regard to their position within the harbour. Structures should be capable of transferring imposed loads to piles and or shore ties with their overall design and choice of material taking full account of factors including: wave action, wind loading, tidal flows, currents and berthing impacts. Proposals shall be assessed against a minimum design life requirement of 10 years to replacement.

#### **3. Materials**

##### **a) Timber**

Marine hardwoods classified as durable or better by TRADA are recommended for their proven resistance to both decay and Marine Borer attack. Softwoods classified as

Moderately Durable, which are pressure injection preservative treated, (where practicable) are capable of providing reasonable decay resistance but remain susceptible to borer attack. For this reason the use of softwood for piles is not recommended. The Council's Environmental Charter accepts the need to use tropical hardwood species only when supplied from proven sustainable sources.

b) Metalwork

Galvanised steel or aluminium alloy is recommended for the fabrication of structural members to provide corrosion resistance for longevity. Fixings should be of mild steel, galvanised or otherwise coated against corrosion and be fitted with locking nuts where subject to cyclic loading, for example, pontoon connectors.

c) Pontoon Floats

The following materials are recommended for float construction: PVC, GRP, Polystyrene, Aluminium, Concrete, Fibreglass and Polythene.

Hollow tanks should be filled with material having a water absorption not exceeding 5% - polystyrene is acceptable. Floats and/or their protective coverings should be resistant to impact and abrasion damage, be resistant to chemical, sea water and Ultra Violet degradation and not promote electrolytic action.

d) Guard-rails

A guard-rail is to be provided along at least one side of every access walkway and bridge and also to the landward edge and ends of each fixed jetty deck. If of open railing style an intermediate knee rail shall be provided at 500mm above tread level.

There shall be no requirement for private pontoons to be fitted with guard-rails where access is restricted by reasonable signing and or barriers. Pontoons to which there is unrestricted public access are to be fitted with guard-rails.

4. **The Loading and Unloading of Fishing Vessels Regulations**

In the case of a jetty or pontoon in use for fish off-loading processes the requirements of the Loading and Unloading of Fishing Vessels Regulations 1988, Health and Safety Regulation No.28, shall prevail over any part of this note.

5. **Ladders**

At least one ladder is to be provided at every fixed stage extending down to at least 1m below spring low tide level.

6. **Non-slip Surface Treatments**

The use of surface coatings or features to give additional tread grip on sloping or water prone surfaces is recommended. Chicken wire, timber battens and proprietary fabrics and coatings are examples of effective measures. The use of battens on pontoon bridges is highly recommended.

## 7. Specifications

The following specifications are suggested for guidance;

### a) Recommended dimensions (mm)

Access walkway/ramp width	1000-1200
Jetty/pontoon deck width	1500-2000
Pontoon unladen freeboard	300-500
Guard-rail height (minimum)	1100

### b) Level Information (metres ODN)

Spring tide range	-0.9 to +1.2m
Chart datum for Southwold	-1.3m
Minimum fixed deck level	+1.3m

### c) Pontoon Buoyancy Requirements (Loadings in KN/m<sup>2</sup>)

Decks - lightly used, restricted access	0.75
Decks - heavily used, restricted access	2.0
Bridges - restricted access	2.0
Decks - unrestricted access	4.0
Bridges - unrestricted access	4.0

### d) Design Guideline References

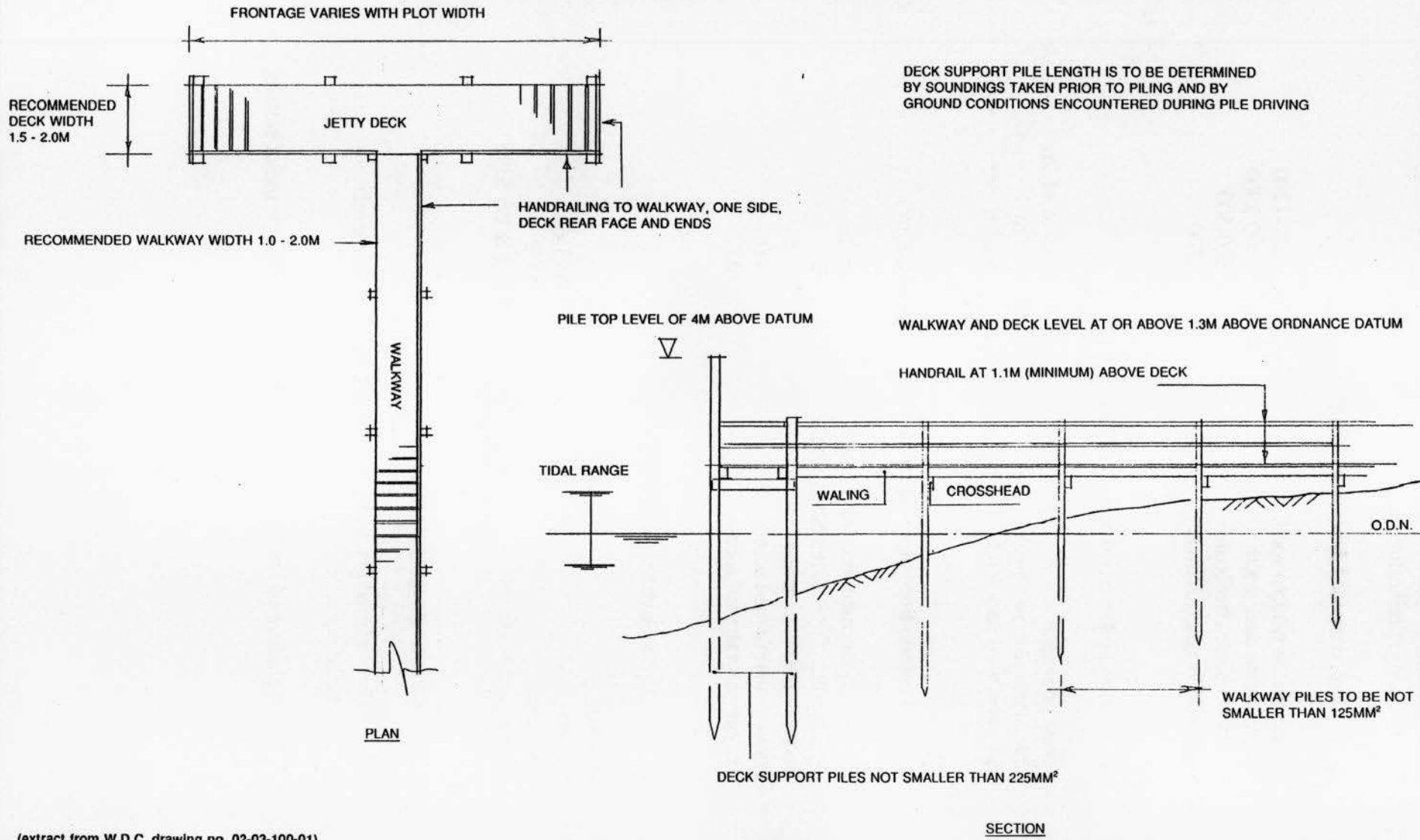
Handrailing	See BS 6180
Mooring loads	See BS 6349 Pts 1-6
Wind loads	See BS 6349 & CP 3
Ladders and Walkways	See BS 6349 Pt 2 & BS 5395

### e) Pontoon Access Bridge Gradient

The preferred gradient measured at spring low tide level should not exceed 1 in 4.

A gradient of 1 in 2.5 may be acceptable with adequate use of battens.

MODEL FOR A TRADITIONAL FIXED STAGE TYPE A



**MODEL FOR A FLOATING STAGE TYPE B**

PILES MAY BE LOCATED AT FRONT FACE OF STAGE AT PROPOSER'S DISCRETION



JETTY DECK

FLOATING STAGE RESTRAINT PILE LENGTH IS TO BE DETERMINED AS FOR TYPE A. THE JETTY DECK FRAME IS TO BE ATTACHED TO THE PILES BY OVERSIZED BRACKETS TO ALLOW FREE VERTICAL MOVEMENT.

FLOATATION IS TO BE PROVIDED BY DURABLE, STABLE MEANS SECURELY FIXED TO THE FRAME. CALCULATIONS PROVING STABILITY ARE TO BE SUBMITTED IN EVERY CASE.

HANDRAILING AS TYPE A

RAMP DESIGN TO BE SUBMITTED FOR CHECKING IN EVERY CASE

PREFERRED RAMP SLOPE AT SPRING LOW TIDE SHOULD NOT EXCEED 1 IN 4

FIXED PART OF STAGE SPECIFIED AS TYPE A

RAMP HINGE

TIDAL RANGE

FLOATING STAGE

RAMP HINGE

RAMP HINGE SUPPORT PILE TO BE SPECIFIED AS FLOATING STAGE RESTRAINING PILE

O.D.N.

WALKWAY

RAMP

VARIES WITH LEVEL DIFFERENCE

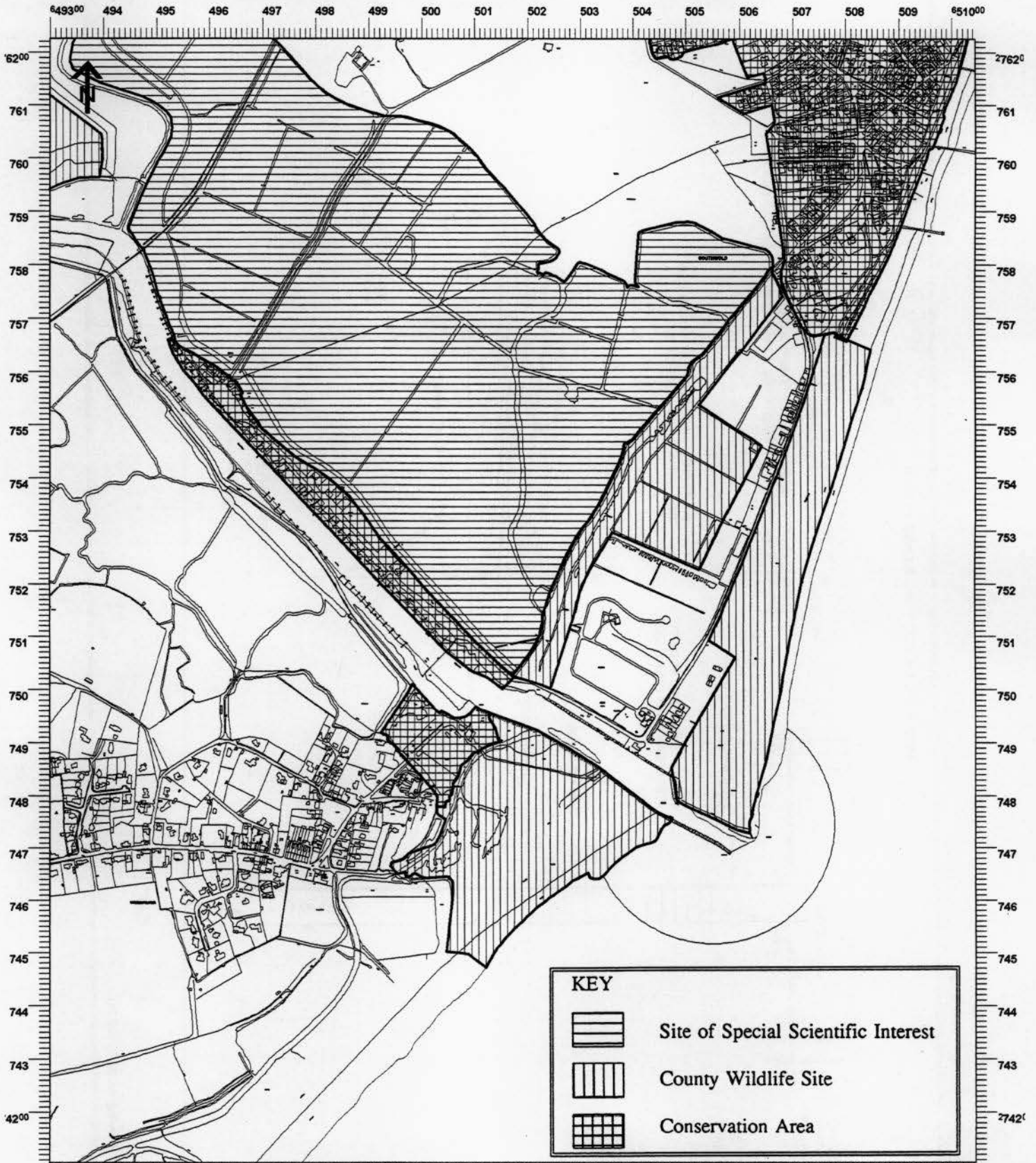
TYPICALLY IN RANGE 5-10M

PLAN

SECTION

(extract from W.D.C. drawing no. 02-03-100-01)

# Map 1 - Southwold Harbour Environmental Designations



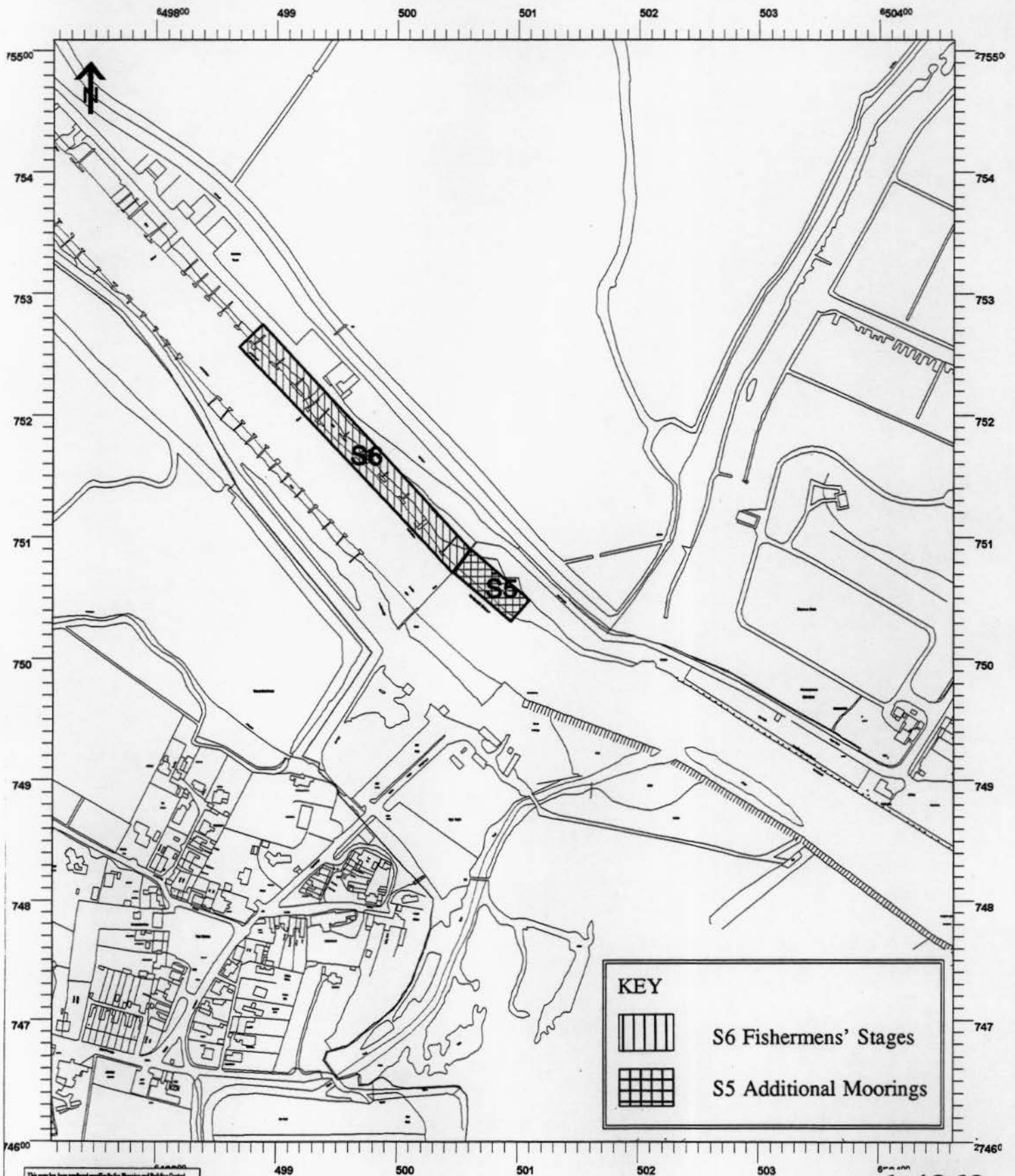
This map has been produced specifically for Planning and Building Control purposes only. No further copies may be made.  
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Reproduction of this map in any form without the written permission of the Controller of Her Majesty's Stationery Office is prohibited.

1:9971

The whole map area is also covered by the Area of Outstanding Natural Beauty and Heritage Coast designations



# Map 2 - Southwold Harbour Local Plan Policy Areas



This map has been produced specifically for Planning and Building Control purposes only. No further copies may be made. It is produced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright. Unauthorised reproduction is illegal. Copyright and any other rights reserved. Waveney District Council LA 1996A 000197

1:4269



## **APPENDICES**



## APPENDIX 1 CONSULTEES ON THE DRAFT STRATEGY

### Stage Owners

#### Other Interested Parties

E A Forster

F P H Smith

J F Garrod

H W Garrod

Countryside Commission

CPRE

Councillors - Goldsmith, Breach, Punter

County Council, Environment & Transport Department

English Heritage

English Nature

Environment Agency

GOER: Planning

Health & Safety Executive

MAFF (forwarded to Farming and Rural Conservation Agency)

Southwold & Reydon Society

Southwold Sailing Club

Southwold Town Council

Suffolk Coast & Heaths Project Officer

Suffolk Coastal District Council

Suffolk Preservation Society

Suffolk Wildlife Trust

Walberswick PC



**APPENDIX 2**  
**REPORT ON CONSULTATIONS TO THE DRAFT STRATEGY**  
**TO PLANNING AND TRANSPORT COMMITTEE**

Item for	:	P & T
On	:	24/06/97
Issued By	:	DP&BC

**DRAFT DESIGN GUIDANCE FOR LANDING STAGES AT SOUTHWOLD HARBOUR**

Report of the Director of Planning and Building Control is attached. It sets out the results of the consultation exercise and recommends approval of a revised document as Supplementary Planning Guidance.

**RECOMMENDATION**

1. That the consultation responses be noted and that the revised Design Guidance be approved as Supplementary Planning Guidance.

**BACKGROUND PAPERS**

Development and Operations Report, 25th February 1996  
Waveney Local Plan (November 1996)

PLANNING AND TRANSPORT COMMITTEE - 24TH JUNE 1997

Report of the Director of Planning and Building Control

DRAFT DESIGN GUIDANCE FOR LANDING STAGES AT SOUTHWOLD HARBOUR

1.0 SUMMARY

1.1 This report informs Members of the comments received following the consultation exercise for the Draft Design Guide.

1.2 The Design Guide has received support with detailed comments which have been taken on board.

1.3 It is recommended that the attached Design Guide be approved as Supplementary Planning Guidance.

2.0 NEED FOR THE REPORT

2.1 The Draft Design Guide was approved for consultation by the Development and Operations Committee on 25th February 1997. The consultation exercise was carried out from 21st April to 25th May 1997. The responses to the consultation exercise are attached.

3.0 CONSULTATION RESPONSES

3.1 A list of those consulted on the Strategy is attached as Appendix 1. There were no objections from the consultees and many made useful comments. The responses have been summarised and are attached as Appendix 2.

3.2 There have been no major changes to the guidance. Minor amendments have been made but these do not change the design principles. A paragraph has been added, as requested by the Environment Agency, to inform applicants of the need for a land drainage consent. A paragraph has been removed in the section headed 'Replacement moorings (Policy S6)'. It suggested that vertical posts to the water level could recreate the appearance of support posts on the fishermen's stages. This was felt to be an inappropriate measure which would simply create an illusion of historic stages in the harbour. Knee rails, which are mentioned in the text, have been added to the drawings as suggested.

3.3 The revised design guide is attached as Appendix 3.

RECOMMENDATIONS

1. That the consultation responses be noted and that the revised Design Guidance be approved as Supplementary Planning Guidance



## APPENDIX 1

### LIST OF CONSULTEES

#### 96 Stage Owners (\* 2 responses)

#### Other Interested Parties

E A Forster  
F P H Smith  
J F Garrod  
H W Garrod

#### Other

Countryside Commission  
CPRE \* (response from Suffolk Preservation Society)  
Councillors - Goldsmith, Breach, Punter  
County Council, Environment & Transport Department \*  
English Heritage \*  
English Nature  
Environment Agency\*  
GOER: Planning  
Health & Safety Executive  
MAFF (forwarded to Farming and Rural Conservation Agency)  
Southwold & Reydon Society  
Southwold Sailing Club  
Southwold Town Council  
Suffolk Coast & Heaths Project Officer  
Suffolk Coastal District Council \*  
Suffolk Preservation Society \*  
Suffolk Wildlife Trust \*  
Walberswick PC

\* denotes a response

## APPENDIX 2

### SUMMARY OF RESPONSES

#### Stage Owners

##### Mr Hay-Davison

1. General observations about use of speed boats/water skiers

##### Mr Humphreys

1. Is against anything 'phoney' just to satisfy sightseers
2. Questions the appropriateness of predetermined building lines
3. States that it should remain a working harbour and not become a museum piece

#### Other

##### County Council, Environment & Transport Department

1. Question the need for woods to be dark stained
2. Suggest the use of 'timbered skirts' to disguise polystyrene or aluminium tanks
3. Ask for guidance regarding the access to pontoons on the Walberswick side

##### English Heritage

1. No comments

##### Environment Agency

1. Requested inclusion of a paragraph to state that any works will also require a land drainage consent from the Agency

##### Suffolk Coastal District Council

1. Suggest a minimum width should be stated whereby a guard-rail will be required and the knee rail should be illustrated on the drawing
2. Suggest that the text should indicate the responsibility for risk assessment

##### Suffolk Preservation Society

1. Do not wish to see fake cladding to produce an 'heritage' look although constructions should be pleasing to the eye

##### Suffolk Wildlife Trust

1. Suggests rewording the reference to tropical hardwoods

## **BACKGROUND PAPERS**

1. Draft Waveney Local Plan. January 1994.
2. Inspector's Report on the Objections to the Local Plan. 1995.
3. Waveney Local Plan. Adopted November 1996.

### APPENDIX 3 USEFUL ADDRESSES

Construction Services/Leisure Services Divisions  
Department of Community Services  
Mariners Street  
Lowestoft  
Suffolk  
NR32 1JT                      Tel: 01502 563330/ 563009

Development Control/Planning Policy Sections  
Department of Planning and Building Control  
Waveney District Council  
Rectory Road  
Lowestoft  
Suffolk  
NR33 8EN                      Tel: 01502 563019/ 563068

Environment Agency - Anglia Region  
Planning and Customer Services  
Eastern Region  
Cobham Road  
IPSWICH  
Suffolk  
IP3 9JE                      Tel: 01473 727712

M.A.F.F  
Regional Planning Advisor  
Land Use Planning Unit  
Government Buildings  
Brooklands Avenue  
Cambridge  
CB2 2DR                      Tel: 01223 455627



