

Navigation Committee

AGENDA

Thursday 25 February 2016

2.00pm

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1. To receive apologies for absence	
2. To note whether any items have been proposed as matters of urgent business	
3. To receive Declarations of Interest	
4. Public Question Time To note whether any questions have been raised by members of the public	
5. To receive and confirm the minutes of the Navigation Committee meeting held on 10 December 2015	3 – 13
6. Summary of Actions and Outstanding Issues following Discussions at Previous Meetings Report by Administrative Officer (herewith)	14 – 15

CONSULTATIONS

7. The Work of the Association of Inland Navigation Authorities Presentation by Philip Burgess, Association of Inland Navigation Authorities	
8. Broads Plan 2017 – First Draft Report by Director of Planning and Resources (herewith)	16 – 56
9. Draft Proposals for Section 5a of “Riverside Walk” Report and Presentation by Lesley Marsden, Principal Landscape Architect, Norwich City Council (herewith)	57 – 58
10. Appointment of Navigation Officer Report by Chief Executive (herewith)	59 – 62

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11. Broadland Flood Alleviation Project: Planning Application for Flood Improvements in Compartment 25 (Gillingham Marshes, River Waveney) Report by Senior Waterways and Recreation Officer (herewith)	63 – 71
12. Powerboat Racing Annual Review Report by Head of Safety Management (herewith)	72 – 75
UPDATES	
13. Mutford Lock Maintenance Update Report by Rivers Engineer (herewith)	76 – 79
14. Navigation Income and Expenditure: 1 April to 31 December 2015 Actual and 2015/16 Forecast Outturn Report by Head of Finance (herewith)	80 – 90
15. Construction, Maintenance and Environment Work Programme Progress Update Report by Head of Construction, Maintenance and Environment (herewith)	91 – 100
16. Chief Executive’s Report Report (herewith) – For information only	101 – 113
17. Current Issues Open forum	
18. Items for Future Discussion	
19. To note the date of the next meeting – Thursday 21 April 2016 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2.00pm	
20. Exclusion of the Public The Committee is asked to consider excluding the public from the meeting under section 100A of the Local Government Act 1972 for consideration of the item below on the grounds that it involves the likely disclosure of exempt information as defined by Paragraph 3 of Part 1 of Schedule 12A to the Act as amended, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information	
21. Network Rail Update Report by Director of Operations – for information only	

Navigation Committee

Minutes of the meeting held on 10 December 2015

Present:

Mr M Whitaker (Chairman)

Mr K Allen	Sir P Dixon (3/1-3/13)	Mr J Knight
Ms L Aspland	Mr P Durrant	Mrs N Talbot
Mr M Bradbury	Mr M Heron	Mr B Wilkins
Mr W Dickson		

In Attendance:

Ms N Beal – Planning Policy Officer
Mr S Birtles – Head of Safety Management
Mr A Clarke – Senior Waterways and Recreation Officer
Ms E Guds – Administrative Officer (Governance)
Mr B Hanson – Tourism and Promotion Officer
Mr D Hoare – Environment and Design Supervisor
Mr T Hunter – Rivers Engineer
Ms E Krelle – Head of Finance
Ms A Leeper – Asset Officer
Ms A Long – Director of Planning and Resources
Dr J Packman – Chief Executive
Mr R Rogers – Head of Construction, Maintenance and Environment
Mr A Vernon – Head of Ranger Services
Mrs T Wakelin – Director of Operations

Also Present:

Lana Hemsall Vice-Chair of the Planning Committee
Paul Mitchelmore – Environment Agency

3/1 To receive apologies for absence

Apologies for absence were received from John Ash and Alan Goodchild.

The Chairman welcomed everyone to the meeting including Lana Hemsall, Vice Chair of the Planning Committee and Tony Howes as a member of the public.

3/2 To note whether any items have been proposed as matters of urgent business/ variation in order of items on the agenda

No items had been proposed as matters of urgent business

3/3 To receive Declarations of Interest

Members expressed their declarations of interest as set out in Appendix 1 of these minutes.

3/4 Public Question Time

There were no public questions.

3/5 To receive and confirm the minutes of the meetings held on 22 October 2015

The minutes of the meeting held on 22 October 2015 were confirmed as a correct record and signed by the Chairman.

3/6 Summary of Actions and Outstanding Issues following discussions at previous meetings

Members received a report summarising the progress of issues that had recently been presented to the Committee.

The Chief Executive pointed out that a series of reports on current matters could be found in the Chief Executive's Report.

Members noted the report.

3/7 Draft Budget 2016/17 and Financial Strategy 2018/19

Members were provided with a report which sought their views on the navigation income and expenditure budget for 2016/17, which was prepared as part of a consolidated budget for the Authority. The budget was based on an overall 4.5% increase in navigation charges as formally adopted by the Authority on 20 November 2015 following the recommendation of the Committee.

The Head of Finance touched upon a few matters mentioned in the report and said a lump sum from the Authority would be required to help towards making up the pension deficit. She further pointed out that it had been assumed, until further information was available from Defra, that the level of National Park Grant (NPG) would remain at the current level over the three years, that income from hire boats would continue to decline at a rate of £20,000 per annum and that salaries would rise with 1% in line with national guidelines.

It was further noted that the draft Budget showed that National Park income and expenditure would be running at a deficit for the next three years. However, under these assumptions even at the end of the three year period National Park Reserves would still be above the minimum recommended.

The Authority would continue to look for improved efficiency in the delivery of its services with the objective of continuing to deliver value for money.

There was some concern about any reduction in National Park Grant. One of the uncertainties was how National Park Grant would be allocated to take account of the extensions to the Yorkshire Dales and Lake District National Parks. The Chief Executive explained that compared to the larger National Parks, such as the Lake District, Peak District and the South Downs the Broads Authority's National Park

Grant was modest and he therefore hoped that in any reallocation of Grant the impact on the Broads Authority would be modest.

Members were further assured that although the figure for the reserves seemed high, compared to the national park authorities the Broads Authority's reserve was not unreasonable. The Chief Executive explained that retaining appropriate levels of reserves was essential if the Authority was to make the most of external funding opportunities, which usually require match funding, e.g. from sources such as the Heritage Lottery Fund and the EU's INTERREG programme.

A member commented that it was unfortunate that private craft didn't benefit from the 2% discount, especially as the multiplier had decreased and therefore proposed for the discount for hire craft to be removed.

The Chief Executive explained the Authority had a preferable arrangement with the Hire Boat industry as it recognised that navigation charges could represent a substantial bill at the beginning of the season, especially for the companies with a large number of craft. He explained that offering a 2% discount for early payment and/or the opportunity to pay in two instalments, encouraged early payment which helped with the administrative task of processing tolls. He asked members for their views as to whether the discount should continue.

It was suggested that this could be a matter for the Tolls Working Group to discuss with any changes to be implemented in April 2017. One member said that he didn't like the idea of offering a decrease in the multiplier to then take it away immediately by cancelling the 2% discount. Neither did he believe this was a matter for the Tolls Working Group but a separate issue for the Navigation Committee to consider as a whole and suggested a report on the matter to be brought to a future meeting.

On a different matter a member questioned the level of expenditure in areas such as Communications and Human Resources and requested more clarification. He doubted whether overheads would be as high if the Authority was solely a navigation authority.

The Chief Executive responded that the allocation of joint costs had been closely scrutinised and set by the Resources Allocation Working Group, chaired by Martin Broom, and the proportions were shown in the draft budget. He continued that the Authority took an integrated approach to the management of the Broads and that both navigation and National Park activities benefited from this. One example was the importance of expert conservation advice and supervision in obtaining the necessary consents for dredging the navigation area. Financially the maintenance of the navigation area in the Broads was in a good position and far better than was the case for many other navigation authorities, for example those run by County Councils and the Environment Agency, many of whom were struggling as a result of the cuts in public expenditure.

Members noted the report.

3/8 Broads Local Plan: Issues and Options

Members received a report which introduced the Broads Local Plan Issues and Options Stage. This was the first stage in the preparation of a draft Local Plan and highlighted the key topics which future planning policies could cover. It also outlined some options for the direction of that planning policy. Local Planning Authorities were required to undertake public consultation at specific stages of plan preparation and it was anticipated that the Issues and Options would be the subject of a public consultation beginning in February 2016, after consideration by the Authority in January. The views of Navigation Committee were requested on the navigation aspects of the draft options.

The Planning Policy Officer took the members through the different stages of the plan production and pointed out how and when members' comments would be received. Although not being able to give an exact date, the Policy Planning Officer said that stakeholders and the public would be consulted on the next version, the Preferred Options, in the autumn. This version will have draft policy wording to comment on.

Members were pleased to see that a YouTube video clip was being considered as part of the campaign and would like to see more and other social media opportunities to engage with stakeholders. The Head of Communications confirmed that social media will be used and the Planning Policy Officer is investigating other ways for young people to be targeted.

One member commented that the Authority shouldn't miss the opportunity to identify infrastructure at risk from climate change and consider innovative ways to address the risk and was willing to offer his experience.

The Director of Planning and Resources pointed out to members that when looking at the existing policies there was an option to retain the current policy.

Members noted the report.

3/9 Review of the Broads Sustainable Tourism Strategy

Members received a report which updated them on the review of the 'Strategy and Action Plan for Sustainable Tourism in the Broads' which had been first reported to the Committee at its October meeting.

The Tourism and Promotion Officer explained that whilst Broads Tourism (BT) had been strong and active for a number of years, it was currently going through a period of reflection. BT members recognised there were some challenges ahead but they are actively seeking to address these.

He further highlighted that apart from boating the Broads had much more to offer, like cycling and walking, which could attract younger people. He said one of the three main objectives was to "strengthen the variety, distinctiveness and quality of Broads tourism offer, capable of generating visits throughout the year."

A member commented that he felt disillusioned after a workshop he attended because it demonstrated the fragility of Broads Tourism and the very small budget available. The Tourism and Promotion Officer said that there had been subsequent meetings after the workshop which showed promise of improved levels of funding.

One member responded that if there was no budget owners would return to promoting their own businesses and abandon attempts at joint marketing. As regards to walking and cycling opportunities he commented that they would need the availability of good accommodation.

The Head of Communications said she recognised there was no quick and easy answer but that the Strategy was looking at how to make tourism self-sustainable and how to find funding.

Members noted the report.

3/10 Boat Safety Scheme for Hire Boats

Members received a report which set out the results of the consultation on proposed changes to the Boat Safety Scheme requirements for hire boats. Members' views were sought on the proposal set out at 6.3 and a nomination for the Standards Appeal Panel.

The Chairman said that the view of the Hire Boat industry was that it supported the proposal set out in paragraph 6.3, namely that the Authority adopt the Boat Safety Scheme requirements for Hire Boats and that these should be implemented from April 2017. However the Chairman continued that the industry didn't support the proposal set out in paragraph 6.4, because if there was an incident and the industry had not been able to implement the changes before April 2016, the industry might be seen to be liable.

The Director of Operations explained that the reason for having an advisory period for the implementation was to balance the duties of the Authority to manage the risks to as low as reasonably practicable and the advisory element would be seen to discharge that duty. A period of a year was selected because the view was that April 2016 was too early for implementation, however the Authority had a duty of care and would need to promote those elements which were reasonably achievable e.g. smoke alarms.

The Committee supported the proposal set out in 6.3 that, providing there were no material changes to the proposed requirements, the Authority adopts the Boat Safety Scheme requirements for Hire Boats to be implemented from 1 April 2017. In regards to the proposal in 6.4 the Committee also supported the promotion of these changes by the Broads Authority for voluntary adoption in the intervening period. The Committee recommended the wording be re-phrased in discussion with the industry.

The Chairman suggested Alan Goodchild would be the most appropriate candidate for the Standards Appeal Panel but as Mr Goodchild was not present at the

meeting, the Chairman would approach him to see whether he would be willing to take on this role. This suggestion was supported by the Committee.

3/11 Review of Waste Facilities

Members received a report which set out the current position in relation to waste facilities throughout the Broads Authority's area and sought members guidance on the conclusion set out in Section 6.

Officers set out the legal position, namely that the Broads Authority has no statutory obligation for waste collection other than on the land that it owns. Some businesses were now taking responsibility for their own waste.

Given the lack of complaints received and absence of budgetary provision, officers proposed that the position regarding waste facilities continue to be closely monitored over the next year to see whether any further issues arise.

The Committee agreed that close monitoring was beneficial but that further action was needed and that waiting for another year while not undertaking any steps wasn't the right approach. Members realised that a workshop might raise expectations and therefore proposed that an internal discussion involving interested members and relevant officers be held next year to look at sponsorship ideas and funding schemes for recycling.

All Members agreed to the proposal with one member abstaining.

3/12 Broadland Flood Alleviation Project: Planning Application for Piling Removal Works and the installation of Erosion Protection in Compartment 37 Upton Dyke

The Committee received a report which provided them with a summary of Broadland Environmental Services Ltd (BESLs) planning application proposals for the removal of piling and installation of erosion protection in Upton Dyke situated in Compartment 37 on the true right bank of the River Bure.

The Senior Waterways and Recreation Officer highlighted that in the officers' view the narrow width of the dyke presented an increased risk of erosion of the bank and the deposition of that material in the bed of the dyke which, in turn, would require additional dredging to maintain access to the Parish Staithe and boatyard. He therefore suggested that conditions needed to be placed on any planning permission in order to gain more security.

The Chair mentioned the letter from Bryan Read received by all members expressing the concerns the Norfolk Heritage Fleet Trust had about the safety for the Hunter Boats relating to this planning application.

A further concern was expressed by the Vice-Chair of the Planning Committee who stressed she was talking on behalf of Upton Parish Council and not as a member of the Authority, stating the Parish also objected to the plans.

One member suggested it was worth looking into whether Upton Parish Council, which was collecting payment for moorings on the opposite bank, had enough funding to take on the responsibility for piling on both banks of the river.

Another suggestion was to look into the possibility of widening the dyke. The Senior Waterways & Recreation Officer commented that although eating into the roll back bank for erosion protection wouldn't be supported by the Environment Agency, it would be worth looking to see whether there was any scope for widening the dyke. Paul Mitchelmore added that BESL had discussed this option and said that he could explore to see whether this would be a possibility.

A further suggestion was, as there was a risk of erosion, to replace the peat with clay to prevent the dyke from closing up with sediment.

A member enquired whether BESL's actions would cause the need for dredging and so be a burden to the Authority. The Senior Waterways & Recreation Officer responded he didn't see this being an issue and assured the committee that the Authority had better mapping and sonar surveys in place which were included in the protocol. He continued that officers knew the work was being carried out and reports from BESL were being received.

Several other options were discussed including raising a green strip to walk on, using light weight timber staging which would be cheaper and installing additional piles next to the old ones. The majority of the Committee didn't support the application.

RESOLVED by 8 to 0 (with 2 abstentions and as a member of the Planning Committee Peter Dixon did not vote)

that the Committee recommends that the Planning Committee refuses the planning application for the removal of piling and installation of erosion protection in Upton Dyke on the true right bank of the River Bure and request officers to discuss alternative options such as widening of the Dyke with the applicant.

3/13 Waterways Specification Revisions

In several localised areas of the Broads navigation, achieving compliance with waterways specification depths stated in the Sediment Management Strategy was an issue. These areas include:

- River Ant at Irstead
- River Chet at Pyes Mill
- River Bure at Coltishall

In each area natural bed material (typically sand and gravel) was within the ideal navigation envelope. This report considered the different factors affecting each site and suggested appropriate means of managing the issues. In some cases a revision to the current waterways specification depth was proposed.

Particular attention was given to the River Ant at Irstead where members and boat users had expressed most concern.

Consideration had also been made to the appropriateness of the current waterways specification depth for Hickling Broad outside the marked channel. This followed recent core samples identifying the level of the natural substrate. In this case no revisions were proposed.

In regards to the Ant, one member mentioned the Water Framework Directive (WFD) and suggested that instead of deepening the water channel by dredging, water levels should be raised. He continued that he didn't believe that the bottom had come up but that the water levels had dropped as a result of abstraction.

The Rivers Engineer replied that not much could be done to influence water levels as this was a reflection of the climate and tides. In addition a member pointed out that high water levels would cause problems when passing under bridges.

In regards to the river Ant, one member said that clearing about 100 cubic meters of sediment shouldn't take more than 3 to 4 days work. As the Ant was a busy waterway he proposed that a budget should be found to deepen this river at this point. The Head of Construction, Maintenance and Environment responded that as this would involve capital dredging, various permissions would be required and may be difficult to achieve.

Members agreed the proposed revision to waterways specification depths in respect of the river Chet at Pyes Mill and the River Bure at Coltishall, but not to the River Ant at Irstead

In relation to the River Ant members requested further detailed information about the implications of dredging a deeper central section, consents and costs etc, to be presented to a report to a future meeting with a view to considering a modified specification, the budget implications, and whether to bring forward such dredging work in due course.

3/14 Mooring Action Plan Update

Members received an update on the Mooring Action Plan previously considered by the Navigation Committee in 2014 and adopted by the Broads Authority at its meeting on the 21 November 2014. The report set out the current programme to repile the Authority's mooring assets, identified that the continued inclusion of a number of sites in the programme was subject to the successful conclusion of lease negotiations and considered how the action plan could be adapted if lease negotiations were unsuccessful.

Members were asked whether they would support the replacement of mooring sites lost due to unsuccessful lease negotiations with new sites on a like for like basis. Additionally members were asked to support the acquisition of other mooring sites where the piling would remain the responsibility of the landowner or the Environment Agency.

The Senior Waterway & Recreation Officer identified two mooring sites which were currently being considered. At Rockland there was the possibility of developing a

new mooring approximately 150m long near the entrance to Rockland Broad and at Berney Arms the entire length of the piling owned by the landowner might be available.

Members supported the proposals, in particular the moorings at Berney Arms, and recommended that the Authority continue negotiations with the landowners.

3/15 Navigation Income and Expenditure: 1 April to 31 October 2015 Actual and 2015/16 Forecast Outturn

Members received a report which provided them with details of the actual navigation income and expenditure for the seven month period to 31 October 2015, and provided a forecast of the projected expenditure at the end of the financial year (31 March 2016).

The Head of Finance explained that the main reason for the actual variance was the change in predictions for navigation toll income, the delay in receipt of the invoice for the new wherry and the delayed letting of the launch contract. Taking these items into consideration, including the approval of the Hickling project, the forecast outturn was predicted to be a deficit of £11,518 at the end of the financial year.

Members noted the report.

3/16 Construction, Maintenance and Environment Work Programme Progress Update

Members received a report which set out the progress made in the delivery of the 2015/16 Construction, Maintenance and Environment Section work programme.

Members noted the report.

2/17 Chief Executive's Report

The Committee received a report which summarised the current position in respect of a number of projects and events, including decisions taken during the recent cycle of committee meetings.

The Chief Executive briefed members on a workshop on the Broads Plan at a meeting of the Broads Forum. He also circulated copies of new Enjoy the Broads leaflet.

The Chairman updated the Committee on the work of the Tolls Review Group. Good progress was being made and a further meeting was planned for the end of January.

Members noted the report.

2/18 Current Issues

As a member of the National School Sailing Association, Paul Mitchelmore informed members of a regatta being held in Gorleston from the 25th to the 29th of July. The NSSA was in need of RIBs and crew and he would welcome any suggestions and sponsorship for the event.

2/19 Items for future discussion

A Member asked about the progress with the negotiations for leases of mooring sites. The Chief Executive replied that negotiations in regards to Thurne Mouth were on-going and he hoped would be resolved satisfactorily in due course.

The Director of Operations added that the negotiations regarding moorings at Woodbastwick came to an end because, in line with the Navigation Committee's view, it was decided that the Authority would only continue to lease sites where the costs were reasonable and broadly in line with the Authority's professional property advice. Where a landowner was demanding a rent far exceeding that advice and an appropriate compromise could not be agreed, then, reluctantly, the Authority would not renew the lease.

2/20 To note the date of the next meeting

The next meeting of the Committee would be held on Thursday 25 February 2016 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2pm.

The meeting concluded at 5.20 pm.

Chairman

Code of Conduct for Members

Declaration of Interests

Committee: Navigation Committee

Date of Meeting: 10 December 2015

Name Please Print	Agenda/ Minute No(s)	Nature of Interest (Please describe the nature of the interest)
Kelvin Allen		Member of the Broads Angling Strategy Group and the Waveney Trust.
Mathew Bradbury		Toll Payer and BCU member
Linda Aspland		Member of NBYC and NSBA, Toll Payer
Bill Dickson		toll payer and property owner
Peter Dixon		As before
James Knight		Hire Boat Operator, Toll Payer, Director of Broads Holiday Businesses
Max Heron		Toll Payer, Landowner, Member of British Rowing, Norwich RC, NSBA, RCC, Chair Whitlingham Boathouses Trustee and Director, Whitlingham Boathouses Foundation Ltd (no remuneration or expenses) Director, Whitlingham Boathouses Ltd (dormant; no remuneration or expenses)
Nicky Talbot		Toll Payer, NSBA Member and Member of NBYC
Michael Whitaker		Toll payer, Hire Boat Operator, Herbert Woods, BHBF Chairman

Summary of Actions and Outstanding Issues Following Discussions at Previous Meetings
Report by Administrative Officer

Date of Meeting and Minute No	Discussion	Responsible Person	Summary of Actions and Outstanding Issues
26 February 2015 Minute 4/6 Summary of Actions and Outstanding Issues Following Discussions at Previous Meetings	Update in relation to negotiations over 24hr moorings at Thurne Mouth and Boundary Farm	Head of Planning	Following decision at Broads Authority meeting on 20 th March 2015, paperwork has been formalised and was with landowner for agreement. Discussions with the landowner are ongoing and the Authority is still waiting for the landowner to submit his planning application.
10 December 2015 Minute Boat 3/10 Safety Scheme Hire Boat Requirements	Members' views were sought on proposed changes to the Boat Safety Scheme requirements for hire boat and the proposal set out at 6.3 and a nomination for the Standards Appeal Panel.	Head of Safety Management	At the meeting on 20 Jan 16 the Broads Authority adopted the recommendations of the Navigation Committee that they supported the proposal set out in 6.3, providing there were no material changes to the proposed requirements, the Authority adopts the Boat Safety Scheme requirements for Hire Boats to be implemented from 1 April 2017. In regards to the proposal in 6.4 the Committee also supported the promotion of these changes by the Broads Authority for voluntary adoption in the intervening period. The Committee recommended the wording be re-phrased in discussion with the industry.

Date of Meeting and Minute No	Discussion	Responsible Person	Summary of Actions and Outstanding Issues
10 December 2015 Minute 3/11 Review of Waste Facilities	The Committee agreed that apart from monitoring the position regarding waste facilities, further action was needed.	Director of Operations	At the meeting on 22 January 2016 the Broads Authority adopted the recommendations of the Navigation Committee not to have a workshop but to continue to monitor the situation and have an internal discussion later in the year involving interested members and relevant officers to look at sponsorship ideas and funding schemes for recycling.
10 December 2015 Minute 3/12 Broadland Flood Alleviation Project: Planning Application in Compartment 37 Upton Dyke	The Committee recommends that the Planning Committee refuses the planning application for the removal of piling and installation of erosion in Upton Dyke on the true right bank of the River Bure and request officers to discuss alternative options such as widening of the Dyke with the applicant.	Director of Planning and Resources	Planning Permission granted with conditions. See Chief Executive's report for details.

Broads Plan 2017 – First Draft Report by
Director of Planning and Resources

Summary: The Broads Plan is the key strategic management plan for the Broads. The current plan was adopted in May 2011 and its review is a Strategic Priority for the Broads Authority in 2015/16. It is anticipated that a revised plan will be implemented in April 2017. The views of Navigation Committee members on the first draft plan are welcomed.

1 Introduction

- 1.1 This report sets out progress on the review of the Broads Plan, the key strategic management plan for the Broads. The plan is subject to review at least every five years. A review of the current plan (2011) is underway, and it is anticipated that a revised Plan will be implemented in April 2017.
- 1.2 The Broads Plan Review began in 2015. It included scoping workshops with the Broads Authority and Navigation Committee on 7 October, the Broads Forum on 5 November, and the Broads Local Access Forum on 9 December. Focused sessions were also held with the Broadland Catchment Partnership, Broads Conservation Partnership and Broads Climate Partnership. Feedback from the workshops also informed the revised Sustainable Tourism Strategy. Other input to both plan reviews included the four Stakeholder Surveys, evidence from research projects, and strategies implemented since the adoption of the current Broads Plan, including the Broads Lake Review, Integrated Access Strategy, and Biodiversity and Water Strategy.
- 1.3 Broads Plan 2011 was adopted at the start of the last Comprehensive Spending Review period. As such it was necessary to balance aspiration and ambition against the likelihood that future finances would be diminishing. As predicted, the squeeze on finances affected public sector bodies, charitable trusts and the private sector. The scope of key agencies working within the Broads (e.g. Natural England, Environment Agency, RSPB and the Wildlife Trusts) to deliver all that was originally aspired to was a significant challenge.
- 1.4 There have also been considerable changes nationally since the current Plan was adopted. The introduction of new legislation in the form of the Localism Act 2011 and the raft of revisions to the planning system have been influencing factors on the Broads Plan, as has the introduction of Local Enterprise Partnerships and Local Nature Partnerships as new funding and delivery bodies at a local level.

2 Plan Review Context

- 2.1 Members are aware that the Broads Plan is for the Broads, not just for the Broads Authority. This means that while the Broads Authority is responsible for its production, the successful delivery of the Plan depends on a shared vision and commitment to partnership working and on the best use of shared resources. The involvement of partners, key stakeholders and local communities is also a key part of the plan review process.
- 2.2 Broads Plan 2017 is being prepared against a background of further cuts in public sector funding that will affect a number of bodies at work in the Broads. In his Autumn Statement, the Chancellor stated that funding for National Parks would be protected. The subsequent four year allocation of National Park Grant provides a firm basis for the Authority's programme of works in the Broads Plan. However, cuts have been made to the budgets of other Defra bodies and it will be prudent in the new Broads Plan, as in the last one, to balance aspiration with reality about what can actually be achieved. Continuing to make the most of partnership working and external resources will be fundamental to the Plan's success.

3 Plan Content and Structure

- 3.1 The first draft Broads Plan 2017 is attached (Appendix A). The proposed priority partnership actions (tables, pp.16-40) are based on an Open Strategies 'Projects, Results, Uses and Benefits' approach. This identifies compelling user needs and benefits, results (such as products, services and infrastructure) to enable those needs to be met, and projects to create or maintain the results. This is intended to create a clear plan of action with a rationale, with guiding actions to steer more detailed operational delivery.
- 3.2 As such, the Broads Plan is not intended to be a comprehensive list of all the work that may be undertaken in the Broads. It is a high level strategy to address priority, evidence-based issues that have been identified by the Authority and its partners and on which they will commit time and resources over the lifetime of the Plan (2017-22).
- 3.3 This draft forms a supplement to the 2011 Plan, which contains more background information about the Broads and its special qualities. The final 2017 Plan will contain more contextual information, but at this early stage it is useful to focus attention and discussion on the general strategic direction.
- 3.4 A number of proposed actions are at an early ideas stage and will be developed through consultation and partnership working.

4 Timetable

- 4.1 Public consultation on the first draft Broads Plan 2017 will be for eight weeks from 15 February to 8 April. There will be a further round of public consultation on the draft revised plan in Summer/Autumn 2016, and meetings with partners and wider stakeholders will be held as necessary. Navigation

Committee members will continue to be updated at each milestone stage of the review process and their ongoing input throughout the review process is welcomed.

- 4.2 As a statutory plan, the revised Broads Plan is subject to Sustainability Appraisal/ Strategic Environmental Assessment (SA/SEA) and to Habitats Regulation Assessment (HRA). Preliminary SA and HRA reports are published for consultation alongside the first draft Broads Plan.
- 4.3 It should be noted that the Broads Local Plan (Issues and Options) and accompanying SA are also published for consultation during the above consultation period. The Broads Local Plan sits alongside the Broads Plan, and sets out spatial planning policy for the Broads Authority Executive Area.
- 4.4 All consultation documents are available on the Authority's website during the consultation period, and reference copies are available at a number of venues throughout the Broads area. (www.broads-authority.gov.uk/broadsconsultations).
- 4.5 Members comments on the first draft Broads Plan 2017 are welcomed.

Background papers:	None
Authors:	Andrea Long
Date of report:	4 February 2016
Broads Plan Objectives:	All
Appendix:	APPENDIX A – First Draft Broads Plan 2017



Consultation first draft

Broads Plan 2017

The strategic partnership plan
for the Norfolk and Suffolk Broads

Consultation period: Feb - April 2016 *(dates to be confirmed)*

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Broads Plan 2017: First draft for consultation

The Broads Plan is the key strategic management plan for the Broads. It sets out the long-term vision for the Broads and guiding strategic actions for the benefit of the Broads environment, local communities and visitors.

The Plan is reviewed on a regular basis and updated as necessary. This first draft Broads Plan 2017 is an update to the current Plan (2011) and focuses on proposed strategic priorities for the period 2017-22. It does not repeat all the background information in Broads Plan 2011, which will remain largely unchanged and which may be viewed on the Broads Plan website at www.broads-plan.co.uk.

The draft Broads Plan 2017 is accompanied by a draft Habitats Regulation Assessment (Appropriate Assessment) and Sustainability Appraisal.

Views on the draft Broads Plan 2017 and accompanying documents are invited.

Please send all comments in writing to:

Maria Conti

Broads Strategy Officer

Broads Authority

Yare House, 62-64 Thorpe Road

Norwich NR1 1RY

Email: broadsplan@broads-authority.gov.uk

The Broads Authority is also consulting on **Issues and Options for the Broads Local Plan**.

The Local Plan sits alongside the Broads Plan, and sets out spatial planning policy for the Broads Executive Area. Your comments on the draft Local Plan are also welcomed.

Consultation on all the above documents is from **x February to **x** April 2016**

You may **view and download** all documents at www.broads-authority.gov.uk or see paper copies (reference only) at the venues listed on page 14. Alternatively, please contact the Broads Authority for a paper copy of any of the documents.

First draft/11 January 2016

Introduction

Note on Broads National Park branding

In this draft Broads Plan we are adopting the use of the brand 'Broads National Park'. The Broads has equivalent status to a National Park but, in addition to the other parks' two purposes of conservation and promoting enjoyment, it has a third equally weighted purpose of managing the navigation. As such it is defined under a different act of Parliament to the other Parks and has been known as a 'member of the National Park family'. In 2015, the Broads Authority voted to brand the area as the 'Broads National Park' to promote more clearly its national park credentials and special qualities. Although Defra was content with this decision, it is currently under legal challenge. For the purposes of the Broads Plan review process, we are using the branding pending the outcome of the judicial review.

11 Jan 2016

The Broads

The 15 National Parks in the UK are collectively known as 'Britain's Breathing Spaces'. This phrase echoes the words of the Norfolk naturalist Ted Ellis, who described the Norfolk and Suffolk Broads as ...*"a breathing space for the cure of souls"*.

The Broads is renowned as the UK's premier wetland and its third largest inland navigation. It is a unique and globally important landscape shaped and nurtured by its inhabitants since at least Roman times. Encompassing an area of 303km², the Broads Executive Area sits between the peripheral urban areas of Norwich, Great Yarmouth and Lowestoft, with a short coastal strip at Winterton and an estuary at Breydon Water on the East coast. The Broads sits at the bottom end of the much larger Broadland Rivers Catchment, with water flowing through it and out to sea.

The low-lying, mainly open and undeveloped landscape of the Broads comprises an interconnected wetland mosaic of seven navigable rivers around 63 shallow lakes or 'broads', fens, drained marshes and wet woodland, all rich in rare habitats and species, some of which are unique to the area. Its importance is borne out by a range of national and international designations in recognition of its landscape, nature conservation and cultural features.

The Broads is also a living, dynamic landscape, formed over centuries by the way local people have lived and worked. The shallow lakes referred to as 'broads' originated as great pits dug for peat to provide fuel during medieval times. Around the 14th century, these peat diggings flooded and became part of an extensive communication network for transporting fuel, building materials including reed for thatch, and livestock and their products, especially wool. The advent of the railways in the mid-19th century and motor vehicles in the 20th century brought most river-borne commerce to an end, but made the Broads accessible as a popular tourist destination for boating holidays, with 200km of navigable, lock-free rivers and open water bodies to be explored and enjoyed.

No landscape ever stays still. The Broads will continue to be influenced and shaped by environmental, social, economic, technological and political change. One of the greatest challenges for this easterly, low-lying freshwater wetland is the predicted more rapid changes to the climate, together with sea level rise. Other significant changes in global, national and regional economies, demands on food and energy resources, and population growth and demands for housing and infrastructure in the East of England will impact upon the landscape and communities of the Broads.

Understanding and responding now to the challenges ahead will help us to plan a long-term future that maintains this special and valued landscape. As part of the UK National Parks family and global network of protected landscapes, the Broads has a vital role to play in demonstrating how wetland resources can be managed sustainably for the benefit of both nature and people.

The Broads Authority

The Broads Authority is a Special Statutory Authority established under the Norfolk and Suffolk Broads Act 1988 with very similar responsibilities to those of the English National Park Authorities. The Authority has a duty to manage the Broads, and is the local planning authority for the area and a harbour and navigation authority. The Broads executive boundary is drawn tightly around the flood plains and lower reaches of the rivers Bure, Yare and Waveney and their tributaries the Thurne, Ant, Wensum and Chet.

The Authority has a duty to manage the Broads for the following three purposes, none of which takes precedence:

- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads;
- Promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public; and
- Protecting the interests of navigation

while having regard to:

- The national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;
- The desirability of protecting the natural resources of the Broads from damage; and
- The needs of agriculture and forestry and the economic and social interests of those who live or work in the Broads.

The Authority also has the duty to maintain the navigation area for the purposes of navigation to such standard as appears to it to be reasonably required; and take such steps to improve and develop it as it thinks fit.

The Broads Plan

The Broads Plan is the key strategic management plan for the Broads. It sets out a long-term vision and guiding action for the area, and integrates a wide range of strategies, plans and policies relevant to the Broads with the purposes and duties in the Broads Acts.¹

A partnership plan

A priority outcome in the Government's Vision for the English National Parks and the Broads is to work in partnership to maximise benefits and minimise costs.

The Broads Plan is a plan for the Broads, not just for the Broads Authority. While the Authority is responsible for its production, a wide range of organisations, interest groups and local communities are directly or indirectly involved in looking after the area. As such, the success of the Plan depends on a shared vision and commitment, and on working in partnership to make the best use of shared knowledge, efforts and resources. Lead and joint partners are identified against actions in this plan.

[list of plan partners to be added]

Funding

In his 2015 Autumn Statement, the Chancellor stated that funding for National Parks would be protected, although precisely what this means in practice is still unclear at the time of writing this draft document. However, cuts have been made to other Government (Defra) funded bodies working in the Broads, notably the Environment Agency and Natural England, and more are expected. This follows on from funding cuts made to National Parks and other Defra funded bodies during the last Broads Plan period.

While aspirations remain high, the Broads Plan must be realistic and capable of delivery within this economic framework and the wider national context. Focused and sometimes difficult choices will need to be made about priorities for core funding, and partnership working will become more and more important.

Broads Plan partners will continue to develop their good track record of drawing in additional resources, for example through external grants, private sponsorship, visitor giving schemes and commercial sales. They will also continue to foster the invaluable support of a dedicated and hardworking volunteer workforce. External funding in this plan period already includes a £2.6m Heritage Lottery Fund award for the Broads Landscape Partnership Scheme, which will support a wide range of local landscape and community projects in the Broads.

¹ *Broads Acts: Norfolk and Suffolk Broads Act 1988 and Broads Authority Act 2009*

Monitoring

The Broads Plan review is informed by an *Environmental Report* (combining Sustainability Appraisal and Strategic Environment Assessment). This assesses any significant environmental, economic and social impacts of implementing the Plan. The Plan also undergoes *Appropriate Assessment*, which considers the impacts of the Plan on conservation sites designated under the European Habitats Directive. [Consultation draft documents: See inside front page for details]

Broads Plan 2011 has been monitored and updated regularly through a dedicated website, and through a quarterly report to the Broads Authority. A monitoring and reporting process for Broads Plan 2017 has yet to be determined, but it is likely to include 6-monthly and annual update reports of all strategic actions.

To view progress against objectives in Broads Plan 2011, visit www.broads-plan.co.uk.

Map 1: Broads Executive Area



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Going forward

In managing the precious natural, built and cultural resources of the Broads we are guided by a long-term vision, long-term aims and a set of fundamental principles. Underlying these is the need to recognise the enormous value of a diverse, healthily functioning natural environment and the services it provides for our environmental, economic and social wellbeing.

Valuing our natural capital

The beneficial goods, services and cultural values we get from our natural environment are sometimes referred to as 'ecosystem services'. Put simply, ecosystem services are what nature provides us for free. This includes provisioning services such as food and fibre, regulating services such as fresh water, carbon storage, flood regulation and air quality, and cultural services such as recreation, education and inspiration. These functions are all underpinned by supporting services such as water and nutrient cycling, soil formation and healthy flora and fauna.

To sustain manage healthy, functioning ecosystems and the services they provide now and for future generations, we need to see the big picture. This is about understanding our ecosystems as a complex, interdependent whole, rather than focusing on single-interest concerns (such as economic benefits) or on favourable services (such as flood protection), sometimes at the expense of others.

Some of the key ecosystems services in the Broads are shown below. As a designated, protected landscape the Broads is well placed to demonstrate the benefits of a 'bigger, better and more joined up' management approach. This approach seeks to balance the condition and needs of a healthy, multi-functioning natural environment with the sustainable and fair use of the services it provides us.

Broads ecosystem services *[pictorial diagram to be added; notes below to be included in appendix]*

Biodiversity: Priority Wetland Vision area with largest expanse of species-rich fen in lowland Britain. A mosaic of habitats including saltmarshes, intertidal mudflats, shallow lakes, fens, drained marshland, wet woodland and various coastal formations. About 25% of the Broads is nationally and internationally important for nature, with almost 7000 hectares designated as Sites of Special Scientific Interest, one-third of which are also designated as National Nature Reserves. Virtually the entire SSSI network is designated under European Habitats and Birds Directives and Ramsar Convention on Wetlands of International Importance, especially as waterfowl habitats.

Fresh water supply: Catchment groundwater, rivers and broads supply wetland habitats and water dependent industries and provide drinking water to local communities.

Food and fibre: Livestock grazing and some arable crops (cereals, sugar beet, brassica, fodder beet, maize, small fruit), high grade reed and sedge, fen products used as soil improvers.

Energy: Actual and potential renewable energy from wind, tidal water, biomass and wood

Genetic diversity: 11,067 recorded taxa, including 1519 priorities for conservation; 31 species entirely restricted in the UK to the Broads (including all swallowtail butterflies) and a further 35 species with a primary stronghold in the region. Iconic species include the Norfolk hawkmer dragonfly, bittern, marsh harrier, otter, fen orchids, dotted footman moth and holly-leaved naiad.

Regulating water flow and water quality: Water falling in the catchment percolates into groundwater or runs, drains or is pumped into the rivers, ultimately flowing out to sea. 95% of the Broads lies within the natural floodplain, providing flood storage capacity for heavy rainfall or tidal surge events.

Climate regulation and carbon storage: The floodplain fen peat soils store 38.8m tonnes of carbon; coastal and floodplain grazing marsh also offer significant carbon storage resource; reed and sedge, woodland, scrub and hedgerows lock up carbon over shorter timescales

Regulating soil quality: Fertile floodplain soils of peat and alluvial silts with clays support arable production in drained areas; grazing marsh is common in wetter areas.

Regulating erosion: Reed beds provide natural protection for river banks, buffering the effects of wave action and decreasing the need for dredging. Soil cover and organic content on farmland helps minimise erosion, particularly on free draining peaty soils. Sediment from Norfolk's soft sea cliffs feeds the beaches and intertidal habitats, helping to buffer the Broads from coastal flooding during storm events

Pollination: Meadow, grazing marsh and field-margin habitats provide important nectar sources for pollinating insects

Disease and pest regulation: Semi-natural habitats such as meadows, field margins and fen provide important overwintering habitats for invertebrates that feed on pest species. Integrated pest management approaches help reduce the need for chemical intervention.

Inspiration and tranquillity: A "breathing space for the cure of souls" influencing centuries of artists, photographers and writers including John Crome, John Sell Cotman, P.H. Emerson and Arthur Ransome; winding waterways and low-lying 'big skies' landscape enhancing the sense of peaceful seclusion and wildness

Landscape character and cultural heritage: The 'broads' (shallow lakes) originated as medieval peat diggings for fuel and historical flooding. The area is a site of Exceptional Waterlogged Archaeology. A long history of controlled drainage is evident in the drainage mills, raised and embanked rivers, and drainage dykes. 25 designated conservation areas and nearly 1,000 architectural and historical sites worthy of inclusion on the Historic Environment Record

Recreation and tourism: Part of the UK National Parks family, attracting more than seven million visitors a year; Popular recreational opportunities include boating, angling, walking, bird watching, and visits to historic and cultural assets such as mills and churches; 200km of inland navigable rivers

and 303km of public rights of way, including three long distance trails; surrounding coast and urban centres (including Norwich, Great Yarmouth and Lowestoft)

Environmental education: 'Classrooms without walls' provide opportunities for people from all walks of life, ages and abilities to understand and enjoy the natural environment

Notes from Broads NCA 80 (NE), Broads Plan, Why Farming Matters in the Broad (NFU), An Ecosystems Services Approach for the Broads (UEA), Valuing Ecosystems Services: Case Studies from Lowland England (NE), Defra guidance on ecosystems planning

[To be added: Pictorial diagram of key ecosystem services in the Broads]



Long-term vision

The *Vision for the Broads by 2030* recognises the value of our ecosystems and the services they provide for people and wildlife. It is based on the *Vision for the English Natural Parks and the Broads* produced by Defra in 2010.

Note: This is an amalgamation of the Defra vision and the Vision for the Broads as set out in tables 2 and 3 in Broads Plan 2011

Table 1: Vision for the Broads

By 2030 the Broads will be a place where:

Wildlife flourishes and habitats are maintained, restored and expanded and linked effectively to other ecological networks. Landscapes and habitats are managed to create resilience and enable adaptation. The importance of the waterways for navigation, biodiversity and recreation is recognised, protected and enhanced.

There is a thriving, living, working landscape notable for its natural beauty and cultural heritage. It inspires visitors and local communities to live within environmental limits and to tackle climate change. The ecosystem services it provides (from clean water to sustainable food) are in good condition and valued by society.

Sustainable development can be seen in action. The communities of the Broads take an active part in decisions about their future. They are known for having been pivotal in the transformation to a low carbon society and sustainable living. Renewable energy, sustainable agriculture, low carbon transport and travel and healthy, prosperous communities have long been the norm.

Everyone can experience the rich variety of its natural and historic environment, and have the chance to value it as a place for escape, adventure, enjoyment, inspiration and reflection, and a source of national pride and identity.

It is recognised as fundamental to our prosperity and wellbeing, forever treasured as a place that provides a “breathing space for the cure of souls”.

Long-term aims to 2030

Note: Long-term aims for the Broads were set out in Broads Plan 2011, under each of the themes in that plan. These aims (Table 2) will be updated through the plan review process, and a revised set included in the final plan.

Table 2: Long-term aims for the Broads (as in *Broads Plan 2011*)

Responding to Climate Change and Sea Level Rise
All the key agencies believe that the Broads will remain a special area, retaining its wildlife and heritage importance and continuing to offer extensive recreation and socio-economic opportunities. Longer-term aspirations and decisions to address the impacts of climate change and sea level rise will be informed by robust evidence and wide ranging debate on the most appropriate management options: Primarily, whether to find ways that allow natural processes to direct change or to seek to retain the status quo of a predominantly freshwater system; and the levels of human intervention and expenditure required to adapt important assets to new regimes.
Landscape and Cultural Heritage
The Broads is maintained as a unique and special landscape with its own sense of place and historic significance. The tranquillity and wildness of the Broads is protected and enhanced for people to enjoy. The key physical, historic and cultural elements of landscape character are recognised, understood, retained, reinforced and actively managed, while allowing the landscape to continue to evolve and reflect the interactions between people and nature.
Biodiversity
Biodiversity is protected and enhanced in keeping with the status of the Broads as a globally important wetland. Management of habitats and species is approached on a landscape scale, meeting ecological needs as well as wider social and economic benefits. Opportunities are sought to buffer, connect and create habitat areas to establish ecological networks and increase resilience of habitats and species to climate change. Invasive species are understood and managed where possible. Water bodies and wetlands within the Broads are achieving 'good' status in accordance with provisions in the Water Framework Directive or favourable ecological condition targets where under European Conservation designation.
Agriculture and Land Management
Sustainable land management and agri-environmental practices support viable agriculture and a healthy and good quality environment. Good practice and buffer areas prevent nutrients, chemicals and sediment polluting the water resource. Careful management of wetland habitats promote dykes rich in plants and invertebrates and marshes with increasing numbers of wintering and breeding birds, a healthy livestock industry and a protected historic environment and access network. Arable production on the valley sides includes biodiversity needs through positive action.

The importance of good soil management is recognised as vital for agriculture, water quality and reduction of greenhouse gas emissions. Land managers are aware of climate change and making adaptation choices to retain the special qualities of the area. The importance of the food supply chain is embraced and where beneficial localised, helping to create a buoyant agricultural sector.

Management of the Navigation Area

The importance of the Broads' waterways for navigation, biodiversity and recreation is recognised and valued. The waterways and associated riverside and facilities provide opportunities for people of all ages and abilities to access and enjoy the environment. Sediment is managed to provide necessary depths for navigation purposes, with dredged material beneficially reused or disposed of in environmentally and economically sustainable ways. Bank erosion is minimal, with sustainable engineering solutions used to protect the more vulnerable stretches of waterways. Riverside and water plants are managed in ways that keep waterways open to navigation, do not impact on the ecological or archaeological integrity of sites, and provide for appropriate recreation. Restrictions on navigation due to bridges is minimised and mitigated wherever possible.

Promoting Understanding, Enjoyment and Wellbeing

The Broads is promoted as a distinctive member of the family of National Parks and as an inland waterway. Clear, consistent and high quality information helps visitors and local people from all walks of life and of all ages and abilities to understand, enjoy and benefit from the special qualities of the area. The natural and cultural history that reflects the character of the Broads' landscape is understood, documented and promoted through a variety of means that make it accessible to all. Local people feel that they are actively involved in making decisions about the future of the Broads and able to contribute to the sustainable management and enjoyment of the area.

Tourism, Recreation and Access

The Broads offers a wide range of high quality land and water based activities in suitable locations and in harmony with the special qualities of the area and its communities. The value of the Broads as a place for escape, adventure, enjoyment, inspiration and reflection is recognised and valued. Tourism is managed at environmentally and socially sustainable levels, contributing to a thriving local economy and meeting the standards of the Green Tourism Business Scheme.

Access on land and between land and water is sensitively managed to maximise the social, educational and health benefits of open space to all, while ensuring the resource itself is not degraded. Where possible, improvements are made to the connectivity and use of access routes, linked to visitor destination points and sustainable transport.

Fundamental principles

To guide the implementation of all actions in the Broads Plan, we have developed a set of fundamental principles, based on an ecosystem approach.

The first overarching principle is based on the definition of the Precautionary Approach in the Rio Declaration on Environment and Development, 1992.

Precautionary approach: Where there are likely threats of serious or irreversible damage to the environment, as a precaution, cost-effective measures will be taken to prevent environmental degradation in the absence of full scientific certainty of the outcome of such threats. Such precautionary action will be based on assessment of the costs and benefits of action, and transparency in decision making.

Manage sustainably: This is about understanding and respecting the complexity and biological limits of our ecosystems, and conserving their structures to maintain productivity. We need to manage for long-term benefits, not just for short-term gains.

See the big picture: This is about managing ecosystems at the local scale, while recognizing the direct or indirect effects on interconnected ecosystems and the beneficial services they provide. Our management decisions should be made transparently and fairly, assessing the costs to nature and to people.

Be flexible: It is important to anticipate and cater for inevitable change, taking a cautious approach to any decision that may block other management options in the longer term. At the same time, we should consider possible mitigation actions to cope with long-term impacts such as climate change.

Engage and learn: Decisions should be based on strong evidence, including scientific and local knowledge, innovations and practices. People must be involved in decisions that interest and affect them, recognising society's needs and choices.

Act together: Key to the success of the Broads Plan is working in partnership with organisations, interest and user groups, businesses and local communities to make the best use of shared knowledge, effort and resources.

Consultation details

Where to view the draft Broads Plan, Broads Local Plan (Issues and Options) and supporting consultation documents:

Website:

www.broads-authority.gov.uk

Venues: *[details to be added]*

Venue
Acle Library
Beccles Library
Brundall Library
Bungay Library
Cromer Library
Great Yarmouth Library
Loddon Library
Lowestoft Library
Oulton Broad Library
Norwich Millennium Library
Stalham Library
Wroxham Library
Broads Authority, Yare House, 62-64 Thorpe Road, Norwich
Broadland District Council, Thorpe Road, Norwich
Great Yarmouth District Council, Town Hall
North Norfolk District Council, Holt Road, Cromer
Norwich City Council, City Hall
South Norfolk Council, Swan Lane, Long Stratton
Waveney District Council, Riverside, 4 Canning Road, Lowestoft, NR33 0EQ
Norfolk County Council, County Hall, Norwich
Suffolk County Council, Endeavour House, Ipswich
Whitlingham Visitor Centre, Whitlingham Lane, Trowse
How Hill Tourist Information Centre (Toad Hole Cottage Museum), Ludham (Mar-Apr)
Hoveton Tourist Information Centre, Station Road, Hoveton (Mar-Apr)

Comments on all consultation documents must be submitted in writing to the Broads Authority by the **closing date of 4pm on x April 2016**.

Broads Plan 2017: Priority partnership actions 2017-22 (first draft)

Draft strategic actions for the next Broads Plan period 2017-22 are set out in the following tables.

This is not intended to be a comprehensive list of all the work that may be undertaken in the Broads, and does not include many routine operations. It is a guiding strategy to address priority issues that have been identified by the Broads Plan partners, and on which they are prepared to commit time and resources over the lifetime of the plan. The proposed actions are at an early stage, and more ideas will emerge through the plan review process and through ongoing partnership working with relevant organisations, groups and communities.

The actions are listed under 11 'headline' aspirations. Targets will be developed for each aspiration, and regular monitoring will flag up any need for changes to the actions and the reasons for them. Monitoring reports are taken to the quarterly meetings of the Broads Authority and published on the Authority's website.

Managing flood risk and water resources	Aspiration 1: Develop an integrated long-term flood risk management strategy for the Broads and interrelated coastal frontage, and improve water capture and water efficiency across the Broads catchment
Conserving priority habitats and species	Aspiration 2: Protect, maintain and enhance the quality of habitats in accordance with the vision, priorities and principles in the Broads Biodiversity and Water Strategy Aspiration 3: Conserve and enhance species of conservation concern as identified by the Broads Biodiversity Audit (2011)
Maintaining the navigation	Aspiration 4: Apply a catchment-scale approach to improve the balance of sediment inputs and outputs into the system, reduce the sediment backlog and sustainably reuse or dispose of dredged material
Conserving local landscape character	Aspiration 5: Improve understanding, protection, conservation and enhancement of the Broads landscape character and distinctive built, cultural and archaeological assets
Supporting sustainable development	Aspiration 6: Facilitate development within and adjacent to the Broads, while minimising adverse impacts on the Broads' special qualities
Building climate-smart communities	Aspiration 7: Improve local community awareness of climate and sea level impacts, and build local mitigation and adaptive capacity
Providing distinctive recreational experiences	Aspiration 8: Provide a range of distinctive recreational experiences in suitable locations in harmony with the special qualities of the area
Promoting understanding	Aspiration 9: Strengthen and promote key messages and tourism offer in keeping with the area's national park status, special qualities, history and traditions Aspiration 10: Improve and more widely share understanding and expertise about the Broads natural environment
Connecting local communities	Aspiration 11: Reconnect a wider audience, particularly local communities and young people, with the Broads environment

Managing flood risk and water resources

Summary of current issues

- * The groundwater, rivers and broads within the Broadland rivers catchment are a vital water source for maintaining the healthy status and functioning of the Broads wetland habitats, and for supplying water for farmland and other water dependent businesses, public drinking water and waterways recreation. Water management and land use practices in the whole catchment, most of which lies outside the Authority's executive boundary, are crucially important for the Broads, the basin at the bottom of the catchment.
- * Sea level rise and the predicted more rapid changes to the climate pose enormous challenges to the future of this easterly, low-lying, predominantly freshwater wetland. The biggest risk to the Broads comes from changes in sea level, with global warming exacerbating the issue. Higher sea levels can hold back water trying to drain from the rivers, which can directly cause flooding. If a combination of weather and high tides causes a surge in the North Sea additional, saline water can be pushed up the rivers, putting flood defences under threat. Higher sea levels along the north-east Norfolk and north Suffolk coast also bring an increased risk of sea defences being overtopped or breached, with possible inundation and increasing incursion of saline water into a predominantly freshwater ecosystem. Major, robustly informed decisions must be made about desirable and realistic longer-term flood risk management options for the Broads and linked coastal frontages beyond the current 'hold the line' policy position.
- * Predicted drier summers, wetter winters and more intense periods of rainfall will affect surface water levels and the seasonal variability in river flows and groundwater resources. Abstraction of water for domestic and agricultural use has risen in recent decades and will be impacted further by climate change and by ongoing significant development growth and regeneration around the Broads.
- * Over half the rivers in the catchment have been physically modified, often as a result of historic flood defence, land drainage or milling activities. While this has provided social and environmental benefits, it has affected water dependent habitats and increased downstream flood risk in some areas, with water in the catchment ultimately flowing through, or under, the low-lying (at or below sea level) Broads area and out to sea.

Aspiration 1	Develop an integrated long-term flood risk management strategy for the Broads and interrelated coastal frontage, and improve water capture and water efficiency across the Broads catchment Targets: to be added			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 1.1	Manage local coastal, fluvial and surface water flood risk to 2021 and develop longer-term strategic responses			(Freshwater) wetland habitats are maintaining healthy functioning Local people, property and infrastructure are being protected from significant flood impacts Thriving wetland habitats; communities /businesses better able to cope with change and more involved in decisions affecting their future
1.1.1	Maintain current coastal defence regime and rivers flood bank maintenance programme to 2021 Environment Agency (EA)	<ul style="list-style-type: none"> · Current 'hold the line' coastal and fluvial flood risk management strategy in place to 2021/ next phase implementation (Eccles to Great Yarmouth Shoreline Management Plans, Broadland Flood Alleviation Project) 		
1.1.2	Prepare longer-term (post-2021) flood risk management strategy for the Broads, Gt Yarmouth and interrelated coastal frontage, including: <ul style="list-style-type: none"> · Develop and run widespread stakeholder engagement events to share evidence and identify issues, options and research needs EA/Broads Climate Partnership	<ul style="list-style-type: none"> · Range of active stakeholder engagement processes in place through Broads Climate Partnership /Broads °Community initiative · Robust and understandable information available publicly on desirable and feasible management options for long-term flood risk (e.g. modelling, mapping, animated visualisations) 		

	<ul style="list-style-type: none"> Identify needs and commission research and modelling arising from 2016 high-level technical overview of coastal frontage defences, tidal barriers and floodwalls EA/Broads Climate Partnership 	<ul style="list-style-type: none"> Next phase (post-2021) Broads and interrelated coastal frontage flood risk strategy developed/in place 	Communities are sharing ideas and actions on coping at a local level with climate change and sea level impacts	
1.1.3	<p>Plan and promote schemes and measures to fit, upgrade or retrofit urban and rural drainage, particularly in high risk areas Norfolk County Council, Suffolk County Council</p>	<ul style="list-style-type: none"> Surface Water Management Plan measures promoted and implemented Practical guidance on improving sustainable drainage at local level available and promoted to the public 	High-level authorities and funders are being lobbied to improve local flood risk protection, informed by robust evidence	
1.1.4	<p>Identify locations and develop site projects in liaison with landowners to hold back or divert water (e.g. reconnecting rivers with floodplains in non-tidal areas, re-meandering river channels) Broadland Catchment Partnership</p>	<ul style="list-style-type: none"> Opportunity mapping and project proposals developed (incl. 'Slow the Flow' campaign) and permissions and consents in place <i>(also see Guidance 4.1 Sediment Management)</i> 		
Guidance 1.2	Improve water capture and water efficiency measures across the Broads catchment			
1.2.1	<p>Facilitate a 'whole farm' water management approach across Broadland rivers sub-catchments, including:</p> <ul style="list-style-type: none"> Promote installation of on-site low-cost, low technology water capture schemes and infrastructure Provide tailored water management advice and support to land managers Develop and promote 'Down but Not Out' water management campaign <p>Essex & Suffolk Water (ESW), Anglian Water (AW), Norfolk Rivers Trust, Natural England (NE)</p>	<ul style="list-style-type: none"> Water capture schemes and infrastructure in place, e.g. rainwater harvesting, irrigation reservoirs, constructed wetlands, field bunds, cover crops, tramline disruption Environmental land management measures, advice and support (incl. payments) available to land managers (through Countryside Stewardship, Campaign for Farmed Environment, Catchment Sensitive Farming, Water Sensitive Farming, water management campaigns) 	Wetland habitats are maintaining healthy functioning	Thriving wetland habitats; communities and businesses better able to cope with change; better valued and more sustainably used water resources
1.2.2	<p>Promote and implement measures to manage water resources and respond to periods of water shortage and scarcity, including water abstraction controls, water transfer and trading, and water infrastructure improvements EA, ESW, AW</p>	<ul style="list-style-type: none"> Water abstraction licencing measures in place (Broadland Catchment Abstraction Management Strategy) Water resource management plans and drought plans in place (AW/ ESW business plans) 	People have enough water for domestic, land management and business needs and are using it responsibly	
1.2.3	<p>Promote good practice water efficiency and water capture measures at community level through targeted campaigns and incentives to homes and businesses EA, ESW, AW</p>	<ul style="list-style-type: none"> Water efficiency measures (e.g. campaign to increase domestic water metering) and targeted campaigns (e.g. 'Water Wise') in place and promoted to domestic and business water users 		

Conserving priority habitats and species

Summary of current issues

- * The Broads is one of Europe's finest and most important wetlands for nature conservation, with a mosaic of habitats comprising, among other things, saltmarshes, intertidal mudflats, shallow lakes, fens, drained marshland, wet woodland and various coastal formations. Twenty-eight sites covering a total of more than 7500 hectares are nationally designated as Sites of Special Scientific Interest. Most of these sites are of international importance for their habitats and/or bird populations or species and have been included with the European Directives and the Broads Special Areas of Conservation and the Broads Special Protection Areas. An area of the wetland is also designated under the international Ramsar Convention for protected landscapes. One third of the SSSIs are also National Nature Reserves. *Biodiversity 2020* sets the national strategy for England's wildlife and ecosystem services; aimed at halting the overall loss of biodiversity, supporting healthy well-functioning ecosystems and establishing coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.
- * **Water bodies:** Good quality water is clear, low in nutrients and free of harmful substances, characterised by a diversity of aquatic plants and supporting healthy populations of fish, invertebrates and water birds. Currently, all Broads' water bodies and river reaches and over 90% of rivers in the catchment monitored for European Water Framework Directive purposes are failing targets for 'good' overall ecological status or potential. Despite improvements in recent decades, water quality continues to be affected by diffuse pollution, primarily phosphorus and nitrogen from farmland and waste water, and by sediment erosion, physical modification of water courses, dissolved oxygen and fish populations, saline incursion and competing demands for water use. The water and related habitats have a tendency to change over relatively short periods of time, and their ecological and hydrological functioning needs to be better understood.
- * **Fens and reed bed:** The Broads is a priority Wetland Vision area, reflecting the national importance of the largest expanse (around 75%) of species-rich calcareous fen in lowland Britain. Many of the fen sites are designated for nature conservation value, and around 60% are owned or managed by conservation organisations. Environmental land management support to landowners and managers, targeted restoration projects and a mosaic of management regimes have helped to retain priority fens as open landscapes. Despite this, the Fen Ecological Survey (2010) identified clear evidence of change, relating to fragmentation and isolation of sites and a lack of fen management resulting in less rich habitats dominated by common reed and scrub, fewer wet fen areas, competing demands for water, nutrient enrichment and increasing salinity. The significant capture of around 40 million tonnes of carbon within the Broads peat vegetation is dependent on ongoing optimal hydrological and management conditions of the fen habitat.
- * **Grazing marsh:** The grazing marshes cover around 40% of the Broads. While many areas do not support significant wildlife value, notable areas attract large and internationally important numbers of breeding and non-breeding birds, and there is a substantial area of internationally important ditch communities. Threats to healthy marsh functioning include potential increases in arable reversion and land drainage, development, and flooding and salt tides, resulting in habitat loss and fragmentation and a decline in species numbers and movement. Many of the marshes are below sea level, and potential increased incidents and severity of tidal surges could bring threats of flooding with river water that can be high in nutrients and salt. The marshes provide one third of East Anglia's cattle grazing land, but many local farmers feel that proposed new environmental land management agreements are too short-term and inflexible for local needs.
- * **Species:** There are more than 11,000 recorded species in the Broads, including 26% of all UK Biodiversity Action Plan species and 17% of all nationally notable or scarce species. 66 species are restricted entirely to the Broads or rarely seen elsewhere in Britain. Iconic species include the bittern, marsh harrier, otter, fen orchid, Norfolk hawk dragonfly and the entire UK populations of the swallowtail butterfly, dotted footman moth and holly-leaved naiad. Some species are in decline or on the brink of survival, including the fen orchid, water beetles, stoneworts and aquatic snails. Many priority species, including the Broads' specialists, face challenges from increases in seasonal variability in river flows and depleted groundwater resources, salinity from tidal flooding, nutrient enrichment and pollution of the waterways, habitat loss and fragmentation, and increasing threats from invasive non-native species. Most of the Broads specialists require bespoke management to survive. Species recovery and translocation programmes can require substantial time and resources, as can biosecurity measures to control invasive non-native species. However, there have been noticeable successes in the increased population of otters, bittern, crane and marsh harrier, and the control of invasives such as Himalayan balsam, American mink and killer shrimp.

Aspiration 2				
Protect, maintain and enhance the quality of habitats in accordance with the vision, priorities and principles in the Broads Biodiversity and Water Strategy				
Targets: 95% of SSSI sites in favourable or recovering condition, with 50% of these in favourable condition by 2020				
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 2.1	Restore, maintain and enhance water bodies (lakes, rivers and estuary) in the Broads and priority catchment			
2.1.1	Carry out lake enhancement works, including bio-manipulation; use Hoveton Great Broad and Hickling Broad projects to trial further innovative restoration techniques (e.g. bio-filtration), and monitor results BA, conservation bodies	<ul style="list-style-type: none"> In-lake restoration, maintenance and enhancement works carried out at priority sites in accordance with Lake Restoration Strategy priorities Monitoring in place to identify results of bio-manipulation and other techniques and analysis available 	Water bodies are being maintained and used sustainably and healthily	Thriving wetland biodiversity; businesses and communities able to cope with climate change; improved agricultural land quality, yields and profits
2.1.2	Promote and implement measures to reduce levels of nutrient and pesticide pollution to watercourses, including: <ul style="list-style-type: none"> Offer tailored pollution management advice and support to land managers Demonstrate and implement environmental land management measures Develop and install public and private waste water practical infrastructure and land management works, and run public awareness campaigns Water companies, land managers, conservation bodies	<ul style="list-style-type: none"> Environmental land management measures, advice and support (incl. payments) available to land managers (e.g. Countryside Stewardship, Campaign for Farmed Environment, Catchment Sensitive Farming, Water Sensitive Farming, 'Down But Not Out' water campaign) Pollution reduction measures in place (e.g. water company sewage treatment works, constructed wetlands and reed beds), and support and advice available to businesses and communities (e.g. 'Keep it Clear' campaign) 	<p>Navigation channels are being maintained</p> <p>Agricultural land is being managed healthily and sustainably for cropping and grazing, and for biodiversity and landscape gains</p>	
Guidance 2.2	Restore, maintain and enhance priority fen and reed bed habitats			
2.2.1	Promote and implement measures to reduce fen pollutant inputs and where possible, manage fen water levels and salinity, including: <ul style="list-style-type: none"> Implement water level management controls at protected sites Provide advice and support to fen land managers 	<ul style="list-style-type: none"> Water Level Management Plan control measures in place and landowner support available Environmental land management measures, advice and support (incl. payments) available to land managers (through Countryside Stewardship, Campaign for Farmed Environment, Catchment Sensitive Farming, Water Sensitive Farming, 'Down But Not Out' water campaign) Broads LPS Programme 5: Natural Landscapes activities implemented 	<p>Fen vegetation is controlled; fens have enough clean freshwater flow to maintain healthy functioning</p> <p>Species are nesting, breeding and resting in healthy habitats</p>	Healthier, better connected fen habitats; thriving species better able to cope with change; less productivity pressure on areas of high environmental value; more high quality reed and sedge, supporting local economy and maintaining local landscape character

2.2.2	<p>Manage a greater area of priority fen and reed bed sites, including:</p> <ul style="list-style-type: none"> · Apply site-specific traditional and/or innovative techniques (including grazing, commercial reed and sedge cutting for thatch, long-rotation conservation cutting, conversion of cut material to biomass and soil improvers, and turf ponding) · Identify and develop appropriate buffer land adjoining priority fen and reed bed sites <p><i>Potential BLP policy option to minimise/ protect peat disruption and seek reuse of peat</i></p>	<ul style="list-style-type: none"> · Stewardship agreements and management prescriptions in place at priority sites (ref. Fen Audit) · Advice and practical support available to Broads reed and sedge cutters, including equipment, training and cutting contracts (see action 5.2.2) · Processes in place to manage productive re-use of fen litter for biomass and composting · Broads LPS Programme 5: Natural Landscapes activities implemented 	<p>Fen and reed bed habitats are being managed and used sustainably and healthily</p> <p>Land managers are producing and selling high quality food and fibre (reed and sedge) and sustainably reusing fen litter</p>	
Guidance 2.3	Manage wet grassland to improve populations of breeding and wintering waders, dyke plants and invertebrates			
2.3.1	<p>Promote and implement measures to maintain wet grassland water levels and peat condition, and to reduce salinity and pollutant inputs, including:</p> <ul style="list-style-type: none"> · Implement water level management measures at protected sites · Provide advice and support to grazing marsh managers 	<ul style="list-style-type: none"> · Water Level Management Plan control measures in place and landowner support available · Environmental land management measures, advice and support (incl. payments) available to land managers (through Countryside Stewardship, Campaign for Farmed Environment, Catchment Sensitive Farming, Water Sensitive Farming, 'Down But Not Out' water campaign) 	<p>Grazing marsh sites are being maintained and used sustainably and healthily</p> <p>Priority grazing marsh is being retained</p>	<p>Healthy species better able to cope with change; improved agricultural land quality, yields and profits; less productivity pressure on areas of high environmental value</p>
2.3.2	<p>Maintain and retain priority grazing marsh through traditional and innovative management techniques, including grazing livestock at suitable densities and timings, foot drain creation, and appropriately timed hay-silage cuts</p>	<ul style="list-style-type: none"> · Stewardship agreements and management prescriptions in place at priority sites · Broads LPS Programme 5: Natural Landscapes activities implemented 	<p>Land managers are producing and selling high quality food and fibre</p>	

Guidance 2.4	Create new and extended areas of priority habitat, habitat networks, buffer zones and green infrastructure				
2.4.1	<p>Create and develop projects for 'bigger, better and more joined up' areas of priority habitats, including:</p> <ul style="list-style-type: none"> - Identify potential /opportunistic areas of new priority habitat, habitat networks and buffer zones, based on existing mapping - Identify and trial pilot areas for new and extended habitat and buffer strips - Develop site-specific management strategies, e.g. transition habitats, habitat connections between river valleys, increased network of pollinator sites (e.g. bee lines) 	<ul style="list-style-type: none"> - Extended/new areas of priority habitat identified and management plans/pilot programmes in place - Extended/ new field buffer strips, particularly adjoining priority habitat sites, mapped and in place - Environmental land management advice and support (incl. environmental payments) available to land managers, particularly in identified high value areas - Increased patchwork of semi-natural habitat 'wildlife corridors' between river valleys mapped and in place 	<p>Priority species are nesting, breeding and resting in healthy habitats, and moving between sites in response to change</p> <p>People are visiting country-side / urban green areas, without causing environmental damage</p>	<p>Healthier species better able to cope with change; happy and healthy people enjoying the natural environment</p>	
Aspiration 3	Conserve and enhance species of conservation concern as identified by the Broads Biodiversity Audit (2011)				
	Targets: To be added				
Guidance 3.1	Define and carry out species enhancement programmes, targeted on groups of species of conservation concern, and reduce threats posed by alien invasive species				
3.1.1	<p>Implement species recovery/support programmes for some of the 66 species of conservation concern and other key species, including research and trialling of species translocation where appropriate</p>	<p>Targeted species management plans and trial adaptation schemes in place</p>	<p>Priority species are nesting, breeding and resting in healthy habitats, and moving between sites in response to change</p>	<p>Healthier native species better able to cope with change</p>	
3.1.2	<p>Control threats posed by invasive alien species colonisation, by:</p> <ul style="list-style-type: none"> · Monitoring present and potential threats and carry out remedial work where threats are highest, focusing on the 'Big 6' alien invasive species · Developing and promoting public information and guidance on recognising and controlling invasive alien species <p>Norfolk Non-Native Species Initiative</p>	<ul style="list-style-type: none"> · Monitoring regimes in place and data available · Biosecurity plans and management programmes in place for prioritised alien invasive species · Public information and guidance available through targeted campaigns (e.g. 'Check, Clean, Dry') and advice 	<p>Landscape character and native priority species are being maintained through control of invasive species</p>	<p>Healthier habitats supporting thriving native species, supported by engaged local communities</p>	

Maintaining the navigation

Summary of current issues

- * The Broads is an extensive and varied inland waterways system offering 200km of boating on lock-free tidal rivers. The executive area comprises approximately 1974ha of water space and 63 open water bodies, covering 841 ha. Dredging of the waterways is carried out to provide reasonable depths for safe navigation, and to help restore degraded or shallowing water bodies by removing excess nutrients in the mud. It also helps to improve water quality by reducing turbidity, creating depth for aquatic plants to flourish and stabilise the bed, and by providing greater capacity for water storage.
- * Dredging and the disposal of dredged material is the largest navigation maintenance cost to the Broads Authority. The current budgeted target to remove 50,000m³ of material per year is making a positive but limited impact on the estimated backlog of 1.04million m³ in the Broads system. River bank erosion is a key sediment source, caused by wind, tidal action and boat induced waves and feral geese; land use and soil and vegetation type on riverbanks and uplands are also contributory factors.
- * A catchment approach to sediment management is required to reduce the amount of sediment entering the system, as well as removing it from the Broads waterways. Many historically available disposal sites are now protected under European legislation and opportunities for using adjacent land are limited. More sustainable and innovative approaches are needed for managing dredged material, taking account of its value for agriculture, habitat creation and flood protection, and reusing it wherever possible. The management of aquatic plants and riverside tree and scrub also needs to recognise multiple interests for navigation, biodiversity and landscape character.

Aspiration 4				
Apply a catchment-scale approach to improve the balance of sediment inputs and outputs into the system, reduce the sediment backlog and sustainably reuse or dispose of dredged material Targets: To be added				
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 4.1				
Reduce sediment input through catchment-wide erosion protection and reduction measures				
4.1.1	Maintain, develop and implement measures to control erosion (incl. agricultural land soil run-off reduction measures, river bank fencing, sensitive drainage ditch management, and bank protection schemes in stretches of severe river bank erosion), and provide environmental guidance to land managers and recreational users BA, EA, NE, Broadland Catchment Partnership	<ul style="list-style-type: none"> · Agricultural land management measures in place, e.g. increased cover crops, fen litter composting, buffers and sustainable drainage, soil organic improvements, and soil compaction reduction · Bank protection schemes in place and environmental good practice guidance available to riparian and catchment area land managers · Environmental good practice advice available to recreational water users (see action 8.3) 	Riverbanks and margins are stable and landscape character is being maintained Wildlife is visiting, nesting and breeding in restored and extended habitat Land managers are producing and selling high quality produce	Healthier waterways for wildlife and people; viable long-term dredging programme; improved water quality and flow; enhanced landscape character; improved agricultural soil quality, yields and profits

Guidance 4.2	Remove sediment from Broads system and dispose of it in environmentally and economically sustainably ways			
4.2.1	Carry out annual dredging programme in accordance with defined waterways specifications, seeking a minimum target of 50,000m ³ p.a. BA	Annual dredging programme implemented	People are taking part in water-based recreational activities	
4.2.2	Develop and implement innovative schemes to reuse dredged material whenever possible, supported by identifying and negotiating additional local dredging disposal sites as part of a Broads-wide network of sites BA	Innovative dredging techniques and sediment reuse schemes trialled and in place, including river bank/ island/ reed margin creation and recreation schemes Enhanced network of local licensed sediment disposal sites in place	The ecological and archaeological integrity of the waterways is being maintained and enhanced Dredged material is being disposed of sustainably, environmentally and economically	

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Conserving local landscape character

Summary of current issues

- * The Broads is a low-lying 'big skies' landscape of interconnected wetland habitats, following the edge of level, open marshland and valleys drained by three principal rivers and their tributaries. It is a living and working landscape, influenced over time by patterns of human existence. The 'broads' (shallow lakes) themselves originated as medieval peat diggings for fuel and historical flooding, and a history of controlled drainage is evident in the mills, raised and embanked rivers, and dykes. Villages and settlements are often grouped round a parish staithe, riverside common, ferry or bridge, with isolated churches on the surrounding uplands.
- * The Broads landscape character faces a number of challenges from planned regional development and regeneration and from changes in the economy, population growth and mobility, agriculture and land use, technology, governance, the impacts of sea level rise and climate change, and simply from historic or ongoing neglect.
- * The heritage value of the Broads is recognised in the designation of 25 Conservation Areas and the scheduling of 12 Ancient Monuments, more than 270 listed buildings and an evolving Broads local list of heritage assets, including mills, riverside chalets and staithes. While much has been achieved to protect, conserve and enhance key historic and cultural assets, there remains a gradual erosion of the condition, quality and distinctiveness of the built environment, with 10% of listed buildings identified as being at risk. Vulnerable assets include more than 70 drainage mills, many of which are isolated, inaccessible and in a deteriorating condition. The Broads is identified as a site of Exceptional Waterlogged Archaeology, but many of its archaeological features remain hidden and vulnerable to changes in water levels, development and other land use pressures.
- * Local heritage skills such as reed and sedge cutting, thatching and millwrighting remain a small but important part of life and landscape asset management in the Broads, but are in danger of being lost, together with other local skills, traditions, crafts and cultures.

Aspiration 5	Improve understanding, protection, conservation and enhancement of the Broads landscape character and distinctive built, cultural and archaeological assets Targets: To be added			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 5.1	Protect, conserve and enhance the distinctive landscape character and historic assets of the Broads			
5.1.1	Prepare and implement owner/developer guidance and bespoke management plans for identified 'at risk' and 'locally important' heritage assets BA	<ul style="list-style-type: none"> · Comprehensive, up-to-date HAR Register and Broads Local List in place · Asset management plans in place for identified local assets, including drainage mills and riverside chalets · Support and advice available to asset owners, developers and planning applicants · Activities implemented under Broads LPS Programme 3: Learning and Future Skills and Programme 4: Historic Landscapes 	Local areas of special architectural or historical interest are recognised and protected	Enhanced distinctive landscape character and historic environment, valued and maintained for future generations

5.1.2	<p>Protect local landscape character and areas of architectural or historical interest, including:</p> <ul style="list-style-type: none"> · Promote Landscape Character Assessment advice to planners and developers · Carry out Conservation Area designation and re-designation processes <p>BA</p> <ul style="list-style-type: none"> · Where a need is identified, facilitate preparation of 'villagescape' enhancement plans (e.g. neighbourhood plans, village design statements) and projects 	<ul style="list-style-type: none"> · Broads Landscape Character Assessment guidance available to inform planners and developers, supporting planning policy guidance · Up-to-date Conservation Area designations in place, supported by scheduled reappraisal processes · Village enhancement plans and schemes developed/in place 	Special landscape features and heritage assets are being cared for and, where suitable, people are accessing them for a range of purposes	
5.1.3	<p>Develop and implement processes to investigate, record and protect the area's archaeology and potential hidden heritage, including waterlogged assets, waterways history, settlement patterns, and WWII remains</p> <p>Broads LPS partners</p>	<p>Activities implemented under Broads LPS Programme 3: Learning and Future Skills and Programme 4: Historic Landscapes</p> <p>(Also see aspiration 9)</p>		
Guidance 5.2	Develop and support local heritage industries and associated skills training			
5.2.1	<p>Develop the provision of local heritage construction and maintenance skills training and qualifications across a range of disciplines, through FE providers and apprenticeship schemes</p> <p>Broads LPS partners</p>	Heritage construction skills activities implemented under Broads LPS Programme 3: Learning and Future Skills and Programme 4: Historic Landscapes	Landscape features and heritage assets are being maintained and enhanced by an employed, skilled workforce	Distinctive landscape character and historic environment, and local heritage skills and traditions, retained for current and future generations
5.2.2	<p>Develop and provide policy, advice and practical assistance to traditional heritage workers and businesses, including reed and sedge cutters</p>	<p>Advice and support available to local reed and sedge cutters, incl. equipment, training and contracts (including implementation of BRASCA Action Plan)</p> <p>Use of traditional reed and sedge products for thatch and screening promoted through spatial planning policy (Broads Local Plan)</p>		

Supporting sustainable development

Summary of current issues

- * Local planning authorities have a duty to support development that strengthens the local economic base for a sustained period without damaging the landscape, waterways, wildlife and historic environment, both within the Broads and in adjacent districts. The Broads sits within an area of Eastern England that is growing and, in parts, in need of significant regeneration. Its executive boundary touches the urban areas of Norwich, Great Yarmouth and Lowestoft, providing opportunities to attract and retain investment and support a higher quality of life for these settlements. It is also a significant asset for the wider area in terms of opportunities for green infrastructure enhancement as a result of new development growth, which in turn helps to manage and divert visitor pressures.
- * While the Broads is a “breathing space”, it is also a place where people live and work. The sluggish recovery of the national economy is impacting local businesses and employment opportunities. Agriculture, tourism and the leisure marine industry are significant contributors to the Broads economy, but must continue to diversify and change practices to survive, with implications for land use and character, infrastructure and employment. Small but important heritage industries such as reed and sedge cutting, thatching and millwrighting are struggling to survive.
- * The Broads executive boundary is drawn tightly to the rivers and broads, meaning that in most cases only parts of individuals settlements sit within it. There is an estimated population of 6,350 in the Broads, with approximately 2970 households, around 20% of which are classified as holiday homes or second residences. Housing supply is relatively static and house prices considerably higher than in other parts of Norfolk and Suffolk. The Strategic Housing Market Assessment for Central Norfolk has calculated an objectively assessed housing need of 274 dwellings for the whole of the Broads Executive Area over the period 2012-36. The capacity to meet this target is being assessed through the Broads Local Plan process, alongside related issues such as affordable housing, rural enterprise dwellings and residential moorings.
- * A sense of tranquillity, dark skies and wildness is integral to the distinctiveness of much of the Broads. This can be impacted by man-made visual intrusion and noise and light pollution from within and outside the Broads. At the same time, it is recognised that in some areas of concentrated holiday or leisure development, it is the bustling activity that gives the area its character and supports the local economy and communities.

Aspiration 6	Facilitate development within and adjacent to the Broads, while minimising adverse impacts on the Broads' special qualities			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 6.1	Targets: To be added			
	Maintain sustainable development within and outside the Broads Executive Area through policy and cross-boundary cooperation			
6.1.1	Develop and adopt planning policies and sites allocations within the Broads that facilitate a range of available premises for business use; community facilities and services; housing sizes, types and tenures; and transport choices BA	<ul style="list-style-type: none"> · Adopted Broads Local Plan to 2036 in place, supported by availability of pre-application advice and guidance · Sites for different uses within Broads Executive Area identified and allocated through Broads Local Plan · Broads Objectively Assessed Housing Need identified 	<p>Local people are living in suitable homes and using community facilities for a range of needs</p> <p>Businesses are operating in suitable premises and people are employed in</p>	Happy, safe residents; sustainable pattern of development; thriving businesses and communities; well-maintained natural and built environment

			local businesses The local environment is being protected and developed appropriately	
6.1.2	Establish and implement 'duty to cooperate' protocols and procedures for the planning and delivery of significant cross-boundary development, including Strategic Framework plans for Norfolk and Suffolk Norfolk and Suffolk Local Authorities, BA	'Duty to cooperate' formal consultation framework, protocol and guidance in place for local planning authorities in the Broads Executive Area and Norfolk	Public planning agencies are cooperating on cross-boundary development matters Local communities are contributing to decisions about development within and adjacent to Broads	Thriving, active and empowered local communities; well-maintained natural and built environment
6.1.3	Develop stronger mechanisms to compensate for, and offset the impacts of, development pressures on wildlife sites, including: · Promote Connecting Nature Fund through development management officers, tied to Land Management Advice Service · Develop compensation strategy for priority sites, based on results of research on disturbance to Norfolk-wide nature conservation sites through recreation · Develop formal approach to provision of green infrastructure in the Broads, linked to adjacent local authority green infrastructure plans BA	<ul style="list-style-type: none"> · Connecting Nature Fund in place to support improvements to habitats to increase biodiversity value · Wider range of targeted measures in place to compensate for loss of biodiversity, and available through development management process · Green infrastructure (open space) policy for the Broads Executive Area adopted in Broads Local Plan 	Biodiversity losses as a result of development are being compensated for, and green infrastructure is being created and enhanced	Healthy habitats and species, no overall loss of biodiversity; sustainable pattern of development; thriving businesses and communities

Guidance 6.2	Reduce the adverse impacts of visual intrusion, noise and light pollution within and adjacent to the Broads, to help maintain tranquillity			
6.2.1	<p>Implement a range of schemes and incentives to reduce impacts of visual intrusion and noise and light pollution, including:</p> <ul style="list-style-type: none"> · Progress undergrounding wires programme Ofgem/EDF Energy · Develop, implement and promote noise reduction measures in recreation provision BA, Broads Tourism · Complete comprehensive dark skies assessment of Broads Executive Area to inform spatial planning policy and potential for Dark Sky Place status BA 	<ul style="list-style-type: none"> · Current Broads undergrounding wires scheme implemented and new programme bids submitted through Ofgem agreement · Enhanced noise reduction schemes and infrastructure and in place, e.g. eco-boating initiatives, electric boating and charging points · Dark skies mapping assessment in place / (dark sky status considered/ applied for) 	<p>People and wildlife are being protected from adverse impacts of visual, noise and light pollution in areas of the Broads where it is excessive, or not wanted or expected</p>	<p>Maintained and enhanced sense of tranquillity, landscape character and historic environment</p>

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Building climate-smart communities

Summary of current issues

- * The predicted impacts of sea level rise and climate change pose considerable challenges to the future of the Broads, its special qualities and its communities. Based on probable climate projections, over the coming 50 years the Broads is likely to see hotter, drier summers; slightly wetter, warmer winters; streams and the sea getting warmer; and more extremes in the intensity and frequency of rainfall and storms and possibly heatwaves and drought.
- * Key impacts of sea level rise and climate change are likely to include changes in the distribution of habitats and species, with some net loss of native biodiversity and increasing pressure from invasive non-native species; changes in the visual landscape character, including possible damage or loss of archaeological and built heritage features; damage to property and infrastructure; greater pressures on water resources; changes in agriculture patterns and production; changes to siltation rates and patterns; wetter and warmer conditions stimulating plant growth, requiring greater management; changes in tourism patterns and visitor numbers; and pressures on the development management process.
- * A Climate Adaptation Plan for the Broads was prepared in 2015 by the Broads Climate Partnership. A primary focus is on the development of longer-term water level management, including flood risk management (Aspiration 1). In wider terms, the plan also proposes the adoption of a proactive 'climate-smart' approach at local community level, aimed at helping local people and visitors feel more informed about and more resilient to future change, and fully involved in wide ranging debate and decision making about the longer-term future for the area and its communities.
- * Mitigation and adaptation planning will take into account the effects of any management choices on all the interconnected and interdependent ecosystems of the Broads and the services they provide, such as biodiversity, flood regulation, food and fibre, water supply, recreation and carbon capture. Management decisions must be made transparently and equitably, assessing the cost to nature and people.

Aspiration 7	Improve local community awareness of climate and sea level impacts, and build local mitigation and adaptive capacity			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 7.1	Build and share concerns, knowledge and practical mitigating and adaptive change responses at community level			
7.1.1	Develop and promote tailored 'climate smart' advice and support to local communities through the Broads °Community initiative and Local Authority energy and sustainability advisors Broads Climate Partnership	· 'Climate smart' processes and good practice developed and promoted through Broads °Community and Local Authorities (Also see action 1. flood management)	Local communities are 'future proofing' their homes, businesses and local environment	Safer and more empowered 'climate-smart' local communities
7.1.2	Develop and promote targeted policies, schemes and incentives to encourage greater uptake of renewable energy use and 'green' initiatives by local communities, businesses and visitors, including: · Update review of renewable energy solutions in	Measures are in place to increase uptake of appropriate renewable energy initiatives	Local communities, businesses and visitors are reducing their carbon footprint	Reduction in CO ₂ and other harmful emissions into the environment

	<p>the Broads to inform assessment of renewable and low carbon energy generation</p> <ul style="list-style-type: none"> · Build on and promote 'green tourism' measures for recreational activities, visitor provision and public transport options in the Broads 	<ul style="list-style-type: none"> · Review of renewable energy solutions in the Broads updated and informing assessment of renewable and low carbon energy generation options · Green tourism schemes and incentives in place and promoted, through Green Tourism Business Scheme, The GreenBlue, etc 		
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Providing distinctive recreational experiences

Summary of current issues

- The Broads is a member of the UK National Parks family and attracts more than seven million visitors a year. Popular recreational pastimes include boating, angling, walking, bird watching, and visits to historic and cultural assets such as mills and churches. The area has 200km of inland navigable, lock-free waterways and 303km of public rights of way, including three long distance trails. The surrounding coast and urban centres, including Norwich, Great Yarmouth and Lowestoft, also provide access and recreational opportunities.
- There are over 12,000 licensed boats using the Broads, ranging from canoes and rowing boats to large hire craft and commercial passenger vessels. The hire boat industry remains a significant part of the Broads economy, with diversification and improvements in environmental and quality standards in response to changes in traditional holiday patterns and visitor needs being crucial to its ongoing survival. Sailing is integral to the Broads' history and landscape, and canoeing and rowing are increasingly popular. These activities are in keeping with the philosophy of quiet recreation and rely on suitable provision of access to and onto the water, shore side facilities and user support and guidance, and an emphasis on attracting and supporting young and new users to waterways activities. Angling is a major contributor to the local and regional economy, and the Broads offers some of the best coarse fishing in England. Key areas of strategic focus identified in the Broads Angling Strategy relate to managing and enhancing fisheries management and ecology, access to the water's edge, information and environmental education, and urban fishery development.
- Land-based recreation ranges from the passive, such as sitting at a riverside viewing point, to more active pursuits such as walking and cycling, and visiting local amenities and sites of interest. Walking is a particularly popular activity, but is threatened by significant reductions in local authority rights of way and footpath maintenance budgets. The appeal of the local wildlife, notably birds, is seen as highly relevant to boosting visitor demand throughout the year. At the same time, there is a need to ensure that visitor activity does not damage habitats or disturb wildlife.
- A wide range of proposals to create or improve physical access to and around the Broads and between land and water, linked to destination points, facilities and services and sustainable transport options, have been identified through the 2015/16 review of the Integrated Access Strategy for the Broads. However, the ability to implement these projects depends significantly on gaining landowner agreements and on resource capacity of the Broads Plan partners and wider recreational providers.

Aspiration 8				
Provide a range of distinctive recreational experiences in suitable locations in harmony with the special qualities of the area				
Targets: To be added				
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 8.1	Maintain and enhance the integrated physical access network to and around the Broads and between land and water			
8.1.1	Map, develop and implement projects and associated permissions to create or improve access points and routes, incorporating opportunities for people with mobility and sensory needs. Priorities are to: <ul style="list-style-type: none"> · Improve small craft launch points linked to published canoe trails (incl. use of parish staithe) and improve existing 	Access improvement projects implemented through Integrated Access Strategy, county access plans and local community plans Implementation of Broads Landscape Partnership Scheme (Programme 2)	People are taking part in a variety of recreational activities on land and water	Improved health and wellbeing; increased public understanding of area's special qualities ; increased

	<p>published launch facilities BA</p> <ul style="list-style-type: none"> · Audit land access to Broads viewpoints; from moorings to facilities, services and public transport links; and across rivers and alongside water, and develop access improvement projects BA · Review water space access, including broads, and identify and develop potential to extend access for various types of craft BA · Create range of new moorings/stopping places (including wild/quiet moorings) in priority locations and maintain existing network BA · Implement NCC Cycling and Walking Action Plan; develop schemes to create new cycle routes and upgrade priority routes; develop proposals for Cycling Ambition in National Parks funding; develop potential for increased provision of cycle hire/ promoted cycle and walking routes from rail stations /bus routes using path network BA/County Councils · Audit physical access for people with disabilities and develop upgrades to routes (incl. 'Tramper' routes), moorings and access points to water BA/County Councils · Implement River Wensum Strategy projects to improve access and facilities along the River Wensum and link Norfolk Trails through Norwich to the Broads Norwich City Council · Develop and implement physical access community projects through Broads Landscape Partnership Scheme BA · Promote angling initiatives as identified in Broads Angling Strategy EA/BASG 			business income providing for sustainable local economy
Guidance 8.2	Coordinate and implement a year-round programme of events relating to themes, products, places and activities associated with the Broads			Improved health and wellbeing; increased public understanding of area's special qualities ;
8.2.1	Maintain and develop a year-round programme of events, run and supported by a range of local organisations, groups and communities, including:		People are taking part in a variety of recreational activities	

	<ul style="list-style-type: none"> · Running and supporting annual multi-events programmes, e.g. Broads Outdoor Festival, Outdoors in the Broads, Walkability, Bird Fayre · Supporting local community festivals and activities, including implementation of Broads Landscape Partnership projects · Establishing and promoting events calendar/programme through tourism businesses and event providers 	<ul style="list-style-type: none"> · Broads-related presence promoted through local, national and international events · Range of annual and one-off events available and actively promoted · Activities implemented under Broads LPS Programmes 1-6, in particular 'Gateways to the Broads' and 'Going the Extra Mile' activities 	on land and water and trying new experiences	increased business income providing for sustainable local economy
Guidance 8.3	Maintain, improve and promote navigation safety and environmentally friendly behaviour on land and water			
8.3.1	<p>Implement, promote and monitor measures to manage better safety for the navigation and boats, and to encourage environmentally friendly behaviour by recreational users.</p> <p>BA, Broadsbeat</p>	<ul style="list-style-type: none"> · Safety Management System and Boat Safety Scheme measures in place · BA Ranger and Broadsbeat patrolling in place, supported by volunteer complement · Navigation infrastructure maintenance regimes in place · Temporal or spatial zoning agreements and pilot schemes in place as required · Range of guidance, advice and events on safe and environmentally friendly behaviour available and promoted, incl. BA Super Safety Days, boat hirer information pack 	People are taking part in a variety of waterborne recreational activities in safe and environmentally responsible ways	Improved safety, health and wellbeing; increased public understanding of the special qualities of the area

Promoting understanding

Summary of current issues

- Tourism drives the economy of the Broads and is a key product in the wider economy of the East of England, bringing nearly £600m to the local economy and supporting more than 7600 FTE jobs. The attraction of the Broads also recognises the significant tourism appeal of its surrounding area, including the historic urban centre of Norwich, the coastal resorts of Great Yarmouth and Lowestoft, and the North Norfolk coast.
- The sustainable tourism strategy for the Broads is being refreshed (2015-16). The strategic approach for 2017-22 centres around developing, managing and promoting high quality sustainable tourism, taking into account the needs of the environment, local residents, local businesses and visitors, now and in the future. Cuts in public sector budgets will impact on support for tourism marketing, management and infrastructure; strong partnership working and engagement of the tourism industry and private sector agencies will continue to be vital in supporting the industry. Other issues include a lack of adequate visitor facilities in some areas; inconsistent quality of accommodation and catering; labour, skills and volunteer shortages; and a lack of coordination between tourism/destination bodies. Potential opportunities include a growing market interest in experiences, activities and wellbeing, particularly focused around wildlife; forecast growth in domestic and inbound markets; and private sector interest in sponsorship.
- While the Broads may mean different things to different people, a unifying brand and key messages can help create an overall feeling about the area that captures its essence, places the area in peoples' minds and makes them want to be part of it and care for it. Information and interpretation needs to provide consistent and coordinated messages that help to strengthen visitor understanding, awareness and enjoyment of the area, both before and during their visit. The Broads has equivalent status to a National Park but, in addition to the other parks' two purposes of conservation and promoting enjoyment, it has a third equally weighted purpose of managing the navigation. As such it is defined under a different act of Parliament to the other Parks and has been known as a 'member of the National Park family'. In 2015, the Broads Authority voted to brand the area as the 'Broads National Park' to promote more clearly its national park credentials and special qualities. Although Defra was content with this decision, it is currently under legal challenge (as at Jan 2016) and an outcome is awaited before further branding decisions are taken.

Aspiration 9	Strengthen and promote key messages and tourism offer in keeping with the area's national park status, special qualities, history and traditions			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 9.1	Improve and promote information and interpretation to attract visitors and assist them during their visit			
9.1.1	Maintain and establish processes to raise awareness of, and support for, the special status, qualities and heritage of the Broads, including: <ul style="list-style-type: none"> • Maintain a high quality, up-to-date visitor destination website, promoting strong images, messages and point of need information • Establish and strengthen partnership processes to promote coordinated messages that underpin the Broads brand and strategic 	<ul style="list-style-type: none"> • www.EnjoytheBroads.com website maintained and available to visitors, linked to other destination websites at local, regional, national and international level • Actively managed PR presence and social media campaigns in place (e.g. Facebook, Twitter, YouTube) with communications processes, protocols and technology support available through established social media/PR team • Destination marketing of the Broads in place through wider campaigns featuring Norfolk, East Anglia, UK waterways and UK 	People have information they want before and during their visit, helping them to understand, access and enjoy the area in sustainable ways New audiences (visitors and local communities) are introduced to what	More visitors enjoying the area's special qualities More resilient and responsible tourism economy

	<p>priorities, through print/digital media and PR activity</p> <ul style="list-style-type: none"> · Develop and run linked destination marketing campaigns at domestic and overseas campaigns · <i>Develop, promote and monitor use of Broads National Park brand identity in print/digital online media and signage</i> 	<p>National Parks</p> <ul style="list-style-type: none"> · Broads branding design and use guidelines/toolkit available <p>Physical and virtual information and interpretation available to visitors, through targeted public events and activities, oral history research and archiving projects, multimedia products and drama</p> <ul style="list-style-type: none"> · Activities implemented under Broads LPS programme 1: Interpreting the Landscape · <i>Your Park initiative/Residents newsletter developed</i> · (Visitor support for conservation support – see action 11.1) 	<p>there is to do in the Broads and are taking part in activities</p>	
9.1.2	<p>Support a positive visitor experience to the Broads by maintaining and upgrading the provision of point of need information:</p> <ul style="list-style-type: none"> · Maintain and monitor Broads Visitor Centres (BA) and develop Broads information presence within other appropriate local centres · Design and install range of promotional and information displays at entry points and key sites, including railway stations, and improve Broads destination signage · Maintain and widely distribute 'Broadcaster' and other print/digital information for visitors, including trail maps and apps 	<ul style="list-style-type: none"> · Broads visitor centres maintained at Whitlingham, Hoveton and How Hill; Broads information presence available at other local centres in the Broads and urban locations · Broads promotional and information displays in place at entry points and key sites · Yacht stations maintained at Great Yarmouth and Norwich · Broadcaster, orientation maps, apps and other visitor material produced and available online and through visitor destination hubs 	<p>People have information they want before and during their visit, helping them to understand, access and enjoy the area in sustainable ways</p>	<p>Increased public understanding and enjoyment of area's special qualities ; increased business income providing for sustainable local economy</p>
9.1.3	<p>Maintain and develop measures to strengthen the quality and distinctiveness of the tourism offer in the Broads, including:</p> <ul style="list-style-type: none"> · Maintain and further develop processes to assess and support high quality standards and environmental sustainability in local tourism provision · Create and deliver staff training events for hire boat operators and other tourism businesses 	<ul style="list-style-type: none"> · Systems in place to assess and guide quality and environmental sustainability standards in local tourism provision, incl. Broads Quality Charter · Tailored tourism staff training programmes and events available through hire boat operators and tourism businesses 	<p>Customers are getting consistent, high quality standards from local tourism and recreational businesses</p> <p>Visitors are taking part in a wide range of recreational activities to suit their needs and interests</p>	<p>Better service for visitors; increased business income providing for sustainable local economy</p>

	<p>to meet visitor information needs</p> <ul style="list-style-type: none"> Develop and support initiatives to promote tourism related careers to young people, with associated training 			
Aspiration 10	Improve and more widely share understanding and expertise about the Broads natural environment			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 10.1	Coordinate and develop Broads monitoring and research efforts, focusing on water, wet grasslands, and fen hydrology and ecology			
10.1.1	<p>Create and maintain coordinated partner database of conservation monitoring and research priorities, including: Fen vegetation and invertebrates; groundwater level management; control of pollutant inputs; impacts of drought, flooding and salinity</p>	<ul style="list-style-type: none"> Coordinated research, monitoring and trial programmes in place and data made available to partners and academic research bodies 	Organisations and community groups are learning more about the Broads natural environment and making informed management decisions	Healthy environment supported by more informed management evidence
10.1.2	<p>Develop and coordinate citizen sciences initiatives in the Broads, including:</p> <ul style="list-style-type: none"> Pool knowledge on approaches for monitoring/recording by volunteers, and share best practice Coordinate records through central, publically accessible location 	<ul style="list-style-type: none"> Robust nature conservation monitoring and recording processes in place, supported by volunteer programmes Comprehensive, up-to-date nature conservation records in place and available to the public 	Organisations and communities are learning more about the Broads natural environment through hands-on observation	Healthy environment supported by more informed management evidence; community more involved in their local area

Connecting local communities

Summary of current issues

- It is recognised that some groups visit National Parks and the Broads less than others, such as ethnic minorities, young people, people from disadvantaged circumstances, and people with disabilities. The *Vision for English National Parks and the Broads* encourages Authorities to take a proactive approach to enabling people from all walks of life and from all ages and abilities, particularly children and young people, to experience and enjoy these areas at first hand.
- A lack of physical or cultural access, information or simply motivation can mean that many local urban and rural communities are disconnected from the special landscape on their doorstep and the opportunities it offers for recreation, learning, health and wellbeing. Accessible, informative and inspirational opportunities need to be in place to support and encourage people from all walks of life and all ages and abilities, particularly children and young people, to 'go the extra mile' and reconnect with their local environment.
- The use of the Broads as a resource for environmental education is an important part of raising awareness and understanding, and provides valuable opportunities to contribute to the former Government's 'Every Child's Future Matters' initiative. It has long been an aspiration of the Broads Authority that every child in the Broads executive area should experience the Broads at some time during their school career. With limited resources, the Authority and its environmental education partners need to focus efforts where they are best placed to impact upon and add value to the learning of groups and individuals, particularly those who might otherwise not have such opportunities.
- As well as focusing on partnership working and shared resources, organisations caring for the Broads will need to look increasingly to external financial and manpower resources to support their activities, particularly within the economic context of an ongoing squeeze in public sector finances.

Aspiration 11	Reconnect a wider audience, particularly local communities and young people, with the Broads environment			
Ref	PROJECTS	RESULTS (products, services, infrastructure)	USES	BENEFITS
Guidance 11.1	Develop participatory initiatives for local communities and visitors to support the Broads environment			
11.1.1	Develop and promote a range of participatory community events and activities through the Broads Landscape Partnership Scheme, including entry level activities for young people and 'go the extra mile' events BA	Range of activities implemented under Broads LPS Programmes 1-6 Range of multi-media promotional material in place / + <i>motivational incentives</i>	People are visiting the Broads for recreation, fitness, learning and socialising	Healthier, happier local communities feeling more connected to their natural environment; healthier and better managed environment
11.1.2	Run and promote practical organisational and community led volunteering schemes and activities, and provide training and support to volunteers Broads Plan partners	Flexible and diverse range of volunteering opportunities, training schemes and promotional events available through range of organisations and amenity/interest groups Trained and available volunteer complement in place to support local organisations and groups	Local organisations and community groups are achieving more through additional resources Local communities and groups are receiving financial and practical support to help look after	
11.1.3	Support visitor giving and sponsorship schemes and initiatives and develop new opportunities for	Income generation sponsorship and visitor giving schemes and activities (incl. Love the Broads) in place and promoted through		

	increasing revenue generation for Broads projects, including through visitor hubs and events Broads Trust, Broads Plan partners	local supporting establishments Plans and processes in place to increase sales revenue at BA visitor centres, yacht stations and other appropriate outlets	the Broads	
Guidance 11.2	Maintain and develop opportunities for young people (aged 5-21), including those from disadvantaged backgrounds, to have a 'Broads experience'			
11.2.1	Develop and run a range of Broads themed environmental education programmes and events for local schoolchildren Broads Environmental Education Network (BEEN)	Range of environmental education schemes and activities available through BEEN partners and mainstream education providers, including Broads Curriculum programmes Coordinated environmental educational resource tools, including Broads Curriculum materials, available to BEEN partners and education providers	Local schoolchildren are experiencing the Broads through classroom and outdoor activities Educators are offering consistent, coordinated Broads environmental education	Healthier, more active and more inspired local /disadvantaged young people with an enhanced sense of wellbeing and life skills
11.2.2	Develop, promote and run skills training, work experience and volunteering programmes and activities for young people BEEN	Skills training, work experience and award scheme opportunities available through FE providers, BEEN partners and Broads LPS Programme Volunteering opportunities available to young people and family groups, e.g. Broads Young Rangers (Broads LPS Scheme)	Young people are getting social and vocational skills and qualifications through 'hands on' experience	
11.2.3	Establish, promote and run accessible and motivational environmental outreach programmes and initiatives for disadvantaged young people from local and national areas of high deprivation BEEN	Outreach programmes and initiatives in place, incl. Forest Schools, Broads Short Stay and Broads Discovery Days /+ <i>motivational incentives</i> Activities implemented under Broads LPS Programme3: Learning and Future Skills	Disadvantaged young people are taking part in motivational outdoor activities, many for the first time	

(end of draft table)

Draft Proposals for Section 5a of “Riverside Walk”
Report by Lesley Marsden, Principal Landscape Architect
Norwich City Council

Summary: Engineering and landscape design work for section 5a of the Riverside walk is currently being undertaken by Norwich City Council and their consultants for a proposed new section of the “Riverside walk”. The design is at an early stage and Norwich City Council are using this presentation to seek the views of the Navigation Committee on a series of options prior to submitting a planning application for the scheme later this year.

1. There are two riverside walks in Norwich – the original walk along the River Wensum (known as the “Riverside walk”) and the more rural Yare Valley Walk. The provision of public access alongside these two rivers has been a long-term aim of Norwich City Council. Already extensive stretches of both rivers have, through the development of other sections, been opened up to public access. Both riverside walks will be extended as far as practicable, as opportunities occur.
2. Section 5a of the “Riverside walk”, lies between land currently being developed by Broadland Housing Association and land in the ownership of Network Rail. It will, in time, constitute a key link between the city centre, the Deal / Utilities sites and Whitlingham Country Park.
3. Norwich City Council has undertaken to deliver section 5a on behalf of the Norwich River Gateway group in anticipation of the build out of the above developments. The current project is phased. The aim of Phase 1 is to secure of planning approval for the scheme. We are aiming to achieve this by the end of 2016. Phase 2 will be the construction phase period. Its programming will depend on the progress of the adjacent developments.
4. The purpose of the presentation to the Navigation Committee is to obtain its view on options for the river frontage produced at the sketch design stage. The consultants brief has required them to consider a range of solutions as the City Council is keen to explore options that will derive multiple benefits including recreational, enhanced landscape and biodiversity.
5. There are a number of constraints which relate to the site. These include:
 - The width of land available for the proposal. Normally the width required from those private developers is in the order of 8-9 metres. At this location we are currently limited to 7 metres.

- Power cables – three separate power cables which traverse the river at different locations and different depths.
- The presence of the rail bridge
- The flood defence constructed by Laurence Scott within the site.
- Very poor condition of the frontage

6. The views of the Committee are sought on these options prior to the development of the detailed design and landscape proposals which will form part of the proposed planning application.

Background papers: None

Author: Lesley Marsden, Principal Landscape Architect, Norwich City Council

Date of report: 4 February 2016

Broads Plan Objectives: None

Appendices: None

Appointment of Navigation Officer
Report by Chief Executive

Summary:	<p>This report represents the formal consultation with the Navigation Committee on the appointment of the Navigation officer.</p> <p>The Committee's view on the appointment of the Head of Ranger Services to act as the Navigation Officer is sought.</p>
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1 Background

- 1.1 Members may be aware that the present Head of Ranger Services, Adrian Vernon, has given notice of his intention to retire on 31 March 2016.
- 1.2 This role requires the post holder to undertake the duties and responsibilities of Navigation Officer as defined in the Norfolk and Suffolk Broads Act 1988 which includes giving navigational directions to vessels as appropriate, including for towing and to grant permissions for events and regattas under schedule 5 of the Norfolk and Suffolk Broads Act 1988.

2 Appointment Process

- 2.1 The vacancy has been widely advertised and interviews were held on 2 February 2016.
- 2.2 The successful candidate was Lucy Burchnall, who has been the Deputy Head of Ranger Services since 1 April 2011. Lucy is currently an authorised officer for the purposes of the Broads Act and has deputised for the Head of Ranger Services as required. As well as her experience with the Broads Authority, Lucy has worked with the Environment Agency at the Harbour of Rye and on the Thames. She has over 20 years' experience of helming a variety of vessels ranging from sailing dinghies and yachts, through safety boats and RIBs to workboats and the BA launches.
- 2.3 The Norfolk and Suffolk Broads Act 1988 as amended by the Broads Authority Act 2009 requires;

The Authority shall appoint a person to be known as the navigation officer and may appoint a person to act as deputy to the navigation officer
(Section 10(7))

Before making any appointment under subsection (7) above; the Authority shall consult the Navigation Committee.
(Section 10(17) (b))

The functions of the Navigation Officers are set out in Schedule 5 Section 18 of the Act. They relate to “*Directions for regulating vessels*” and “*Seagoing freight traffic*”. A copy of the relevant extract from the Broads Act is appended.

The Committee’s view is therefore sought on this appointment.

3 Deputy to the Navigation Officer

- 3.1 At its meeting on 22 October 2009 the Navigation Committee were consulted on the process for the approval of authorised officers under Broads Authority Act 2009. It was agreed that Rangers who had successfully completed the training schedule would be approved by the Chief Executive to act as authorised officers for the additional functions set out in the Broads Authority Act 2009. Rangers are also tasked in their job description to work to the direction of and assist the Navigation Officer in accordance with the requirements of Section 10 (7) of the Broads Act.
- 3.2 For the avoidance of doubt, the Committee’s view is sought on the appointment of all such trained Rangers to act as deputy to the Navigation Officer.

Background papers:	Nil
Author:	Trudi Wakelin
Date of report:	3 Feb 2016
Broads Plan Objectives:	None
Appendices:	APPENDIX 1 – Extract from the Norfolk and Suffolk Broads Act 1988

Extract from the Norfolk and Suffolk Broads Act 1988

PART II

FUNCTIONS OF NAVIGATION OFFICERS

Interpretation

17. In this Part of this Schedule “the navigation officer” means –
- (a) in relation to the Norwich navigation, the Norwich navigation officer; and
 - (b) in relation to the remainder of the navigation area, the Broads navigation officer;
- and any person appointed by the Authority to act as deputy to the officer in question.

Directions for regulating vessels

- 18 (1) The navigation officer may give directions for all or any of the following purposes –
- (a) for regulating the time at which and the manner in which any vessel may enter, leave, or lie in the navigation areas;
 - (b) for regulating the position, mooring, unmooring, placing or removing of any vessel while it is in the navigation area;
 - (c) for regulating the position in which any vessel may, while in the navigation area, take in or discharge cargo or ballast or take in or land passengers;
 - (d) for regulating the manner in which any vessel entering the navigation area may be dismantled, either for the safety or the vessel or for preventing injury to other vessels or property or to any part of the navigation area;
 - (e) for removing unserviceable vessels and other obstructions from the navigation area and keeping it clear;
 - (f) for prohibiting the mooring or anchoring of any vessel in any particular part of parts of the navigation area;
 - (g) for regulating the manner in which vessels are to navigate while within the navigation area.
- (2) In any case which appears to the navigation officer to be an emergency, general direction given under this paragraph may be expressed to be applicable to all vessels or to all vessels of a particular class.
- (3) Directions under this paragraph shall be communicated to the person having charge of the vessel concerned by being given to him in writing

unless it is not reasonably practicable to do so, in which case they shall be communicated to him in such manner as the navigation officer considers appropriate.

- (4) The navigation officer shall not exercise his powers under this Schedule in any way which interferes with the discharge by the Commissioners of Her Majesty's Customs and Excise of any of their functions.
- (5) Where a vessel is within the navigation area, the person who has charge of it shall comply with any direction given under this paragraph which –
 - (a) applies in relation to his vessel; and
 - (b) has been communicated to him by or on behalf of the navigation officer;

and any such person who fails (without reasonable excuse) to do so shall be guilty of an offence and liable on summary conviction to a fine not exceeding level four on the standard scale.

Seagoing freight traffic

- 19 (1) The Norwich navigation officer shall exercise his powers under this Part of this Schedule with the object of securing, so far as is reasonably practicable and consistent with the maintenance of safety, that any seagoing freight vessel which is in, entering or leaving the Norwich navigation has a safe passage and is given priority over other traffic.
- (2) The navigation officer shall, in controlling the movement of any vessel, comply with any directions given (with the object mentioned in subparagraph (1) above) by the harbour master of Great Yarmouth unless he considers, in a particular case, that it is inadvisable on grounds of safety to do so.

**Broadland Flood Alleviation Project:
Planning Application for Flood Alleviation Improvements in Compartment 25
(Gillingham Marshes, River Waveney)**
Report by Senior Waterways and Recreation Officer

Summary: This report provides members with a summary of Broadland Environmental Services Ltd (BESL's) planning application proposals for flood defence improvement works at the extreme downstream end of Compartment 25 which is situated at Gillingham Marshes between the A146 road bridge and Hill Farm, Boathouse Hill on the true left bank of the River Waveney near Beccles.

1 Background

- 1.1 Compartment 25 is situated on the true left bank of the River Waveney between Dunburgh and Boathouse Hill, Gillingham. The flood defences protect agricultural marshland which is predominantly used for grazing livestock. Planning permission for a comprehensive flood defence scheme for the compartment was granted by the Broads Authority in 2010 and flood defence works were carried out by BESL in the section of the compartment which is upstream of the A146 Beccles Bypass road bridge in 2010-11. At that time it was not possible for BESL to complete the defences on the section of bank between the A146 Road Bridge and Hill Farm due to problems with material sourcing.
- 1.2 Since then BESL has re-evaluated the options for the defences in this section of the Compartment and agreed how the necessary material will be sourced with the landowner. The planning application which has been submitted therefore only deals with approximately 825m of floodbank out of the 4,820m in the entire Compartment. The location of the proposed works is shown on the detailed drawings at Appendix 1 to this report.

2 Need for Flood Defence works

- 2..1 As mentioned in paragraph 1.1 above the majority of the flood defence works in Compartment 25 were completed some years ago and the fact that BESL was not able to carry out works on the section of bank that is the subject of this application left the Compartment with uncompleted defences. The profile condition of the remaining section of floodbank was assessed as being fair in 2012 but it will, in all likelihood, have deteriorated further since then. The bank has also suffered from settlement, which is an ongoing process affecting all the earth floodbanks in the Broads, and is now estimated to be approximately 200mm below flood defence service level in places.

- 2.2 The majority of the erosion protection for the floodbank is provided by horizontal timber piling. BESL has assessed that the piling is in poor condition and provides little erosion protection for the earth floodbank behind it. Of more concern for navigation is the fact that the piling is failing in places and is now causing a hazard to navigation.
- 2.3 This scheme is therefore required to complete the defences in the compartment, bring the bank up to the required height and deal with the hazardous piling.

3 BESL's Planning Application for Compartment 25

- 3.1 The proposed scheme for the earth defences comprises a mixture of floodbank rollback and online strengthening of the existing bank. Additionally BESL is proposing to remove the failing piling and replace it with erosion protection matting and install new steel sheet piling. Table 1 sets out the solutions proposed in the application in detail.

Table 1

Flood Defence Solution	Length (m)
Floodbank rollback	150
Online strengthening of existing bank	670
Piling removal and installation of erosion protection matting	566
Installation of new steel sheet piling (to be installed under the EA's permitted development rights)	268
Retain piling	186

- 3.2 The rollback and online strengthening proposals will be undertaken using material sourced from the excavation of a large pond near Hill Farm and from material gained from the reprofiling of the existing bank after piling removal takes place. These works are in accordance with BESL's standard procedures and give no cause for concern.
- 3.3 The application indicates that 566m of piling will be removed at the same time as the bank is reprofiled. The normal approach for dealing with the removal of piling is to extract the piles from the river bed and to reprofile the bank from the toe of the pile line. In this case, however, as with other recent applications, BESL is proposing to undertake the piling removal by removing the timber horizontal members and then driving the steel uprights that support them into the river bed. As mentioned at paragraph 2.2 the piling has deteriorated to the extent that it is causing a hazard to navigation and failing to provide erosion protection to the bank and officers accept that removal is

the best option for the piling. Should the piles fail to drive successfully they will be extracted from the bed in line with BESLs usual methodology for piling removal. The depth the piles will be driven to will need to be agreed with the Broads Authority but will need to be below the dredge profile for the River Waveney and it will be necessary for BESL to undertake a sonar survey after the works are completed to ensure that no remnant piles or other hazards remain on the bed of the river.

- 3.4 In this application BESL is also proposing to install erosion protection in the form of a coir (coconut fibre) blanket along a 566m length of the bank after it has been reprofiled. This design is shown in detail on the plans at Appendix 1. This reach of the river can be very busy with motorboat traffic having to navigate through racing sailing vessels from the Beccles Amateur Sailing Club (BASC) which is situated opposite the section of bank in question. The installation of coir matting therefore gives rise to some concerns regarding the potential for vessels to hit the bank and damage the matting by getting it fouled in their propellers.
- 3.5 The application also states that 268m of new steel sheet piling will be installed on the frontage near Hill Farm under the Environment Agency's permitted development rights for the installation of piling. As this proposal is on the river frontage officers consider that a detailed specification for these works should nonetheless still be agreed with the Broads Authority, and include safety features such as safety chains and ladders.

4 Summary of Officers' Comments on the Application

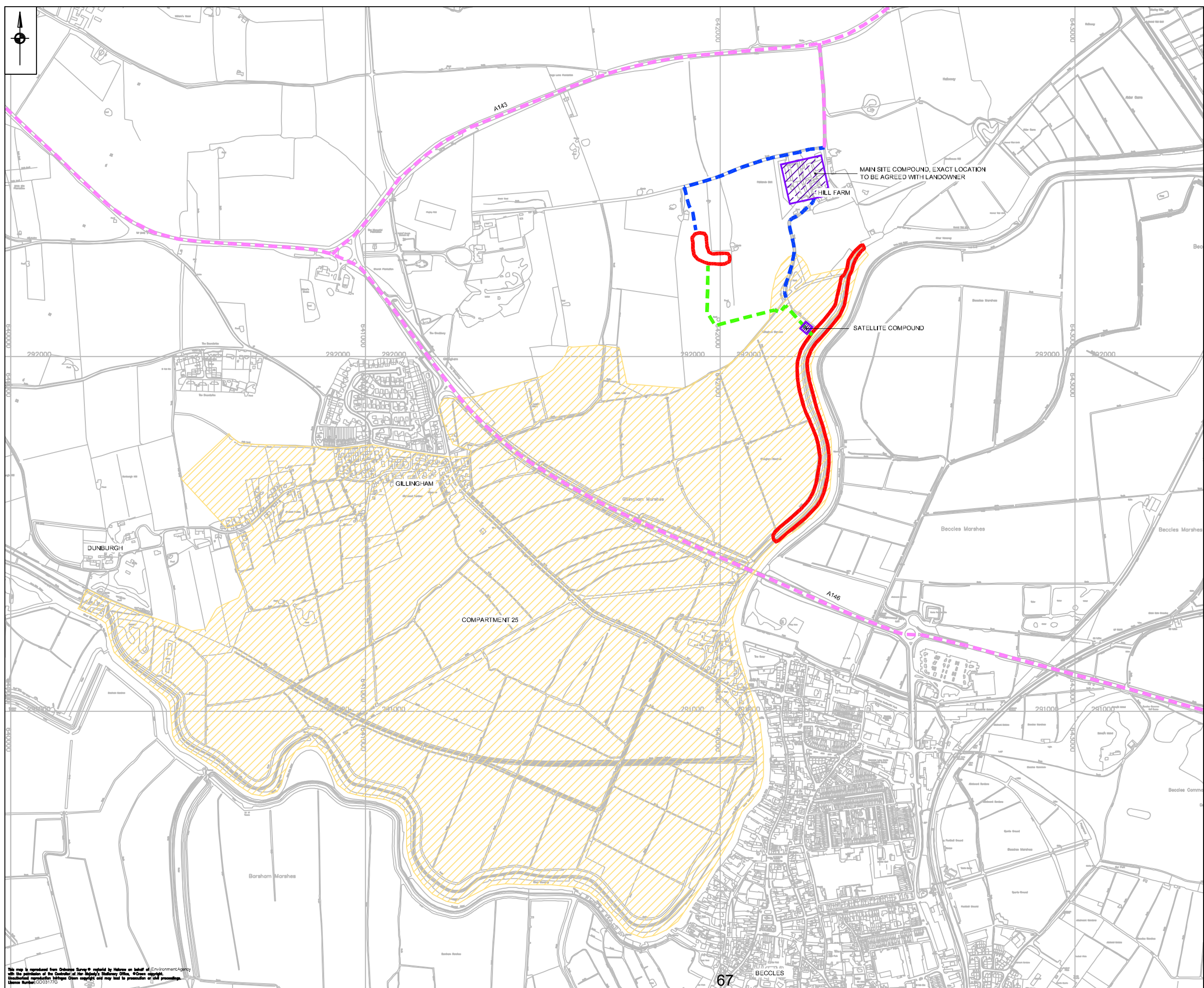
- 4.1 While the submission of this application is to be welcomed as it will allow for the completion of the flood defences in the Compartment and result in the removal of piling which is already causing a hazard to navigation, there are some concerns about the ability of the erosion protection proposed in the application to withstand boat impacts. Experience from some of the other compartments where BESL has installed bitumen matting erosion protection is that boats can get caught on the matting and unravel sometimes long lengths of it from the reprofiled bank that it is protecting. Indeed, on the Waveney itself there have been a number of incidents of vessels getting caught on matting installed on the true right bank between the BASC and Stanley Carr reach. Coir matting of the type shown in the application is less robust than bitumen matting and as this section of bank has a history of being hit by motor boats officers consider there is a real risk that the matting will be damaged by boat impact.
- 4.2 The piling removal element of the application has also concerned the BASC as its members currently use the existing piled edge to moor against during races. BESL has indicated in the application that it is proposing to provide the club with buoys and sinkers to use as temporary mooring points during races after the piling has been removed and the bank reprofiled. This proposal is not considered to be acceptable. Buoys require sufficient slack on their lines to allow for tidal rise and fall as well as further slack to avoid the sinkers they are attached to dragging at high water. The use of buoys as proposed by

BESL will result in sailing vessels raising or lowering sails or waiting for race starts encroaching further into the river. The River Waveney is quite narrow at this point and can have significant boating traffic during the summer season. Officers consider that this proposal will result in a further navigation width restriction and cause problems for other vessels navigating. There is also an additional risk that motor boats will get fouled on the buoys and lines.

5 Conclusions

- 5.1 There is an accepted suite of planning conditions that are attached to planning permissions granted by the Authority for flood defence works involving piling removal. These cover things like the timing of works, installation of the channel marking required for marking reprofiled banks while vegetation establishes, erosion monitoring, dredging, the methodology used for removing piling, remedial actions if pile driving is unsuccessful and post piling removal sonar surveys. In this case officers would recommend that, aside from the usual conditions that would be applied to an application of this nature, it would be sensible to have further safeguards in place to take account of the impacts of boating behaviour.
- 5.2 Members' comments are therefore welcomed as to whether it would be appropriate to require an additional pre-commencement condition dealing with the future management of the navigation. For example a requirement for the submission and agreement of a mitigation plan dealing with any problems with the erosion protection, failure of the reprofiled edge, poor vegetation establishment and installation and removal of appropriate channel marking. Members' comments are also sought on the issue of the use of buoys for mooring by the BASC.

Background papers:	Nil
Author:	Adrian Clarke
Date of report:	15 February 2016
Broads Plan Objectives:	CC3.4
Appendices:	APPENDIX 1 – Compartment 25 detailed maps.



- Key:
- COMPARTMENT 25
 - PLANNING APPLICATION BOUNDARY
 - SITE COMPOUNDS/WELFARE UNITS
 - MAIN ACCESS ROUTE
 - PRIVATE ACCESS TRACKS
 - MATERIAL HAULAGE ROUTE

- List of Drawings:
- 001 - SITE LOCATION & ACCESS ROUTES
 - 002 - KEY PLAN
 - 003 - DETAILED PLAN & SECTIONS 1 OF 3
 - 004 - DETAILED PLAN & SECTION 2 OF 3
 - 005 - DETAILED PLAN & SECTION 3 OF 3
 - 006 - MATERIAL SOURCING LOCATION
 - 007 - PROPOSED EROSION PROTECTION DETAILS
 - 008 - PROPOSED FENCING & CULVERTED DITCHES

FOR
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Rev	By	Chkd	Appvd	Date	Description
A	LM	LM	JH	09/10/15	ACCESS ROUTES AND S&D & COMPOUND LOCATIONS ADDED

Client: **Broadland Environmental Services Limited**
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Project: **BROADLAND FLOOD ALLEVIATION PROJECT**

Drawing: **COMPARTMENT 25 - PHASE 3
 RIVER WAVENEY
 GILLINGHAM MARSHES
 SITE LOCATION &
 ACCESS ROUTES**

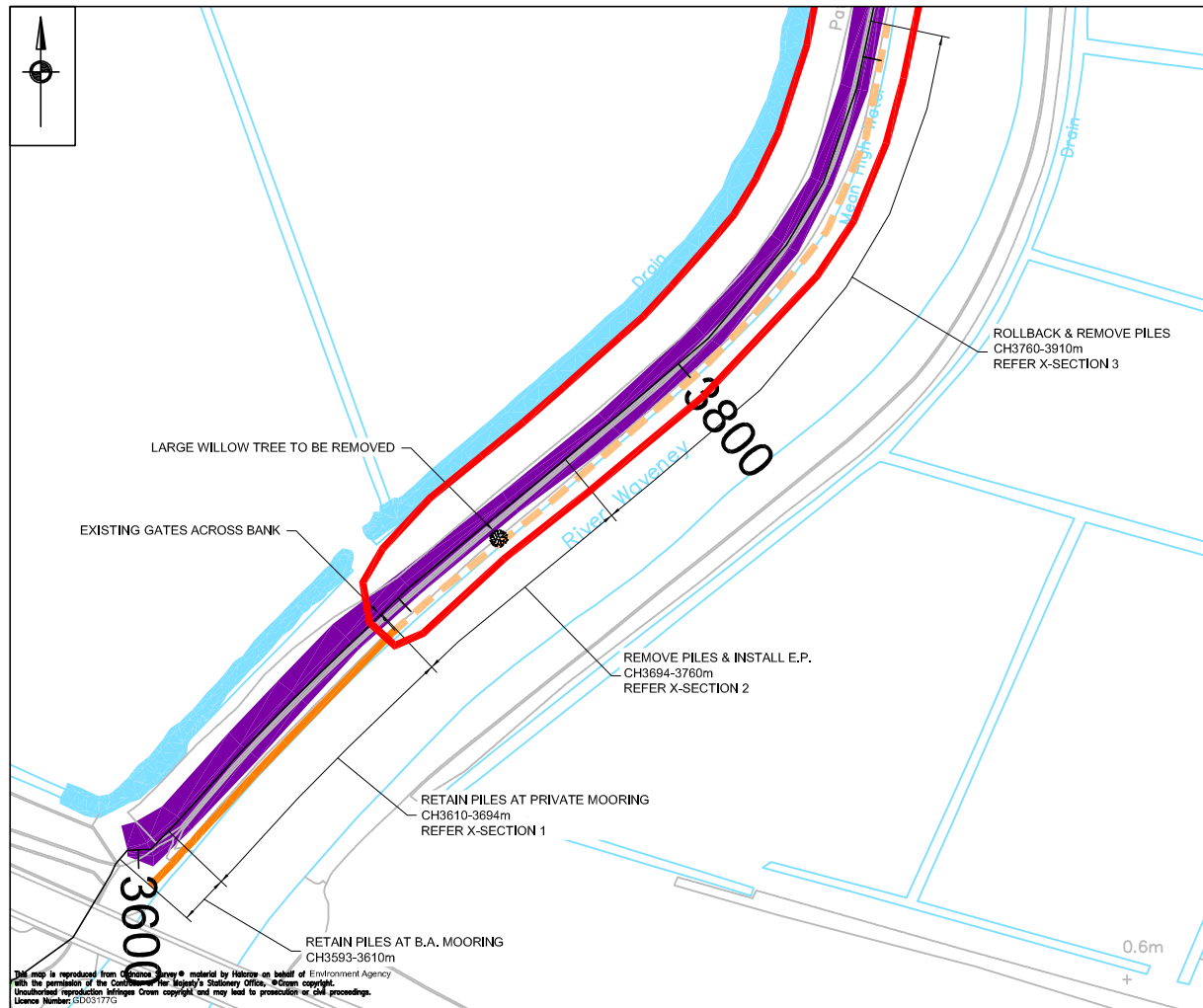
Drawn by: L MERSEY Date: 28/10/15
 Checked by: J NORRIS Date: 27/10/15
 Approved by: K MARSH Date: 27/10/15

Drawing No. **WNCGL/450/001** Revision **A**

Drawing Scale: 1:5000 AT A1

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PLAN OF WORKS
SCALE 1:1000

- Key:
- EXISTING FLOODBANK
 - PROPOSED PILING REMOVAL
 - PILES TO BE RETAINED
 - PLANNING APPLICATION BOUNDARY

- Notes:
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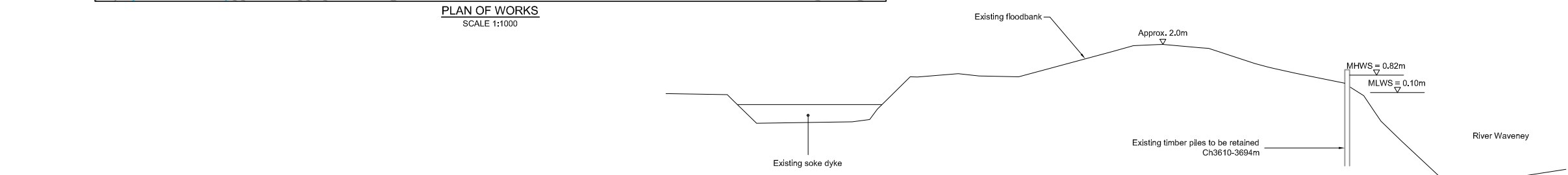
CH2M HILL
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Project: **BROADLAND FLOOD ALLEVIATION PROJECT**

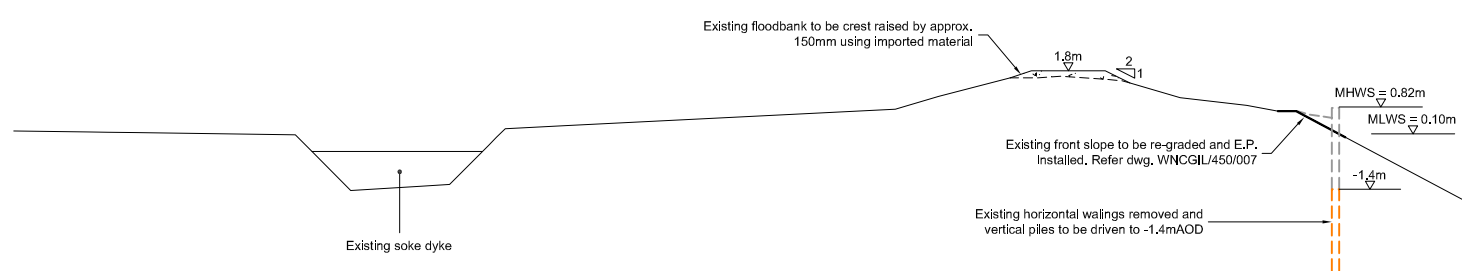
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RIVER WAVENEY
GILLINGHAM MARSHES
DETAILED PLAN & SECTIONS 1 OF 3**

Drawn by: L. MERSEY	Date: 26/10/15
Checked by: J. NORRIS	Date: 27/10/15
Approved by: K. MARSH	Date: 27/10/15
Drawing No. WNCGL/450/003	Revision 0

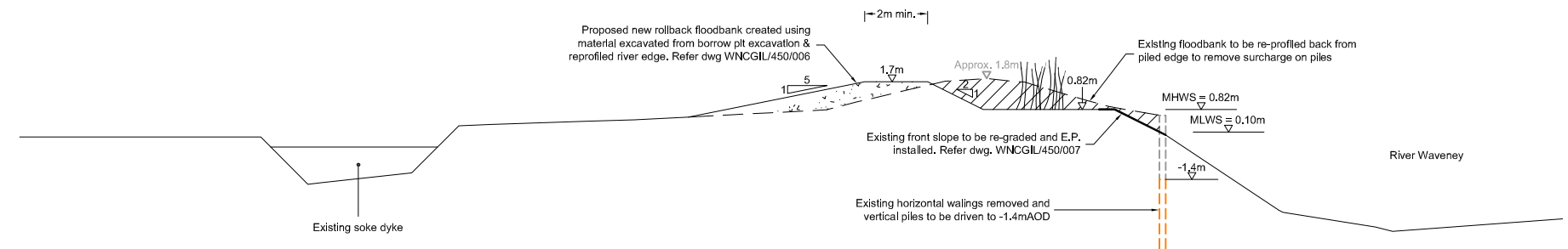
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TYPICAL X-SECTION 1
RETAINED PILING Ch3610 - 3694m
SCALE 1:100

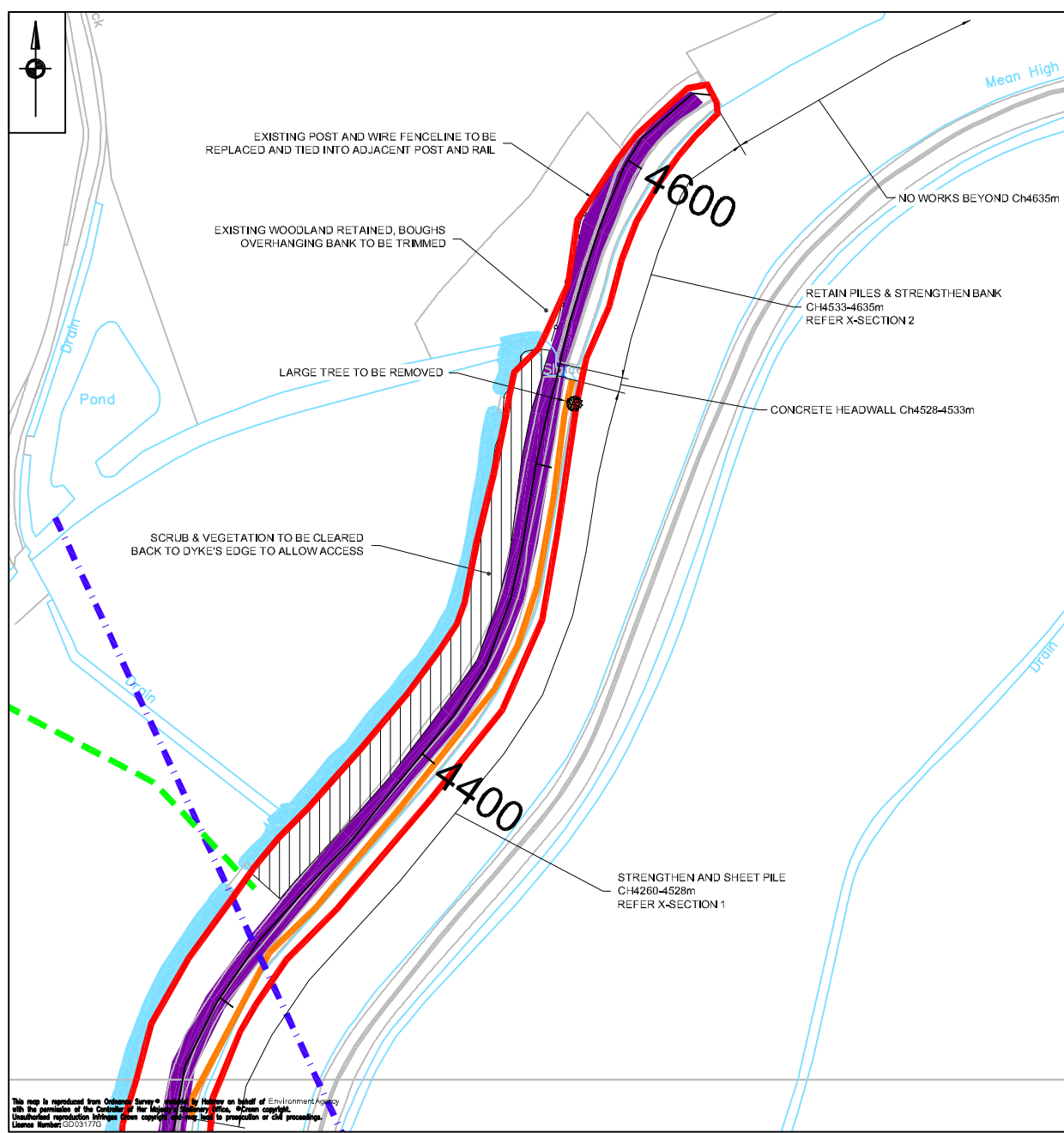


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PILING REMOVAL AND E.P. INSTALLATION Ch3694 - 3760m
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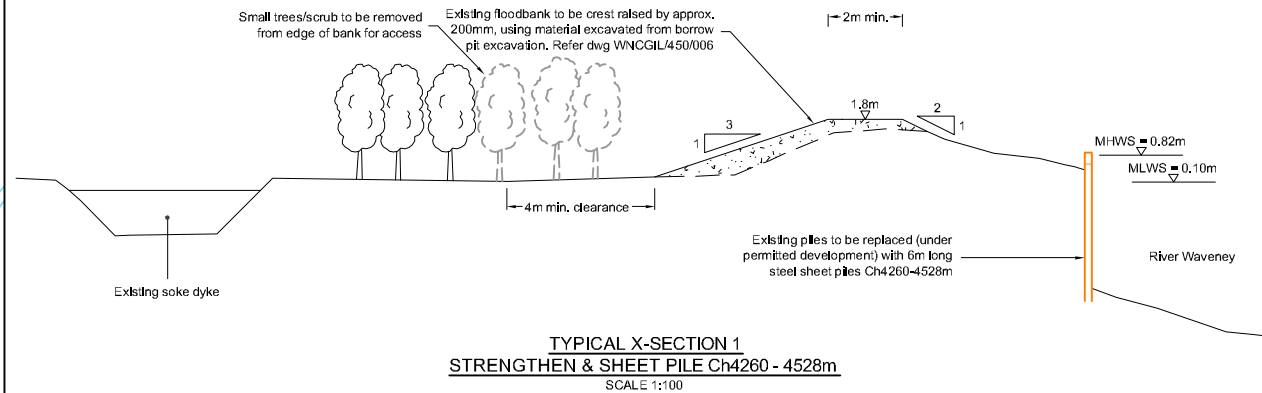


TYPICAL X-SECTION 3
ROLLBACK BANK AND PILING REMOVAL Ch3760 - 3910m
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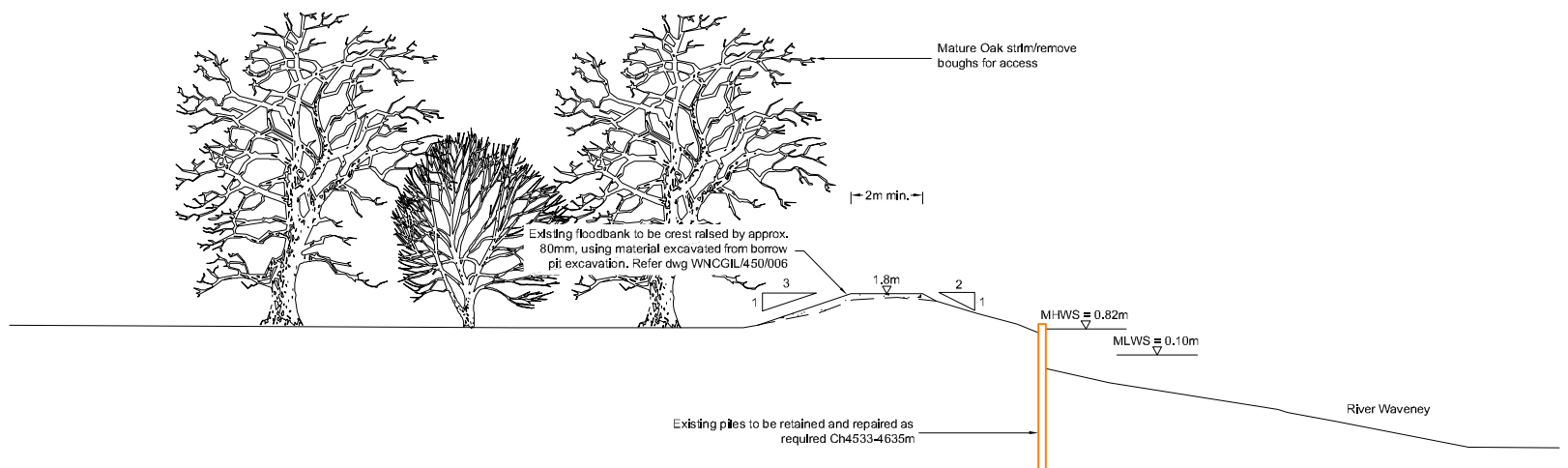
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PLAN OF WORKS
SCALE 1:1000



TYPICAL X-SECTION 1
STRENGTHEN & SHEET PILE Ch4260 - 4528m
SCALE 1:100



TYPICAL X-SECTION 2
RETAIN PILES & STRENGTHEN BANK Ch4533 - 4635m
SCALE 1:100

- Key:
- EXISTING FLOODBANK
 - PROPOSED PILING REPLACEMENT
 - APPROXIMATE LINE OF IRON AGE TIMBERS
 - MATERIAL HAUL ROUTE
 - PLANNING APPLICATION BOUNDARY

- Notes:
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Project: **BROADLAND FLOOD ALLEVIATION PROJECT**

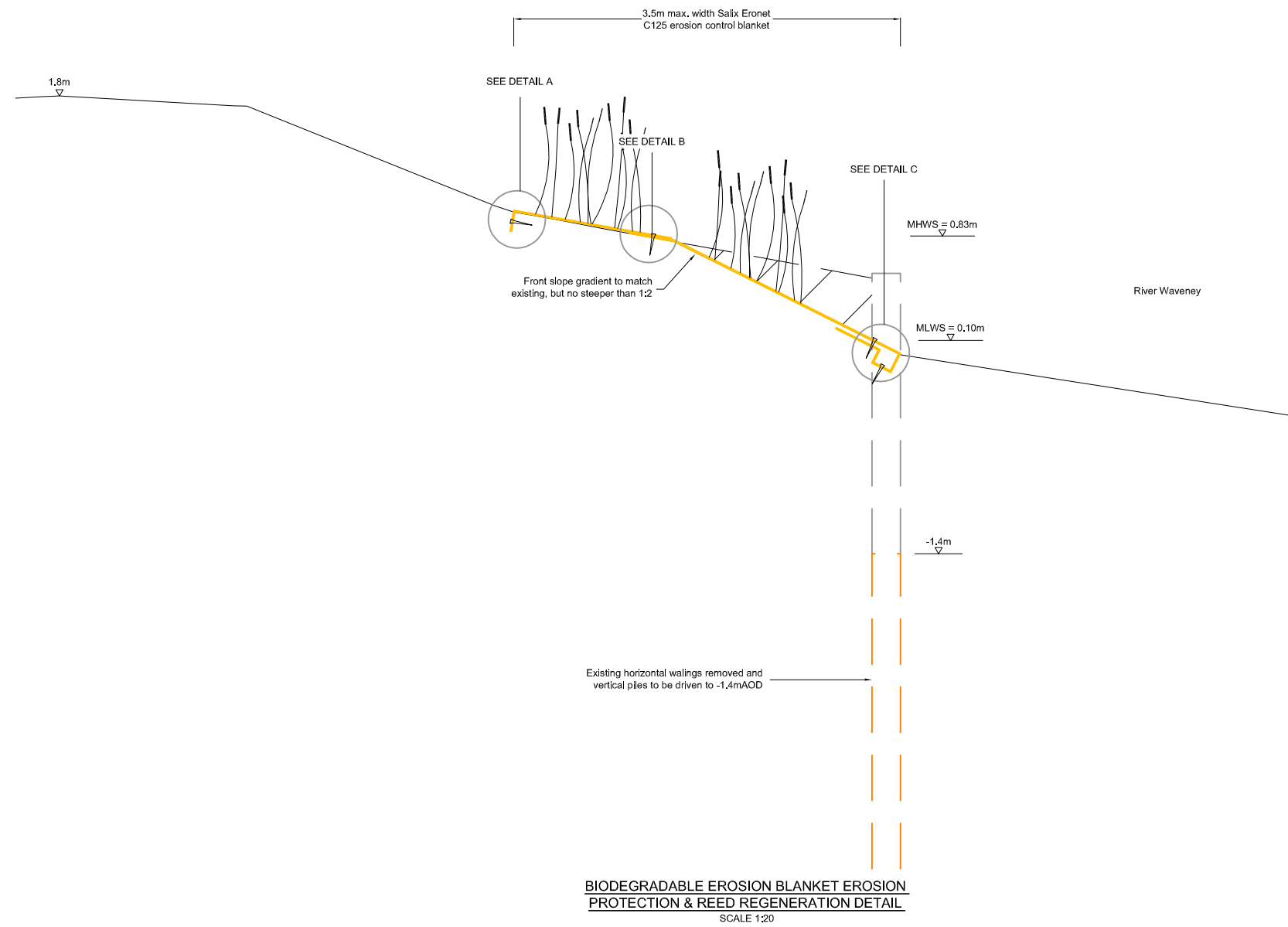
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RIVER WAVENEY
GILLINGHAM MARSHES
DETAILED PLAN & SECTIONS 3 OF 3**

Drawn by: L MERSEY	Date: 01/10/15
Checked by: J NORRIS	Date: 27/10/15
Approved by: K MARSH	Date: 27/10/15

Drawing No.	Revision
WNCGL/450/005	0

Drawing Scale: AS SHOWN AT A1

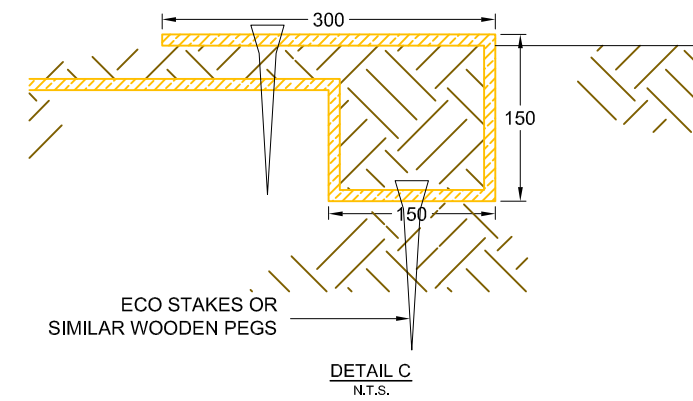
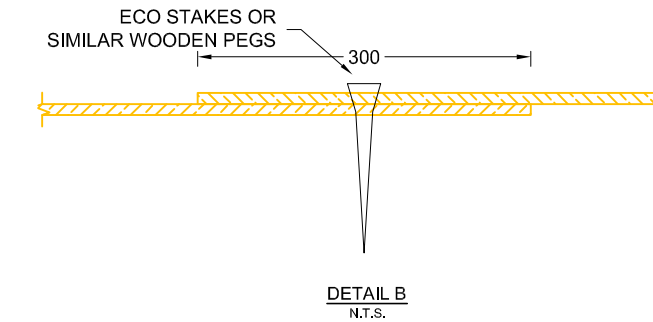
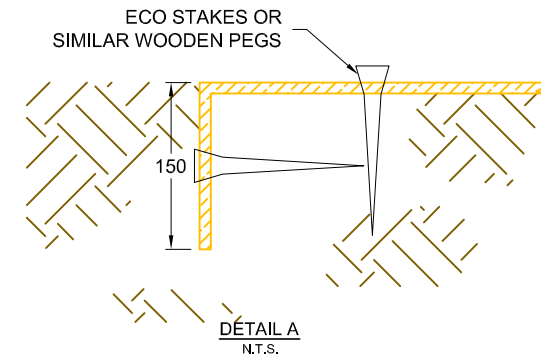
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PHOTOGRAPH OF ROND IMMEDIATELY AFTER INSTALLING EROSION PROTECTION



PHOTOGRAPH OF VEGETATED ROND



Notes:

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Project
BROADLAND FLOOD ALLEVIATION PROJECT

Drawing
**COMPARTMENT 25 - PHASE 3
RIVER WAVENEY
GILLINGHAM MARSHES
PROPOSED E.P. INSTALLATION**

Drawn by: L. MERSEY Date: 26/10/15
Checked by: J. NORRIS Date: 27/10/15
Approved by: K. MARSH Date: 27/10/15

Drawing No.	Revision
WNCGIL/450/007	0

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Power Boat Racing
Report by Head of Safety Management

Summary: This report outlines the background to power boat racing on Oulton Broad. Members' comments are sought on the conclusions as set out in section 5.1.

1 Background

- 1.1 The Broads Authority is obliged by the Port Marine Safety Code to undertake risk assessments of all boating activities and marine operations which take place on its waters, and to ensure that risks associated with any activity are managed so that they are as low as reasonably practicable. The Formal Safety Assessment (FSA) identified power boat racing on Oulton Broad as being a priority for more detailed consideration. The recommendations for powerboat racing included considering the closure of the broad during racing events and ensuring that there is an adequate exclusion area and good buffer zone around the race circuit.
- 1.2 Management Plan - The Broads Authority has continued to work closely with the Lowestoft and Oulton Broad Motor Boat Club (LOBMBC), Waveney District Council (WDC) and the Royal Yachting Association (RYA) on the management plan, including the risk assessment and operating procedures.
- 1.3 The management plan continues to deliver success in the safe management of power boat racing.

2 Annual Review – 2015

- 2.1 There were two incidents recorded for the 2015 season this was significantly down on the previous year. Both incidents were reviewed and both officers and the RYA were content with the findings and mitigation measures currently in place.
- 2.2 The risk assessment has been reviewed and it was agreed that no further changes are currently required.
- 2.3 As a result no further changes are necessary to the management plan of power boat racing for the 2016 racing season. The Broads Authority will continue to work with Oulton Broad harbour master, and the power boat club to ensure that two patrols are provided to ensure safe transit of the broad for other users during power boat racing events and continue where necessary to restrict boat movements while a race is being undertaken.

3 Fixture List for 2016 LOBMBC Powerboat Racing Season

- 3.1 On an annual basis the Club requests permission from the Broads Authority for 20 race dates per season. A Notice to Mariners is published in the local press and a notice is prominently displayed at the Club and the Oulton Broad Yacht Station, which specifies the purpose for which the powers of the closure are to be exercised, and the relevant dates.
- 3.2 Table 1 below shows the breakdown of requested days/dates from 2005 to 2015.

	No. of Thursday evenings	No. of Saturdays	No. of Sundays	No. of Mondays	TOTAL
2005 Season	15	0	2	3	20
2006 Season	15	0	2	3	20
2007 Season	14	1	3*	2	20
2008 Season	15	0	2	3	20
2009 Season	15	0	2	3	20
2010 Season	15	0	2	3	20
2011 Season	15	0	2	3	20
2012 Season	15	0	2	3	20
2013 Season	15	0	2	3	20
2014 Season	15	0	2	3	20
2015 Season	15	0	2	3	20
2016 Season	15	0	2	3	20

* Increased under special request in order to host OSY400 world championships

- 3.3 The dates for all proposed events have been circulated to all parties concerned by the club and to date no objections have been raised.
- 3.4 The Boat Safety Management Group was consulted by email on the proposed 2016 fixture list and no objections were raised.
- 3.5 The requested dates for the 2016 season are shown in Appendix 1 and members' views are sought on the proposed programme.

4 Financial Implications

- 4.1 In order to verify the number of race craft taking part at each event, the local Ranger will visit the clubhouse to log the number of race craft tolls due at each event.
- 4.2 For the 2016 season, LOBMBC will continue to make all payments of the current racing craft toll of £4.90 for each boat racing during each racing fixture.
- 4.3 As long as the LOBMBC continues to provide safety patrolling cover they will not need to contribute to the cost of the Broads Authority launch and ranger.

5 Conclusion

5.1 In conclusion this report seeks the views of the committee on the following:

- (i) the management of Powerboat racing on Oulton Broad; and
- (ii) the fixture list for the 2016 season.

Background papers: Nil

Author: Steve Birtles
Date of report: 8 February 2016

Broads Plan Ref NA4.2

Appendices APPENDIX 1 – Fixture dates for 2016

Lowestoft & Oulton Broad Motor Boat Club

Proposed Fixture List for 2016 Power boat racing season

Thursday	21 April	6.00pm
Thursday	28 April	6.00pm
Sunday	1 May	12.00 noon
Monday	2 May	12.00 Noon
Thursday	12 May	6.00pm
Thursday	19 May	6.00pm
Thursday	26 May	6.00pm
Monday	30 May	12.00 noon
Thursday	9 June	6.00pm
Thursday	16 June	6.00pm
Thursday	23 June	6.00pm
Thursday	30 June	6.00pm
Thursday	7 July	6.00pm
Thursday	14 July	6.00pm
Thursday	21 July	6.00pm
Thursday	28 July	6.00pm
Thursday	4 August	5.30pm
Thursday	11 August	5.30pm
Monday	29 August	4.00pm
Sunday	4 September	12.00 noon

Mutford Lock Maintenance Update
Report by Rivers Engineer

Summary: This report provides members with an update on the progress of maintenance work at Mutford Lock and proposed revisions to the operating agreement.

In September 2015 members supported expenditure from the Mutford Lock reserve fund for maintenance work along with an increase in the annual budget. This was agreed by the Broads Authority and since then contractors have been appointed and are in the process of completing the essential tasks.

The report in September 2015 also noted that the current operator of the Lock had requested an increase in the cost of operation. Suffolk County Council also has an agreement with the same operator for the operation of the lifting bridges. The lifting bridges are operated for the purpose of navigation through the lock; therefore in the interest of transparency and efficiency a new common agreement has been drafted. This new agreement document will be the basis for negotiation with the current operator.

1 Background

- 1.1 In September 2015 reports to Navigation Committee and to Broads Authority outlined a schedule of maintenance and repair works required at Mutford Lock. This included immediate repairs required as well as changes to regular servicing and maintenance.
- 1.2 Costs associated with the required immediate works were estimated to a total of £55,863 and it was noted that, in addition to this, a further £31,219 had already been spent on repairs to one set of gates and a damaged sill. It was agreed that a total of £87,082 would be transferred from the Mutford Lock reserve fund into the 2015/16 Mutford Lock budget to cover these costs.
- 1.3 Costs associated with improvements to regular maintenance were estimated to require the annual Mutford Lock budget to be increased by £6,000. This would allow for electrical and hydraulic maintenance, improved mechanical maintenance and underwater maintenance.
- 1.4 It was agreed that the annual contribution to the Mutford Lock reserve fund would remain the same at £27,000. This would continue to build the reserve

fund for future repairs, which are likely at some stage to include significant structural repairs.

- 1.5 To better establish the cost of likely future structural work it was agreed that a consultant would be appointed in 2016/17 to look at options and costs for de-watering the lock.
- 1.6 Members were also informed that Sentinel Leisure Trust who currently operate the lock on behalf of the Authority has requested a significant increase in the cost of operation.

2 Progress of Repair Work

- 2.1 During the winter works have been taking place at the Lock. The table below shows the schedule of tasks as previously reported with current status and actual costs.

Item	Estimate	Status	Actual
Penstock repairs Replace two penstock sluices	£ 13,817.12	Completed	£16,095.23
Hydraulic control adjustments Modify gate hydraulics to allow control of operating speed.	£ 5,981.00	Ordered for delivery March	£ 5,981.00
Spare parts Purchase spares for hydraulic and electrical for the gate control system	£ 1,265.00	Received	£ 1,296.80
Debris removal Removal of silt and debris still remnant from surge	£ 6,400.00	Ordered for delivery Feb – March	TBC
Gate re-balancing Install buoyancy tanks to balance gates	£ 15,200.00	Omitted	
Gate mechanism repairs Replace grease pipes, rollers, racks, covers etc.	£ 8,200.00	Ordered for delivery Feb – March	£18,335.30
Paving repairs Breakout and replace settled concrete paving	£ 3,000.00	Quotes received	
Gauge boards Install new large gauge boards on both sides of lock	£ 2,000.00	Received to be installed March	£ 405.00
Other Notices to Mariners Hydraulic valve replacement		Completed	£ 858.86
Total of proposed work	£ 55,863.12		£42,972.19
Emergency work completed spring 2015		Completed	£31,218.94
Total reserves expenditure 2015/16	£ 87,082.06		£74,191.13

- 2.2 Of the £87,082 agreed for expenditure from the reserve account, £74,191 has been completed or has been ordered with delivery programmed for February or March. Much of this work has had to be undertaken with lock closures. The next closure is taking place in the week commencing 15 February. During this week significant mechanical repairs and debris removal work is programmed.
- 2.3 Changes to the proposed schedule of works include the omission of the gate re-balancing and increase to mechanical maintenance. Following the repair work to one of the gates earlier in the year, there was concern with the balance of the gates causing misalignment. However since the initial repairs the gates have continued to operate well, so the decision has been made not to make any further alteration at this stage and use some of that budget allocation to undertake a greater extent of mechanical repairs.

3 Revised Annual Budget Requirement

- 3.1 The following table shows the breakdown of the revised annual budget as proposed and agreed in September 2015 for 2016/17.

Item	Value
Current Lock operation fees	£ 6,957.00
Mechanical maintenance	£ 2,000.00
Hydraulic and electrical maintenance	£ 1,935.00
Debris & Mussel removal and annual check	£ 5,000.00
Maintenance consumables & minor repairs	£ 2,108.00
Total	£ 18,000.00

- 3.2 This revised annual budget allow for an improved level of maintenance including servicing of the hydraulic system, and more proactive mechanical and underwater maintenance
- 3.3 The regular servicing and maintenance requirements have been discussed with a number of contractors and suitable quotes have been received.
- 3.4 In 2016/17 it is proposed that LEC Marine (Klyne) provide the electrical and hydraulic maintenance and Prior Diesels provide the mechanical maintenance. Both contractors are familiar with the lock and operating systems and can provide a good service within the limits of this budget.
- 3.5 For the underwater maintenance rates have been received from a number of diving contractors familiar with the Lock. The diving work is expected to include debris and mussel removal, inspections and occasional replacement of anodes. The choice of diving contractor will be subject to proposed methods, confirmation of costs and availability when the work is required.

4 Operating Agreement and Costs

- 4.1 Operation of the lock and the lifting bridges was originally provided by Waveney District Council. The bridges are Suffolk County Council assets and the lock will be Broads Authority asset on completion of the Harbour Revision Order. Therefore although both bridge and lock operation are undertaken hand in hand for the purpose of navigation separate operating agreements and fees were negotiated.
- 4.2 The operation of the lock and the bridges is now undertaken by Sentinel Enterprises Ltd. which is a trading subsidiary of Sentinel Leisure Trust who now operates facilities on behalf of Waveney District Council.
- 4.3 Members should note that as previously reported Sentinel Leisure Trust has requested a significant increase in the cost of the lock operation. The Trust has requested an increase from £6,957 to £20,000 per annum.
- 4.4 The Authority relies on a competent and reliable operator for the lock. However any negotiation on the cost must clearly provide good value to the Authority as well as a fair deal for the operator. In the interest of clarity and transparency therefore officers from the Broads Authority and Suffolk County Council met and a new common agreement covering the whole operation has been drafted.
- 4.5 The new agreement will be the basis of negotiation on the operating fee with all parties aware of the whole operating cost and how this is proportioned to each aspect of the operation. If negotiations are not satisfactory, then this common agreement would allow Suffolk County Council and the Broads Authority to consider other possible operators.
- 4.6 Members will be updated on progress of the negotiations and therefore any potential effects on the agreed annual budget for Mutford Lock.
- 4.7 The transit fee has been increased for 2016/17 to £13, and it is proposed that on conclusion of the operating contract negotiations further consideration is given to the future charging strategy for the Lock in advance of setting the fees for 2017/18.

Background papers: None

Author: Tom Hunter

Date of report: 9 February 2016

Broads Plan Objectives: None

Appendices: None

**Navigation Income and Expenditure:
1 April to 31 December 2015 Actual and 2015/16 Forecast Outturn
Report by Head of Finance**

Summary: This report provides the Committee with details of the actual navigation income and expenditure for the nine month period to 31 December 2015, and provides a forecast of the projected expenditure at the end of the financial year (31 March 2016).

1 Introduction

1.1 This report provides a summary of the Income and Expenditure for the Navigation Budget up until 31 December. It includes any amendments to the Latest Available Budget (LAB), Forecast Outturn (predicted year end position) and the movements on the earmarked reserves.

2 Overview of Actual Income and Expenditure

Table 1 – Actual Navigation I&E by Directorate to 31 December 2015

	Profiled Latest Available Budget	Actual Income and Expenditure	Actual Variance
Income	(3,012,994)	(2,976,587)	- 36,407
Operations	2,019,395	1,948,272	+ 71,123
Planning and Resources	588,087	569,584	+ 18,503
Chief Executive	114,833	121,185	- 6,352
Projects, Corporate Items and Contributions from Earmarked Reserves	(409,733)	(338,856)	- 70,877
Net (Surplus) / Deficit	(700,412)	(676,402)	- 24,010

2.1 Core navigation income is behind the profiled budget at the end of month nine. The overall position as at 31 December 2015 is an adverse variance of £24,010 or 3.43% difference from the profiled LAB. This is principally due to:

- An overall adverse variance of £33,923 within toll income:
 - Hire Craft Tolls £21,723 below the profiled budget
 - Private Craft Tolls £5,237 above the profiled budget

- An underspend within Operations budgets relating to:
 - Water Management is above the profiled budget by £27,648 due to the Hydrographic survey being completed ahead of profile
 - Practical Maintenance is under profile by £31,511 due to timing differences
 - Ranger Services is under profiled budget by £41,607 due to the delayed letting of the launch tender following changes in procurement legislation. This is partially offset by the salary overspend relating to unbudgeted unsocial hour payments
 - Premises are under profiled budget by £12,087 due to an underspend within repairs and maintenance
- An underspend within Planning and Resources budgets relating to small underspends within all budgets
- An adverse variance within Reserves relating to:
 - The delayed expenditure on Mutford lock repairs (£12,669)
 - The delayed Wherry billing and the delayed letting of the launch contract. This variance will continue due to the Wherry contract coming in under the original budget. This has resulted in an overall variance of £58,208. The variance on these is due to continue to the end of the year as the launch contract will now cross two financial years. The balance will be transferred to 2016/17 contribution from reserves

2.2 The charts at Appendix 1 provide a visual overview of actual income and expenditure compared with both the original budget and the LAB.

3 Latest Available Budget

3.1 The Authority's income and expenditure is monitored against the latest available budget (LAB) for 2015/16. The LAB is based on the original budget for the year, with adjustments for known and approved budget changes such as carry-forwards and budget virements. Full details of movements from the original budget are set out in Appendix 2.

Table 2 – Adjustments to Navigation LAB

	Ref	£
LAB previously reported	Nav 10/12/15 Item 15	(25,709)
Virement from ONW to VES to cover cost of necessary equipment	Director approved	(3,500)
LAB at 31 December 2015		(29,209)

3.2 The LAB therefore provides for a reduced navigation surplus of £29,209 in 2015/16 as at 31 December 2015.

4 Overview of Forecast Outturn 2015/16

- 4.1 Budget holders have been asked to comment on the expected expenditure at the end of the financial year in respect of all budget lines for which they are responsible. It must be emphasised that these forecast outturn figures should be seen as estimates and it is anticipated that they will continue to be refined and clarified through the financial year.
- 4.2 As at the end of December 2015, the forecast outturn indicates:
- The total forecast income is £3,009,687, or £24,493 less than the LAB.
 - Total expenditure is forecast to be £3,016,666.
 - The resulting deficit for the year is forecast to be £6,979.
- 4.3 The forecast outturn expenditure reflects the following changes from the LAB as shown in Table 3. The forecast surplus represents an adverse variance of £36,188 against the LAB.

Table 3 – Adjustments to Forecast Outturn

	£
Forecast outturn surplus per LAB	(29,209)
Adjustments reported 10/12/15	37,227
Increase to Private Craft Income	(2,601)
Decrease to Communication expenditure	(1,500)
Increase to HR expenditure due to changes in staff changes	369
Increase to ICT expenditure due to staff changes	893
Increase in Construction and Maintenance expenditure due to staff changes	1,800
Forecast outturn deficit as at 31 December 2015	6,979

- 4.4 The main reason for the difference between the forecast outturn and the LAB is the approval of the Hickling project and the change in predictions for navigation toll income, which are based on the latest actual income figures. There is an overall decrease of £16,993 in forecast toll income for the year.

5 Reserves

Table 4 – Navigation Earmarked Reserves

	Balance at 1 April 2015	In-year movements	Current reserve balance
	£	£	£
Property	(510,132)	186,101	(324,031)
Plant, Vessels			

and Equipment	(202,403)	85,416	(116,988)
Premises	(78,552)	(14,625)	(93,177)
PRISMA	(171,869)	6,671	(165,198)
Total	(962,956)	263,562	(699,394)

5.1 Items funded from the Property reserve include the repairs to Mutford Lock, Turntide Jetty and the Land purchases at Potter Heigham and Acle Marsh. The Plant, Vessels and Equipment reserve has funded the Launch fit out deposit, the 3rd Wherry and the Linkflotes.

6 Summary

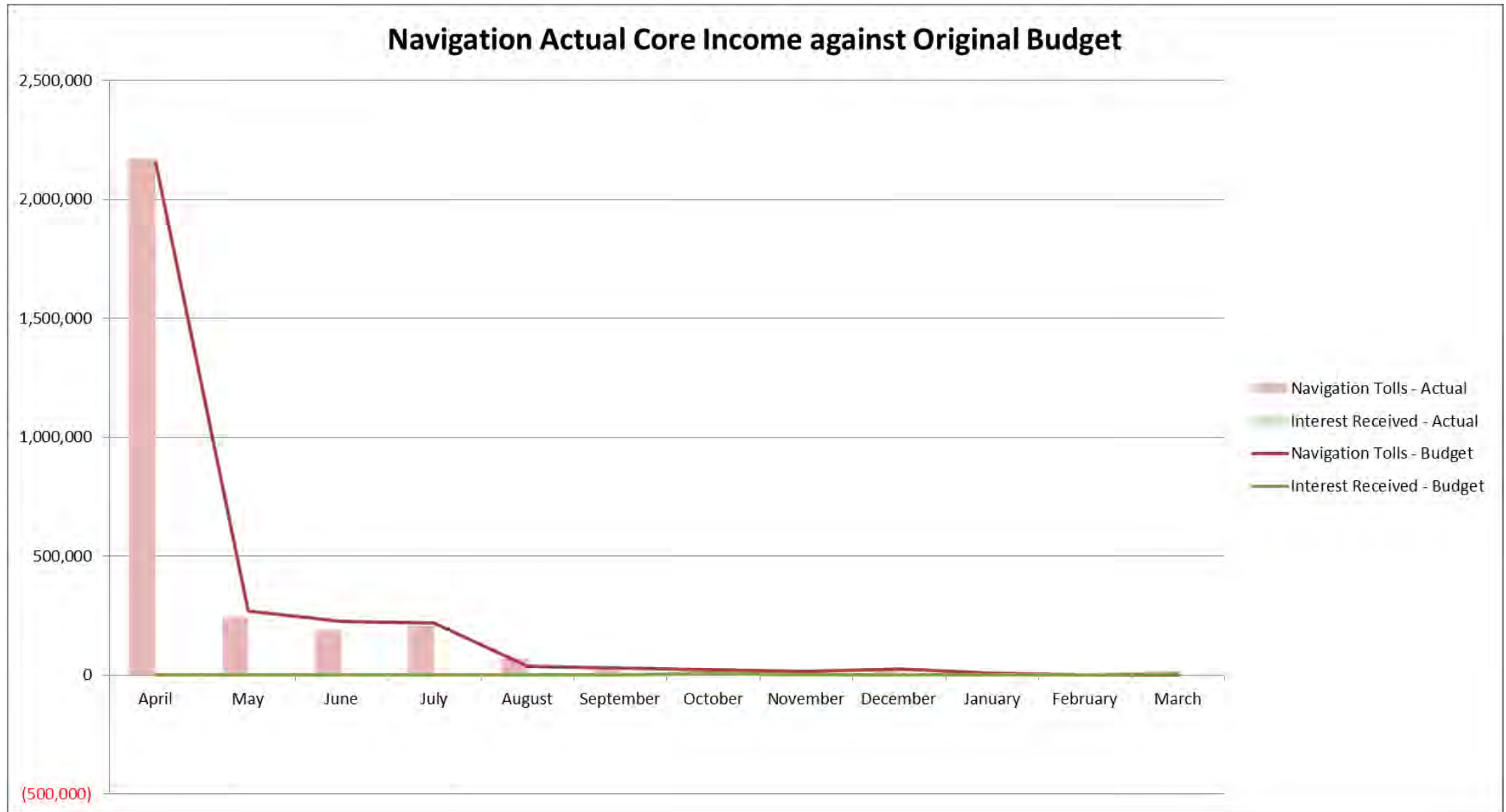
6.1 The current forecast outturn position for the year suggests a deficit within the navigation budget which would result in a navigation reserve balance of approximately £273,159 at the end of 2015/16 (before any year-end adjustments). This would mean the Navigation Reserve would be below the recommended 10% at 9.1%. Year-end transfers of interest to the earmarked reserves will mean that it will fall below 9%. The Financial Strategy looks to start to restoring this by the end of the three year period.

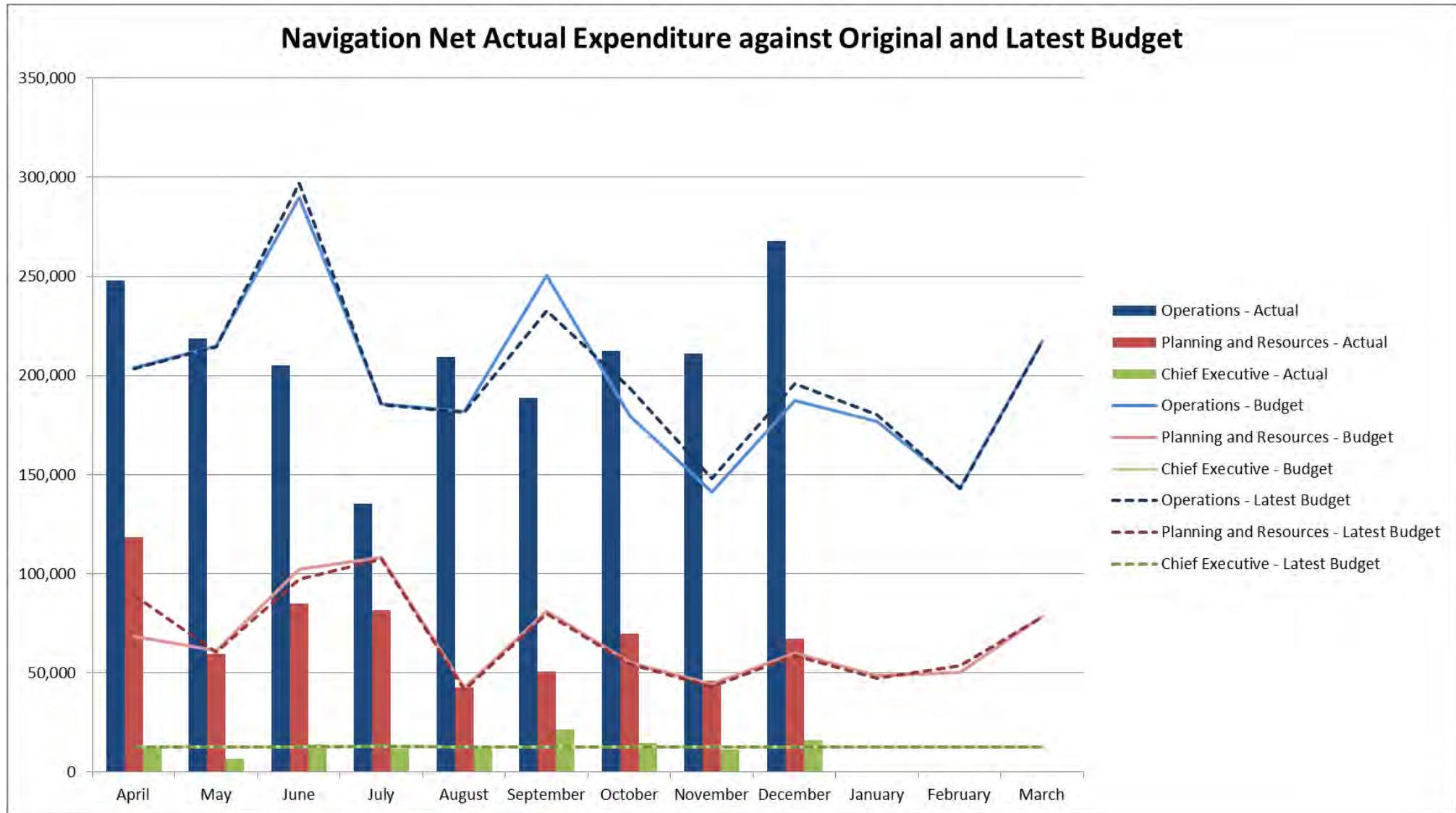
Background Papers: Nil

Author: Emma Krelle
Date of Report: 4 February 2016

Broads Plan Objectives: None

Appendices: APPENDIX 1 – Navigation Actual Income and Expenditure Charts to 31 December 2015
APPENDIX 2 – Financial Monitor: Navigation Income and Expenditure 2015/16





To 31 December 2015

Budget Holder

(All)

Row Labels	Values				
	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Income	(3,034,180)		(3,034,180)	(3,009,687)	- 24,493
National Park Grant	0		0	0	+ 0
Income	0		0	0	+ 0
Hire Craft Tolls	(1,090,525)		(1,090,525)	(1,068,689)	- 21,836
Income	(1,090,525)		(1,090,525)	(1,068,689)	- 21,836
Private Craft Tolls	(1,869,042)		(1,869,042)	(1,873,885)	+ 4,843
Income	(1,869,042)		(1,869,042)	(1,873,885)	+ 4,843
Short Visit Tolls	(38,363)		(38,363)	(38,363)	+ 0
Income	(38,363)		(38,363)	(38,363)	+ 0
Other Toll Income	(18,750)		(18,750)	(18,750)	+ 0
Income	(18,750)		(18,750)	(18,750)	+ 0
Interest	(17,500)		(17,500)	(10,000)	- 7,500
Income	(17,500)		(17,500)	(10,000)	- 7,500
Operations	2,433,190	142,165	2,575,355	2,531,503	+ 43,852
Construction and Maintenance Salaries	628,981		628,981	630,781	- 1,800
Salaries	628,981		628,981	630,781	- 1,800
Expenditure			0		+ 0
Equipment, Vehicles & Vessels	455,975	7,995	463,970	440,135	+ 23,836
Income			0		+ 0
Expenditure	455,975	7,995	463,970	440,135	+ 23,836
Water Management	167,500	56,950	224,450	224,450	+ 0
Income			0		+ 0
Expenditure	167,500	56,950	224,450	224,450	+ 0
Land Management	0		0	0	+ 0
Income	0		0	0	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Expenditure	0		0	0	+ 0
Practical Maintenance	395,200	77,220	472,420	472,420	+ 0
Income	(7,000)		(7,000)	(7,000)	+ 0
Expenditure	402,200	77,220	479,420	479,420	+ 0
Ranger Services	498,946		498,946	477,129	+ 21,817
Income	(21,000)		(21,000)	(21,000)	+ 0
Salaries	347,346		347,346	347,346	+ 0
Expenditure	172,600		172,600	150,783	+ 21,817
Pension Payments			0		+ 0
Safety	60,326		60,326	60,326	+ 0
Income	(9,000)		(9,000)	(9,000)	+ 0
Salaries	40,771		40,771	40,771	+ 0
Expenditure	28,555		28,555	28,555	+ 0
Asset Management	68,489		68,489	68,489	+ 0
Income	(450)		(450)	(450)	+ 0
Salaries	17,564		17,564	17,564	+ 0
Expenditure	51,375		51,375	51,375	+ 0
Premises	86,357		86,357	86,357	+ 0
Income	(853)		(853)	(853)	+ 0
Expenditure	87,211		87,211	87,211	+ 0
Operations Management and Administration	71,417		71,417	71,417	+ 0
Income			0		+ 0
Salaries	64,417		64,417	64,417	+ 0
Expenditure	7,000		7,000	7,000	+ 0
Planning and Resources	741,285	9,900	751,185	755,711	- 4,526
Development Management	0	0	0	0	+ 0
Income	0		0	0	+ 0
Salaries	0		0	0	+ 0
Expenditure	0	0	0	0	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Pension Payments			0		+ 0
Strategy and Projects Salaries	18,439	0	18,439	18,439	+ 0
Income	0	0	0	0	+ 0
Salaries	18,439	0	18,439	18,439	+ 0
Expenditure	0	0	0	0	+ 0
Biodiversity Strategy	0	0	0	0	+ 0
Income	0		0	0	+ 0
Expenditure	0	0	0	0	+ 0
Strategy and Projects	3,265	0	3,265	3,265	+ 0
Income	0	0	0	0	+ 0
Salaries	3,265	0	3,265	3,265	+ 0
Expenditure	0	0	0	0	+ 0
Waterways and Recreation Strategy	43,160		43,160	48,293	- 5,133
Salaries	34,160		34,160	34,160	+ 0
Expenditure	9,000		9,000	14,133	- 5,133
Project Funding	3,740		3,740	3,740	+ 0
Income	0		0	0	+ 0
Salaries	3,740		3,740	3,740	+ 0
Expenditure	0		0	0	+ 0
Pension Payments			0		+ 0
Partnerships / HLF	0		0	0	+ 0
Income			0		+ 0
Expenditure	0		0	0	+ 0
Volunteers	25,868		25,868	25,868	+ 0
Income	(400)		(400)	(400)	+ 0
Salaries	17,468		17,468	17,468	+ 0
Expenditure	8,800		8,800	8,800	+ 0
Finance and Insurance	158,151		158,151	158,151	+ 0
Income			0		+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Salaries	64,151		64,151	64,151	+ 0
Expenditure	94,000		94,000	94,000	+ 0
Communications	62,048	0	62,048	60,548	+ 1,500
Income			0		+ 0
Salaries	50,048		50,048	50,048	+ 0
Expenditure	12,000	0	12,000	10,500	+ 1,500
Visitor Centres and Yacht Stations	74,220		74,220	74,220	+ 0
Income	(56,250)		(56,250)	(56,250)	+ 0
Salaries	106,470		106,470	106,470	+ 0
Expenditure	24,000		24,000	24,000	+ 0
Collection of Tolls	116,740		116,740	116,740	+ 0
Salaries	104,040		104,040	104,040	+ 0
Expenditure	12,700		12,700	12,700	+ 0
ICT	87,245	9,900	97,145	98,038	- 893
Salaries	43,784		43,784	44,677	- 893
Expenditure	43,461	9,900	53,361	53,361	+ 0
Premises - Head Office	73,819		73,819	73,819	+ 0
Expenditure	73,819		73,819	73,819	+ 0
Planning and Resources Management and Administration	74,589		74,589	74,589	+ 0
Income			0		+ 0
Salaries	39,420		39,420	39,420	+ 0
Expenditure	35,169		35,169	35,169	+ 0
Chief Executive	153,001		153,001	158,370	- 5,369
Human Resources	45,727		45,727	46,096	- 369
Income			0		+ 0
Salaries	21,332		21,332	21,701	- 369
Expenditure	24,395		24,395	24,395	+ 0
Legal	27,596		27,596	32,596	- 5,000
Income			0		+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Salaries	15,596		15,596	15,596	+ 0
Expenditure	12,000		12,000	17,000	- 5,000
Governance	39,531		39,531	39,531	+ 0
Salaries	21,645		21,645	21,645	+ 0
Expenditure	17,886		17,886	17,886	+ 0
Chief Executive	40,147		40,147	40,147	+ 0
Salaries	40,147		40,147	40,147	+ 0
Expenditure			0		+ 0
Projects and Corporate Items	44,800		44,800	44,800	+ 0
PRISMA			0		+ 0
Expenditure			0		+ 0
Corporate Items	44,800		44,800	44,800	+ 0
Pension Payments	44,800		44,800	44,800	+ 0
Contributions from Earmarked Reserves	(393,900)	(125,470)	(519,370)	(473,718)	- 45,652
Earmarked Reserves	(393,900)	(125,470)	(519,370)	(473,718)	- 45,652
Expenditure	(393,900)	(125,470)	(519,370)	(473,718)	- 45,652
Grand Total	(55,804)	26,595	(29,209)	6,979	- 36,188

**Construction, Maintenance and Environment Work Programme
Progress Update**

Report by Head of Construction, Maintenance and Environment

Summary: This report sets out the progress made in the delivery of the 2015/16 Construction, Maintenance and Environment Section work programme.

Members' views in regards to Section 5 and questions regarding the Construction, Maintenance or Environmental works programme are welcomed.

1 Construction Programme Update 2015/16

- 1.1 The progress of the Construction and Maintenance Work Programme is described in this report. As previously reported verbally to members, a further detailed breakdown shows that up to the end of January 2016, 44,545m³ of sediment has been removed from the Rivers and Broads, and the details of quantities and costs achieved so far are set out in Appendix 1. This represents 89% of the programmed target of at least 50,000m³.
- 1.2 The priority dredging at Hickling Broad has been progressing well, after water temperatures finally dipped below 8 degrees in late November. The area which has been focussed on is at the top end of the Broad, opposite the Sailing Club, Pleasure Boat Inn, Whispering Reeds Boatyard and the parish staithe. The dredged material has been taken down the broad and used to top-up the previously constructed lagoons at Duck Island. Whilst this has been progressing a contractor has been used to install geo-textile fabric (nicospan) along eroded areas of Hill Common, as part of our erosion protection trial. At the start of February, when higher water levels allowed, these areas were started to fill with dredged material from the channel. Throughout the project water quality and temperature have been diligently monitored as well as taking frequent Pymnesium samples for counting. All aspects have remained within predetermined parameters. We are on schedule to complete the project at the end of February.
- 1.3 The second dredging crew has been working on the Middle Bure at Acle. The dredging has been going well with the crew concentrating on sediment removal from the long bend just downstream of Acle Bridge. The set-back area at Acle Bridge has now been filled, so an area just downstream from the Bridge is being utilised to allow this dredging section to be completed.
- 1.4 Through January the Fen Excavator has been carrying out contract work for Suffolk Wildlife Trust at Oulton Broad, with the Fen Harvester also being on

site to carry out the programmed reed cut. The team have also been scrub clearing at Fleggburgh Common and Oulton Marshes. From here the equipment was moved to Irstead to carry out ditch works at How Hill before being mobilized to Blofield. The 2015/16 Fen programme will be completed soon with the last site being at South Walsham. The Fen excavator is then cleaned down, serviced and redeployed to the Construction Team on dredging offloading.

2 Maintenance Programme Update 2015/16

- 2.1 At this time of year the Maintenance Teams are fully engaged in carrying out conservation tasks, reactive navigational tasks and routine maintenance, below is a selection of works:
- 2.2 In preparation for a 3,000m³ dredge of Lime Kiln Dyke the trees and scrub that have grown up along the edge of this dyke has needed clearing. This work was started in December and has had a dedicated resource working on it throughout January. It is due for completion in February, with the dredging works programmed in for January 2017. In combination with tree clearance works undertaken with volunteers, contractors and Ranger staff over 4km of riverbank on the River Ant has been cleared.
- 2.3 The boardwalk at Barton has had issue with the timber surface becoming slippery, with leaf litter and moss's growing between the grooves, this situation has been exacerbated with the mild wet weather. Recent advice from the chemical company that supplied the tanalisation treatment, suggests that pressure washing the timber severely reduces the life span of the treatment, therefore we have installed chicken wire across the deck to reduce the slipperiness of the surface. This has been quite a lengthy task on a 600m boardwalk.
- 2.4 In preparation for the new season starting the Tourist Information Centres get a refresh and the maintenance crews have completed these at Toad Hole and Hoveton.
- 2.5 The winter months are a good opportunity for riverside tree and scrub to be managed and a maintenance crew have been hard at work at Horning, clearing riverside vegetation. This work was carried out just upstream of Blackhorse Broad and we were acting as a contractor on behalf of the land owner.
- 2.6 Other works over the period have included re-timbering at Coltishall 24hr Mooring, stump treatment and clearance of arisings at How Hill, tree work at the edge of Whitlingham Park, new Kissing Gates at Valentines Meadow as well as vegetation management at Island Cottage.

3 Environment Team Programme Update 2015/16

- 3.1 A major piece of work that the Environment Design Team is involved with is the Hickling Enhancement project (seen section 5 of this report) as well as the environmental monitoring required for the existing dredging project. The team have been involved in ground investigations, assessing different construction materials as well as potential locations for erosion protection. They have also been developing the permits and permission required to place sediment onto agricultural land. This has been ongoing as well as the water monitoring data that is required on a weekly and daily basis at Hickling.
- 3.2 Works have been ongoing at Mutford Lock, with repairs being made to the hydraulic systems, Penstocks and the gate values. The works have been carried out with a combination of contract divers and Operation Technicians.
- 3.3 The bio-manipulation ring structure at Ranworth Broad has been assessed and reviewed and the top cages are to be removed by Operation Technicians in March. Norfolk Wildlife Trust will be funding the planning application to retain the structure once the current five year planning consent expires. The barrier across the dyke at Coltishall Common, which was installed to prevent water fern spreading from the ditch system has been removed as the water fern is not currently present, and the Common Trustees are carrying out regular maintenance work to keep it under control.
- 3.4 As part of the group working to better understand Prymnesium some of the Environment Design Team Officers attended a meeting at the John Innes Centre to contribute to work being carried by the UEA, John Innes and Broads Authority. This algae is continuing to reveal more unknowns the more it is studied and this is firing up the scientists with UEA and John Innes putting a great deal of resource into the study. We are developing and using information from this group to better mitigate against the harmful effects from this algae whilst we work and plan to work at Hickling Broad.

4 Fitters

- 4.1 A large part of the Fitters programme was occupied in the run up to Hickling dredging as the equipment needed mobilising onto the broad. This entailed linkflotes being disassembled pushed through Potter Heigham Bridge and reassembled the other side, the concrete pump, hopper system and safety rails all had to be erected and positioned. The same had to be carried out for the dredging rig, with added complication of the moon pool needing to be fabricated. This was completed with the Fitters and Construction Teams working together.
- 4.2 The Launch refit has continued with the penultimate Motor Launch to be refitted, the Martin Broom, currently in the workshop. This will be completed in two weeks' time and then the Spirit of Breydon will arrive at Griffin Lane to be serviced.

- 4.3 The Fitter team has been busy undertaking small repairs to plant and equipment as well as continuing to keep the remaining older plant serviceable. Running repairs to the wherries John Fox & Tony Hewett have been completed. At this time of year the Trip Boats are also being made ready for the start of the season and both the Electric Eel & Ra are at the Dockyard receiving attention.

5 Hickling Enhancement project 2016/17

- 5.1 The Broads Authority has identified as a strategic objective for 2015/16 to *'Develop a long-term approach for the management of Hickling Broad, building on scientific evidence from the Broads Lake Review. In the short term, progress development of a number of smaller projects to meet immediate concerns'*.

The adopted vision for the enhancement works in Hickling Broad focusses on:

- Protection of refuge areas in quiet bays and sheltered areas which provide conditions for water plants to flourish and habitat for fish and birds
 - Maintenance of the marked channel to meet Waterway Specification
 - Beneficial re-use of dredged material, being used to restore eroded reed swamp, construct lake side bank protection and regularly topping up bank restoration and island areas, as well as being spread to local arable land
 - Regular monitoring to continue, to build understanding of the lake and to help shape its future management
- 5.2 The scope of enhancement works that could be delivered in Hickling Broad are wide and varied both in terms of the actual type of practical works and the benefits that will be accrued. The lake edge enhancement options are largely engineering solutions that aim to promote the natural ecological functioning at the lake edge. Recent research within the Lakes BESS Project in the Broads (<https://lakebess.wordpress.com>) highlights the value to biodiversity of a gradual transition from the marginal reed swamp with a mix of emergent and submerged water plants extending out into the open water. It is this habitat type that has been degraded across the Upper Thurne, with the loss of an important structural component for wetland biodiversity.
- 5.3 The options that look to rebuild eroded reedbed out into previous reed dominated areas also need to maintain a soft transition between reed and open water, without import of significant foreign materials, legacy issues and on-going maintenance. Where sediment removal from the marked channel can be re-used in these lake edge enhancement areas, then these opportunities should be taken.
- 5.4 Potential options for the locations of reedbed expansion, bankside protection and refuge creation have been presented previously to the Authority following consultation with a wide range of stakeholders. Refinement and subsequent consultation on these outline plans have been through several iterations with the landowners, Norfolk Wildlife Trust, and with the wider stakeholders through the Upper Thurne Working Group. One of the principles agreed for

the works was to develop the project in a phased manner, taking a precautionary approach to ensure that techniques are successful in small trials before adopting for a large area.

- 5.5 The design options currently being evaluated and costed for each location includes techniques already trialled in the Broads, such as protective silt curtains, Nicospan™ geotextile fencing, geo-tubes such as at Salhouse, and gabion baskets such as at Duck Broad.
- 5.6 All of these options can be used with dredged sediment to compliment the design and provide conditions in which reed and swamp vegetation can establish and expand out into the open water.
- 5.7 Novel techniques, or at least untested in the Broads, include the *baggerbuffer* silt curtain, which incorporates a heavy geo-tube anchoring system; *frond mattresses* simulate submerged plant growth and encourage sediment deposition; *geo-cell grids*, which retain sediment in a honeycomb lattice; and *tyre mattresses*, which retain sediment and provide a robust submerged retaining wall. The latter two options, geo-cell grid and tyre mattresses can be designed in such a way to create shallow reef or island type structures, which can be vegetated and create sheltered conditions behind.

Table 1 Material and installation costs for available edge protection options (Based on known costs, unless otherwise stated, does not include any provision for sediment backfill behind the structure)

Edge protection type	Materials only cost (per linear metre)	Typical contractor installation cost (per linear metre)	Authority installation cost (per linear metre)
Silt curtain	£65	£50	£5
Nicospan	£22	£105	£35
Geo-tube	£140	£500 (estimate)	£245
Fronnd mattress	£220	£80	£15
Gabion baskets	130	£400 (estimate)	£125

- 5.8 Following on-site investigations by the Environment and Design Team, better understanding of the substrate, ground bearing capacity and water depths have now been developed, as well as considering the fish spawning potential of the Broad shore. This has enabled further design feasibility work to be undertaken, and has identified two areas as most suitable in year one to start enhancement works (see Appendix 2).
- Area D - a 260 metre stretch of eroded reed bed on the eastern side of the North Bay, south of The Studio. The reed edge in this area, of around 6,000 m² has regressed since 1946 and shows signs of deterioration with steeply eroded edges to the exposed root zone. The clay substrate is close to the surface of the sediment with very little overlying sediment in which reed and/or water plants can establish good rooting attachments.

- Area I - on west side of the broad known as Churchill's Bay. A substantial area of reed swamp, around 10,500 m², been lost from this area since 1946. The edge of the reed growth is eroded with exposed root zones and little outward growth of reed into the open water. Again the underlying clay in this area is close to the surface, with a layer of recent sediment, mainly comprised of decaying reed and vegetative matter. The sediment is black and anoxic, supporting only a relatively small amount of water plants, including spiked water milfoil and some stoneworts.

5.9 Both sites are suitable for options that enhance reed bed area. They can receive some dredged sediment in the design and have firm clay beds that will enable construction of a low key, inexpensive retaining edge for the new reed bed area. If budget or time constraints allowed only one site to be worked on, the Site I, Churchill's Bay, would be the priority.

5.10 Adoption of these techniques also enables beneficial reuse of dredged material, which is a key aspect of the vision. However, given the constraints on backfilling these areas at the edge of the Broad, where shallow water prevents the Broads Authority excavator to get close enough to offload, additional resources are also required which could include a hired in concrete pump and screener. Alternatively use of contractors to mud pump to deliver the dredgings directly could be an option, although this would be experimental as Nicospan has not previously been used to retain mud pumped material with higher water content.

Edge habitat enhancement	Option A	Option B	Option C
	Nicospan edge to create new reed swamp habitat	Silt curtain, with partial backfill to create graded edge	Geotubes to create new reed swamp habitat
Priority 1 Area I - Churchill's Bay	200 m frontage, 6,000 m ³ capacity	200 m frontage, 3,000 m ³ capacity	200 m frontage, 6,000 m ³ capacity
Revenue cost - Contractor installation and backfilling with mud pump	98,000	62,000	228,000
Revenue budget cost – Authority installation and backfilling with concrete pump (Total project cost inc staff and plant costs)	26,000 (124,000)	23,500 (78,500)	49,000 (166,000)
Comments	Maximum disposal capacity within BA cash budget, tested technique with concrete pump but not mud	Reduced disposal capacity, within BA cash budget, both untested techniques	Exceeds budget availability, and over engineered for the location, tested technique.

	pump		
Priority 2 Area D – east side of north bay	260 m frontage, 5,000 m ³ capacity	260 m frontage, 2,500 m ³ capacity	260 m frontage, 5,000 m ³ capacity
Revenue cost - Contractor installation and backfilling with mudpump	79,900	61,900	135,000
Revenue budget cost – Authority installation and backfilling with concrete pump (Total project cost)	9,500 (119,600)	20,500 (71,300)	40,000 205,100
Comments	Maximum disposal capacity within BA cash budget, tested technique with concrete pump but not mud pump	Reduced disposal capacity, within BA cash budget, both untested techniques	Exceeds budget availability, and over engineered for the location, tested technique.

- 5.11 An alternative option for the beneficial reuse of sediment in bank protection areas is land spreading for agricultural benefit. Discussions with local landowners and the Environment Agency are on-going to identify potential land-spreading for agricultural benefit projects for sediment mud-pumped from the marked channel. Given the relatively high salt content of the water and sediment in Hickling Broad, the process of Environmental Permitting and demonstrating agricultural benefit are more complex than in other mud-pumping projects the Authority has led in recent years. Project development is on-going and regular updates will be provided through the next six months.

Table 2 Materials costs for mud pumping and habitat enhancement options in year 1

Channel mud pumping	£
Site set up costs (Environmental Permit application; planning consent; agronomy services)	9,500
Annual site costs (landowner payments; Environmental Permits)	3,500
Monitoring (water quality analysis; Prymnesium counts)	5,000
Earthworks	5,000
Mud pumping contractors – this amount of budget would be able to deliver roughly 700 m ³ . Priority in the north part of the broad would be in the marked channel south of the sailing club.	7,000
	£30,000

- 5.12 The draft budget allocation provided for delivery of this vision in 2016/17 is £60,000, subject to Broads Authority approval and a forward budget allocation as per 2016/17 is planned within the Financial Strategy to 2018/19. Given the multiple benefits predicted to arise from the enhancement works, it has been agreed that costs are to be funded equally between the National Park and navigation revenue budgets.
- 5.13 From the costed options presented in the tables above, the most favourable range of works that deliver the vision and are affordable from revenue budgets are:

Item	Year 1 2016/17	Year 2 2017/18	Year 3 2018/19
Install Nicospan Area I, and dredge/ backfill with concrete pump (3,000m3)	£26,000		
Silt curtain trials Area D plus other	£20,500		
Land spreading lagoon permitting and set up costs	£9,500		
Lagoon construction and site costs		£13,500	
Mud pumping contract to top up Area I (3,000m3) and pump to land (1,000m3)		£40,000	
Area D backfilling			£25,000
Mud pumping to land OR			£35,000
MultIPLE bid match funding			£35,000
Contingency sum	£4,000	£6,500	
Total	£60,000	£60,000	£60,000

- 5.14 Officers are still working on a revised bid for European funds, and have been advised that the timetable for successful bid would mean a start in Jan 2018. Therefore funds in Year 3 may be required as match for this project, which would be aiming to deliver the heavier engineering aspects required for works in deeper water or where island construction is the preferred solution.
- 5.15 Members views are sought on these proposals.

Background papers: Nil

Author: Rob Rogers/Dan Hoare/ Trudi Wakelin
Date of report: 9 February 2016

Broads Plan ref: NA1.1

Appendices: APPENDIX 1 – Dredging Programme 2015/16
APPENDIX 2 – map

Dredging Progress 2015/16 (April 2015 to end January 2016)

APPENDIX 1

Project Title	Project Element	Active BA dredging weeks Completed (to end Jan/Planned)	Volume Removed m ³		Annual project cost	Actual project cost ¹ (Apr-Jan)
			Planned	Actual	Planned	Actual
River Ant	Irstead to Barton Broad	3/4	1,500	1,030	£24,340	£18,520
<i>Completed mid May 2015</i>						
River Chet	Pye's Mill to Loddon Basin	7/4	1,000	2,900	£10,810	£18,910
<i>Completed mid May 2015. Additional volume near Loddon Basin removed</i>						
Upper Bure	Coltishall Lock	5/8	2,000	900	£29,570	£33,520
<i>Total sediment removed 1,600 m³ over 2014/15 and 2015/16 years. Sediment spread for agricultural benefit in Oct 2015</i>						
Upton Dyke	Restoration work on setback filled in 2014/15	NA	NA	NA	£7,000	£560
<i>Completed at end of May 2015 using staff rather than contractors.</i>						
Mid Bure	Thurne Mouth to Horning Hall	19/12	8,000	12,500	£80,070	£112,790
<i>Filling setback areas upstream of Ant Mouth. Autumn phase completed. Returning after Hickling dredging complete.</i>						
Mid Bure	Thurne bank rond restoration	NA	NA	NA	£10,550	£10,340
<i>Re-profiling rond upstream of Thurne White Mill completed September 2015 with BA plant</i>						
Oulton Broad	Oulton Broad	12/14	10,000	10,170	£73,090	£69,080
<i>Completed 24 August 2015.</i>						
Mid Bure	Acle to Stokesby	10/10	7,000	9,020	£56,150	£66,680
<i>Acle Bridge Stores setback filled. Dredge area has been extended to fill these setback areas. Expected completion end March.</i>						
Lower Yare	Seven Mile House to Berney Arms	9/10	5,000	5,500	£50,330	£49,100
<i>Completed.</i>						
Upper Bure	Belaugh to Coltishall	Contractors	1,500	185	£28,000	£19,740
<i>Anchor Street site completed Oct 2015. Only one bank stabilisation site of the original three could be carried out in 2015/16.</i>						

APPENDIX 2

Map showing favoured areas for reedbed enhancement



Chief Executive's Report

Summary: This report summarises the current position in respect of a number of important projects and events, including any decisions taken during the recent cycle of committee meetings.

1 Bridges Update

Contact Officer/Broads Plan Objective: Angie Leeper/NA5

- 1.1 Network Rail has confirmed that as a minimum the renewal of Somerleyton Bridge will be added to their renewal portfolio and will be included in their Control Period 6 funding bid.
- 1.2 Trowse bridge remains closed but they have confirmed their commitment to open manually any night between 02:00 and 04:00 provided seven days' notice has been given to allow for plant staff to be on site.

2 Tolls Review Group 2016 – 6 November, 1 December 2015 and 15 January 2016

Contact Officer/Broads Plan Objective: John Packman/Bill Housden/ None

- 2.1 At the Authority's meeting on 20 November 2015 the terms of reference of the Tolls Review Group were agreed. To date The Tolls Review Group has met on four occasions – 5 October, 6 November, 1 December 2015 and 15 January 2016. The Group has noted the outcomes from the previous reviews and lessons learnt. They have reviewed the Principles and Criteria for Navigation Charges, noting those developed in 2005 and the more detailed set developed in 2012. It was agreed that these were not appropriate for the current structure and have devised a simpler set of principles. The Group has considered a number of papers including:
 - (i) an outline analysis of the different charges on the components of the Fleet and the impacts these would have; and
 - (ii) an analysis with outline costs of three different qualities of service: budget, current and exemplar.
- 2.2 At the third meeting of the Group held on 1 December 2015 the Group considered illustrative papers exploring a number of options. At its meeting on 15 January 2016, the group has considered a further analysis of options and the impacts of the proposals on all the fleet. The next meeting of the Group will be on 25 February 2016 when they will consider more detailed analysis of some options and the impacts as well as a draft consultation paper on the purposes, reasoning and proposals arising from the Tolls Review and consideration of details on consultation.

3 Broadland Flood Alleviation Project: Planning Application for Piling Removal Works and the Installation of Erosion Protection in Compartment 37 Upton Dyke

Contact Officer/Broads Plan Objective: Adrian Clarke/ Cally Smith/CC3

- 3.1 Following consideration by the Navigation Committee of this application BA/2015/0364/FUL, the Planning Committee held a site visit on 29 January prior to their meeting on 5 February 2016. The site visit was very well attended by Members as well as a representative from the NSBA, the Broads Society, the Parish Council, and the Local District member. The views of the Navigation Committee were fully documented in the report to the Planning Committee together with all the other representations.
- 3.2 When considered at the Planning Committee, Members had sympathy with some of the views and concerns expressed and gave these detailed consideration. It was considered essential to consider the risks in the area and that the techniques to be used would be suitable and sustainable in the future. On the basis of the expert advice, the techniques proposed appeared to be fit for purpose. Members considered it vitally important that safeguards were in place and assurances could be given that any problems could be managed particularly after 2021. They were mindful that the principle of piling removal had been established as part of the planning permission granted in 2008 for the main flood defence proposals within the Compartment and that this was a material consideration. After careful consideration, the Committee resolved by 8 votes for to 3 against, that the application be approved subject to conditions as outlined within the Planning Officer's report including those covering the safeguards but with an additional pre-commencement condition covering future management of the navigation area and the bodies responsible, specifically in relation to navigation uses and the environment.

4 Boat Safety Scheme Hire Boat Requirements

Contact Officers/Broads Plan Objective: Steve Birtles/ NA4

- 4.1 At its meeting on 22 January 2016, the Broads Authority adopted the recommendations from the 10 December 2015 Navigation Committee meeting and appointed Mr Alan Goodchild to the Boat Safety Standards Appeals Panel.

5 Boat Safety Management Group

Contact Officer/Broads Plan Objective: Steve Birtles/NA4

- 5.1 The next meeting for the Boat Safety Management Group has been scheduled for 7 March 2016.

6 Water Skiing on Breydon Water

Contact Officer/Broads Plan Objective: Steve Birtles/NA4.5

- 6.1 The implementation of the recommendations of the Water Ski Review Panel will be deferred as negotiations regarding mitigation measures are ongoing with Natural England. Arrangements for water skiing on Breydon Water will not change for the season 2016/17.

7 Navigation Patrolling and Performance Targets

Contact Officer/Broads Plan Objective: Adrian Vernon/NA4.3

- 7.1 The report of the significant use of powers by the rangers is displayed in Appendix 1. The average navigation/countryside splits for the months have started to even out and the averages for the winter months are 58%/42% and for the period from April they are 67%/33%. The mooring inspection target compliance figure for the period is 100%.
- 7.2 During the 2015 season the rangers undertook 7,373 verbal warnings, 294 written warnings issued 569 tolls reports and reported 12 people for navigation offences.
- 7.3 Five people have been prosecuted for navigation offences, five have been given navigation warnings (of which two complicated cases ran over the 6 month time limit for prosecution), one case is yet to be heard and one awaits the issue of a summons. The tolls section have or are in the process of prosecuting 31 cases of non-payment of tolls and had issued a further seven summonses to people who then paid their tolls and all our costs. The list of cases that have been heard at court is listed in Appendix 2

8 Sunken and Abandoned Vessel Update

Contact Officer/Broads Plan Objective: Adrian Vernon/NA4

- 8.1 The sunken and abandoned vessel update is contained in Appendix 3. As can be seen there are some abandoned vessels which are being dealt with and some sunken vessels which await suitable BA equipment in the area. None of the vessels are causing an obstruction or are leaking any pollutants. A vessel that sank at Norwich Yacht Station had to be raised and removed by a contractor due to public safety concerns and pollution issues. Norwich City Council has agreed to pay half the removal costs of this vessel which was trespass moored to their land. A meeting is scheduled with the Council to discuss and resolve the winter trespass mooring issue.

9 Launch Build Contract and Extension of Launch Refit Contract.

Contact Officer/ Broads Plan Objectives: Adrian Vernon/ None

- 9.1 The fit out of the new launch is progressing well with the hull, deck and cabin completed and internal preparatory work nearly finished. The engine has been purchased and modified and the stern gear is being fabricated. The delivery date has slipped by a few weeks due to design drawing work that has been

undertaken to improve the design and enable a more standard brief for further launches in the future.

- 9.2 The launch refit contract for the northern launches was let to a contractor at Barton Turf in November 2014 for two years with the option of an extension of one year providing the contractor was notified before April 2016. The staff and managers are happy with the standard of the refit work and are therefore intending to offer the one year extension with the agreed allowance for inflation as agreed in the contract.

10 Planning Enforcement Update

Contact Officer/Broads Plan Objective: Adrian Vernon and Cally Smith/None

- 10.1 Following queries raised by a member, it was agreed to provide regular updates on the position regarding relevant planning enforcement actions. These details are included at Appendix 4.

Background papers: None

Author: Sandra Becket / Esmeralda Guds
Date of report: February 2016

Broads Plan Objectives: Multiple

Appendices: APPENDIX 1 –Report on the Significant Exercise of Powers by the Rangers during February – March 2015
APPENDIX 2 – Prosecutions during 2015/16
APPENDIX 3 – Report of Sunken and Abandoned Vessels
APPENDIX 4– Planning Enforcement Update

Report on Exercise of Powers by Authorised Officers – Report to be completed for every Navigation Committee

Rangers Exercise of Powers Analysis <i>(Bracketed figures are running totals, April 2015 to January 2016)</i>						Date: NOV 2015 - JAN 2016		
	Wroxham Launch	Irstead Launch	Ludham Launch	Ludham 2 Launch	Norwich Launch	Hardley Launch	B.St.Peter Launch	Breydon Launch
Launch Patrol Areas	Wroxham and Upper Bure	Ant	Hickling, P.Heigham, Upper Thurne & Womack	Lower Thurne, Lower Bure & South Walsham	Norwich and Upper Yare	Reedham, Chet & Middle Yare	Oulton Broad and Upper/Middle Waveney	Breydon Water, Lower Waveney and Yare
Verbal Warnings								
Care & Caution	(84)	(19)	(1)	(172)		(1)	(18)	(24)
Speed	4 (2896)	40 (1142)	(691)	(892)	14 (344)	(96)	5 (209)	2 (152)
Tolls offences	(49)	2 (147)	1 (44)	(187)	8 (68)	(2)	1 (13)	(4)
Other	3 (37)	1 (67)	4 (21)	(145)	10 (50)	(53)	(21)	(4)
Blue Book Warnings								
Care & Caution	(15)	(4)	1 (4)	(1)	(1)		(1)	(12)
Speed	(88)	1 (24)	(13)	(34)	(6)	(1)	(8)	2 (11)
Other	2 (13)	(12)	(3)	1 (8)	2 (4)	(3)	3 (15)	(6)
Reports for Prosecutions		(2)			(4)			(7)
Special Directions	3 (7)	3 (98)					1 (278)	(29)
Toll Compliance Reports								
Non Payment	(75)	(111)	4 (13)	1 (64)	(105)	(5)	(57)	6 (52)
Non Display	(6)	(21)	3 (7)	(18)	(1)		(34)	(2)
28 Day request for information	1 (2)	1 (2)	(2)	(3)			(2)	
BSS Hazardous Boat Inspections			(1)	(2)				(1)
Enter Vessels Under BSS				(2)				
Launch Staffed (by Ranger)	33 (218)	15 (137)	21 (164)	6 (134)	37 (147)	14 (120)	10 (159)	10 (216)
Country Site Inspection Reports Percentage Compliance	89% (97%)	100% (100%)	(Combined figure)	100% (95%)	(Combined figure)	100% (100%)	93% (76%)	n/a
Best Value Patrol Targets Percentage Compliance	100% (100%)	100% (87%)	100% (94%)	100% (97%)	100% (93%)	100% (100%)	100% (97%)	100% (84%)
Volunteer Patrols	5 (10)	17 (43)	6 (14)	1 (4)	2 (2)	1 (9)	2 (9)	
IRIS Reports	4 (124)	3 (78)	2 (46)	1 (60)	4 (79)	1 (28)	1 (67)	2 (118)
Broads Control Total Calls	TOTAL 5,495 (31,984)			Telephone 4,970 (25,949)			VHF 525 (6,035)	

RANGER TEAM ACTIVITY

as at 16 February

	Navigation Activity							Countryside Activity								
January 2016	Nav Patrol Launch	Nav Patrol Foot/Road	Incident Working	Admin - Navigation	Training (Navigation)	Escort	Moorings Maintenance	Bank work	Country Patrol	Country Maintenance	Admin - Country	Training (Countryside)	Equipment Maintenance	Tree/Ground work	Group Activities	Education/School Visit
Percentage Total	9.60%	6.53%	0.79%	0.36%			0.03%	1.09%	2.18%	8.73%	0.55%		5.43%	4.26%	0.18%	
Wroxham team	30%	33%	5%					21%	50%	36%	46%		28%	33%		
Thurne team	27%	9%	18%	48%			100%	30%		19%			27%	7%		
Yare team	27%	13%	12%	52%				29%	30%	27%			30%	21%	100%	
Waveney team		6%						19%		4%	13%		5%	14%		
Breydon team	8%	35%							17%	5%			4%			
Control Officer																
	21%							19%								

Month Percentages	
Navigation	54%
Country	46%
Total	100%

Time Off not included

	General Support											Time Off				
	Broads Control	Travel Time	Activity Unknown	Training - Split	Meeting - Staff	Meeting - Public	Admin - Split	Admin - Volunteer	Training - (Volunteers)	Public Relations Event	Site Visit third party	Other Task	Time off in Lieu (not accurate)	Breaks (not including un-notified breaks)	Annual Leave	Sick
Percentage Total	7.61%	4.17%	12.94%		1.14%	0.79%	18.95%	0.34%			0.16%	0.04%	0.44%	5.03%	6.99%	1.65%
Wroxham team	14%	32%	23%		38%	11%	22%	55%			17%			23%		100%
Thurne team	4%	10%	28%			13%	8%	8%			48%		30%	12%	2%	
Yare team	8%	24%	17%		12%		26%				35%	100%		23%		
Waveney team		15%	8%		17%		15%						70%	7%		
Breydon team	11%	9%	10%				3%							8%	13%	
Control Officer	59%					42%								12%	18%	
	9%	5%	42%									6%				

Percentage with apportioned split	
<i>Year to date (Apr - Mar)</i>	
Navigation	67%
Country	33%
Total	100%

Time Off not included

Team percentages equal team contribution to activity

APPENDIX 2

Report of navigation prosecutions dealt with in court during June 2015 and February 2016				
Place	Defendant	Offence	Magistrates Court	Result
River Ant	K Philips	(1) No Tolls (2) No Tolls	Norwich	No find Costs awarded to BA £75 Compensation £441
River Waveney	B Gordon	(1) No Tolls	Lowestoft	£100 fine Costs award £50 Compensation £240.58
River Yare	K Kesper	(1) No Tolls (2) No Tolls	Norwich	No fine Costs awarded £75 Compensation £454.75
River Ant	J Emmerson	(1) No Insurance	Norwich	No fine Compensation £150
Breydon Water	M. Worship	(1) Vessel to be navigated with care and caution.	Great Yarmouth	(1) Fined £666 Costs awarded £150 Victim surcharge £66 Court costs £150
River Bure	H. Renshaw-Smith	(1) Safe Speed (2) Vessel to be navigated with care and caution.	Great Yarmouth	(1) No separate penalty (2) Fined £660 Costs awarded £150 Victim surcharge £60 Court costs £150
Breydon Water	M.Pigott	(1) Speed (2) Care & caution	Great Yarmouth	(1) Fined £500 (2) Fined £500 Costs £15 Criminal court costs £150 Victim surcharge £15
River Yare	J.Wells	(1) Speed	Norwich	(1) 6 months conditional

				discharge Criminal court costs £150 Costs £30 Victim surcharge £15
River Bure	S.Owen	(1) Navigating without navigation lights	Norwich	(1) 12 months conditional discharge Costs £150 Victim surcharge £15

Report of prosecutions dealt with in court during November 2015 to January 2016

Defendant	Offence	Magistrates Court	Result
G.Bell	Non- payment of tolls	Norwich	Fined £400 Costs awarded £150 Victim surcharge £40 Compensation £114.
A.Curr	Non- payment of tolls	Norwich	Fined £400 Costs awarded £150 Victim surcharge £40 Compensation£416
W.Emmerson	Non- payment of tolls	Norwich	Fined £200 Costs awarded£150 Victim surcharge £20 Compensation £ 171
J.Hudd	Non- payment of tolls	Norwich	Fined £200 Costs awarded £150 Victim surcharge £20 Compensation £ 244

O.Read	Non-payment of Toll (3 offences)	Norwich	Total Fine £750 Costs awarded £150 Victim surcharge £25 Compensation £600
S.Nicholls	Non- payment of tolls	Great Yarmouth	Total Fine £100 Costs awarded £150 Victim surcharge £15 Compensation £133
J.McGrath	Non- payment of tolls	Great Yarmouth	Fined £150 Costs awarded £150 Victim surcharge £15 Compensation £152
J.Whiteside	Non- payment of tolls	Lowestoft	Fined £210 Costs awarded £150 Court charge £150 Victim surcharge £21 Compensation £125
R.Freeman	Non- payment of tolls	Lowestoft	Fined £210 Costs awarded £150 Court costs £150 Victim surcharge £21 Compensation £308

Sunken and Abandoned Vessels

Description	Location found	Action	Abandoned /Sunken Notice Affixed	Result
Sunken and abandoned wooden sailing cruiser	River Yare, Trowse	No known owner	Yes	Vessel not raised by owner. Deadline expired and BA team will raise and remove when the programme allows
Sunken and abandoned aft cockpit cruiser hull	River Yare. New Cut Thorpe	No known owner found	Yes	Deadline expired and BA team will raise and remove when the programme allows
Sunken cruiser	River Yare Old River Thorpe.	Vessel sunk at owners moorings	No	Not affecting the navigation owner will raise in due course
Sunken wooden cruiser	River Yare Norwich.	Vessel sunk at moorings owner to raise	No	Not affecting the navigation owner will raise in due course
Abandoned Small fibreglass cruiser	River Bure Upton	Vessel found drifting by police.	Yes	Vessel taken to Ranger billet. Owner not traced vessel to be destroyed.

Abandoned Small fibreglass cruiser	River Wensum Norwich	Vessel found drifting after strong winds.	No	Vessel taken to Ranger billet. Enquiries to trace owner in hand.
Sunken Wooden Cabin Cruiser	River Wensum Norwich	Vessel sunk at moorings.	No	Owner has pumps in position ready to raise the vessel.
Sunken Wooden Cabin Cruiser	River Wensum Norwich	Vessel sunk at moorings	Yes	Vessel raised and removed to Dockyard.
Sunken Wooden Cabin Cruiser	River Wensum Norwich	Vessel sunk at moorings	no	Enquiries in hand to trace owner.

Enforcement Update

This table shows the updates on enforcement matters relating to Navigation matters currently under consideration since the last Navigation Committee on 10 December 2015

Committee Date	Location	Infringement	Action taken and current situation
5 December 2008 5 March 2010 16 July 2010	“Thorpe Island Marina” West Side of Thorpe Island Norwich (Former Jenner’s Basin)	Unauthorised development	<ul style="list-style-type: none"> • .Enforcement Notices served on 7 November 2011 on landowner, third party with legal interest and all occupiers. Various compliance dates from 12 December 2011 • Appeal lodged on 6 December 2011 • Public Inquiry took place on 1 and 2 May 2012 • Decision received on 15 June 2012. Inspector varied and upheld the Enforcement Notice in respect of removal of pontoons, storage container and engines but allowed the mooring of up to 12 boats only, subject to provision and implementation of landscaping and other schemes, strict compliance with conditions and no residential moorings. • Challenge to decision filed in High Court 12 July 2012 • High Court date set for 26 June 2013 • Planning Inspectorate reviewed appeal decision and agreed it was flawed and therefore to be quashed • “Consent Order” lodged with the Courts by Inspectorate • Appeal reconsidered –Planning Inspector Site Visit 28 January 2014 • Hearing took place on 8 July 2014 • Appeal allowed in part and dismissed in part on 20 October 2014. Inspector determined that the original planning permission had been abandoned, but granted planning permission for 25 vessels, subject to conditions (Similar to previous decision above except in terms of vessel numbers). • Planning Contravention Notices issued to investigate outstanding breaches on site. • Challenge to the Inspector’s Decision filed in the High Courts on

Committee Date	Location	Infringement	Action taken and current situation
<p>21 August 2015</p> <p>9 October 2015</p>			<p>28 November 2014</p> <ul style="list-style-type: none"> • Acknowledgement of Service filed 16 December 2014. • Section 73 application submitted to the Authority to amend 19 of 20 conditions on the permission granted by the Inspectorate. Application not validated. • Appeal against non-determination submitted to PINS in respect of Section 73 application. Not accepted. • Section 288 challenge submitted in February 2015. • High Court Hearing on 19 May 2015 • Decision received on 6th August – case dismissed on all grounds and costs awarded against the appellant. Inspector’s decision upheld • Authority granted to seek a Planning Injunction subject to legal advice • Challenge to High Court decision filed in Court of Appeal on 27 August 2015 • Planning Committee on 9 October 2015 gave authority to seek a Planning Injunction to cover all breaches, suspended in respect of that still under challenge, and for direct action to be taken in respect of the green container • Leave to appeal against High Court decision refused on 9 October 2015 • Request for oral hearing to challenge Court of Appeal decision filed 2015 • Date for the oral hearing challenging the Court of Appeal decision confirmed for 3 February 2015 • Pre-injunction notification letters provided to all those with an interest in the site within the Thorpe island basin and along the river in December 2015 • Site being monitored. • Oral Hearing challenging Court of Appeal decision took place on 3 February 2016. Mr Wood’s application to appeal the decision of the High Court was dismissed.