

# REPORT

## **Design and Access Statement**

Little Oakley Managed Realignment

Client: Hutchison Ports (UK) Ltd

Reference: PC2519-RHD-ZZ-XX-RP-Z-0001

Status: S3/P01

Date: 24 November 2021

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Classification

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## 1 Background

### 1.1 Introduction

This Design and Access Statement (DAS) has been prepared by Royal HaskoningDHV on behalf of Hutchison Ports (UK) Ltd (HPUK) in support of a planning application for the managed realignment of coastal flood defences at Little Oakley, in the Walton Backwaters. The managed realignment scheme at Little Oakley is required as compensatory habitat for the Bathside Bay Container Terminal (BBCT) scheme at Harwich (**Figure 1.1**).

One of the key findings of the environmental assessments was that the BBCT would be likely to have an adverse effect on the integrity of the Stour and Orwell Estuaries Special Protection Area (SPA) and Ramsar site. Consequently, in line with The Conservation of Habitats and Species Regulations 2017 (as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019), compensatory measures are required. Due to the nature of the habitat that the only feasible method of creating compensatory habitat was considered to be managed realignment would be lost as a consequence of the development of the BBCT, and the magnitude of this loss, of coastal flood defences.

The proposed scheme has an area of 138ha located approximately 2.5km to the south of Harwich and the Stour and Orwell estuaries. It comprises a low-lying area which is crossed by a relict creek delineated by counter walls. To the north-west, the land rises towards Little Oakley Hall. To the south, the realignment site is delineated by a seawall beyond which are the mudflats and saltmarshes of the Walton Backwaters. Hamford Water is the navigation channel at the mouth of the Walton Backwaters and is adjacent to the proposed realignment site (**see Figure 1.1**). The realignment site is also partially located within the boundary of the Hamford Water SPA, Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and Ramsar site.

### 1.2 The planning application

An Environmental Statement (ES) ('the 2003 ES') was prepared for the scheme (Royal Haskoning, 2003) and an application for planning permission was granted by Tendring District Council (TDC) (reference 03/01200/FUL) ('the 2006 permission'). The 2006 permission expired in 2016. HPUK is submitting a new application to TDC for planning permission (including this DAS) for the same scheme as previously authorised by planning permission 03/01200/FUL, together with a marine licence application to the Marine Management Organisation (MMO) for the licensable works.

A Scoping Report (Royal HaskoningDHV, 2021) was submitted to TDC and the MMO under the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017, and the Marine Works (EIA) (Amendment) Regulations 2017 on the 30 June 2021 to confirm the content of the ES required to support the applications.

The planning application that is submitted for the proposed scheme is therefore supported by the following documents:

- Application Form.
- Ownership Certificate.
- Application Fee.
- Red Line Plan – FP1.
- Context Plan – FP2.

- Planning Scheme – FP3.
- Proposed Seawall and Site Sections – FP4.
- Viewing platforms, locations and general arrangement - H1001/49.
- Hamford Water Topographical Survey Sheet 1 of 4.
- Hamford Water Topographical Survey Sheet 2 of 4.
- Hamford Water Topographical Survey Sheet 3 of 4.
- Hamford Water Topographical Survey Sheet 4 of 4.
- Environmental Statement.
- Environmental Statement - Non-Technical Summary.
- Design and Access Statement.
- Planning Statement (including Statement of Community Involvement).



### 1.2.1 The ES

The ES submitted as part of the planning application addresses potential impacts on the following receptors:

- Coastal and estuarine processes.
- Water and sediment quality.
- Marine and coastal ecology.
- Ornithological interest.
- Terrestrial and freshwater ecology.
- Landscape and visual character.
- Archaeology and cultural heritage.
- Tourism, recreation and local community.
- Land drainage and coastal defence.
- Accidents and disasters.

A Habitats Regulations Assessment (HRA) and Water Framework Directive Compliance Assessment (WFDCA) are also presented within the ES.

### 1.2.2 The DAS

The DAS is required to be appropriate to the scale of the proposal as prescribed in the guidance on how to write, read and use DAS (Commission for Architecture and the Built Environment (CABE, 2007)). The design component covers both the principles and concepts of the proposed scheme and describes how any issues relating to access to the development have been dealt with. The primary components required are the amount, layout and scale of the development.

The requirements for the access component of the DAS relate to access to the development, rather than the internal access aspects. This DAS explains how access arrangements ensure that all users will have equal and convenient access to the scheme. The DAS also explains the policy adopted in relation to access and how relevant policies in local development documents have been taken into account.

### 1.2.3 The Planning Statement

The Planning Statement provides a general overview and description of the proposals together with information on the background development. It examines the current national and local policies that are relevant to the proposed development.

A detailed assessment of the local council's existing and emerging plan policies, and the relevance of the proposed scheme in the context of the plans, is provided in the Planning Statement (**Section 4.4**) and the ES (**Chapter 3, Section 3.4**).

## 2 Scheme design and site layout

### 2.1 Use, layout and area

As set out in **Section 1.1** the proposed scheme involves the managed realignment of coastal defences which currently protect agricultural land to create 138ha of a mix of habitats types by breaching the existing sea wall. The proposed scheme will remove any terrestrial and aquatic habitats currently present within the proposed realignment site and will create estuarine and coastal habitat. The scheme also comprises associated engineering (including diversion of footpath), drainage and earthworks.

### 2.2 Amount and scale

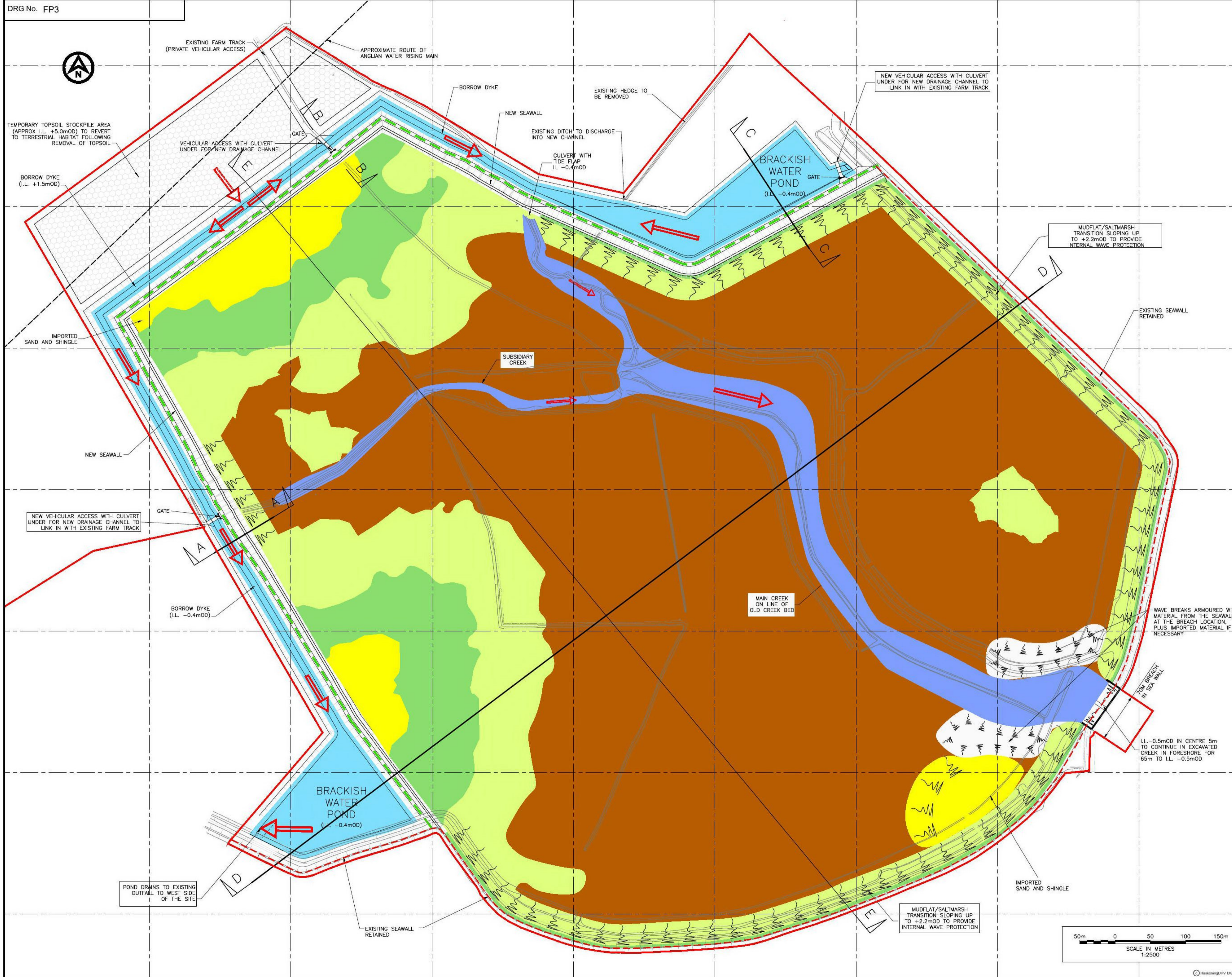
Approximately 76ha of intertidal mudflat, 19ha of intertidal mudflat/saltmarsh transition, 10ha of saltmarsh, 5ha of sand and shingle and 7ha of fresh/brackish water borrow dykes will be created as a result of the proposed scheme.

### 2.3 Landscaping and appearance

Prior to breaching the existing sea wall, a new sea wall will be constructed around the landward perimeter of the proposed scheme which will include a new footpath, maintaining connectivity with existing footpaths either side of the proposed scheme. Five viewing platforms will be provided which will allow footpath users to gain a vantage point view of the proposed scheme and surrounding land and seascape.

The layout of the scheme is illustrated in **Figure 2.1** and the location of the viewing platforms is shown in **Figure 2.2**.





NOTES  
1. FIGURE FP3 TO BE READ IN CONJUNCTION WITH FIGURE FP4.

- LEGEND
- SITE BOUNDARY
  - - - PROPOSED FOOTPATH DIVERSION
  - - - EXISTING FOOTPATH
  - NEW DRAINAGE SYSTEM APPROXIMATE BED LEVEL VARIES BETWEEN -0.4mOD AND -0.5mOD
  - FLOW DIRECTION

- LEVEL(mOD) AND APPROXIMATE AREAS OF HABITAT CREATION WITHIN SITE
- UP TO +1.500m INTERTIDAL MUDFLAT 76 ha.
  - +1.500m TO +2.000m INTERTIDAL MUDFLAT/SALTMARSH 19 ha.
  - +2.000m TO +2.400m SALTMARSH 10 ha.
  - ABOVE +2.400m MARINE TO TERRESTRIAL 5 ha.
  - BRACKISH WATER 7 ha.
  - AREA FOR TEMPORARY STOCKPILE OF TOPSOIL

REV	DATE	DESCRIPTION	BY	CHK	APP



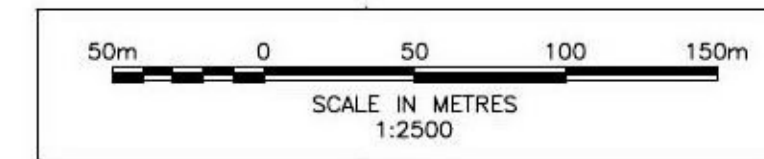
A member of the Hutchison Port Holdings Group

PROJECT  
**MANAGED REALIGNMENT AT LITTLE OAKLEY, HAMFORD WATER**

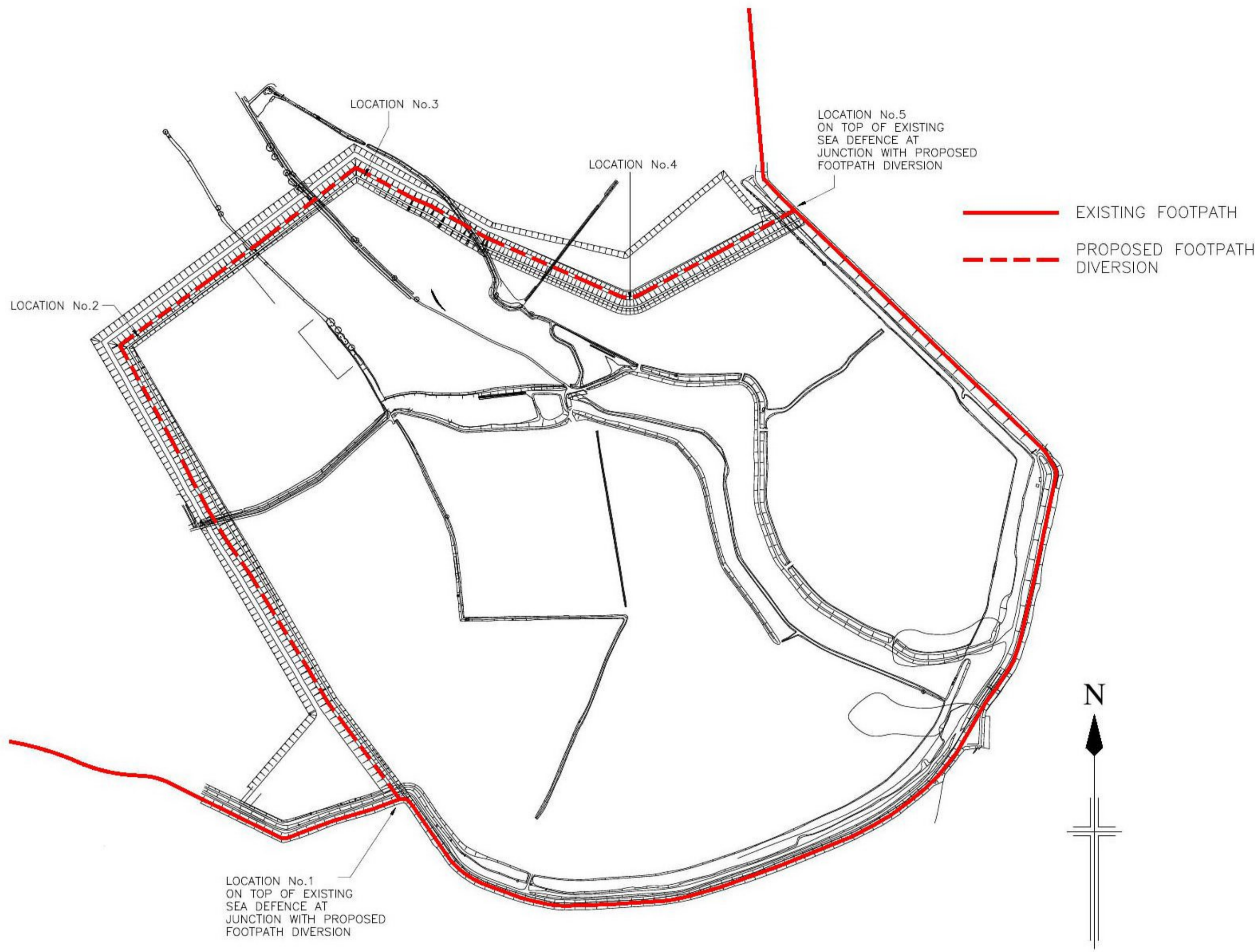
TITLE  
**PLANNING SCHEME**



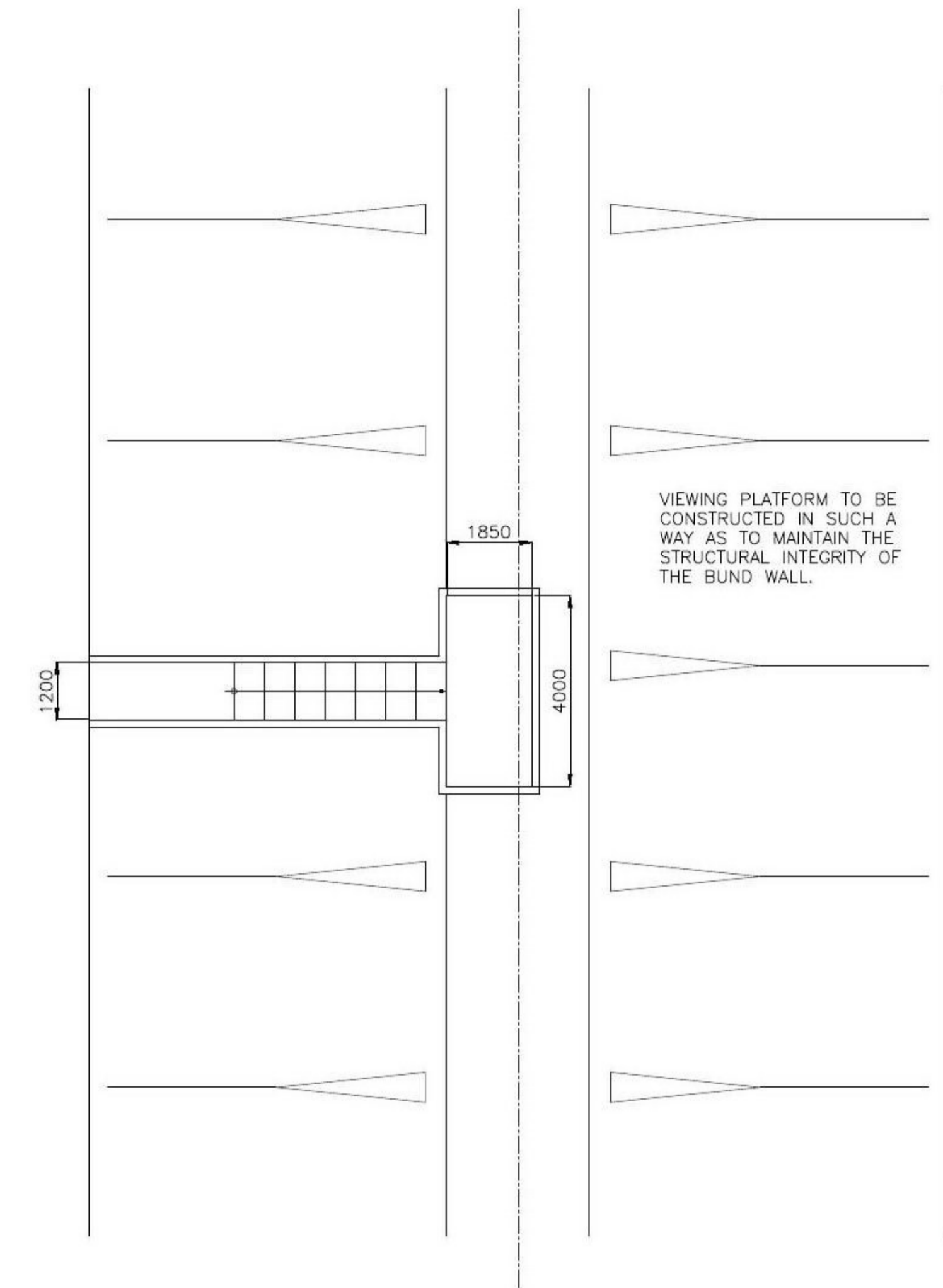
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DATE	24/11/20	CLIENT'S REF.			
SCALE AT A1	1:2500	AUTOCAD REF.			
DRAWING No.	FP3	STATUS	-	REVISION	-



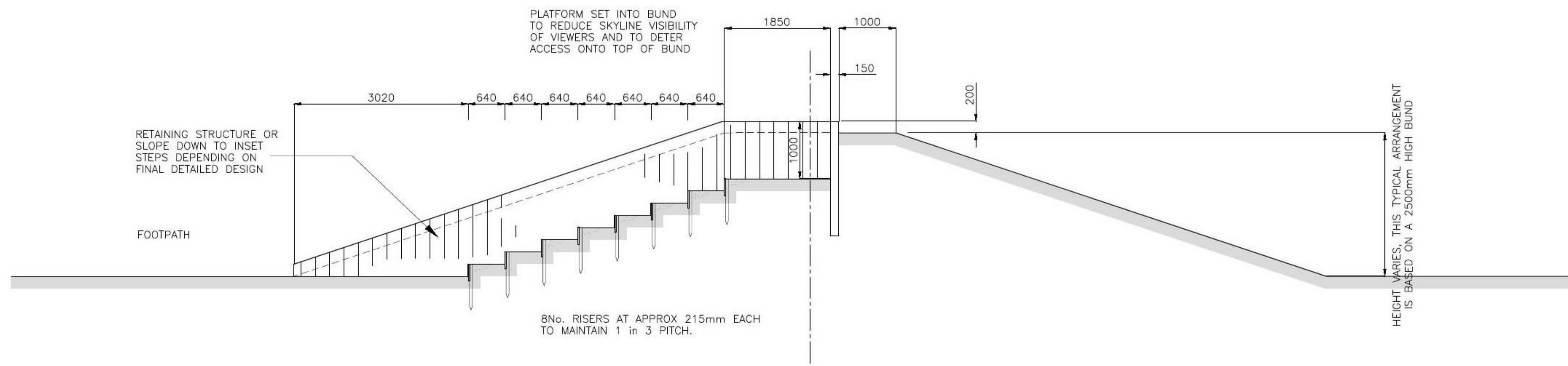
NOTES.



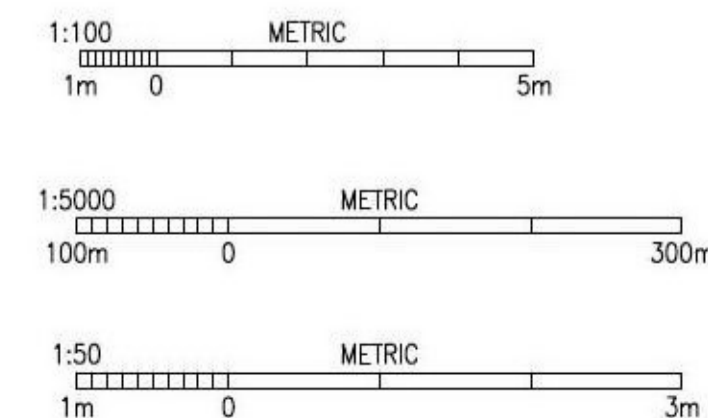
LOCATION OF PROPOSED VIEWING PLATFORMS  
SCALE 1:5000



PLAN ON TYPICAL VIEWING PLATFORM  
SCALE 1:100



TYPICAL SECTION THROUGH VIEWING PLATFORM  
SCALE 1:50



REV	DESCRIPTION
REVISIONS	

**HUTCHISON PORTS**  
**HARWICH INTERNATIONAL**

PARKESTON  
HARWICH  
ESSEX  
CO12 4SR

A member of CK Hutchison Holdings

PROJECT  
**MANAGED REALIGNMENT AT LITTLE OAKLEY, HAMFORD WATER.**

TITLE  
**VIEWING PLATFORMS, LOCATIONS AND GENERAL ARRANGEMENT**

SCALE	AS SHOWN	CHECKED
DATE	19.05.04	APPROVED
DRN	REA	ASSET No.
STATUS	PROPOSED	SHT REV
DRAWING No.	H1001/49	

## 3 Access

### 3.1 During construction

With the exception of the public footpath on the existing seawall (see below), there is currently no access for the general public to the site as the area is managed agricultural land which is accessed using a central farm track. This situation will be maintained throughout the construction of the scheme.

The safety of the site, site personnel and visitors are of paramount importance. Access to the site is intended to be as open as possible; however, open public access would be precluded by the requirements to meet health and safety regulations during construction (this does not represent a change to current access given the land is private agricultural land). There will also be a requirement for personal protective equipment (PPE) to be worn by all personnel and site visitors when on site.

The Little Oakley and District Wildfowlers Association has pedestrian and vehicular access along a track behind the existing sea wall to gain access to Foulton Hall Point and the foreshore in the Irlam's Beach area for conservation purposes, monitoring and shooting. It is proposed that this access is maintained during the majority of construction activities. Following the breach of the seawall, vehicular access to Irlam's beach would no longer be possible.

During the construction of the proposed scheme, public access along the footpath on the existing seawall will be maintained until the seawall is breached. Public Path Diversion Orders (PPDOs) will be applied for should the footpath need to be temporarily closed for reasons of public safety during construction activities, such as during the pumping of dredged material into the realignment site.

In addition to the existing farm track, two new vehicular access tracks will be constructed as part of the scheme which will connect with existing farm tracks outwith the proposed scheme. One track will be constructed to the east of the scheme, and the other to the north-west (**Figure 2.1**).

As part of the construction works, the new seawall and public footpath will be constructed around the back of the proposed realignment site, along with five viewing platforms spaced along the length of the new seawall. Once this is complete, the existing footpath will be closed and the new one will be opened. Where practical, and should the design of the connecting footpaths allow, reasonable adjustments for disabled people and others with reduced mobility will be made (i.e. the footpath will be level and wide enough to be accessible for all users).

Construction traffic on local roads will be limited to the delivery of construction plant required and all traffic movements will be managed through a Construction Traffic Management Plan (CTMP), which will be submitted in support of the planning application.

### 3.2 During operation

The operational phase of the proposed scheme is limited to the development of intertidal habitats within the realignment site. Access to the area within the realignment site by the general public will not be permitted throughout the lifetime of the project to allow coastal and estuarine habitats to form and to ensure minimal disturbance to waterbird populations. The new realigned footpath will be available for public use and the five viewing platforms will provide views across the area throughout the lifetime of the development.

It is proposed that occasional light vehicular access for the Little Oakley and District Wildfowlers Association along the upper section of the raised area of ground behind the existing seawall to the south-west of the



breach is enabled (see **Figure 2.1**). This vehicular access would run as far as the breach in the seawall, thereby allowing access to Foulton Hall Point.

In addition, although access along the top of the 'redundant' arms of the seawall would be restricted for the general public, it is proposed that pedestrian access is maintained for wildfowling and associated activities. Occasional pedestrian and vehicular access is required to allow wildfowling to gain access to land within their ownership and to enable the activities undertaken by wildfowling to continue.

Should access to the site be required for maintenance purposes, authorised personnel, with the appropriate PPE and site training, can access the site through the existing farm track or the two new vehicular access points at either side of the realignment site (**Figure 2.1**). This access would also be used by any third party responsible for the day-to-day future management of the site (likely to be a nature conservation organisation, in collaboration with HPUK).



## 4 References

CABE (2007). *Design and access statements: How to write, read and use them*. London.

Royal Haskoning (2003). *Managed Realignment at Little Oakley, Hamford Water. Environmental Statement*. Reference: 9M2187/R/MAS/Exet. June 2003