



Broads Authority Local Plan

Assessment of residential moorings nominations received during the Publication Consultation

January 2018

Addendum to Original Residential Moorings Topic Paper produced September 2017 and HELAA produced August 2017.

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1. Introduction

During the pre-submission consultation of the Publication version of the Local Plan, some further nominations for areas to be allocated for residential moorings were received. These have been assessed in line with the methodology of the original Residential Moorings Topic Paper and original HELAA. They have also been subject to Sustainability Appraisal.

2. Houseboat Need Assessment, RRR Consultancy, 2017¹

As a reminder, the need as calculated in the RRR report amounts to 63 residential moorings.

3. Housing and Land Availability Assessment 2017

An addendum to the HELAA (herein) has also been produced and these nominations have been assessed using the criteria set out in that.

4. The nominations

The nominations received during the pre-submission consultation period are as follows:

- a) Heronshaw, Ropes Hill Dyke, Horning for up to 6 residential moorings.
- b) Somerleyton Marina, Somerleyton for up to 10 residential moorings.
- c) St Olaves Marina, St Olaves for up to 12 residential moorings

5. Residential moorings planning history

There is no planning history for residential moorings in these locations.

¹ This report also assessed the need for Gypsy and Travellers, Travelling Show People and caravans.
<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan/evidence-base>

6. Assessments of nominations – against HELAA criteria

a) Heronshaw, Ropes Hill Dyke, Horning. Proposed use: residential moorings

Site address: Heronshaw, Ropes Hill Dyke, Horning		
Current planning status e.g. with permission, allocated, suggested through the Call for Sites etc.		Suggested through pre-submission consultation.
Site Size (hectares)		n/a
Greenfield / Brownfield		On a watercourse off the main river. Not a boatyard or marina. In a residential area. Private moorings would be displaced where moorings already in place. Some greenfield land could be used to make a mooring cut.
Ownership (if known) (private/public etc.)		Private
Absolute Constraints Check		
Is the site in a ...		
SPA, SAC, SSSI or Ramsar		No
National Nature Reserve		No
Ancient Woodland		No
Flood risk zone 3b		Yes, but this is for residential moorings.
Scheduled Ancient Monument		No
Statutory Allotments		No
Locally Designated Green Space		No
At risk from Coastal Erosion		No
If yes to any of the above, site will be excluded from further assessment.		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space): 6 moorings		
Density calculator		n/a
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site		Consider any application in this location would be viewed favourably by the LHA, but highway approval would be subject to mitigation measures through planning conditions – see stakeholder comment that follows for detail.
Accessibility to local services and facilities		School within 2km of site, village shop and peak bus service.
Utilities Capacity		Knackers Wood Water Recycling Centre capacity constraints. Freshwater, electricity and pump-out pods would be provided at each mooring.

Utilities Infrastructure		
Contamination and ground stability		Existing quay heading seems in good condition. Area that is intended to cut tends to flood.
Flood Risk	n/a	Proposal is for residential mooring.
Coastal Change		
Market Attractiveness		
Impact	Score (red/amber/green)	Comments
Nationally and Locally Significant Landscapes		Would not consider residential moorings in this area to be contrary to local character subject to detail.
Townscape		
Biodiversity and Geodiversity		The cut would involve the removal of peat which could potentially be assessed and disposed of to keep it wet.
Historic Environment		No objection in principle in terms of the Historic Environment. The impact on the Historic environment notwithstanding the proximity of the conservation area will be limited. The cutting of new moorings will trigger the need for archaeological monitoring of any excavation particularly involving peat.
Open Space		
Transport and Roads		
Compatibility with neighbouring/adjoining uses		Would be residential use in a residential area.
Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
None	-	-
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g. where, by whom, how much for etc.)	No not for residential moorings currently.	
When might the site be available for development (tick as appropriate)	Immediately	
	Within 5 years	
	5-10 years	
	10-15 years	
	15-20 years	
	Comments: This would depend on when the capacity issues at the Water Recycling Centre were resolved.	
Estimated annual build out rate (including justification):	Some in the new cut which will be the first tranche and then potentially some on existing moorings as the second tranche.	

Comments	-
Achievability (including viability)	
Comments	Boatyard owner put site forward implying keen to develop moorings.
Overcoming Constraints	
Comments	Water Recycling Centre capacity constraints a concern. Work is underway to address this by AWS in liaison with EA.
Trajectory of development	
Comments	Some in the new cut which will be the first tranche and then potentially some on existing moorings as the second tranche. Timing depends on when WRC works complete.
Barriers to Delivery	
Comments	Water Recycling Centre capacity constraints a concern.
Conclusion (e.g. is included in the theoretical capacity)	
Potentially suitable for allocation, but once the WRC capacity constraints are overcome.	

b) Somerleyton Marina, Somerleyton: proposed use residential moorings.

Site address: Somerleyton Marina, Somerleyton		
Current planning status e.g. with permission, allocated, suggested through the Call for Sites etc.		Suggested through call pre-submission consultation.
Site Size (hectares)		n/a
Greenfield / Brownfield		Already moorings in place.
Ownership (if known) (private/public etc.)		Private
Absolute Constraints Check		
Is the site in a ...		
SPA, SAC, SSSI or Ramsar		No
National Nature Reserve		No
Ancient Woodland		No
Flood risk zone 3b		Yes, but this is for residential moorings.
Scheduled Ancient Monument		No
Statutory Allotments		No
Locally Designated Green Space		No
At risk from Coastal Erosion		No
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space): 10 moorings		
Density calculator		n/a
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site		Access to the site should provide adequate visibility splays (in line with DMRB standards)

		and the access width should be adequate to allow two vehicles to pass and accommodate large service vehicles
Accessibility to local services and facilities		Primary school.
Utilities Capacity		Service towers for water and electricity will be provided at moorings.
Utilities Infrastructure		
Contamination and ground stability		Some quay heading will need improving.
Flood Risk	n/a	Proposal is for residential mooring.
Coastal Change		
Market Attractiveness		Not marketed yet so do not know of interest, but existing moorings are 97% occupied.
Impact	Score (red/amber/green)	Comments
Nationally and Locally Significant Landscapes		Concern over lighting and paving for car parking. However if no more than a few existing moorings were to be proposed for 'conversion' to residential moorings and the development was sensitively designed, consider that the landscape impact could be acceptable.
Townscape		
Biodiversity and Geodiversity		Likely require strict screening, timing of lighting, lighting specifications to mitigate light pollution as a criterion to address this impact.
Historic Environment		Development on the site may impact on the Conservation area. The impact on the Historic environment notwithstanding the proximity of the conservation area will be limited.
Open Space		
Transport and Roads		Minor increase in traffic movements but not enough to generate a significant impact and warrant an objection from the highway authority. Visibility splays and ample car parking needed.
Compatibility with neighbouring/adjoining uses		Near to residential and in a marina.
Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
None	-	-
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary	Not for residential moorings.	

(e.g. where, by whom, how much for etc.)		
When might the site be available for development (tick as appropriate)	Immediately	✓
	Within 5 years	✓
	5-10 years	✓
	10-15 years	
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		Could all be put in place within a year or two.
Comments	-	
Achievability (including viability)		
Comments	Boatyard owner put site forward implying keen to provide residential moorings.	
Overcoming Constraints		
Comments	Type of facilities nearby is limited and cannot easily be overcome. Noted that WDC introduce a development boundary and allocate sites for development which could see more services provided locally. Aware of permission granted for a shop.	
Trajectory of development		
Comments	Could all be put in place within a year or two.	
Barriers to Delivery		
Comments	Access to more services and facilities although there is planning permission for a day to day shop.	
Conclusion (e.g. is included in the theoretical capacity)		
Suitable.		

c) St Olaves Marina, St Olaves: proposed use residential moorings.

Site address: St Olaves Marina, St Olaves	
Current planning status e.g. with permission, allocated, suggested through the Call for Sites etc.	Suggested through call pre-submission consultation.
Site Size (hectares)	n/a
Greenfield / Brownfield	Existing moorings on main river.
Ownership (if known) (private/public etc.)	Private
Absolute Constraints Check	
Is the site in a ...	
SPA, SAC, SSSI or Ramsar	No
National Nature Reserve	No
Ancient Woodland	No
Flood risk zone 3b	Yes, but this is for residential moorings.
Scheduled Ancient Monument	No
Statutory Allotments	No

Locally Designated Green Space		No
At risk from Coastal Erosion		No
<i>If yes to any of the above, site will be excluded from further assessment.</i>		
Development Potential (number of dwellings, hectares of employment land or town centre use floor space): 12 moorings		
Density calculator		n/a
Suitability Assessment		
Constraint	Score (red/amber/green)	Comments
Access to site		In terms of highway access and parking matters, no issues with these.
Accessibility to local services and facilities		<ul style="list-style-type: none"> • Accessible by a limited local bus service between Bungay and Great Yarmouth (day only, no evening or night services); • Remote from schooling and there is no safe walking or cycling routes to school; the nearest school is in excess of 6 miles from the site; • The site is remote from employment and suspect local opportunities will be limited; • Local services such as healthcare are in excess of 4 km and services for day to day living are extremely limited.
Utilities Capacity		Freshwater and electricity will be provided at each mooring. Foul water taken away and treated currently, but may have a treatment plant installed.
Utilities Infrastructure		
Contamination and ground stability		Around half the length of moorings is good quality quay heading, but the other half is in very poor state and has come away from the bank although there are plans to repair the quay heading using funds from future residential moorings.
Flood Risk	n/a	Proposal is for residential mooring.
Coastal Change		
Market Attractiveness		Reports of regular interest in residential moorings here.
Impact	Score (red/amber/green)	Comments
Nationally and Locally Significant Landscapes		Not consider the permitting of residential moorings in this location to be of detriment to the local landscape character or result in
Townscape		

		<p>notable visual effects, subject to relevant restrictions / conditions.</p> <p>Although residential moorings to the extent proposed are considered acceptable, we would not consider this to set precedent for future expansion of this type of facility to the north-west of the bridge. Beyond the existing moorings the landscape is almost devoid of development (with the exception of strategic infrastructure) which results in a wide, still and unique landscape within the national park, something which we would seek to preserve.</p>
Biodiversity and Geodiversity		Concerned about the increased level of winter disturbance from residential moorings. Would only support summer use without further detailed study and evidence of potential impact on SPA populations.
Historic Environment		The site is within the existing Halvergate Marshes Conservation area. Development on the site may therefore impact on the Conservation area. The impact on the Historic environment notwithstanding the siting within the conservation area will be limited. Given the proposed numbers and the fact that these are in effect existing moorings there is no objection to the proposal subject to detailed comments regarding domestic paraphernalia and car parking.
Open Space		
Transport and Roads		In terms of highway access and parking matters, no issues with these.
Compatibility with neighbouring/adjoining uses		
Local Plan Designations (add further lines as required)		
Designation	Policy reference	Comments
None	-	-
Availability Assessment (will require liaison with landowners)		
Is the site being marketed? Add any detail as necessary (e.g. where, by whom, how much for etc.)	Not for residential moorings.	
When might the site be available for development	Immediately	✓
	Within 5 years	✓

(tick as appropriate)	5-10 years	✓
	10-15 years	✓
	15-20 years	
	Comments:	
Estimated annual build out rate (including justification):		All within the same year or two.
Comments	-	
Achievability (including viability)		
Comments	Boatyard owner put site forward implying keen to provide residential moorings.	
Overcoming Constraints		
Comments	Access to services is the key issue that is difficult to overcome.	
Trajectory of development		
Comments	All within the same year or two.	
Barriers to Delivery		
Comments	Access to services is the key issue that is difficult to overcome.	
Conclusion (e.g. is included in the theoretical capacity)		
Not suitable given lack of services and facilities.		

7. Assessment of nominations – against policy criteria

a) Heronshaw, Ropes Hill Dyke, Horning

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	Up to six from 40 to 60ft	Noted
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	Primary School, public toilets, post office, butchers, newsagents, cafes pubs, Chinese takeaway, restaurants all within walking distance. Regular bus services to nearby Wroxham, Norwich, UEA and N&N Hospital.	Horning is well provided for by such services and facilities which is why part of the area in the Broads Executive Area has a development boundary.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Private 'marina' for 5 boats	Noted from site visit.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No, moorings would be recessed in bays	Noted from site visit.
5: Is riverbank erosion an issue here? How would this be addressed?	No, off river	Noted from site visit.
6: What are the adjacent buildings or land used for	Residential Properties, Sailing Club, hotel and pub	Noted.
7: What is the character or appearance of the surrounding area?	Riverside houses and boat houses	The site lies within a residential area where a number of moorings already exist.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes no public walkways nearby	Noted from site visit.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Two car parking areas for up to eight vehicles and a loading/disabled access driveway	Noted from site visit.
10: How can service and emergency vehicles access the area safely?	Off Lower Street Horning, Easily accessible as regular large refuse vehicle visits.	Noted from site visit.
11: How would waste and sewerage be disposed of?	Mains drainage accessed by float chambers	Noted from site visit.
12: Is the area on mains sewerage?	Yes	Noted
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or	No	Noted from site visit.

Criteria	Information provided	Broads Authority Assessment
buildings?		
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted.
15: What is the current use of the site?	Permanent private moorings	Noted from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
Why have you marked such a large area for residential moorings on the plan when it is only four moorings that you wish to have?	Essentially, the new area for residential moorings is new proposed bay where there would be scope for two 60ft moorings or three 40ft moorings. It is not clear which length of mooring would be required by tenants as that is subject to market demand. Your planning surveys and market analysis could assist me in this respect and numbers could be adjusted upwards to help meet your planned quota or downwards to keep under any necessary limits. Existing mooring is already capable of accommodating a large vessel and also two larger or three smaller moorings.	Noted from site visit.
Why have you marked areas of land?	The property curtilage owned by me is marked to indicate my beneficial ownership and hence my control but also to show space in which parking, facilities and amenities can be located either now or in the future. The motive is to demonstrate viability and that the development would not be overly intensive or oppressive in landscape terms. It is also an area which could be excavated to create more moorings if any future owner wanted a more intensive use. I live and my plans are for low intensive use to protect my own amenity (the reason for acquiring the land in the first place)	Noted. From the site visit it became apparent that the first phase of residential moorings on this site would be a new mooring cut near where sailing boats are moored. The existing moorings would remain as private moorings for rent in the short to medium term. One issue with digging out a new mooring basin is that the soil here is peaty. Need to refer to emerging peat policy.
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Currently my moorings tenants enjoy ample car parking, fresh water and electricity. There is a public toilet nearby open 24/7. An application to provide toilet and shower facilities to the rear of the approved replacement	There would be a pod with water, electricity and pumpout for each residential mooring. A service block with showers, toilet, washing machine and lock ups could be

	<p>boatshed in position B was turned down a few years ago but, if it made sense for the scheme, such facilities could be provided either in that location or to the extreme east of the site. There is a gas main but I would not intend to make a connection due to safety concerns.</p> <p>The road is served by mains drainage and connection is normally made via a cistern with a float chamber and pumps raising the effluent to Horning pumping station nearby. The adjacent houses are occupied permanently and all enjoy this type of mains drainage and a twice -weekly rubbish lorry collection for general and re-cyclable waste. There is a bottle bank at the village hall.</p>	<p>developed on site. If no service block, could be low level lockers. Aware of Water Recycling Centre capacity constraints.</p>
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b) Somerleyton Marina, Somerleyton

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	There is capacity for up to either 50 residential moorings or 170m of residential mooring headings.	Following further discussion 50 would be too many and around 10 could in theory be acceptable.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	The nearby village of Somerleyton includes a primary school, public house and a railway station as shown on the enclosed plan. There is also planning permission for a shop on the old garage site. The previous village shop having closed and the Estate is in discussions with the community about reopening it on the former garage site.	Noted. There is also no bus service.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	There are existing private marina moorings at the marina.	Noted and agreed.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No. The marina is out of the main channel.	Noted and agreed.
5: Is riverbank erosion an issue here? How would this be addressed?	No. The marina is out of the main channel.	The quay heading in places is poor quality and will need to be addressed,
6: What are the adjacent buildings or land used for	Marina. Boat building, servicing and repairs.	Noted. There is a train track and bridge nearby. There is an area of reed bed adjacent to

Criteria	Information provided	Broads Authority Assessment
		the boatyard.
7: What is the character or appearance of the surrounding area?	The new residential moorings would be sited in an existing marina and adjacent to existing boat sheds. To the east of the site is the village of Somerleyton which currently features draft allocations for housing and a new settlement boundary in the emerging Waveney local plan review.	The site is within Landscape character area (LCA) 8 – The area has a strong sense of tranquillity due to its largely remote, undeveloped nature. The area is isolated with very little development and this strong sense of tranquillity needs to be conserved. The site has an advantage in as much as it is close to the northern valley side which also features woodland blocks and existing housing. The relatively significant topography and woodland form a backdrop to the site which would tend to ameliorate views from the south and west. The site would be visible from a number of footpaths including possibly the nearby Angles Way, as well as boat users on the river and rail passengers.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes. The existing marina walkways have functioned adequately in the past and this would not be expected to change.	Noted and agreed.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	There is existing space for car parking which could be formalised, improved and resurfaced as required to support new residential moorings.	The area around the boatyard buildings could be formatted to provide parking. Some scrub could be cleared. There are some tracks which could be used for dropping off.
10: How can service and emergency vehicles access the area safely?	Access via public highway as they would do presently.	Noted and agreed.
11: How would waste and sewerage be disposed of?	Mains sewerage.	Noted. Waste is collected once a week.
12: Is the area on mains sewerage?	Yes	Noted.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No. The marina is approximately 140m from the boatsheds. There are other residential properties much nearer to the boat sheds and there have been no noise complaints as a result of that relationship.	Noted.
14: Do you own the site? If not	Yes. The Somerleyton Estate owns the	Noted.

Criteria	Information provided	Broads Authority Assessment
who does and have you told then about your proposal?	marina and boatyard.	
15: What is the current use of the site?	Marina and boatyard.	Noted and agreed.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	There is currently water and electricity to the moorings on the quay head and water to the pontoon moorings. There is a toilet facility at the site entrance.	Noted. Potential for an existing building to be converted to shower and toilet block. Service towers would include electricity meters at the moorings.

c) St Olaves Marina, St Olaves

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	250mts (approx. 12 boats subject to boat lengths)	Noted.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	St Olaves – Restaurant and Public House – Garage Services – Taxi Services Bus service – Beccles/Great Yarmouth/Norwich Local shop at Friton – 2 miles Nearest supermarket by car/bus/train 6 miles Haddiscoe Train station. Lowestoft – Norwich (10 minutes walking distance)	Noted although bus service is not evening peak time. Most of these facilities and services are a drive away from the site.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Private Marina Moorings	Noted although not in use at the moment because of the failed quay heading.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No – Already existing moorings	Noted. See above.
5: Is riverbank erosion an issue here? How would this be addressed?	No – Piled bank	Erosion is an issue at the moment for part of the site for consideration. It is understood that there are discussions ongoing with EA about repairing the quay heading.
6: What are the adjacent buildings or land used for	St Olaves Marina - Full marina services – Workshops, moorings, storage, fuel, pump out and	Noted and there is an abandoned restaurant (Spinnacres) nearby. There is a

Criteria	Information provided	Broads Authority Assessment
	boat sales. Facilities include – Toilets, showers, emergency services by marina staff.	road and bridge and railway line nearby.
7: What is the character or appearance of the surrounding area?	<ol style="list-style-type: none"> 1. St Olaves Marina Moorings – Storage/workshop/office 2. Haddiscoe large high road bridge 3. River wall, railway line, marshes 	The Yare Valley (area 16) mainly consists of drained marshland where development is confined to locations with access to transport. Both character areas are defined by their big skies, although there is a localised sense of enclosure due to flood banks and infrastructure embankments. Haddiscoe Island however does have a unique identity due to the lack of access, with the exception of around the perimeter. Northwest of the Haddiscoe bridge (A143) is therefore a rural and undeveloped landscape. There are some detractors visible, most notably pylons, and settlement fringes, but otherwise a relatively tranquil landscape.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Private roadway alongside moorings and car park	Noted and agreed.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	As question 8. Private and secure	Private and secure within the marina. Potential for car parking near to moorings or under bridge.
10: How can service and emergency vehicles access the area safely?	Private roadway	Noted and agreed.
11: How would waste and sewerage be disposed of?	Within the existing marina	Noted and agreed.
12: Is the area on mains sewerage?	Private sewage system – Fresh mains water and electricity will be provided to each moored boat.	Transferred to tank to be treated off site. Potential for a treatment works on site.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or	No	Noted and agreed.

Criteria	Information provided	Broads Authority Assessment
buildings?		
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted and agreed.
15: What is the current use of the site?	Marina and moorings	Noted and agreed.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Plans to provide electricity and fresh water near to site. Toilet and shower block a two minute or so walk from moorings.	

8. Comments received from stakeholders

Please note that these are initial comments based on the information provided by those nominating sites and are at an Officer Level. These organisations would also comment on any future Planning Application.

	Heronshaw, Ropes Hill Dyke, Horning	Somerleyton Marina, Somerleyton	St Olaves Marina, St Olaves
Anglian Water	<p>Currently there is available capacity within the existing water supply network to serve the above site based upon the scale of development proposed.</p> <p>As you will be aware investigations by Anglian Water relating to the foul sewerage network are currently on-going to address the issues relating to surface water ingress etc. in the Horning sewer catchment.</p>	<p>There is expected to be a need for improvements to the existing foul sewerage network in the event that this site comes forward for development subject to more detail assessment as part of a planning application.</p>	<p>It appears that is located just outside of AW water supply boundary. We are also unlikely to supply water to this site due to the difficulty of laying a water main in this location as you would have to cross Haddiscoe Marshes.</p>
Suffolk and Norfolk County Council comments – impact on highways.	<p>The proposed site is accessed of a private road and therefore rights of access would need to be established with the land owner, if it is not already the applicant.</p> <p>Notwithstanding any existing permitted access to the moorings, it is likely that the introduction of residential moorings would constitute a material increase in traffic movements on what is primarily single track access road which could lead to issues in relation to access and parking along with other social issues, but I do not foresee this should unduly impact on the public highway. The junction with the highway appears to be wide enough for two cars to pass, but given it is an unmade road, I may seek some surfacing improvements for the first 5m of the access road.</p> <p>The visibility at the access with the public highway does not fully accord with the current guidance for visibility, but I am minded of the local road environment and nearby 20mph speed limit which may have a direct influence on vehicle speeds in this area, but I would need to give further consideration to this and possible mitigation measures if an application were forthcoming.</p> <p>Parking provision is likely to acceptable as I appreciate a direct parallel cannot necessarily be drawn between a residential mooring and land based residential unit.</p> <p>Accordingly, in light of the above I consider any application in this location would be viewed favourably by the LHA, but highway approval would be subject to mitigation measures through planning conditions.</p>	<p>For a development of up to 10 residential moorings in place of the existing moorings, there is likely to be a minor increase in traffic movements but not enough to generate a significant impact and warrant an objection from the highway authority. Furthermore, there are footways along The Street linking the site entrance to local amenities including the Primary School.</p> <p>Access to the site should provide adequate visibility splays (in line with DMRB standards) and the access width should be adequate to allow two vehicles to pass and accommodate large service vehicles.</p> <p>We would expect the site to provide adequate parking provision (at least 1 parking space per residential mooring) plus loading and turning space for delivery and refuse vehicles. We would also require visitor parking at 1 space per 4 moorings.</p> <p>There should also be space within the site for waste bin storage and presentation so it is not left within the highway.</p>	<p>In terms of highway access and parking matters I have no issues with these.</p> <p>However in terms of transport sustainability the site is:</p> <ul style="list-style-type: none"> • Accessible by a limited local bus service between Bungay and Great Yarmouth (day only, no evening or night services); the nearest bus stop in around 0.75km from the site. • Remote from schooling and there isi no safe walking or cycling routes to school; the nearest school is in excess of 6km miles from the site; • The site is remote from employment and I suspect local opportunities will be limited; • Local services such as healthcare are in excess of 4 km and services for day to day living are extremely limited. <p>Whilst it could be argued that residential moorings may not generate the same level of traffic movements as a residential property, this to a certain extent will be dependant on local employment and access to facilities, etc., in the vicinity of the mooring. This area is clearly divorce form such access and employment potential is likely to be limited and even for day to day living basis is likely that residents will need to travel to nearby towns/larger villages.</p> <p>Accordingly I am minded that the site should not be allocated residential mooring status as it is remote from local service centre provision conflicting with the aims of sustainable development, the need to minimise travel, and the ability to encourage walking, cycling, use of public transport and reduce the reliance on the private car as represented in national and local policy which is contrary to the National Planning Policy Framework and Policy 5 of Norfolk's 3rd Local Transport Plan, entitled Connecting Norfolk.</p>
Waterways and Recreation Officer comments – impact on navigation.	<p>I've looked at this and on the basis that I cannot see any likely adverse impacts on navigation I have no objections to the proposal.</p>	<p>I don't have any issues about this proposal from a navigation perspective as this is an existing offline marina basin that is already used for mooring. This proposal would be unlikely to result in increased boat movements into or out of the marina the reverse if anything. However, 50 does look far too high a number and would in all likelihood convert 50% of the whole marina to residential use. I would like to see information about the existing sewage arrangements and whether there are electric hook ups if this is to proceed. In terms of site I think it would prove to be a popular location for residential mooring with reasonable road and footpath</p>	<p>Please see comments from Head Ranger.</p>

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		access and the pub close by.	
Environment Agency	<p>We have significant concerns regarding these residential moorings. As stated in our Joint Position Statement, development that could increase the flows to Horning Water Recycling Centre needs to be avoided. The form suggests a mains sewerage connection, which would not be appropriate in this location.</p> <p>Although the site is acceptable in terms of flood risk, this does not reduce our concerns regarding foul sewerage. As with any residential moorings, it is essential that the guidance within the emerging Local Plan is followed to ensure the safety of the occupants.</p>	<p>We have no concerns regarding these proposed residential moorings provided that Policy PUBDM36 in the emerging Broads Authority Local Plan is adhered to.</p>	<p>We have no concerns regarding these proposed residential moorings provided that Policy PUBDM36 in the emerging Broads Authority Local Plan is adhered to.</p>
Residential boat owners association comments	<p>In essence, the proposal is to convert a small number of existing leisure berths into a similar number of authorised residential moorings. In consequence, with good management, there would be no detrimental visual impact, particularly as the site is well screened by vegetation.</p> <p>Road access and available parking is good.</p> <p>It is noted that mains sewage is available. It is taken as read that the moorings provider would ensure suitable facilities for discharge from cassette toilets and pump-out tanks.</p> <p>Boats used as homes rarely house large families so impact from small residential mooring developments, such as proposed here, have no major impact on local infrastructure.</p> <p>In this case, the general area is quite heavily populated by boats, including those attached to a sizeable sailing club. In some small way, the conversion of these five leisure berths to residential use might actually reduce the number of boat movements in the vicinity, it often being the case that moorings based residential boats cruise less frequently than many leisure craft.</p> <p>As is usually the case, occupied residential moorings should support public security in the area.</p> <p>Access to facilities in Horning and other urban conurbations is good; and floating homes naturally bring additional revenue to local businesses.</p> <p>The site being privately owned, it is assumed the development would be at the owner's cost but, once completed, would contribute additional Council Tax revenue to the Local Authority.</p> <p>RBOA has long supported the creation of small clusters of residential moorings which, if efficiently managed, provide additional, alternative and low impact housing options/solutions. Central Government now similarly encourages Local Authorities to consider the needs of those who wish to live afloat. RBOA envisages no adverse impact should this particular proposal be included in The Broads Authority Local Plan. Indeed, by their very nature, such residential moorings create considerably less environmental impact than land based developments and are easily modified at a future date should the need occur for any</p>	<ul style="list-style-type: none"> As the proposal is to integrate the residential berths into the existing basin, there would be no detrimental visual impact, provided good (site) housekeeping rules and management are applied. Road access and available parking is adequate – such a small number of residential craft would have little impact on local infrastructure. Suitable water and electricity supplies are already available on site. Mains sewage is available. Proper facilities for discharge from cassette toilets and pump-out tanks ought to be included as part of the plan. Increased security from having resident boaters on site should always be a positive consideration for Local Authority decision makers. Local facilities in Somerleyton appear adequate, particularly if the local shop re-opens as planned. The site owner is clearly prepared to invest in this project which, if allowed to proceed, would seem to create some extra confidence in the continued provision of slip way and boatyard facilities at the site; something that could benefit the larger boating community in the area. The additional revenue from Council Tax, usually at Band A rate for residential berths, would be a welcome income stream to the Local Authority. Central Government's "New Homes Bonus" should also apply, creating further increased revenue for the Local Authority. Being off the line of navigation, this proposal would create no adverse impact upon the river, nor to local wild life and vegetation. This proposal would seem to fit neatly with other, land based, plans to create additional housing in the Waveney area. <p>RBOA has for many years supported the inclusion of a number of residential moorings within leisure marina basins. Central Government, too, now encourages Local Authorities to consider the needs of those who wish to live afloat.</p> <p>Due to their minimal constructional impact, residential moorings can usually be extended or reduced, as appropriate, should local</p>	<p>Visual Impact</p> <ul style="list-style-type: none"> Converting the existing moorings to residential use would create no adverse impact provided, as always, good (site) controls and management are implemented by the moorings provider. Road access and available parking appears to be more than adequate, without adversely affecting the local area. <p>Safety and Management</p> <ul style="list-style-type: none"> In light of the fact that the proposed residential berths would replace existing on-line leisure moorings, safe pedestrian access/egress to the boats already appears safe and sufficient. RBOA would encourage adequate longitudinal distancing between adjacent craft to create safe fire breaks. Access for emergency services, if ever required, appears suitable. <p>Site Utilities & Facilities</p> <ul style="list-style-type: none"> It is noted that the proposal includes water and electricity supplies to the moorings. It is also noted that the site has a dedicated sewage facility. The marina already has a toilet tank pump out provision plus toilet and shower facilities on site. The existing marina and boat yard operations would further enhance the experience for residential moorers at the site. Increased security from having resident boaters on site should always be a positive consideration for Local Authority decision makers. All necessary shops and consumer requirements are but a short car or bus ride away. <p>Navigation Considerations</p> <ul style="list-style-type: none"> As there are already boats moored on this length of the New Cut and the bank is suitably piled, there would be no detriment to navigation. The main river is not affected. <p>Environmental Considerations</p> <ul style="list-style-type: none"> The bank is piled and boats are already moored to it. No negative outcome is envisaged should this proposal come to fruition. There are vast reaches of open space in the immediate area. Wild life should actually benefit from the presence of resident boaters; part of the live aboard lifestyle being an appreciation

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	reason.	<p>circumstances change at any time in the future.</p> <p>RBOA envisages no adverse impact from this proposal and, as a consequence supports it in full.</p>	<p>and consideration of nature in its' many forms.</p> <p>Benefits to the local community</p> <ul style="list-style-type: none"> Life afloat, by its' very nature, is wholly low impact. The provision of suitably managed residential berths is a means by which Local Authorities can offer alternative living options to those who desire them, whilst making a small but important contribution to a correction of the present housing shortage - and this without cost to the public purse. RBOA envisages no negative impact to other (land based) residents in the area. The creation of new residential berths would generate additional Local Authority revenue from Council Tax, presumably at Band A rate. Central Government's "New Homes Bonus" should also apply, further increasing financial benefit to the Local Authority. <p>This proposal matches RBOA's vision of residential berths being integrated with other, non-residential, moorings provision. It would also meet Central Government's directive for Local Authorities to consider the needs of those who wish to live afloat.</p>
Head Ranger's Comments	There are no concerns from a navigation point of view as there is no encroachment into the channel.	<p>From a Navigation point of view I have no concerns with this proposal as the moorings are all off the main navigation and would therefore not cause an obstruction.</p> <p>In terms of more general comments from the local Ranger is as follows: There is a fair bit of land that could be used for parking with some layout changes. At present the pontoons are not the best although I believe some upgrades are being considered.</p>	<p>With regard to St. Olaves Marina (Haddiscoe cut) a few comments/concerns:</p> <ul style="list-style-type: none"> While vessels have historically moored on this site, we would not be keen to see this re-established. Any reduction in river width in this area creates problems during busy times for people slowing to transit through the bridge. Vessels of up to 5.5m can navigate the cut and it is in this area they would be slowing to wait for clear passage through the bridge. The Haddiscoe cut is narrow, between 17.5m and 20m (bank to bank, not all at navigable depth) at the section of proposed mooring. If moorings were permitted (single, side on only) the width of vessels permitted to be moored in this location would need to be restricted to 3.8m in order to comply with Navigation Byelaw 57 (b) <i>The master of a vessel shall not anchor, moor, berth or secure the vessel in any place or position, where, because of any bridge or other permanent or temporary obstruction to navigation or because of tidal or wind conditions in that place there exists permanently or temporarily a risk that any vessel navigating or manoeuvring in the channel may come into collision with the vessel.</i> The piling in this section is in very poor repair and is included on our hazardous piling register. This would represent a significant hazard to boats mooring in this location without works to improving being undertaken first. Our rangers have placed yellow hazard markers along this length due to our concerns. The track along the cut is private and unmade and forms part of the flood wall. There are no other facilities here to support residential mooring. BA demasting mooring on part of the section referred to which

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			was part of the condition for moving the marina entrance.
Ecologist's comments	<p>The extension of the mooring dock for residential moorings will remove peat deposits. The Broads Authority Soils Policy (PUBDM9) aims to protect peat soils in the Broads.</p> <p>We would recommend one of the following disposal options for the peat excavation.</p> <p>a. using the peat for agricultural soil improvement, which will help minimise nutrient and soil loss around the Broads</p> <p>b. disposing of the excavated material in a way that minimises its oxidation and loss of greenhouse gases to the atmosphere; and/or</p> <p>c. enhancing biodiversity in the Broads.</p> <p>Whilst the water treatment capacity remains an issue at the Knacker Wood works and I recommend that until capacity is created that no further development adds to this system.</p>	<p>The likely impacts of 50 residential moorings would be from increased lighting of the river corridor, and to increased disturbance. It would be challenging/impossible to mitigate these impacts for such a remote location.</p> <p>Allocation for a lesser number of residential moorings in the basin with strict screening, timing of lighting, lighting specifications to mitigate light pollution as a criteria to address this impact would be OK. If I understand it correctly, the footpaths appear to all lead back to the village, so there should not be an impact of disturbance from increased walkers and dogs.</p> <p>My response to any expansion of the marina would depend on where it is. If into grazing marsh this is unlikely to be supported.</p>	<p>This site is remote and undisturbed, with very few boats using this existing mooring in the winter. There is very limited light pollution and the island has significant biodiversity interest particularly for wintering SPA populations of birds that overspill from Breydon Water SPA.</p> <p>I would be concerned about the increased level of winter disturbance from residential moorings and currently I would only support summer use without further detailed study and evidence of potential impact on SPA populations. Is summer use only possible?</p>
Landscape Consultant's comments	<p>The site lies within a residential area where a number of moorings already exist.</p> <p>Would not consider residential moorings in this area to be contrary to local character subject to detail.</p> <p>Earthworks not considered to be of significant detriment to local character subject to detail.</p> <p>The residential area, particularly to the west, comprises a river frontage made up primarily of property gardens and associated private moorings.</p> <p>The site is somewhat transitional between the visually busier village centre to the east with sailing clubs etc. and the residential and more naturalised areas of the waterway to the west of the village.</p> <p>Parking is stated to be available, and the additional information provides graphic representation of 2 areas.</p> <p>The hard and soft landscape detailing of these areas, and indeed the wider site, would need to be secured as part of any future planning application. Parking should be set back from the river frontage, as not cause visual sprawl of the concentration of riverbank activities associated with the village centre and sailing club, and not to undermine local character. Boundary treatments and planting to the site boundaries should be considered to ensure that residential amenity is maintained and / enhanced for existing residencies.</p> <p>It is noted that there are a number of trees that could be affected by the development, particularly the potential construction of a shower / amenity block and / or below ground services associated with the development. Any future application should be accompanied by an appropriate arboricultural assessment to BS5837 and make provision for special construction techniques / mitigation as appropriate.</p> <p>No landscape objections raised to the principle of this development at</p>	<p>Thanks for the additional information from the applicant (email 04-01-18). I agree that the 50 moorings suggested in the nomination form would be excessive and consequently assume that we are looking at a proposed development scenario involving no more than 10 residential moorings.</p> <p>The site is within Landscape character area (LCA) 8 – The area has a strong sense of tranquillity due to its largely remote, undeveloped nature. The area is isolated with very little development and this strong sense of tranquillity needs to be conserved. In this light the general presumption would be against the proposals.</p> <p>The site has an advantage in as much as it is close to the northern valley side which also features woodland blocks and existing housing. The relatively significant topography and woodland form a backdrop to the site which would tend to ameliorate views from the south and west. The site would be visible from a number of footpaths including possibly the nearby Angles Way, as well as boat users on the river and rail passengers.</p> <p>From Google maps and photos it appears that the marina is currently well occupied with boats, so the visual impact of up to 10 permanent moorings may not be significant in terms of the boats themselves. I'm more concerned about the visual impacts of associated elements such as parking, lockers, surfacing and other infrastructure. The form describes how There is existing space for car parking which could be formalised, improved and resurfaced as required to support new residential moorings.</p> <p>I am not convinced that the track to the north of the existing marina is suitable for developing for car parking. It is rather exposed to views, and there may not be enough space here to formalise parking and allow for turning without making significant interventions. Residential moorings would increase the parking demand in the context of continued parking requirements for existing boat users of the marina.</p>	<p>Relevant landscape character areas;</p> <ul style="list-style-type: none"> - Haddiscoe Island, and - Yare Valley, Norton Marshes to Haddiscoe Dismantled Railway. <p>Are defined at their intersecting boundaries by New Cut. The Yare Valley (area 16) mainly consists of drained marshland where development is confined to locations with access to transport. Both character areas are defined by their big skies, although there is a localised sense of enclosure due to flood banks and infrastructure embankments. Haddiscoe Island however does have a unique identity due to the lack of access, with the exception of around the perimeter. Northwest of the Haddiscoe bridge (A143) is therefore a rural and undeveloped landscape. There are some detractors visible, most notably pylons, and settlement fringes, but otherwise a relatively tranquil landscape.</p> <p>We would therefore generally seek to resist additional permanent development which is likely to exacerbate or add to these detractors.</p> <p>The proposed development site is to the north-west of Haddiscoe Bridge, tranquillity is somewhat disturbed in this location due to the presence of the busy and elevated A143. The main concentration of development is to the south east of the bridge, the developed foreground dominated by the St Olaves Marina. To the west of the bridge, the linear corridor of New Cut, associated moorings, and railway line are a dominant feature of the landscape. Distant pylons also detract from the sense of remoteness.</p> <p>The proposed location for residential mooring is currently used for other, shorter term mooring arrangements. The applicant has clarified that no additional facilities other than water and electricity supply are required as car parking, storage etc. will be provided within the existing marina complex. With regards to effects of light at night, no lighting is proposed on land, and the New Cut is embanked on both sides which will limit light spill of conventional on-board lighting. It may be preferable to place restriction on on-board external lighting should an</p>

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	<p>this location for inclusion in the local plan.</p> <p>There already appears to be a structure of larger scale than the potential amenity block adjacent to the area highlighted in the images for this purpose. The location is set back from the main river and would generally be concealed from Lower Street and the village car park by the existing structure (boat shed?). The amenity block would be grouped with other existing buildings and would be unlikely to impede on the open feel of the wider site in this transitional area. The structure should be of single storey construction, subservient to the existing boatshed, and details of material and finish provided should an application come forward. I have noted below that there appear to be trees in this vicinity and that appropriate surveys and mitigation applied should a proposal for the amenity block come forward.</p> <p>Do not have any significant landscape concerns provided that appropriate details are provided when necessary. There appears to be potential for different configurations with regards to the parking, storage and amenity building and with the exception that the amenity building, which should remain associated with existing structures, we are not adverse to adjustments to the indicative layout.</p>	<p>If there were a need for a new toilet/shower block or other structure this would represent additional visual impact. Can this need be clarified? Any additional external lighting would also be a concern. The impact of artificial light on local amenity, intrinsically dark landscapes and nature conservation should be minimised.</p> <p>Perhaps the final number of potential residential moorings could be determined by existing constraints such as the parking, and the number above which new facilities such as toilet blocks would be needed?</p> <p>I would not support any extension of moorings by excavation as this would have significant detrimental landscape impact. [Also, the LCA suggests there may be peat present along valley edges between marshes and upland(?)] However if no more than a few existing moorings were to be proposed for ‘conversion’ to residential moorings and the development was sensitively designed, I consider that the landscape impact could be acceptable.</p>	<p>application be forthcoming in the future. Equally, restrictions may be required to prevent accumulation of visual clutter on land commonly associated with residential premises.</p> <p>We would therefore not consider the permitting of residential moorings in this location to be of detriment to the local landscape character or result in notable visual effects, subject to relevant restrictions / conditions.</p> <p>Although residential moorings to the extent proposed are considered acceptable, we would not consider this to set precedent for future expansion of this type of facility to the north-west of the bridge. Beyond the existing moorings the landscape is almost devoid of development (with the exception of strategic infrastructure) which results in a wide, still and unique landscape within the national park, something which we would seek to preserve.</p>
Historic Environment Manager’s comments	<p>No objection in principle in terms of the Historic Environment. The site is adjacent to the existing Horning Conservation area and this is on the process of being reviewed. The site therefore may be within the Conservation Area in the future. However the current situation is that it is adjacent and comments are based on this fact.</p> <p>The impact on the Historic environment notwithstanding the proximity of the conservation area will be limited. If the proposal goes forward I would suggest the following.</p> <p>Any quay heading and decking to be in timber in line with the surrounding area. The area is quite heavily modified and quite “urban” in comparison with rural sites therefore the use of timber quay heading and decking would not appear about of place in this context. Surfacing for the car parking would need to carefully considered – woodchip is used extensively in the area and this would be an appropriate solution in this instance.</p> <p>Cabinets and storage of any kind should be kept to a minimum and consistent in design the provision of a design – to be agreed for storage cabinets and the removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.</p> <p>Any buildings – toilets showers etc would need to be carefully designed but these would be covered by planning if PD rights are removed.</p> <p>The cutting of new moorings will trigger the need for archaeological monitoring of any excavation particularly involving peat. A condition requesting an archaeological watching brief would be the minimum requirement in these circumstances. The proposed numbers give no concern in terms of the HE and there would be no objection subject to the above comments.</p>	<p>No objection in principle in terms of the Historic Environment. The site is adjacent to the existing Somerleyton Conservation area. Development on the site may therefore impact on the Conservation area comments are based on this fact.</p> <p>The impact on the Historic environment notwithstanding the proximity of the conservation area will be limited. If the proposal goes forward I would suggest the following.</p> <p>Any quay heading and decking to be detailed in line with the surrounding area. The area is on the settlement fringe and borders open marshland. However as the proposal is limited to within the existing cut a continuation / replacement of existing detailing on a like for like basis would be acceptable.</p> <p>Cabinets and storage of any kind should be kept to a minimum and consistent in design the provision of a design – to be agreed for storage cabinets and the removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.</p> <p>Any buildings – toilets showers etc would need to be carefully designed but these would be covered by planning if PD rights are removed.</p> <p>I note that the current proposal is for using existing moorings but there is mention of the displacement being taken up with a new cut it should be pointed out even if this isn’t going ahead at this stage that;</p> <p>the cutting of new moorings will trigger the need for archaeological monitoring of any excavation particularly involving peat. A condition requesting an archaeological watching brief would be the minimum</p>	<p>No objection in principle in terms of the Historic Environment. The site is within the existing Halvergate Marshes Conservation area. Development on the site may therefore impact on the Conservation area comments are based on this fact.</p> <p>The impact on the Historic environment notwithstanding the siting within the conservation area will be limited. If the proposal goes forward I would suggest the following.</p> <p>Any additional quay heading or hardstanding be detailed in line with the existing. The area borders open marshland, however as the proposal is limited to within the existing line of moorings a continuation / replacement of existing detailing on a like for like basis would be acceptable.</p> <p>Cabinets and storage of any kind should be kept to a minimum and consistent in design the provision of a design – to be agreed for storage cabinets and the removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.</p> <p>Any buildings – toilets showers etc would not be acceptable in this location nor would any permanent parking allocated on the Island side of the flyover.</p> <p>Given the proposed numbers and the fact that these are in effect existing moorings there is no objection to the proposal subject to the above comment regarding domestic paraphernalia and car parking.</p>

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		<p>requirement in these circumstances.</p> <p>The proposed numbers originally 50 or so would have a demonstrable impact in terms of associated development and your suggested restriction to no more than 10 is supported on these grounds.</p>	
Development Management Officer's comments	<p>The proposed first phase would involve the digging out on a new mooring cut. The key consideration that you have already highlighted would be the potential presence of peat soils. In terms of the use of the site for residential moorings, key considerations would be the sustainability of the location, flood risk, impact on neighbouring amenity, highway and landscape character.</p> <p>The site lies outside the defined development boundary but is not located in an isolated location, being close to the centre of Horning. The adjacent land use is predominately residential. The site would be accessed on land via Ropes Hill which is a narrow road providing access to a number of adjacent residential properties. Norfolk CC Highways would need to be consulted regarding the proposed intensification of the use of Ropes Hill and the junction with Lower Street, as the development would result in 6 additional housing units.</p> <p>The size and design of the boats has the potential to adversely impact on neighbouring amenity and the landscape character. While the overall scale of the boats using the moorings could be limited by condition, the LPA would retain no control over the design of the boats, although limiting the width, length and height of the boats by condition would go some way to controlling the design.</p> <p>The site could accommodate a sensitively designed service building with minimal impact on the surrounding landscape and residential properties. The site lies within Flood Risk Zone 3A, so a less vulnerable or water compatible use would be considered appropriate.</p>	<p><u>Geographic location</u> Situated on the R Waveney and therefore has good links with Oulton Broad and the rest of the Broads system.</p> <p>As the moorings would be located within a marina there would be no adverse impact on the navigation in this area.</p> <p><u>Sustainability</u> It is a reasonably sustainable location close to the Somerleyton railway station, village facilities, pub, village hall proposed shop. It is immediately adjacent to the proposed Development Boundary for Somerleyton. Due to the nature of marinas and moorings, and their need to be on or adjacent to the waterways, it is rare that they would be actually included within any designated Development Boundary, therefore being immediately adjacent to one is probably the best case scenario available. Obviously this assessment is based on the fact that the Development Boundary for Somerleyton will be adopted by Waveney District Council.</p> <p><u>Landscape impact</u> The marina is in an open and very visible location in terms of the wider landscape. The moorings would therefore need to be carefully managed to ensure that the size and design of boats did not have an adverse landscape impact. Also to avoid the encroachment of residential paraphernalia onto the riverbank, which again has the potential to have an adverse landscape impact. Although, looking at the aerial photographs it would appear that the moorings are jetty moorings and not moored directly onto the river bank which would make it more difficult for the bank to be used as additional storage.</p> <p>The moorings appear to be well screened from the neighbouring houses by existing vegetation.</p> <p><u>Size and facilities</u> The proposal to accommodate 50 residential moorings in this location could not be supported. The number provided needs to be proportionate to the size of the host settlement and the marina. The creation of 5-10 residential moorings in this location would seem to be reasonable given the overall size of Somerleyton and the extent of local services and facilities available. It is important that the other functions of these moorings are retained alongside any residential moorings to be created.</p> <p>The residential moorings should be located on the landward side of the marina to ensure ease of access for residents to marina services and the village. Adequate provision would need to be made for</p>	<p><u>Geographic location</u> The proposed moorings are situated on the New Cut and therefore in a good location in terms of access to the rest of the system.</p> <p>However the moorings are located on the bank of the Cut itself and not in the marina, therefore there is a greater potential for them to adversely affect navigation in this area.</p> <p><u>Sustainability</u> The moorings could not be considered to be in a sustainable location. They are not located within or immediately adjacent to a Development Boundary and there are very limited services and facilities in St Olaves.</p> <p><u>Landscape impact</u> The moorings are in a highly visible location in terms of the wider landscape and there is therefore greater potential for them to have an adverse landscape impact. If they were to be allocated as residential moorings they would need to be carefully managed to ensure that there was no encroachment onto the riverbank of residential paraphernalia. Currently users of the moorings have to park alongside the access road and moorings. The creation of better carparking facilities would be needed if the moorings were to be used as residential moorings on a permanent basis and the creation of a carpark would have the potential to have an adverse landscape impact.</p> <p><u>Size and facilities</u> The creation of 12 residential moorings in this location would be too many given the characteristic of the location, 5 may be a better number to consider.</p> <p>From the information submitted there appear to be good facilities, in the form of full marina services, toilets, showers etc at the nearby St Olaves Marina. These would have to be used in conjunction with any residential moorings created as the location of any service building alongside the moorings would have an unacceptable landscape impact.</p> <p>Overall whilst the location of the proposed residential moorings does have some merit, it is concluded that it is not a sustainable location suitable to support residential use and that it has the potential to have an adverse impact on the navigation of this area and on landscape quality.</p>

	Heronshaw, Ropes Hill Dyke, Horning	Somerleyton Marina, Somerleyton	St Olaves Marina, St Olaves
		<p>access and carparking together with electric hook ups, water, toilet and shower facilities. The Highway Authority should be consulted to ensure that the access is suitable for the volume of traffic movements generated by the residential use of some of these moorings.</p> <p>Overall I consider that this location would be a suitable location for the allocation of 5-10 residential moorings.</p>	
Head of Safety Management	I have no concerns regarding this proposal although the response relating to how sewage will be disposed but there is no detail regarding refuse. I would ask for further details to satisfy the Authority that adequate provision is to be made for the disposal of refuse relating to the proposed residential moorings.	The only issue for me as the application indicates that all of the moorings proposed will be “off-line”, not on the river frontage, is the facilities which you have already asked the representative to detail. I would be particularly interested in how they proposed to accommodate disposal of sewage and refuse, both of which are easily accommodated. We should make them aware of the HSE Safety in docks ACOP which is applicable to Marinas and will set out the minimum standards expected in relation to the safety provision. Otherwise I have no real concerns.	No comments to make on the proposal at St Olaves.
North Norfolk Environmental Health	I have noted the information submitted by the applicant and am of the opinion that until confirmation is received that Anglia Water Service’s works for Horning are adequate, the addition of 6 Residential Moorings and subsequent increase in demand on the foul drainage system, is an unacceptable level of development. As such I refer you to the joint position statement, which still stands, and should inform you that this Department wishes to object to the application.	N/A	N/A
Parish Council	The PC was broadly in favour of the nomination	<p>'The members of Ashby, Herringfleet and Somerleyton Parish Council have been canvassed about the nomination for the Somerleyton Marina to be included in the Broads Plan as a site for residential moorings. There follows below a response from parish councillors setting out their thoughts and views.</p> <p>Generally the Parish Councillors were not in favour of the nomination being accepted by the Broads Authority AT THIS TIME, (though not necessarily opposed in principle).</p> <p>The concerns expressed were as follows:</p> <ul style="list-style-type: none"> • The proposal does not address how the necessary infrastructure (permanent water connection, electricity supply, waste disposal etc) would be provided in the area identified. • The moorings in the area identified are not in good condition and have been scheduled for renovation/replacement by the marina owner for many years; plus the access roadway frequently floods at high tides. • Ten residential moorings would further increase the population of the village when it is already expecting a 25% increase in dwellings (55) within the period of the Waveney District Council new Local Plan. The Parish Council is extremely concerned at the strain on local infrastructure imposed by the new houses and a further ten dwelling units is likely to be unsustainable • It is expected that an impact assessment would be carried out on the wildlife/bird nesting in the area is. Reed- and sedge warblers, reed buntings and bearded tits have all been seen in the reed beds bordering up to proposed site. 	<p>Fritton with St Olaves Parish Council is opposed to include this nomination within the Local Plan for the Broads.</p> <p>Please see below comments received from the councillors outlining their reasons:</p> <ul style="list-style-type: none"> • Although straight the new cut is quite difficult to navigate. It is narrow and narrows even more at the area suggested for moorings before reducing to about half its width under the new cut bridge. The proposed moorings would reduce the width available to passing craft by at least ten feet and more so if the moored craft have tenders alongside. • The banks along its length and on both sides are in a poor condition with gaps, broken posts, overhanging branches and red warning posts to keep vessels away dotted along its length. • The result is that boats tend to migrate to the centre of the cut making passing difficult. This would be made worse by boats being permanently moored at its narrowest point for about 500 feet or more. • A few years ago the Authority expended considerable time and effort in trying to evict up to seven boats permanently moored in the new cut but slightly further along at a wider part. The council received correspondence from the B.A. about this. Two councillors discussed this with an enforcement officer at a parish forum at Dragonfly House. • It would be very helpful for future reference to know if there has been a change in policy and if so why. • The River Waveney has recently been reported as having the

	Heronshaw, Ropes Hill Dyke, Horning	Somerleyton Marina, Somerleyton	St Olaves Marina, St Olaves
			<p>highest level of the highly toxic insecticide Neonicotinoid in the country. This is used in agriculture and badly affects bees and other pollinating insects.</p> <ul style="list-style-type: none">• Surely we need to avoid polluting the cut and adjacent River Waveney as much as possible with other chemicals such as those from the washing up water etc. Which would be discharged by up to 12 boats on a permanent basis.• Consideration should be given to the noise and light pollution which would be caused by attendant generators, vehicles etc.• St. Olaves Marina has developed and extended very considerably over recent years, and has just applied for planning permission for moorings on the Waveney at St. Olaves. Cannot residential moorings be incorporated into one of its existing sites where facilities are already in place, rather than encroaching onto one of our wild green areas.• In my opinion it should be for limited stay only whether it be up to 3 or 6 month but not permanent.• The problem is what is the situation regarding waste both human and general and electricity there appears to be no facilities for this.• Will it not encourage other people to moor, seeing that up to 12 boats might already be there.• What will be the charge and who will receive the charge and what use will the charge be for.• What will be the impact upon the wildlife and the river itself.• What will be the situation regarding vehicle access; how will this be controlled. What will be the impact of the vehicular traffic upon the river and the wildlife.• Will the vehicles encourage other people to park their cars there for other uses/activities.• How will it all be policed and what will happen if there is trouble and the emergency services have to get access.• The previous occupants of this site utilised about half of this area. We think this should suffice if any change is envisaged.• Too many units in a small area. This is a riverside development

General comments from the Environment Agency:

Flood Risk

- The technique/method of mooring the vessel.
- A Flood Response Plan needs to be produced.
- Finally, the FRA should include consideration of how the boat moored at the residential mooring will be monitored at times of flood.

Ecology

- We would not want to see any derogation of existing angling access as a result of the provision of new moorings.
- Any impacts on SSSIs or European sites should be subject to a CRoW and/or Habitats Regulations Assessment.
- Any ecological impacts should be identified and appropriate mitigation agreed and implemented.
- Any construction activities associated with new moorings should take account of the need to prevent the spread of invasive non-native species.
- Adequate measures would be needed to ensure safe containment and treatment of sewage/foul water to prevent any pollution of watercourses.

Foul water

- The method of non-mains disposal should be the most appropriate to minimise the risk to the water environment.
- The first presumption should be to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works.
- Where a connection to a public sewage treatment plant is not feasible (in terms of cost and/or practicality) a package sewage treatment plant can be considered. Septic tanks should only be considered if it can be clearly demonstrated by the applicant that discharging into a public sewer to be treated at a public sewage treatment works or a package sewage treatment plant is not feasible.

Environmental Permitting Regulations

- Applicants proposing additional residential moorings may require a permit
- The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8m of the river and of any flood defence structure or culvert.

9. Sustainability Appraisal of nominations

The alternative to allocating the nominated sites is not to allocate them for residential moorings. This would be a negative against SOC4 as residential moorings provide a form of residential accommodation.

		Allocating Ropes Hill Dyke, Horning	No policy for Ropes Hill Dyke, Horning	Allocating Somerleyton Marina, Somerleyton	No policy for Somerleyton Marina	Allocating St Olaves Marina, St Olaves	No policy for St Olaves Marina
Sustainability Appraisal Objectives	ENV1						
	ENV2						
	ENV3						
	ENV4						
	ENV5						
	ENV6						
	ENV7						
	ENV8						
	ENV9						
	ENV10						
	ENV11						
	ENV12						
	ENV13						
	SOC1						
	SOC2						
	SOC3						
	SOC4	+ Residential moorings provide a form of residential accommodation.	?	+ Residential moorings provide a form of residential accommodation.	?	+ Residential moorings provide a form of residential accommodation.	?
	SOC5						
	SOC6ab	+ Horning has a shop, pubs, employment opportunities, school.	?	? A key service is located nearby through a secondary school. Potential for a new shop to be put in place in the near future. But no public transport. However site next to a proposed development boundary and the wider village has a draft allocation in a forthcoming local plan of tens of dwellings.	?	- Whilst there is a nearby pub, off peak bus service and there is a train station, many other day to day facilities will need to be driven to.	?
	SOC7						
	ECO1	+ Residential moorings can enhance security. Can also provide a regular income.	?	+ Residential moorings can enhance security. Can also provide a regular income.	?	+ Residential moorings can enhance security. Can also provide a regular income.	?
	ECO2						
	ECO3						
	ECO4						

Other effects of the alternative options of the nominations				
Policy	Short / medium / long term effects S - Short term – 0-5 years M - Medium term – 5-15 years L - Long term – beyond 2036	Permanent / Temporary P – permanent T - temporary	Secondary Effects These effects arise not as a direct result of the policy, but occur away from the original effect or as a result of a complex pathway.	Synergistic Effects These are effects that interact to produce a total effect greater than the sum of the individual effects.
Allocate Ropes Hill Dyke, Horning	Intended that effects felt for the long term and negative effects for a short period or not at all.	The allocation, if permitted will be permanent, but different boats could be lived on so the actual boats and residents could be temporary.	Residential moorings meet a housing need. They can provide passive security for boatyards and marinas. There could be associated residential paraphernalia which could impact landscape.	
Do not allocate Ropes Hill Dyke, Horning	Difficult to assess no policy as there is no change to the site. Change could happen for other uses or indeed an application could come forward for residential moorings and if so, see above regarding effects.			
Allocate Somerleyton Marina, Somerleyton	Intended that effects felt for the long term and negative effects for a short period or not at all.	The allocation, if permitted will be permanent, but different boats could be lived on so the actual boats and residents could be temporary.	Residential moorings meet a housing need. They can provide passive security for boatyards and marinas. There could be associated residential paraphernalia which could impact landscape.	
Do not allocate Somerleyton Marina, Somerleyton	Difficult to assess no policy as there is no change to the site. Change could happen for other uses or indeed an application could come forward for residential moorings and if so, see above regarding effects.			
Allocate St Olaves Marina, St Olaves	Intended that effects felt for the long term and negative effects for a short period or not at all. But potential reliance on car use to access services and facilities not provided locally will be long term (or until a service is provided locally).	The allocation, if permitted will be permanent, but different boats could be lived on so the actual boats and residents could be temporary.	Residential moorings meet a housing need. They can provide passive security for boatyards and marinas. There could be associated residential paraphernalia which could impact landscape. Likely reliance on car use to access every day services which may result in emissions.	
Do not allocate St Olaves Marina, St Olaves	Difficult to assess no policy as there is no change to the site. Change could happen for other uses or indeed an application could come forward for residential moorings and if so, see above regarding effects.			

Short, medium and long term effects

S - Short term – 0-5 years. M - Medium term – 5-15 years. L - Long term – beyond 2036

Permanent and Temporary

P – permanent. T - temporary

Secondary Effects

These effects arise not as a direct result of the policy, but occur away from the original effect or as a result of a complex pathway.

Synergistic Effects

These are effects that interact to produce a total effect greater than the sum of the individual effects.

Maximise positives and mitigate negatives

Note that some policies have been rolled forward from existing adopted planning policy documents and some have been amended in order to maximise the benefits in particular.

10. Residential Moorings to be allocated

Location	Decision	Reason
Heronshaw, Ropes Hill Dyke, Horning	Allocate for up to 6 residential moorings but only after satisfactory improvements to the capacity of Knackers Wood Water Recycling Centre. Will need to specify about how to dispose of peat and specify criteria relating to any future amenities building.	Residential and moorings land uses are part of general character. Cutting out mooring is potentially acceptable subject to detail and appropriate disposal and assessment of peat to reflect peat's properties. Amenities building will need to be located and designed in an appropriate way.
Somerleyton Marina, Somerleyton	Allocate for up to 10 residential moorings. Make it clear that these will be within the existing marina. Pass on initial comments relating to the notion of digging out a future basin, but this is separate to the policy. Criteria relating to car parking, quay heading improvements, adequate provision of electricity, water and pump out and foul sewerage network assessment likely to be needed. Reference to site being located within a SSSI impact zone.	Whilst minimal services currently in Somerleyton, WDC's approach of allocating land for tens of houses as well as putting a development boundary in place a consideration could justify further services in the area. Also permission for a new shop is either granted or will be applied for. Car parking could urbanise the boat yard area and have a different landscape impact. This site could come forward as windfall in a few years when a development boundary is put in place at Somerleyton – this way some site specific criteria which proposals need to address are included in the policy.
St Olaves Marina, St Olaves	Do not allocate for residential moorings.	Concern about impact on navigation by being on a main channel. Lack of every day services and facilities near to the moorings that can be accessed by alternatives to car.

11. Meeting the need/demand for Residential Moorings

The evidence (as discussed at section 2) indicated a need/demand for 63 residential moorings.

The following table summarises the allocations either in the submission Local Plan or proposed to be included in the final Local Plan. These amount to 51 residential moorings. This leaves 12 residual residential moorings for the plan period to 2036.

Location	Number of residential moorings	Status	When likely to come forward
Brundall Gardens Marina	5	In 2014 Sites Specifics and emerging Local Plan.	Start within 5 years of Local Plan adoption (end 2018).
Greenway Marine, Chedgrave	5	In emerging Local Plan	Start within 5 years of Local Plan adoption (end 2018).
Hipperson's Boatyard, Beccles	5	In emerging Local Plan	Start within 5 years of Local Plan adoption (end 2018).
Loddon Marina, Loddon	10	In emerging Local Plan	Start within 5 years of Local Plan adoption (end 2018).
Ropes Hill, Horning	6	Proposed for allocation following pre-submission consultation.	Later in plan period after Water Recycling Centre capacity issues addressed.
Somerleyton Marina	10	Proposed for allocation following pre-submission consultation.	Start within 5 years of Local Plan adoption (end 2018).
Waveney River Centre	10	Permitted on appeal	Start within 5 years of receipt of permission (2017).
	Total: 51		

Of relevance, to date, the Authority has undertaken the following tasks in relation to residential moorings:

1. Since 2011, there has been a policy to guide planning applications for proposals for residential moorings. The Development Management criteria based policy relating to residential moorings is to be rolled forward into the Local Plan.
2. During the Publication stage of the Sites Specifics Local Plan (2014), a proposal for residential moorings at Brundall Gardens was put forward and subsequently included in that Local Plan.
3. A call for residential moorings was undertaken as part of the Issues and Options consultation in 2016. One site was submitted for consideration – Hipperson's Boatyard which is assessed within this document.
4. Planning permission was granted on appeal for ten residential moorings at Waveney River Centre to reflect supporting the viability of the business.
5. A second call for residential moorings, targeted at boatyards and marinas located in line with the adopted policy's location criteria was undertaken summer 2017. Nominations were received for residential moorings at Greenway Marine, Loddon Marina, Beauchamps Arms and Berney Arms². These have all been assessed in the original reports³.
6. The Authority also suggested, in the same letter, that those marinas or boatyards that do have people living on boats within them may wish to formalise this through the planning system. The Authority received one

² Please note that Loddon Marina, Beauchamps Arms and Berney Arms are owned by the same person. They were contacted in relation to Loddon Marina but decided to nominate the two pubs as well.

³ HELAA and Residential Moorings Topic Paper here: <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan/evidence-base>

query with regards to information on how to receive planning permission for residential moorings in a boatyard. The Authority has also met with one boatyard about their future plans which could include a variety of moorings, including residential moorings. The Authority intends to meet with more boatyards over the coming months/year.

7. 21 more residential moorings (at Somerleyton Marina, St Olaves Marina and Ropes Hill, Horning) came forward through the pre-submission local plan consultation and have been assessed in this paper.

The Authority considers that more residential moorings will come forward through windfall following visits to boatyards by Authority Officers over the coming year or two. The criteria based policy would then be used to determine applications. The windfall rate would be around 1 a year or 17 in 18 years (which is the period left in the plan period if the Local Plan is adopted at the end of 2018).

Appendix A: Photos

A1: Ropes Hill, Horning









A2: St Olaves Marina, St Olaves





A3: Somerleyton Marina, Somerleyton



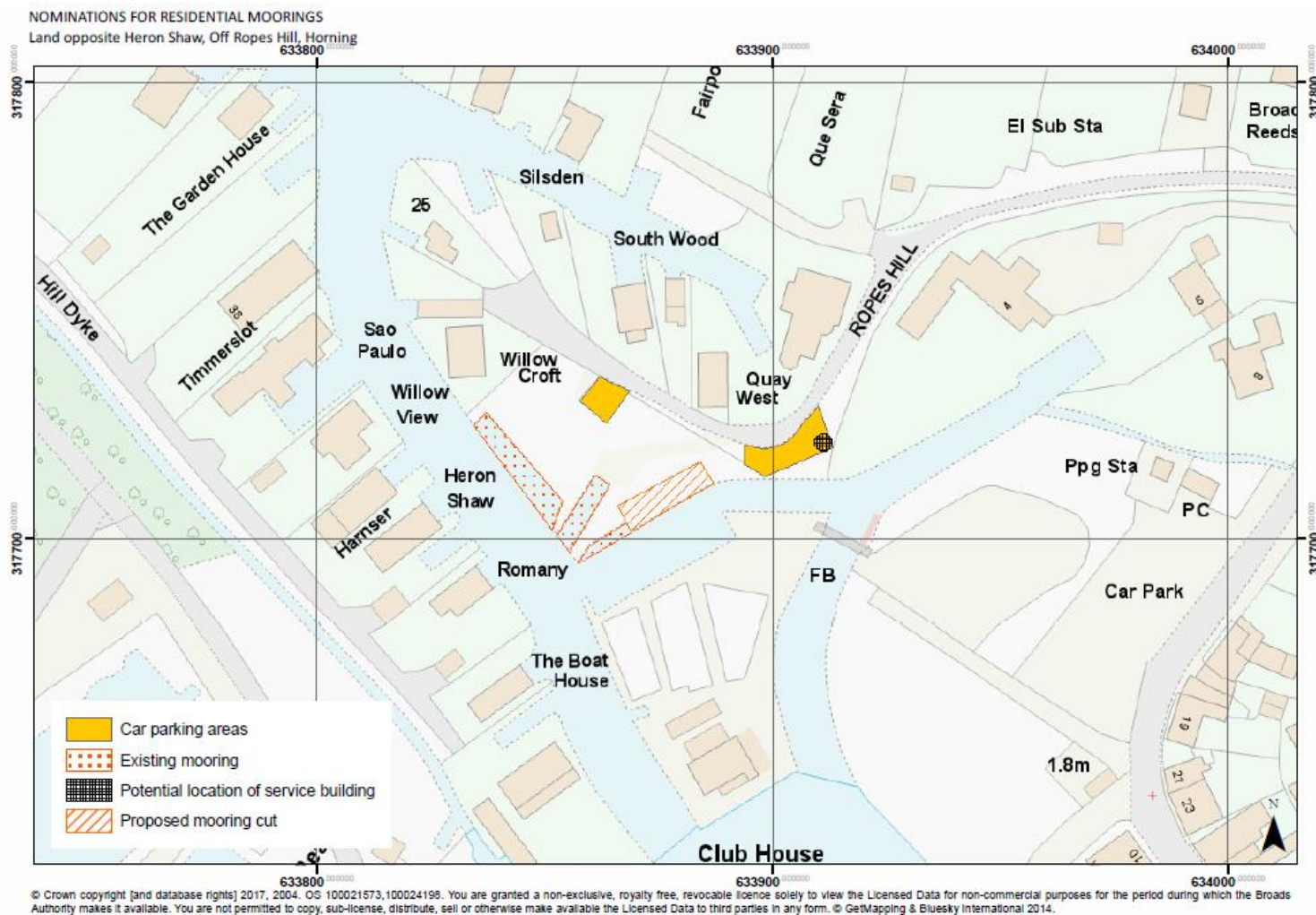




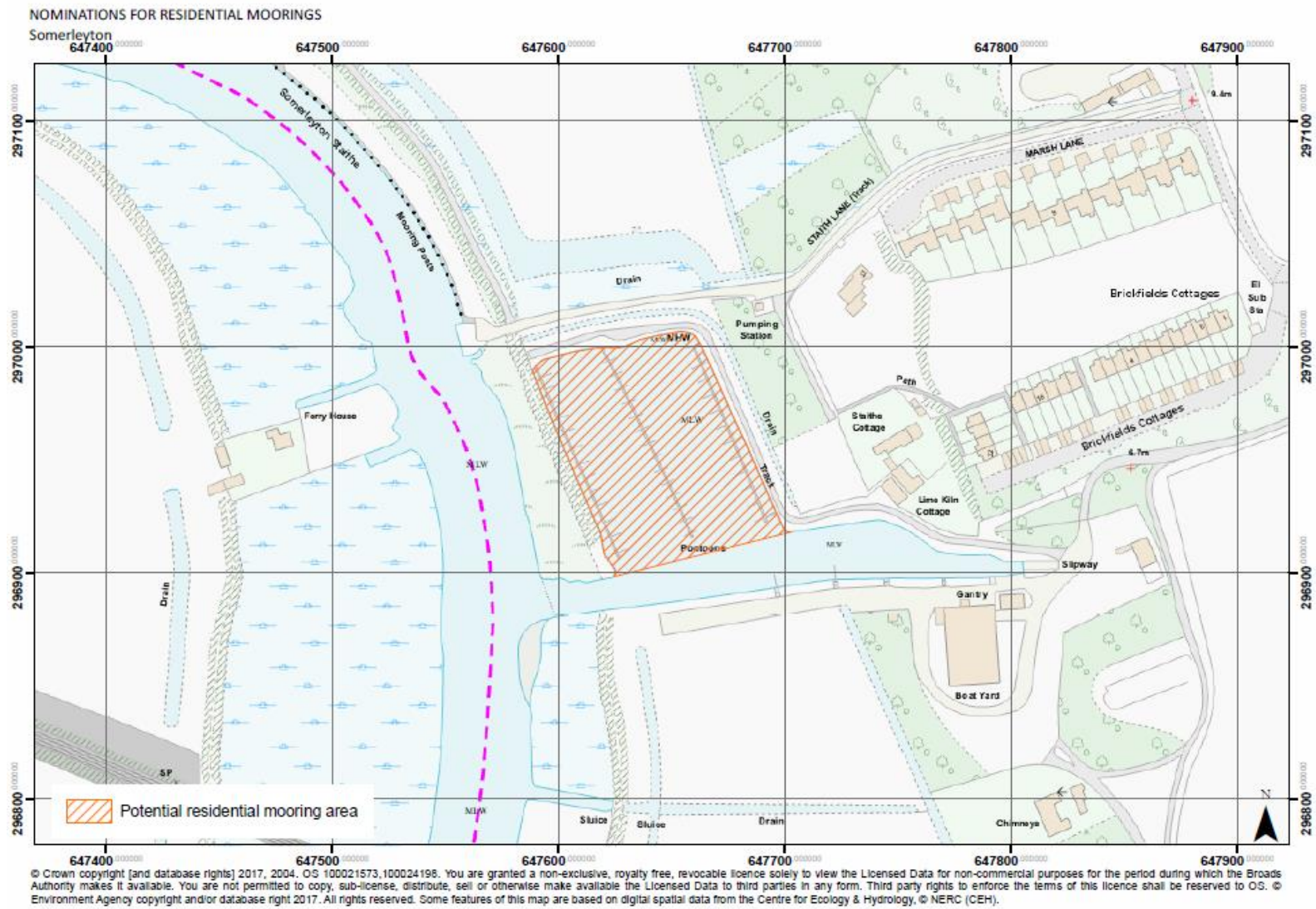


Appendix B: Plan of nominations

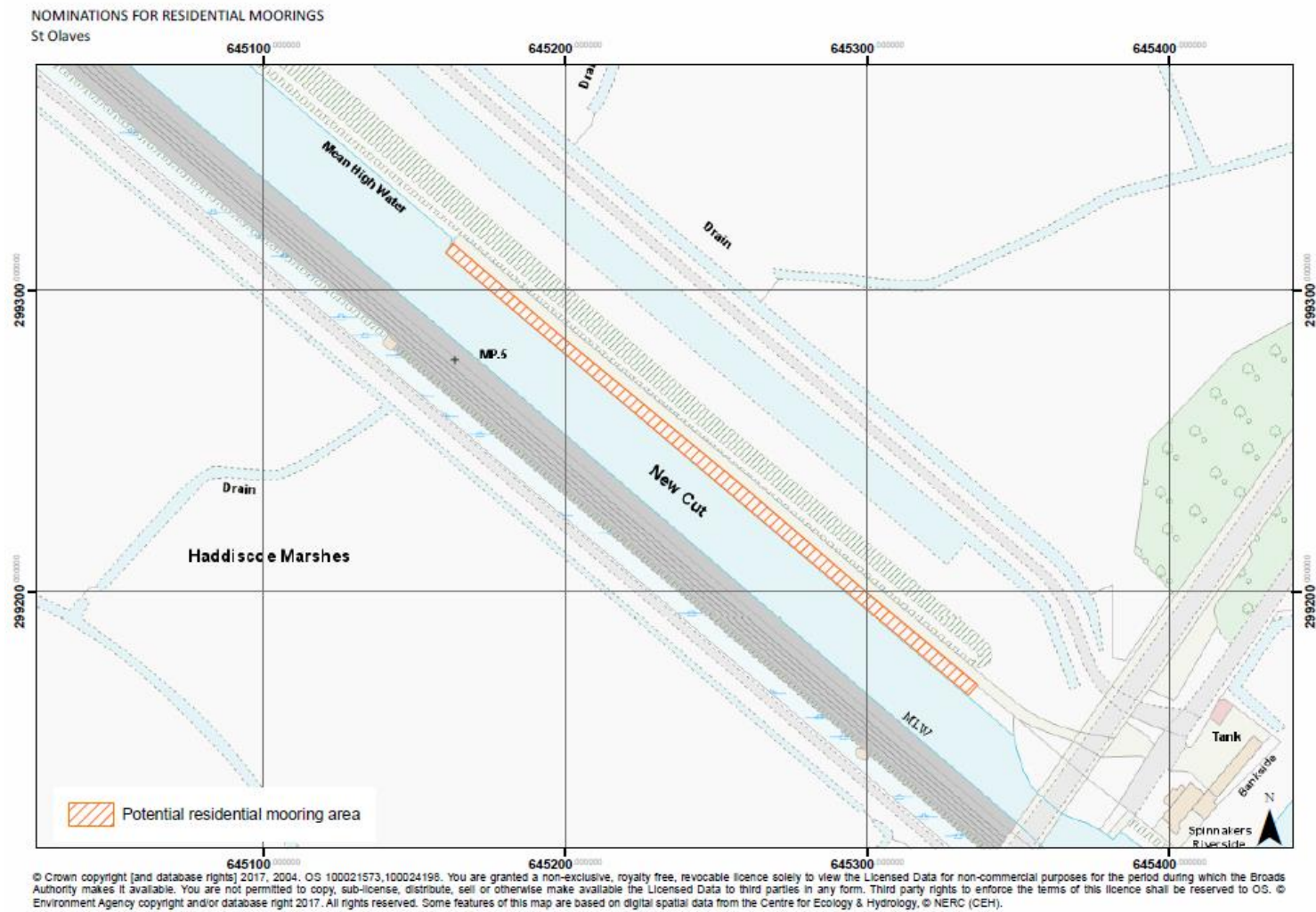
B1: Ropes Hill, Horning



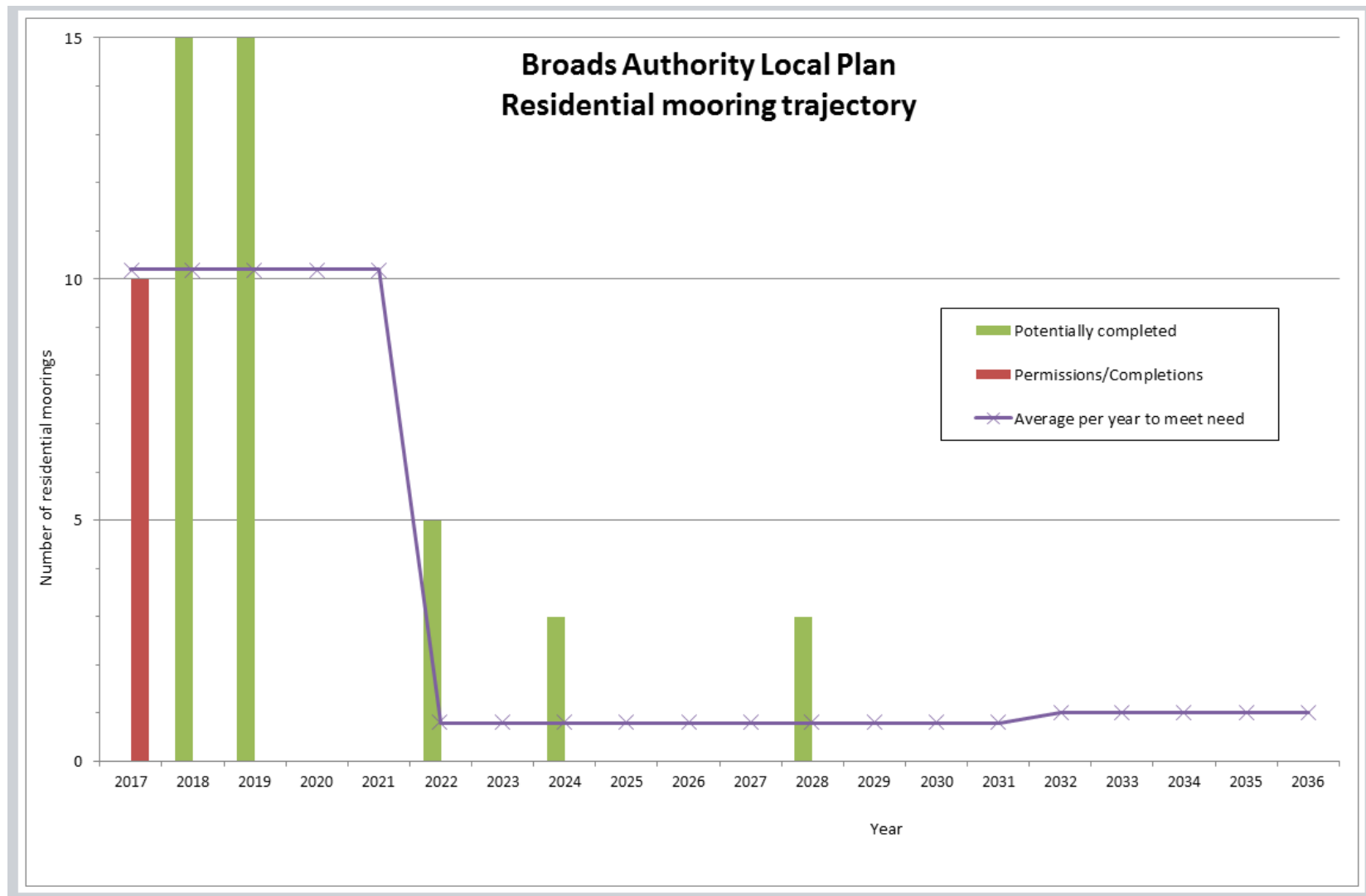
B2: Somerleyton Marina, Somerleyton



B3: St Olaves Marina, St Olaves



Appendix C: Actual Residential Mooring Trajectory



Appendix D: Draft policy for residential moorings at Horning

Policy HOR8: Horning Residential Moorings (Ropes Hill)

Inset Map x

Proposals for Residential Moorings will be supported in the area marked on the policies map subject to:

- a) Adequate capacity at Horning Knackers Wood Water Recycling Site for foul water being proven in line with policy DM1 (Water Quality and Foul Drainage);
- b) Peat assessment, recoding and disposal or re-use in line with policy DM9 (Peat Soils);
- c) It being satisfactorily demonstrated that the proposal would meet the criteria in the Policy DM36 (New Residential Moorings) which will apply as the site will be treated as if it were adjacent to a development boundary;
- d) No adverse effects on trees, water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone);
- e) Car parking provision set back from the river frontage with a suitable surface and landscaping treatment; and
- f) Careful consideration of the location and design of a small associated amenities block;

Conditions will be used to restrict the number, scale and size of boats using the residential moorings.

Constraints and features

- Horning Knackers Wood Water Recycling Centre constraints.
- Likely to be on peat soils.
- Residential and mooring land uses are characteristic of the area.
- Car parking areas exist but likely to need formalising.
- Highways considerations including surfacing of track and visibility splays.
- Near to sailing club.
- Adjacent to the existing Horning Conservation area and this is in the process of being reviewed.
- Accessed using a private road.
- Off main navigation channel.
- In a SSSI Impact Zone (Bure, Broads and Marshes SSSI).
- Flood Zone 3 (EA Mapping) and most 3a and some modelled 3b (SFRA 2017).
- Trees on site.
- Existing moorings are timber quay heading.

Reasoned Justification

The Authority would support around six residential moorings at Ropes Hill Dyke, Horning. The site has good access by foot to everyday services and facilities in Horning (such as a shops and a school). Bus stops to wider destinations are also within walking distance from the site.

One major constraint to the development of residential moorings at this site is the capacity for foul water at the Horning Knackers Wood Water Recycling Centre. The Joint Position Statement between the Environment Agency and Anglian Water shows a general presumption against development that would result in increased foul water flows. The Authority is aware of ongoing work by Anglian Water to resolve this issue, and as such, the site is allocated to come forward when this issue is resolved. It has been presumed in the residential mooring trajectory (Appendix X) that this will be from around 2024.

The scheme promoter has indicated that they would make a new mooring cut to accommodate the first three residential moorings. With the peat map at Appendix x indicating that this area could be peat, the requirements of policy DM9 will need to be met. The cutting of new moorings will trigger the need for archaeological monitoring of any excavation (in line with policy DM10 Heritage Assets) particularly involving peat. A condition requesting an archaeological watching brief would be the minimum requirement in these circumstances. Furthermore, any quay heading and decking will need to be in timber in line with the surrounding area.

Proposals must also take into consideration the SSSI and Conservation Area near to this boatyard.

Whilst informal parking areas exist, there may be a need to formalise the parking areas. Parking should be set back from the river frontage, as not cause visual sprawl of the concentration of riverbank activities. Surfacing for the car parking would need to be carefully considered. Woodchip is used extensively in the area and this would be an appropriate solution in this instance. Boundary treatments and planting to the site boundaries should be considered to ensure that residential amenity is maintained and / enhanced for existing residencies.

Cabinets and storage of any kind should be kept to a minimum and sensitively designed. Any amenity building to provide toilets, showers and storage could be acceptable, subject to detailed design and location considerations. The removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.

Any future application should be accompanied by an appropriate arboricultural assessment to BS5837 and make provision for special construction techniques / mitigation as appropriate.

In the interests of residential amenity impacts, the number, size and scale of boats using the moorings will be controlled using conditions attached to future planning permissions.

Proposals will also need to show that there are adequate facilities for water supply, electricity and pump out.

The Horning area is an area of good dark skies – see policy DM21.

Evidence used to inform this policy

- Residential moorings assessment (2018)
www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan

Appendix E: Draft policy for residential moorings at Somerleyton

Policy SOM1: Somerleyton Marina Residential Moorings

Inset Map x

Policy PUBDM36 (New residential moorings) will apply as the boatyard will be treated as if it were adjacent to a development boundary. Proposals for residential moorings in the area marked on the policies map of up to a maximum of ten will be allowed in this area subject to:

- a) It being satisfactorily demonstrated that the proposal would meet the criteria in the Policy DM36 (New Residential Moorings) which will apply as the site will be treated as if it were adjacent to a development boundary;
- b) Not being at a scale which would compromise existing business on the site, as well as meeting the criteria in Broads' policies on general employment and boatyards;
- c) No adverse effects on trees, water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone);
- d) Car parking provision only in the area of the existing boatyard buildings with a suitable surface and landscaping treatment;
- e) Quay heading upgraded to a satisfactory standard of a design in keeping with the local character, prior to use as residential moorings;
- f) Particular care relating to lighting in line with DM21 (Light Pollution and Dark Skies); and
- g) An assessment of the foul sewerage network to demonstrate that capacity is available or can be made available in time to serve the development.

Conditions will be used to restrict the number, scale and size of boats using the residential moorings.

Constraints and features

- Part of Somerleyton in Waveney District Council's Planning Area set for a development boundary and two sites allocated for residential development.
- Planning permission for a shop locally.
- Located within marina.
- County Wildlife Site nearby.
- Marina and moorings used for private rented moorings.
- Area for car parking near to the existing buildings likely to need formalising.
- Highways considerations including width of track and visibility splays.
- Adjacent to the existing Somerleyton Conservation area.
- Accessed using a private road.
- In a SSSI Impact Zone.
- Flood Zone 3 (EA Mapping) indicative 3b (SFRA 2017).
- Office could be converted to amenity block.
- Strong sense of tranquillity.
- Quay heading in parts is in need of repair.

Reasoned Justification

Whilst the entire marina of Somerleyton Marina is allocated, the Authority would support up to ten of the moorings at Somerleyton Marina being converted to residential moorings in line with policy PUBDM36. The benefits of a regular income as well as passive security that residential moorings can bring are acknowledged. However, in accordance with other Local Plan policies, the conversion of an entire business to residential moorings would not be supported. It is anticipated that the moorings will be place within five years of adoption of the Local Plan perhaps by the end of 2023.

The site has good access by foot to the school and train station. There is planning permission for a local shop.

Residential moorings would increase the parking demand in the context of continued parking requirements for existing boat users of the marina. The track to the north of the existing marina is unlikely to be suitable for developing car parking as it is exposed to views, and there may not be enough space here to formalise parking and allow for turning without making significant interventions. The Marina owners have indicated that car parking could be provided through re-arrangement of how the land is used near to the existing buildings where boats are stored. Subject to detailed design considerations such as surfacing and detailed location, car parking nearer to the buildings is the Authority's preference.

The Marina owners have stated that the existing office building would likely be converted to an amenity block for use by those living at the residential moorings, potentially containing storage, showers and toilets. Cabinets and storage of any kind nearer to the moorings, if required, should be kept to a minimum and sensitively designed. The removal of permitted development rights might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.

The provision of residential moorings here could lead to the temptation to increase lighting, however the impact of artificial light on local amenity, intrinsically dark landscapes and nature conservation should be minimised as the Somerleyton area is an area of good dark skies – see policy DM21.

Proposals must also take into consideration the SSSI and Conservation Area near to this boatyard.

In the interests of residential amenity impacts, the number, size and scale of boats using the moorings will be controlled using conditions attached to future planning permissions.

Proposals will need to show that there are adequate facilities for water supply, electricity and pump out. There should also be space within the site for waste bin storage and presentation so it is not left within the highway.

The quay heading and pontoons used to moor and access boats may be in need of improvements and any application should address this. Any quay heading and decking should be detailed in line with the surrounding area.

Access to the site should provide adequate visibility splays (in line with DMRB standards) and the access width should be adequate to allow two vehicles to pass and accommodate large service vehicles.

Anglian Water Services have identified the need for further details relating to the estimated flow and the proposed connection point(s) to the foul sewerage network be set out in the planning application.

HSE Safety in docks ACOP <http://www.hse.gov.uk/pubns/books/l148.htm>) which is applicable to Marinas and will set out the minimum standards expected in relation to the safety provision.

Evidence used to inform this policy

- Residential moorings assessment (2018)
www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan