

<b>BFAP COMPARTMENT 14 – Cantley Marshes</b>		
<b>CONSULTEE</b>	<b>COMMENT</b>	<b>RESPONSE</b>
<b>Norfolk Landscape Archaeology</b>		
	There appears to be no archaeological implication.	Noted. We will undertake a standard watching brief in all areas of ground breaking. <i>See also Broads Authority Archaeology comment below</i>
<b>English Nature</b>		
	<p>Thank you for consulting us at this early stage in the process. After inputting into so many previous schemes many of the issues English Nature would raise are well understood, and taken account of during design. We are happy that this scheme is being undertaken early in the programme as to allow the Cantley Marshes SSSI to meet favourable condition. We would however like to raise two site specific points relating to the above proposal.</p> <p>The setting back/enlarging of the soke dyke in this compartment will enable the drainage system to be rearranged so that post scheme the soke dyke will be become the main drain. For this to work effectively there is a need for good communication between yourselves and those designing the improved drainage system. Given your good record in consultation we do not foresee a problem, but do feel it is an important point to make at this early stage.</p>	We have been in consultation with the IDB and the RSPB and have incorporated their suggestions and requirements into our design.
	<p>The proposal does not indicate any works along the cross wall that bounds the Fleet Dyke. What is the current level of service offered by this cross wall? If the sluice at the end of the Fleet Dyke were to fail could the compartment be flooded by the 'back door'?</p> <p>Apart from the above two point we are content with the current outline of a scheme and we look forward to being involved/consulted during the development of this scheme.</p>	<p>BESL is also responsible for maintaining hydraulic structures such as this sluice. The sluice will not be allowed to fail as it is integral to the flood defence. It will be inspected at regular intervals to ensure that it is in working order.</p> <p>With respect to the cross wall there is no available information on its level or condition. The adjoining compartment (15 Buckenham Marshes) has already had improvement works completed so the risk of breach is very low. If there were to be a major flood event resulting in overtopping into compartment 15 then it is likely that compartment 14 would also be subject to flooding through overtopping of its frontage floodbank. Notwithstanding this, BESL will be desilting Hassingham Fleet dyke so there will be an opportunity to place material on the existing wall in order to aminate its historic height.</p>
<b>Chris Groves, The Broads Society</b>		
<i>Environment</i>	On behalf of the Broads Society, I give below our response to the consultation document:- On the short length of Erosion Protection, gabions would not be acceptable; the protection will need to be marked, at least until vegetation becomes established.	The area where the erosion protection is to be installed is an old inlet and away from the main navigation route. The proposed erosion protection will not encroach into the main river channel and so pose no significant hazard to boats. We are also considering use of tyre bales in lieu of gabions
<i>Construction</i>	Where the piling is to be renewed in front of the public house, the details will need to be suitable, and in particular waling will be required and these should be fixed in such a way that they remain in place; once again we suggest use of recycled plastic, or else bolts with large heads and/or large washers.	The waling will be fixed to the back of the pile with large heads and washers.
<i>Environment</i>	We note that, in connection with rollback at the 24-hour moorings, the work would be outside the "main" boating season; to avoid any doubt we suggest that it should be between mid-November and mid-March.	The rollback will be carried out in the spring-summer along with the other earthworks but it will not prevent the moorings from being used. It is only the piling that will be carried out in the winter.
<i>Ecology</i>	We are pleased to note the some tree and scrub clearance will be carried out during the winter period; apart from the reason given, this is important to prevent shading out of the reed which is the best form of natural bank protection; there are also other benefits for ecology and sailing - we therefore urge that as many of the bushes as possible are removed. Tree and scrub clearance also has the advantage of opening up views of the river from other places.	Noted
<i>General</i>	The work should not be carried out on Sundays or Public Holidays.	Working days are Monday to Friday plus Saturday mornings.
<i>Environment</i>	Since the problem of American Mink appears to have spread to the Yare, we would request that BESL do whatever is possible about the problem by notifying any presence to the RSPB as land owners.	BESL actively supports the steering group of the recently established Broads Mink Management Project. We currently provide records of sightings of mink and will be helping with specific surveys.
<i>Footpath</i>	We are concerned to read on page 3 that it has been decided that the floodbank footpath (which is well used) should be closed temporarily whilst works are in progress; it is natural that the RSPB as landowner would agree to this; the correct people to consult would have been the Ramblers' Association and the Footpath Officers of the County Council and/or Broads Authority. We think that a diversion should be arranged as in other compartments.	For Health and Safety reasons access to the working corridor cannot be permitted. Where a footpath runs along the floodbank crest, BESL look to provide an alternative route where possible through negotiation with landowners. BESL have spoken to the RSPB and the Broads Authority with regards to alternative routes and are proposing to maintain a circular route via Marsh Farm.

CONSULTEE	COMMENT	RESPONSE
<b>Mr TE Howes, Broads Hire Boat Federation</b>		
<i>Navigation</i>	re: BA 24 hour moorings - Cantley The proposals appear to indicate "set back and retain piles" at this mooring location. We consider this inappropriate and believe that there should be no change to the bank structure and that piling should be maintained as part of the flood defence to preserve the full length of these essential moorings as currently structured.	Wherever possible, the flood defences are being setback behind piled river edges to reduce the reliance on piling. This is a more sustainable option. Setting back also reduces the load on the piles thereby prolonging their life. In this particular situation, the piling has recently been assessed as having adequate life and will be maintained in the future by the Broads Authority.
<b>Phillip Ollier, Norfolk and Suffolk Boating Association</b>		
<i>Navigation</i>	We regret that the proposals do not ensure the long term future of the important BA 24 hr moorings beside the Reedcutters PH. It is our belief that the solution proposed for these moorings should be "maintain and maintain piles". There are few safe moorings on the lower reaches of the Yare and it would be regrettable if the design of your project were to result in the eventual loss of this one.	Wherever possible, the flood defences are being setback behind piled river edges to reduce the reliance on piling. This is a more sustainable option. Setting back also reduces the load on the piles. In this particular situation, the piling has recently been assessed as having adequate life and will be maintained in the future by the Broads Authority.
<i>Programme</i>	We would like to see the works at Cantley handled in such a way that access to the BA moorings is maintained for the entire boating season. We hope that there will not be a repetition of the programming blunder at How Hill which resulted in the loss of a popular mooring for a complete season.	There is only a short reach of re-piling on Compartment 14 and this will be programmed outside of the main boating season (i.e. in the winter). It can quite feasibly be done within a few weeks. The earthworks (rollback) behind the 24-hour moorings will be undertaken in spring with access for mooring maintained throughout (as was done at Fleet dyke, South Walsham this year).
<b>Hannah Watson, RSPB</b>		
	Thank you very much for providing us with the consultation documents on BESL's proposed flood alleviation works for Compartment 14 at Cantley Marshes. Tim Strudwick and I have both reviewed the documents. Having met with representatives of BESL previously, Tim and I are both satisfied that we have had the opportunity to discuss all of our concerns. We are pleased that BESL are undertaking works at Cantley early in their programme so as to facilitate restoration of the SSSI to favourable condition.	Noted
<i>Ecology</i>	The RSPB remains concerned about the loss of reed bed (reeded rond) and grazing marsh. It is our expectation that BESL will address both any loss of extent and quality through their habitat creation project.  We look forward to further consultation with BESL and working closely with them throughout the development and implementation of the scheme.	The Project has always undertaken to provide replacement habitat for that lost within designated sites and the Environment Agency is currently reviewing whether it should also be provided for non-statutory sites.
<b>Heidi Thompson, Ecology Manager, Norfolk County Council</b>		
	We have no additional comments to make with regard to the ecological aspects of the scheme. It is a shame there is no setback, but the reasons why are understood.	Noted
<i>Footpath</i>	Public rights of way should be restored in accordance with the agreed NCC/BA protocols and inspected by NCC on completion of works. (Contact Peter Barber 01603 222774).  There are no additional comments from the Landscape officers, or building conservation team.	There is now an agreed procedure for inspection of completed sections of bank by rights of way officers.
<b>Adrian Clarke, Broads Authority</b>		
<i>Ecology</i>	The Broads Authority supports the proposal highlighted at the Officer Group site meeting to redesign the drainage system on the marsh to make the soke dyke the main drain (approximately chainage 700). Close liaison with the IDB will be required on this but generally we feel that with careful design this proposal will benefit water quality and potentially provide good high quality habitat in the new marsh system.	Noted
<i>Ecology</i>	The site meeting also highlighted the need for management of the folding and rond to be undertaken in relation to Marsh Harrier nest sites. We would support the RSPB's request for cutting to take place to ensure that nests are not established where earth works are taking place. It also may be necessary to have exclusion zones near confirmed/common nest sites.	Pre-works vegetation clearance will be undertaken over the winter with further cuts in the spring if required. Close liaison will be maintained with the RSPB and exclusion zones established if required.
<i>Ecology</i>	In relation to tree and scrub clearance generally the Broads Authority would like to carry out a walk through of the compartment with BESL Officers to consider if areas of scrub can be identified for retention as habitat for Cetti's Warbler. The BA is confident, however, that BESL will apply the Tree and Scrub Management Strategy in relation to tree and scrub clearance in the compartment.	A walkover survey has been arranged. RSPB are happy that the whole of the folding can be cleared.

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<i>Archaeology</i>	There is a potential mill site opposite Langley Abbey and we would ask for a watching brief to be put in place in this location particularly as this is also a potential crossing point.	Noted. We would like more details on the location. We are also willing to implement a watching brief in the area.
<i>Navigation</i>	We would like to agree detailed specifications for piling works with BESL – including fendering and safety features.	Noted
<i>Navigation</i>	We would like to agree a detailed specification for the erosion protection works proposed with BESL.	Noted
<i>Navigation</i>	At the Officer Group site meeting it was noticed that some of the concrete capping on the piling at the pub moorings was breaking up. We would request that this be replaced as the solution for this area is maintain and maintain piles.	Despite the damaged capping, the piles are in good condition and have adequate residual life. As the capping has no bearing on the integrity of the piling it is the responsibility of landowner. We have spoken to the landowners and they are aware of this responsibility and will be making repairs to it.
<i>Navigation</i>	In relation to the proposed new sheet piling upstream of the pub moorings where the existing timber piling is to be replaced we would ask for further consideration to be given to extending this solution to replace the timber piling at the downstream end of the existing BA 24-hour mooring. This is the same timber piling as the section to be replaced and is in a similar condition although it looks slightly better as the BA has capped it. The BA would be happy to discuss partnership working to achieve this.	We are happy to discuss working in partnership with the Broads Authority to continue our piling an extra 25m into the 24 hour mooring area.
<i>Navigation</i>	In relation to the BA 24-hour mooring we would be interested to know the results of the recent condition survey and the latest estimate of the residual life of the piling. The solution proposed for this location is setback and retain piling and we have some concerns about the potential loss of this mooring. The piling is also regularly overtopped at high water. We would therefore request that consideration be given to maintaining this piling and increasing its height. We appreciate that alternative flood defence techniques are proposed for this location (setback thus removing the flood defence from the piling). However, the SEA accepts that moorings such as this will be maintained or alternative provision made after discussion with the BA and stakeholders if alternative flood defence proposals are proposed. As with the timber piling mentioned at 3.4 above we would be happy to discuss partnership working to achieve this.	Our recent survey of piling indicates that the steel sheet piles along the 24 hour mooring area have a minimum 20 year life. This represents 82% of the length. The remaining piles (discussed above) are timber boards between steel piles and have been attributed a 10 year life. We are happy to discuss working in partnership with the Broads Authority with regard to minor increases in effective height of the piling. The SEA Objective states that there will be no loss in extent and quality of public moorings - the proposal is to retain the piling albeit will no longer form a necessary part of the flood defence. The condition survey suggests they have over 20 years remaining life. We will address the quality issue through discussions with the BA.
<i>Navigation</i>	There is some potential for a slipway enhancement at the Parish Council owned dyke near the pub. Provision of a slipway in this location would be of benefit to anglers and water skiers as there are signed water ski areas in the vicinity. We would be happy to discuss the potential for a partnership scheme to achieve such an enhancement.	This is part of the adjacent Compartment (13) and will be considered as part of the plans for that compartment.
<i>Recreation</i>	We appreciate that earth works will necessitate the closure of the public footpath running along the flood bank. We would like to explore the possibility of a diversion to enable some of the route to remain in use. We are confident that the standard of the path will be improved after the flood defence works have been completed.	We are considering options for alternative routes with the Broads Authority comprising of:  1) a circular route from Cantley village past the Sewage Works and then to the footpath that runs across the marshes to the floodbank; or  2) a shorter circular route from Cantley village across the marshes behind the sewage works and linking with the footpath back to Cantley past Marsh Farm.
<i>Navigation</i>	While we do not anticipate the works affecting it, we would point out that there is a coaster turning point on the river upstream of the 24-hour mooring.	Noted
<b>Gillian Brown, Cantley Parish Council</b>		
	We think the proposals outlined for Cantley Marshes, Compartment 14, are quite appropriate for this stretch of the river.	Noted
<i>Environment</i>	Cantley Parish Council's interest is in the area adjoining Compartment 14 where the Parish Council has the registration of the staithe as a village green. The Council is hoping to improve this site and we would need to work with you as how best to proceed. We have sent a rough sketch of some ideas to Lesley Harrison at the Broads Authority.	This is part of the adjacent Compartment (13) and will be considered as part of the plans for that compartment.
<b>Pam Taylor, British Dragonfly Society</b>		
	The British Dragonfly Society has no objections to the proposed works in Compartment 14 on this occasion, has no further comments to make.	Noted