

## Navigation Committee

### AGENDA

Thursday 8 September 2016

2.00pm

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|---|--------|
| 1. <b>To receive apologies for absence</b>  |        |
| 2. <b>To note whether any items have been proposed as matters of urgent business</b>                      |        |
| 3. <b>To receive Declarations of Interest</b>   |        |
| 4. <b>Public Question Time</b><br>To note whether any questions have been raised by members of the public |        |
| 5. <b>To receive and confirm the minutes of the Navigation Committee meeting held on 21 April 2016</b>    | 3 – 12 |

**Note: Summary of Progress – there are no outstanding items from previous meetings not covered in this agenda.**

### CONSULTATIONS

- |  |         |
|--|---------|
| 6. <b>Broads Plan Review: Draft for Consultation – Navigation and Recreation Sections</b><br>Report by Director of Planning and Resources and Strategy and Projects Officer (herewith) | 13 – 22 |
| 7. <b>Waterways Specification Update, Irstead</b><br>Report by Environment and Design Supervisor (herewith)  | 23 – 30 |
| 8. <b>Issues on the River Chet</b><br>Report by Senior Waterways and Recreation Officer, Head of Planning and Head of Construction, Maintenance and Environment (herewith)             | 31 – 37 |
| 9. <b>Purchases from Plant, Vessel and Equipment Reserve</b><br>Report by Director of Operations and Head of Construction, Maintenance and Environment (herewith)                      | 38 – 44 |

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10. <b>Draft Policy on Waste Collection and Disposal in the Broads National Park</b> Report by Chief Executive and Asset Officer (herewith)	45 – 63
11. <b>Planning Application with Navigation Implications: Variation of Conditions 2, 3 and 19 and Removal of Conditions 7, 11, 12, 20 and 24 from Permission BA/2014/0248/FUL</b> Report by Planning Officer (herewith)	64 – 67
UPDATES	
12. <b>Annual Income and Expenditure Report 2015/16</b> Report by Head of Finance (herewith)	68 – 72
13. <b>Navigation Income and Expenditure 1 April to 30 June 2016 Actual and 2016/17 Forecast Outturn</b> Report by Head of Finance	73 – 83
14. <b>Construction, Maintenance and Environment Work Programme Progress Update</b> Report by Head of Construction, Maintenance and Environment (herewith)	84 – 90
15. <b>Chief Executive’s Report</b> Report (herewith) – For information only	91 – 98
16. <b>Current Issues</b> Open forum	
17. <b>Items for Future Discussion</b>	
18. <b>To note the date of the next meeting – Thursday 27 October 2016 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2.00pm</b>	

## Navigation Committee

Minutes of the meeting held on 21 April 2016

### Present:

Mr M Whitaker (Chairman)

Mr K Allen

Mr W Dickson

Mr M Heron

Mr J Ash

Sir P Dixon

Mr J Knight

Ms L Aspland

Mr A Goodchild

Mrs N Talbot

Mr B Wilkins

### In Attendance:

Mr S Birtles – Head of Safety Management

Mrs L Burchnall – Head of Ranger Services

Mr N Catherall – Planning Officer

Mr A Clarke – Senior Waterways and Recreation Officer

Ms E Guds – Administrative Officer (Governance)

Ms E Krelle – Head of Finance

Ms A Long – Director of Planning and Resources

Dr J Packman – Chief Executive

Mr R Rogers – Head of Construction, Maintenance and Environment

Ms C Smith – Head of Planning

### 4/1 To receive apologies for absence

Apologies for absence were received from Matt Bradbury.

The Chairman welcomed Lana Hempsall, Vice Chair of the Planning Committee; Prof Jacquie Burgess, Chairman of the Broads Authority and Tony Howes as a member of the public to the meeting.

### 4/2 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

### 4/3 Appointment of Chairman

The Chief Executive invited nominations for the appointment of the Chairman to the Committee.

Kelvin Allen proposed, seconded by Bill Dickson that Michael Whitaker be appointed as Chairman until 20 April 2017. No other nominations were forthcoming.

RESOLVED

that Michael Whitaker be appointed as Chairman of the Navigation Committee.

### **Michael Whitaker in the Chair**

#### **4/4 Appointment of Vice-Chairman**

The Chair invited nominations for the appointment of the Vice Chairman to the Committee.

Brian Wilkins proposed, seconded by Bill Dickson that Nicky Talbot be appointed as Vice Chairman until the 20 April 2017. No other nominations were forthcoming.

RESOLVED

that Nicky Talbot be appointed as Vice Chairman of the Navigation Committee until 20 April 2017.

#### **4/5 To receive Declarations of Interest**

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

#### **4/6 Public Question Time**

There were no public questions.

#### **4/7 To receive and confirm the minutes of the meetings held on 25 February 2016**

The minutes of the meeting held on 25 February 2016 were confirmed as a correct record and signed by the Chairman.

#### **4/8 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 fed back to Members that the Tolls Review Group (TRG) felt that the Workshop earlier that morning went well and that the few points raised would be addressed at the next TRG meeting on 6 May.

Members were informed that the next step for the TRG proposal would be consultation with key stakeholders including the Norfolk and Suffolk Boating Association (NSBA) and the Broads Hire Boat Federation (BHBF) before the Navigation Committee was formally consulted on the proposals.

Members noted the report.

#### **4/9 Appointment of two Co-Opted Members of the Broads Authority**

Members received a report which sought the views and the recommendations of the Navigation Committee on the appointment of two co-opted members to serve on the full Authority until 19 May 2017 as set out in Section 1(3)(c) of the Norfolk and Suffolk Broads Act 1988 as amended.

The Chair invited nominations for the appointment of a co-opted Member to the Broads Authority.

Brian Wilkins proposed, seconded by Bill Dickson that Nicky Talbot be appointed as co-opted Member to the Broads Authority until the 19 May 2017. No other nominations were forthcoming.

Schedule 4, paragraph 4(3) of the Norfolk and Suffolk Broads Act 1988 states that the Committee shall elect a chairman from among those of its members who are members of the Authority and may, if it thinks fit, appoint one of its members to be vice-chairman. Therefore it is

RESOLVED

that Michael Whitaker and Nicky Talbot be recommended to the Broads Authority for appointment as the co-opted Members to the Broads Authority until 19 May 2017.

#### **4/10 The Port Marine Safety Code Safety Management System: Stakeholder Hazard Review**

Members received a report which detailed the outcome of the Safety Management System Stakeholder Hazard Review.

The Committee supported the recommendations in Section 6 and that the hazard log to remain under continual review and to be subject to a formal Stakeholder Review in spring 2019 and then every three years from the date of publication of the report.

Members further agreed that the Hazard Review Action Plan would be implemented.

#### **4/11 Safety Audit 2015 Report**

Members received a report which provided details of the incidents reported from April 2015 to March 2016, including an analysis of deaths and personal injury since 1993.

Members noted the report.

#### **4/12 Variation of Permission BA/2013/0138/FUL to allow change from Timber Jetty to Timber Piling of New Boat Dyke**

A planning application (BA/2016/0095/COND) had been submitted to the Broads Authority in respect of a variation of an existing permission relating to a new boat dyke. The approved plans showed quay heading along one side of the dyke, with the remaining three sides comprising a timber jetty. The current proposal was for quay heading to all sides of the dyke.

It was made clear that the policy requirement for 10% of the moorings to be made available for public mooring was included in this application but the additional moorings would be provided on the river frontage and not in the dyke as the landowner did not feel comfortable with inexperienced navigators using the very narrow dyke.

The Planning Officer clarified that the landowner's intention was to provide the visitor mooring by transferring title of 40 metres of the downstream end of the previous Boundary Farm moorings to the Broads Authority. The remainder of the Boundary Farm mooring would then be leased to the Authority plus an additional 40 metres beyond the upstream end of the previous mooring. The Senior Waterways and Recreation Officer confirmed that, depending on the lease being successfully concluded, the Authority would gain an additional 40 metres of mooring space at the southern end.

It was further clarified that the S106 was for mooring access only and that access from the highway was only permitted for maintenance of the moorings.

Members supported the application.

#### **4/13 Norfolk County Council Proposals for True Left Bank of River Chet at Harley Flood**

Members received a report which provided them with details of an issue that had arisen during a consultation being undertaken by Norfolk County Council on a proposal to stop up the section of the Wherryman's Way Trail which runs on the true left bank of the River Chet immediately adjacent to Harley Flood. The report considered the reasons for the proposal, its implications regarding the future management of the river bank and drew members' attention to the fact that the Authority had been made aware of concerns regarding the potential for the proposal to result in deterioration in the condition of the navigation on the River Chet.

Members were reminded that although the Authority recognised the economic importance for the local communities of the Wherryman's Way, its main interest was maintaining the River Chet open for navigation.

It was explained to Members that resolving the fundamental problem of the deteriorating condition of the underlying bank would be extremely expensive taking account of the works that would be required.

Members were informed that Norfolk County Council is responsible for the surface of the path but not the underlying issues with the bank structure. The Council was of the opinion that diverting the public right of way was an appropriate solution.

The Environment Agency had stated that the river bank was not part of the flood defence and therefore its maintenance was not its responsibility.

Local boatyard owners had recently informed the Authority that a breach in the bank was causing depth problems at Chedgrave and Loddon, particularly with regard to the use of the slipways. This view was not apparently supported by the available hydrographic survey which showed that the Chet was deep enough for navigation. The Senior Waterways and Recreation Officer indicated that water levels and velocity would be monitored in the next few months which would test whether there was any significant impact upstream of the Hardley Flood. He continued that a meeting between the landowner and Norfolk County Council had been set up to discuss the issues regarding Wherryman's Way. Norfolk County Council had also confirmed that it would approach the Environment Agency and BESL to ask if they would carry out hydraulic modelling on the current functioning of the system and how it would be affected by a number of potential future scenarios in order to add to the available scientific data.

One member responded that about 26 years ago he, as an employee of the National Rivers Authority, was responsible for the construction of a weir in one of the breaches in the bank because of concerns about how uncontrolled flows through the breach were affecting channel velocity and the opposite bank. He emphasised that it was not so much water levels but the increasing velocities which could have implications on navigation.

One Member suggested boatyards could be invited to maintain a diary of water levels at their moorings which could be compared with the observations made by the Authority.

In general members were of the opinion that the underlying issues of the bank should be addressed as they believed that leaving it unresolved would cost more money and cause more harm in the long run, especially as silt from the flood would end up in the river. Also, as the Stakeholders' Survey revealed, walking is one of the main activities in the Broads and Members believed it was in the Authority's interest to work with other public authorities to ensure that the route of the Wherryman's Way is maintained.

Although it was suggested that the Authority could consider applying for European funding to repair the bank or use funds from its navigation reserves, concern was expressed about taking on a project of such a large scale with the associated long term responsibilities.

It was further pointed out to Members that while the Authority had a general duty to manage the Broads for the purpose of promoting the enjoyment of its

special qualities, the statutory duty for the maintenance of public rights of way in this case rested with Norfolk County Council.

Another option highlighted was to allow nature to run its course and see what would happen. The breaching of the bank in the 1940s and the creation of Hardley Flood was likely to be replicated elsewhere in the Broads and could be a more sustainable approach.

The Committee accepted the need to obtain scientific evidence to inform decision making and supported the proposed monitoring of water levels and velocity and to encourage Norfolk County Council to ask the EA/BESL to carry out hydraulic modelling of the system as soon as possible. It was noted that results would be brought back to the Committee later in the year.

#### **4/14 St Olaves Marina: Demasting Moorings**

Members received a report which indicated that the landowners at St Olaves Marina had offered a contribution towards provision of demasting moorings at Haddiscoe Bridge. Although this fell short of all that was required, pursuing the undertakings in the S106 Agreement would not necessarily lead to a better outcome. The views of the Navigation Committee were sought on how to proceed with the matter.

It was highlighted that the requirements for a Broads Authority mooring were different to those of a private mooring and if the Authority was to take on responsibility for the site it would have to meet the higher standards.

It was RESOLVED to recommend to the Authority

- (i) not to pursue the S106 Agreement but accept the contribution offered by the landowner; and
- (ii) to agree the proposed package of improvements:
  - (a) Demasting moorings to be provided by the landowner in accordance with the 2001 agreement, comprising 2 x 20m demasting moorings either side of Haddiscoe Bridge, to be constructed to the Broads Authority's agreed specification;
  - (b) The Broads Authority to undertake the work and cover the cost of this, including plant and labour;
  - (c) St Olaves Marina to cover the costs of the materials for the works as comprising Mooring posts – Geotextile – Type 1 – safety chains and ladders to the Waveney side - Path edging boards – additional crushed backfill if required – fender and riding spar – all fixings to be supplied by the Broads Authority;
  - (d) Following construction the Broads Authority would take on responsibility for maintenance.



#### **4/15 Navigation Income and Expenditure 1 April to 29 February 2016 Actual and 2015/16 Forecast Outturn**

Members received a report which provided the Committee with details of the actual navigation income and expenditure for the eleven month period to 29 February 2016, and provided a forecast of the projected expenditure at the end of the financial year (31 March 2016).

Members received a verbal update on the March figures and were informed that although the majority of the year end had been made the stock adjustment had not yet been calculated and could have an impact on the figures. The draft figures were a favourable variance of £31,758.

It was further clarified that the accounts were close to what was originally expected however due to a number of small underspends and additional income there was a small surplus of income over expenditure.

The Head of Finance agreed that moving to an accrual system would present a more accurate picture and this was an idea the Authority was moving to, however this took time and the system would need to be tested first.

It was clarified that Yacht Stations (including Tourist Information Centres) were currently funded 75% from navigation income and 25% from National Park Grant.

One member said he would like to take up the offer of a meeting with the Head of Finance so that he could gain a greater understanding of the budgets.

Members noted the report.

#### **4/16 Construction, Maintenance and Environment Work Programme Progress Update**

Members received a presentation on the work so far completed in regards to Hickling Broad, Mutford Lock, Cockshoot Boardwalk and Tree Clearance. It was explained that in regards to Tree Clearance the Authority had pooled all of its resource and cash budgets in order to deliver a concentrated tree clearance effort on the River Ant, an area identified as being of number 1 priority. In 2015/16 over 4km of bank side tree and scrub was cleared.

Members welcomed the presentation and commended the CME Team on its achievements.

It was clarified that the low volume figure for the dredging program at Belaugh to Coltishall reflected the technique that was required. It was explained that due to limited access to the site, the distance from dredge site to disposal land was considerable and the narrowness of the channel at this location all meant that we needed to use our conservation mud pump, which with the consents for land re-use pushed the costs of this dredging scheme up.

It was further explained that total dredging volumes were calculated using data from the number of wherry loads, the specific density of the material and amount of material carried in each wherry.

Concerns were expressed in regards to progress and cost of dredging carried out in 2015/16 and it was suggested to consider whether projects were affordable and whether a different approach was needed. The Head of CME explained that the Draft dredging programme was brought to the Members' attention in October (for the following year's dredging) and this was their opportunity to discuss the areas and value for money as each project was given an estimated cost.

Another concern raised was the reduction of water sampling. It was explained that the Broads Authority would continue sampling for Pymnesium at Hickling, but at a reduced sample rate. The sampling would allow background data to be kept and would assist when asking for consents to dredge in future years.

It was confirmed that dredging work had been carried out between Hardley Flood and the Chet and that the location could be suitable for side casting, although not all areas along the Wherryman's Way are suitable for dredged material.

Members noted the report.

#### **4/17 Boat Safety Management Group**

Members noted the received minutes of the Boating Safety Management Group held on 7 March 2016.

#### **4/18 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.

On the issue of toll plaque the Chief Executive commented that the income from private boats was in line with the budget but that currently there was a shortfall of between £70,000 and £80,000 from hired boats which the Collector of Tolls was investigating.

The Chief Executive updated Members about the Norfolk Show and invited them to put themselves forward if they were interested in helping out on the day.

Members noted the report.

#### **4/19 Current Issues**

It was asked whether it was possible for the latest hydrographic mapping to be made available on the website. The Chief Executive agreed that this was important information but there were heavy demands on the GIS Officer and great care was taken in prioritising her workload. The priority accorded to the hydrographic surveys would be reviewed.

It was noted that Mrs Aitkin Clark, had expressed her gratitude that the Authority's new launch would be named after her late husband and she was looking forward to coming to see her.

#### **4/20 Items for future discussion**

No items for future discussion.

#### **4/21 To note the date of the next meeting**

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

*Following this meeting it had been decided that instead of a Committee meeting, there would be a site visit to Hickling Broad on Thursday 2 June 2016 commencing at 2 pm.*

#### **4/22 Exclusion of the Public**

RESOLVED

that the public be excluded 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

#### **4/23 To receive and confirm the exempt minutes of the Navigation Committee meeting held on 25 February 2016**

The Exempt minutes of the meeting held on 25 February 2016 were confirmed as a correct record and signed by the Chairman.

The meeting concluded at 4.30pm.

Chairman

**APPENDIX 1**

## Code of Conduct for Members

**Declaration of Interests**

Committee: Navigation Committee

Date of Meeting: 25 February 2016

Name Please Print	Agenda/ Minute No(s)	Nature of Interest (Please describe the nature of the interest)	Please tick here if the interest is a Prejudicial interest
James Knight	7-23	Hire Boat Operator, Toll Payer, member of Boating Associations	
Brian Wilkins	7-23	NSBA Chairman, Toll Payer, various boating associations	
Kelvin Allen		Member of the Broads Angling Strategy Group and the River Waveney Trust.	
Nicky Talbot		Toll Payer, NSBA Member and Member of NBYC	
Linda Aspland		Member of NBYC , Toll Payer , Hunter Fleet Committee , Local Resident	
Max Heron	7-18	Toll Payer, Landowner, Member of British Rowing, NRC, NSBA, RCC, Chair Whitlingham Boathouses	
Peter Dixon		As before	
A Goodchild	7-23	BM CM Chairman, Land owner, GMS	
Bill Dickson		Coopted Member, toll payer, property owner, president local owner area	
John Ash		Toll Payer, Chairman and Director of WYCCT	
Michael Whitaker	7-18	Toll payer, Hire Boat Operator, Herbert Woods, BHBF Chairman	

**Broads Plan Review:**  
**Revised Draft for Consultation – Navigation and Recreation Sections**  
Report by Director of Planning and Resources and Strategy and Projects Officer

**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 identified as a Strategic Priority for 2015/16. It is anticipated that the revised Plan will be adopted in March 2017.

A first draft of the revised plan was subject to public consultation between February and April 2016. All responses received from this consultation were considered and a second revised draft Plan is now being prepared.

This report introduces the Navigation and Recreation sections of the proposed revised draft Broads Plan. The full revised draft Plan will be considered by the Broads Authority on 30 September 2016 and will be subject to public consultation between October and December 2016

Members' views on the revised sections are invited.

## **1 Introduction**

- 1.1 This report sets out progress on the current review of the Broads Plan. It is anticipated a revised Plan will be adopted in March 2017.
- 1.2 Members are aware that the Broads Plan is for the Broads, not just for the Broads Authority. As such, while the Broads Authority is responsible for its production, the successful delivery of the Plan depends on a shared vision, a commitment to partnership working, and the best use of shared resources. The involvement of partners, key stakeholders and local communities is also a key element of the Plan review process.
- 1.3 The Broads Plan review began in 2015, and included a Broads Authority and Navigation Committee Member Workshop on 7 October. This was followed by workshops with the Broads Forum on 5 November and the Broads Local Access Forum on 9 December. In addition, focused sessions on the Broads Plan were held with the Broadland Catchment Partnership, the Broads Conservation Partnership and the Broads Climate Partnership. A first draft Plan was approved by the Broads Authority in January 2016 and was the subject of consultation during February – April 2016. All responses received during that period were considered and a revised draft plan is currently in production.

## **2 Strategy Production**

- 2.1 Members may recall from the Broads Plan workshop that an ‘Open Strategies’ approach to producing this plan has been adopted. This approach is intended to create a clear plan of action with a rationale, with high level guiding actions to steer more detailed operational delivery. In producing the first draft Plan, we used a ‘Projects, Results, Uses and Benefits’ structure to identify compelling User needs (what people want or need to do), the Benefits to be gained, the Results to enable the user needs to be met, and the actions (Projects) needed to create or maintain the results. The revised draft Plan has simplified the information gained from this stage of the process, and sets out proposed priority actions with intended outputs, resources and indicators/targets.
- 2.2 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 the priority, evidence-based issues that have been identified by the Broads Authority and its partners and on which they will commit time and resources over the lifetime of the next Plan (2017-22).
- 2.3 The revised Navigation and Recreation sections are attached (Appendix A) and Members’ views are sought.

## **3 Timetable**

The Broads Plan is a statutory plan and its review is therefore subject to public consultation. It will also undergo Sustainability Appraisal/ Strategic Environmental Assessment (SA/SEA) and Habitats Regulation Assessment (HRA). The milestones for the production of the revised Plan are identified in the Strategic Priorities reported to Broads Authority Members at each meeting.

Background papers:	None
Authors:	Andrea Long
Date of report:	18 August 2016
Broads Plan Objectives:	All
Appendix:	APPENDIX A – Navigation and Recreation sections of revised draft Broads Plan

## C. Maintaining and enhancing the navigation

### Context

- \* The Broads is an extensive and varied inland waterway system offering 200km of boating on lock-free tidal rivers. The Broads Authority executive area (Map 1) comprises approximately 1974ha of water space and 63 open water bodies, covering 841 ha. The navigation reaches from the quiet headwaters of the rivers Bure, Ant and Waveney to the bustling urban centre of Norwich and the coastal resorts of Great Yarmouth and Lowestoft.
- \* As the harbour and navigation authority, the Broads Authority is responsible for maintaining the navigation area. Its powers include health and safety provisions, dredging, management of vegetation, clearance of wrecks and other hazards, maintaining the network of free 24-hour moorings and providing a ranger service. It also has a duty to sign and mark the waterways. Sediment management guidelines, agreed cutting prescriptions, water space management plans and environmental standard operating procedures are all used to help maintain the navigation while also conserving the unique and important water plant communities and providing refuge and food for fish and birds.
- \* Dredging is carried out to provide reasonable depths for safe navigation and to help restore degraded or shallowing water bodies. It can also help improve water quality by removing excess nutrients in the mud, by reducing turbidity which creates depth for aquatic plants to flourish and stabilise the bed, and by providing greater capacity for water storage. Dredging the waterways and disposing of dredged material is the largest navigation maintenance cost to the Authority. The current budgeted target to remove 50,000m<sup>3</sup> of material per year, twice the estimated sediment input, is making a positive but limited impact on the estimated backlog in the system (1.04million m<sup>3</sup> in 2016).
- \* A whole catchment approach to sediment management is being used to help reduce the amount of sediment entering the system from higher up the Broadland rivers catchment, as well as removing it from the Broads waterways. 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, with headwaters contributing around 50% of sediment inputs. Finding ways to dispose of dredged material is also an ongoing challenge. Many historically available sediment disposal sites are currently protected under European legislation and opportunities for using adjacent land have been very limited. This means that 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 beneficially wherever possible. Considerable advances were made in the last Broads Plan period through the EU-funded PRISMA project (2011-14), which supported the trialling of sustainable dredging techniques, pioneering methods for the reuse of dredged material in island and habitat recreation schemes, and investment in new dredging plant and equipment.
- \* Managing aquatic plants and riverside tree and scrub also needs to take account of multiple benefits for navigation, biodiversity and landscape character. Thriving aquatic plants are part of a healthy ecosystem, and certain species are protected under the EU Habitats Directive and the Wildlife and Countryside Act. With improving water quality and rising temperatures as a result of climate change, native aquatic plants are likely to become more prolific and have an increasing impact on navigation and recreation. Infestation of certain aquatic invasive non-native plants such as floating pennywort can also have a devastating impact on navigational and recreational waterways use.

- \* Opening up new areas of navigable water space may help to reduce potential conflicts between different user groups, improve safety and ease pressure on busy areas. However, opportunities to do this have been very limited in recent years, tempered by voluntary restrictions to certain areas of the water space that provide key refuges for wildlife, by other environmental or land ownership issues, and by a lack of resources.
- \* Safe, responsible use of the waterways and the technical safety of boats are managed through a Ranger Service supported by byelaws, codes of conduct and good practice campaigns. The Broads Authority, emergency services and Coastguard work closely together to respond to incidents, and local policing partnerships are promoting a proactive approach to reducing marine crime, such as the theft of outboard motors.

### Long-term aim for the navigation

The historic and present importance of the Broads' waterways for navigation, biodiversity and recreation is recognised and valued. The navigation and associated riverside facilities and infrastructure are maintained and enhanced, offering opportunities for people of all ages and abilities to access and enjoy the water space. The variety and intensity of waterborne activities across the system are carefully managed to maximise safe enjoyment, minimise conflict between different users, and ease pressure on busy or vulnerable areas. Opportunities to expand and extend the navigable water space are pursued, consistent with nature conservation interests and water resource management. Sediment is managed to provide necessary depths for boating, with dredged material beneficially reused or disposed of in environmentally and economically sustainable ways. Sediment loss from agricultural land and bank erosion is minimal, with sustainable natural and constructed solutions used to protect the more vulnerable stretches of waterways. Bank vegetation 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.

### Aspiration 3 Apply a catchment-scale approach to reduce sediment input and the sediment backlog, and sustainably reuse or dispose of dredged material

#### Focus: Removing sediment from the Broads system and accelerating sediment removal

Ref	Strategic actions	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
3.2	Implement sediment dredging regimes in accordance with defined waterways specifications and seek resources /legislation to accelerate removal of sediment in the Broads system	· Annual dredging programme implemented in line with agreed targets <b>[BA]</b>	BA existing resources	Sediment removed (min 50,000m <sup>3</sup> pa)
		· Additional resources and/or inland waterways legislation and good practice to improve dredging and disposal processes developed, in place and shared <b>[BA, AINA, MMO]</b>	Partnership funding required to accelerate dredging	Level secured additional funding Updated legislation and guidance



Focus: Disposing of sediment and reducing sediment input through catchment-wide erosion reduction measures				
Ref	Strategic action	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
3.1	Implement plans and good practice guidance to reduce soil erosion into the waterways, manage areas lost or vulnerable to erosion, and dispose of dredged material in sustainable and beneficial ways	<ul style="list-style-type: none"> <li>Erosion reduction agricultural land management measures promoted and in place, e.g. increased cover crops, buffers and sustainable drainage, riparian fencing, soil organic improvements, soil compaction reduction <b>[NE, Broadland Catchment Partnership, Norfolk Rivers Trust, NFWAG]</b>; Up-to-date environmental good practice guidance promoted to recreational users <b>[BC, AINA, NSBA, BA]</b></li> </ul>	CS, CSF, WSF	SSSI condition assessments WFD EC status CFE records
		<ul style="list-style-type: none"> <li>Stretches of lost or eroded river bank/island identified and prioritised; land protection, creation and restoration strategies in place, using innovative sediment reuse techniques where possible <b>[BA lead/facilitator with partners]</b> Key project: Formal partnership agreement and feasibility study/work plan in place for long-term management of River Chet (true left bank) to maintain access to navigation and Wherryman's Way <b>[BA, NCC, SNDC, EA, NE]</b></li> </ul>	Funding required	Measures of land lost or new areas created? Condition status of Chet true left bank
		<ul style="list-style-type: none"> <li>Opportunities identified to secure additional dredging disposal sites as part of Broads-wide network, and permissions and resources pursued <b>[BA]</b></li> </ul>	Funding required	# available disposal sites in network
Aspiration 4 Maintain a safe, open navigation and reduce pressures on busy or vulnerable areas				
Focus: Maintaining, extending and expanding navigable water space for recreation, consistent with conservation interests and flood risk management				
Ref	Strategic action	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
4.1	Maintain existing navigation water space, and develop appropriate opportunities to expand or extend access for various types of craft	<ul style="list-style-type: none"> <li>Audit of existing and potential new navigation water space completed; schemes and agreements developed to enhance water space access, consistent with nature conservation interests and flood risk management <b>[BA]</b></li> <li>Access to closed Broads dealt with on the basis of current legal advice and opportunities taken to negotiate increased access with individual landowners <b>[BA]</b></li> </ul>		Broads Integrated Access Strategy targets met
		<ul style="list-style-type: none"> <li>Approach promoted to increase use of River Yare for commercial transport, with Waterways Specifications adopted and delivered as required <b>[BA, Norwich City Council, Great Yarmouth Borough Council]</b></li> </ul>		

		· Delivery Plan for refurbishment/replacement of Somerleyton and Reedham swing bridges developed, incl. secured funding and agreed design and mitigation measures [ <b>Network Rail, BA</b> ]	Network Rail CP6 Delivery Plan	NR CP6 Delivery Plan schedule met
<b>Focus: Maintaining and improving management of aquatic plants and riverside trees and scrub</b>				
Ref	Strategic action	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
4.2	Carry out aquatic plant cutting and tree and scrub clearance maintenance programmes and seek resources to increase operational targets	· Annual tree and scrub clearance regimes carried out in accordance with agreed criteria, using priority mapping; improved level of operations in place through BA Area Ranger Team strategies for partnership working [ <b>BA, community groups, landowners</b> ]	BA funding	BA Area Plan delivered Length of riverbank managed
		· Regimes for aquatic plant cutting in navigation channels carried out in accordance with agreed management criteria [ <b>BA</b> ]	BA funding	BA annual cutting programme delivered
<b>Focus: Maintaining, improving and promoting safe behaviour on the waterways</b>				
Ref	Strategic action	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
4.3	Implement, promote and monitor measures to maintain and improve safety and security for the navigation and boats	· Boat safety systems and measures in operation, incl. up-to-date Safety Management System and Boat Safety Scheme; Hire Boat Code part 2 transferred to local licence conditions [ <b>BA</b> ]	BA funding	Tolls/ BSS compliance/ PMSC external audit (safety levels within ALARP region) HBL issued
		· Navigation patrolling maintained; recreational user safety and security promotional events and guidance made available; navigation infrastructure inspection and maintenance regimes in place and completed to agreed annual schedule [ <b>BA, Norfolk Constabulary, Suffolk Constabulary, Norfolk Water Safety Forum</b> ]	Partner funding	Best value indicators
		· Temporal or spatial zoning agreements/ protocols and pilot schemes in effect as required for water sport activities and events, incl. water skiing, wakeboarding, power boat racing and competitive rowing [ <b>BA</b> ]	BA staff resources	Hazard Log (Safety levels within ALARP region) # zones agreed/ delivered

## F. Offering distinctive recreational experiences

### Context

- \* The Broads is part 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 visiting historic and cultural assets such as mills and churches. The area has more than 200km of inland navigable, lock-free waterways and 303km of public rights of way, including three county long distance trails and the new national England Coast Path trail. The surrounding coast and urban centres, including Norwich, Great Yarmouth and Lowestoft, also provide open access and recreational opportunities.
- \* There are more than 11,000 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 for pleasure, including competitive racing, has been part of the way of life in the Broads since the 19<sup>th</sup> century and remains integral to the landscape. Canoeing and rowing are becoming increasingly popular, with the BA boat movement census recording an increase in boat movements of around 60% since 2010. All these activities are in keeping with the philosophy of quiet recreation, and they 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 current Broads Angling Strategy (2013) relate to managing and enhancing fisheries management and ecology, access to the water's edge, information and environmental education, and urban fishery development. However, following significant cuts to the Environment Agency's resources in recent years, it is likely that new sources of support will be needed to take the strategy forward.
- \* 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 and access to core areas is provided by a range of organisations and individuals. There is a need to balance the potential conflict between visitor activity that could damage fragile habitats or disturb wildlife with the provision of opportunities to access these special places and appreciate their intrinsic value. The lack of visibility of the water and wetland to land-based visitors means some visitors do not experience the true essence of the Broads, and the rivers and extensive drainage channels can mean long diversions to reach crossing points such as bridges and ferries.
- \* Proposals for creating and improving physical access to and around the Broads and between land and water, linked to destination points, facilities, services and sustainable transport options, have been identified following an audit of existing resources that helped to identify gaps in provision. However, implementing many of these projects, both for moorings and for land access, depends significantly on gaining realistic landowner agreements, as well as having sufficient resources both to complete the projects and to maintain the overall network in the longer term.

### Long-term aim for recreation

The value of the Broads as a place for escape, adventure, enjoyment, inspiration and reflection for people of all ages and abilities is recognised and treasured. The area continues to offer a wide range of high quality, distinctive and memorable activities and events on water and on land, in suitable locations and in harmony with the special status and qualities of the Broads National Park and its communities. The long-standing tradition of boating remains integral to the Broads recreational offer, alongside other popular pursuits of angling, walking, cycling and experiencing the rich natural and cultural assets of this wetland landscape. Year-round tourism is managed at environmentally and socially sustainable levels, contributing to a thriving local economy and secure employment base and meeting green tourism business standards. Physical access on land and between land and water is managed sensitively to maximise the social, educational and health benefits of open space to all, while ensuring the resource itself is not degraded. Where possible, improvements have been made to the network, connectivity and use of access routes, linked to visitor destination points and sustainable transport.

### Aspiration 7 Provide opportunities for distinctive recreational experiences in harmony with the special qualities of the area

#### Focus: Maintaining and enhancing the integrated physical access network to and around the Broads and between land and water, linked to visitor facilities

Ref	Strategic actions	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
7.1	Develop and implement schemes to upgrade and improve the network of physical access points and routes, linked to visitor facilities, including access opportunities for people with mobility and sensory needs	· Audit of land access to Broads viewpoints (from moorings to facilities, services and public transport links, and across rivers and to/alongside water), and audit of physical access for people with mobility and sensory needs completed; new/upgrade schemes developed [ <b>BA, NCC, SCC, River Wensum Strategy Partnership</b> ]	Partner funding	BA IAS targets NCC ROWIP targets
		Improved and new small craft launch facilities in place, linked to craft hire points and published trails [ <b>BA, boat hire operators</b> ]; existing BA 24-hour free mooring network maintained and new moorings/ stopping points (incl. wild/quiet moorings and commercial moorings) in place at priority locations [ <b>BA</b> ]	BA funding	BA mooring targets: Maintenance and Repair Programme /10-yr Repiling Action Plan / IAS
		· County Cycling and Walking Action Plans and initiatives implemented and new /upgraded priority cycle routes and cycle hire provision developed, including Three Rivers Way cycle route and Norfolk Trails [ <b>NCC, SCC, BA, RSPB/Sport England</b> ]; Improved, safe circular horse riding routes identified, implemented and promoted through County ROWIPs and Broads IAS [ <b>NCC, BA</b> ]	County & District Council funding Partner	NCC ROWIP targets Coastal path

		<ul style="list-style-type: none"> <li>River Wensum Strategy initiative implemented to improve access and facilities to and alongside river (incl. new moorings, small craft launch facilities and footpath improvements linking Norfolk Trails through Norwich to the Broads) [Norwich City Council, BA, EA]</li> </ul>	funding RSPB Active in Nature Project	completed 2020 BA IAS targets RWS targets
		<ul style="list-style-type: none"> <li>Physical access projects implemented under Broads Landscape Partnership Scheme Programme 2: Exploring the Landscape, incl. landscape/mills trail and access improvements to Weavers Way and Wherryman's Way [Broads LPS Board and LPS delivery partners]</li> </ul>	BA NCC HLF funding in place	LPS targets
		<ul style="list-style-type: none"> <li>Better resourced and promoted visitor 'hubs' in place offering high quality visitor access to the Broads landscape and wildlife attractions, and 'gateway' opportunities developed [RSPB (Wild Heart of the Broads), NWT (Hickling Reserve), Broads LPS Board and LPS delivery partners, BA]</li> </ul>	Partner project funding	Projects completed to schedule
7.2	Improve the network provision of riverside facilities, incl. refuse and recycling services, electric power points, water and pump out	<ul style="list-style-type: none"> <li>Working agreements established and strategic network of refuse and recycling facilities in place across the Broads [BA, Local Authorities, local industry]; network of solar and electric boat charging points maintained and extended [BA]</li> </ul>	Partner resources	tbc
<b>Focus: Coordinating and implementing a year-round programme of activities and events relating to Broads themes, products and places</b>				
Ref	Strategic actions	Key outputs by 2022 / [lead delivery and reporting partners]	Resources	Indicators/(targets)
7.3	Maintain, develop and promote coordinated year-round events and activities programmes to engage visitors and to support local business and community needs	<ul style="list-style-type: none"> <li>Broads presence promoted through year-round calendar of events, incl. Broads Outdoor Festival, Outdoors in the Broads, Walkability, Royal Norfolk Show and community festivals [BT, BA, DMOs, NGOs]</li> <li>Water-based opportunities promoted to land-based recreational users (incl. boat trips and day boat hire) and vice versa (incl. walking and cycling offer); high profile wildlife experience itineraries and packages created and promoted [BT, BA, HBOs, TBs, WCOs, LAs, NGOs]</li> </ul>	Partner resources New Anglia LEP	# and spread of events Visitor attendance at targeted events  Boat trip numbers and boat usage  # new wildlife itineraries/ packages, wildlife site visitor numbers

		<ul style="list-style-type: none"> <li>Recreational activities implemented under Broads Landscape Partnership Scheme Programmes 1-6, in particular 'Gateways to the Broads' and 'Going the Extra Mile' [<b>Broads LPS Board</b> and LPS delivery partners]</li> </ul>	LPS funding secured	LPS targets
		<ul style="list-style-type: none"> <li>Secured resources/partnership agreements in place and Broads Angling Strategy Action Plan 2017-18 implemented; action plan in place 2018 onwards [<b>EA</b>, Broads Angling Trust, Broads Angling Strategy Group]</li> </ul>	EA funding / additional resources required	Broads Angling Strategy targets

**Waterways Specification Update, Irstead**  
Report by Environment and Design Supervisor

**Summary:** This report summarises the technical and regulatory feasibility of deepening the channel of the River Ant at Irstead Shoals to meet the Waterways Specification of 1.8 m. This would involve dredging the natural river bed rather than the normal removal of deposited sediment, would therefore be classed as capital dredging with a different suite of regulatory controls to satisfy.

The cost of deepening the channel would be in the order of £60,000 and yet the number of boats affected is very small and the number of times of the year when it is an issue is small.

The Committee is asked for its view as to whether the deepening of this stretch of river should be pursued and its relative priority so that this can be taken into account when officers are compiling the 2017/18 dredging programme, which will be brought to the October meeting for consultation.

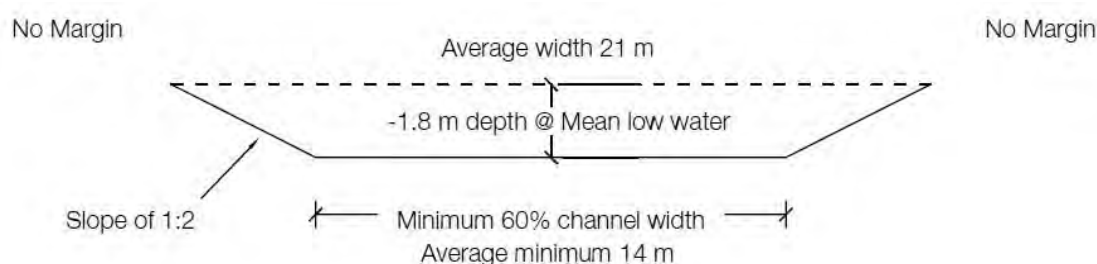
## **1 Introduction**

- 1.1 At its meeting on 10 December 2015, the Navigation Committee Members agreed the proposed revision to waterways specification depths in respect of the River Chet at Pye's 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 associated costs to be presented in a report at 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. This report sets out to provide this requested information.
- 1.2 Removing sand and gravel river bed material at Irstead Shoals would be classed as a capital dredging activity because of the removal of consolidated bed material and the deepening of the channel below that which the river would create for itself under the current hydrological conditions. Under the Authority's Sediment Management Strategy such work is outside the strategic aims of only removing accumulated unconsolidated riverine sediments. Although such deepening is permitted under the Broads Act, this does not absolve the Broads Authority from requiring other permits and permissions relating to capital dredging.

- 1.3 Irstead Shoals is a 350 m stretch of river that passes in front of the houses at Irstead. As the name suggests the stretch has traditionally been a shallower stretch of the River Ant, with a relatively hard bottom of sandy clay, some gravel and sand. The river width at this point is also relatively constrained, with quay heading and moored boats on the true right bank and a vegetated bank on the left. The narrowest parts of this section are approximately 14 m wide.
- 1.4 Given the volume of boat traffic passing between How Hill and Barton Broad, the Shoals is the main pinch point for passing vessels, particularly sailing boats and novice motor boat hirers. Vessels of all types are frequently required to use the full width of the river in this stretch.
- 1.5 Complaints and reports of boat keels touching the hard bottom through Irstead Shoals range from those forced into the shallower margin areas when passing; River Cruiser class boats grounding in the centre of the channel; and other large vessels dragging through the shallower spots. All these issues are more noticeable at lower water levels. The hard sand and gravel bottom also makes for an unpleasant sound and generates a more physical impact compared to dragging the hull through softer silts in other shallow margins or shoals.

## 2 Dredging Requirement to Achieve Waterways Specification at Irstead Shoals

- 2.1 The Broads Authority's Sediment Management Strategy (2007) outlines the generic ideal navigation envelope for the Broads. This includes a waterway specification depth developed through consultation with key users. The generic navigation envelope for the River Ant is shown below in Figure 1, with a 1.8 m depth aimed for in this stretch of the River Ant.

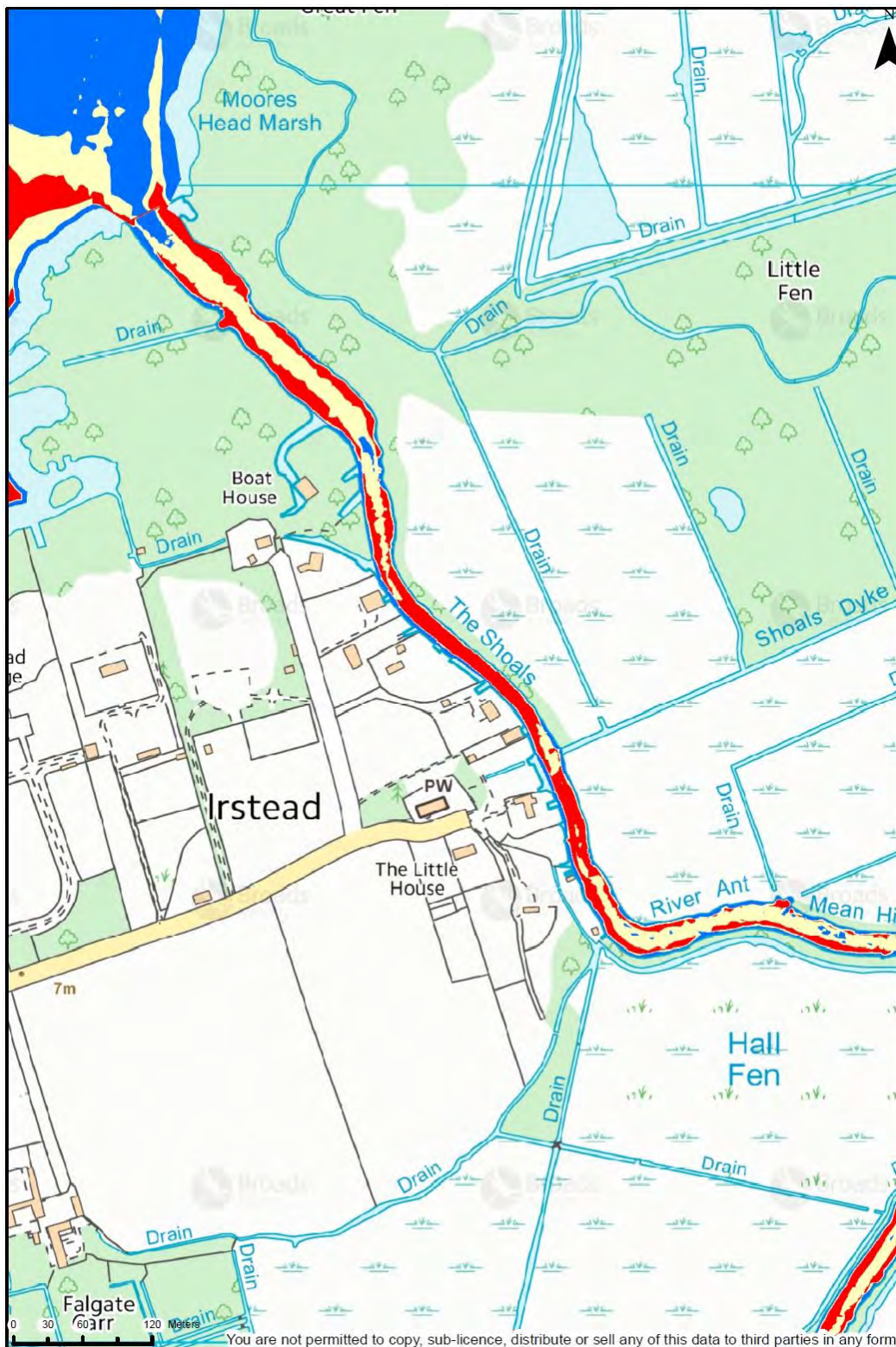


*Figure 1: Navigation envelope for River Ant (Barton to Ant Mouth)*

- 2.2 As per the Strategy, it is important to maintain a margin where river width allows, ensuring that banks are not undercut and allow for reeded edges to develop, proving a good buffer against erosion. However, the full depth specification should be achieved for a minimum of two thirds of the river width.
- 2.3 River width and volume of boat traffic through Irstead Shoals is insufficient to retain much of a margin. Along the true right bank, the adjacent properties have quay headed frontages. On the left bank is a natural vegetation fringe.



Figure 2 – Map of the River Ant in the areas of Irstead Shoals showing deviation from Waterways Specification depth of 1.8 m



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- 2.4 Current water depths in the centre of the channel at mean low water level vary from 1.5 m down to 1.25 m in the shallowest spots. It should be noted that the mean low water level used for setting the baseline of Waterways Specification depths is a very conservative measure of water levels. It is calculated as the lowest 5th percentile point in the range of water levels over several years of data. The average or typical water levels through the year are therefore higher, making passage through the Shoals usually unproblematic. See the map in Appendix 1 for spot depths and depth contours through Irstead Shoals at mean low water. Figure 2 shows the area currently above Waterways Specification depth. Red areas are greater than 30 cm below specification depth and beige areas are between 1 – 30 cm below specification depth. Blue areas are at or above specification depth.
- 2.5 The nature of the substrate below the river bed in this section is such that there are pockets of free running sand among the consolidated sandy clay. This has led to complaints from one resident that previous dredging close to their quay heading caused slumping and measurable movement in their quay heading. For this reason, dredging in 2013 gave a greater margin on the right bank through the downstream end of the Shoals to preserve the structural integrity of the quay heading.
- 2.6 The calculated volume for dredging requirement to reach Waterways Specifications in the Irstead Shoals section is 3,400 m<sup>3</sup>. This is the first time the dredge requirement has been calculated for the Shoals in isolation, as the whole stretch between Barton Broad and Ludham Bridge has only been reported previously. The nearest available set-back areas for sediment re-use are between How Hill and Ludham Bridge.

### **3 Process for Gaining Permissions for Capital Dredging**

- 3.1 The registered landowner of the bed of the river at Irstead is the Crown Estate and capital dredging would require their consent. The registered owner therefore has rights over the natural substrate removed during a capital dredge operation. Previous discussion with local agents of the Crown Estate indicate that the landowner would be keen to be party to a share of income that may be charged to the beneficiary of the enhanced access created; and to a share of the value of any material dredged where subsequently used beneficially. Income from the benefits of enhanced access is not a specific monetary valuation the Authority has ever calculated or an income that the Authority actually directly receives from individual navigational access projects. The income from tolls is for boat access to the whole system, rather than at specific locations. Similarly, the monetary value of re-used dredge arisings has typically been absorbed in overall project benefits, rather than marketed and given specific cash value. Determining whether the Authority would recompense the landowner in this situation is a mechanism that is as yet untested.
- 3.2 The regulator for dredging activity in the Marine Area in England is the Marine Management Organisation (MMO), which consents such activities through the Marine Licensing process. Capital dredging requires a Marine Licence and the Broads Authority is not exempt, even as a Harbour Authority, as the

dredging activity must have occurred at the site in question and be to a depth previously dredged within the last 10 years. Whilst dredging has occurred at Irstead Shoals in the period, dredge depths of no greater than those currently present have ever been achieved.

- 3.3 The Water Framework Directive (WFD) requires all waterbodies to attain good ecological status (or potential) and that any deterioration in the status is prevented. Any new development must ensure that these fundamental requirements of the Directive are not compromised. It is the responsibility of the operator proposing any works in the waterbody to produce a detailed WFD Compliance Assessment report, which includes a baseline assessment summarising the current status of the waterbody. The compliance assessment evaluates whether the proposed works will affect the quality elements and overall WFD status. Where necessary, mitigation measures will be recommended.
- 3.4 The overall classification of this heavily modified waterbody is “moderate” (as of 2015), with a target to reach “good” potential by 2027. The specific quality elements that currently hold this waterbody to a “moderate” potential are its invertebrate community and the Mitigation Measures Assessment. The latter is the report that identifies the mitigation measures necessary to ensure the hydromorphological characteristics of a water body are consistent with Good or Maximum Ecological Potential; and assessing whether those measures have been taken. Capital dredging by the Authority would need to demonstrate how the work would impact the hydromorphology of the river, such as alteration of the sediment regime; the substrate conditions; the interaction between surface and ground water; and water flow dynamics. There would also need to be an assessment of how this work would affect ecology, such as fisheries (spawning habitat) and invertebrates.
- 3.5 The section of river at Irstead Shoals is not within a SSSI or site of European conservation importance (Natura 2000 site). However, the river at the first bend downstream of Irstead village is within the Ant Broads & Marshes, Broads Special Area of Conservation (SAC) and the Broadland Special Protection Area SPA). As such, given the proximity of less than 500 metres and the upstream location of the Shoals, the Habitat Risk Assessment process would need to be carried out, as each Natura 2000 site has a 500 m development boundary wherein direct impacts could be felt. Usually, the Habitat Risk Assessment process would not be required for routine dredging work, as Natural England have previously assented works carried out in accordance with the Authority’s Sediment Management Strategy. As capital dredging is outside the scope of the Sediment Management Strategy then the Habitat Risk Assessment process would be required.

#### **4 Costs and Staff Resource to Complete Capital Dredge**

- 4.1 Table 1 gives a breakdown of predicted dredge project costs for dredging Irstead Shoals to the 1.8 m Waterways Specification. All internal staff costs and plant rates are based on the latest 2015/16 updated figures. Other expenditure is based on most up to date quotes or prices.

4.2 Costs for application for a Marine Licence are based on an hourly rate for MMO staff time, as these licence applications don't have a fixed rate. For this scale of project a minimum £1,000 charge is budgeted, but could be up to £5,000. The time for Environment Officers to complete the various environmental and ecological assessments is the minimum based on the information gathered for a desk study only. No provision is made in Table 1 for more extensive habitat or physical assessments along the River Ant or longer term monitoring. There is a moderate likelihood of EA and/or NE requiring this, which would add up to another ten days of their time to the total. The assessment work for Environment Officers could be absorbed into the team workload, given sufficient advance notice, though would proportionally reduce input to their other navigation based work, such as the preparation for other dredge jobs or planning winter tree clearance work.

Table 1 – breakdown of predicted dredge project costs

Project element	Resource	Work days required	Cost
Project planning & consenting	Rivers Engineer – project planning, site file preparation, and management	10 days	£2,450
	Environment Officer – ecological assessments; consent applications; sediment sampling	10 days (assuming no long term studies required)	£2,450
	Sediment quality analysis		£450
	MMO Marine Licence		MMO staff rate @ £84/hr, up to £5,000.
Construction Team (mobilisation; site preparation; dredging; sediment transport; demobilisation)	5 x Operations Technicians; 3 x wherries; 1 x pontoon mounted excavator; 1 x excavator	5 day set up; 7 week dredging; 5 days site restoration	£54,150
	Internal costs		£59,500
	External costs		£450 plus MMO charge
Total Project cost range			£61K to £67.5K

4.3 The predicted duration of 35 days for the Construction Team dredging is based on a conservative estimate of progress dredging hard consolidated sediment. Previous experience in the area is that the normal clam shell buckets are not entirely effective at removing this material. A pontoon mounted hydraulic excavator is therefore required, with a digging bucket or clam shell bucket with digging teeth.

4.4 The cost per cubic metre for this proposed work would be in the range £17.94 to £19.85. The average figure for river dredging in 2015/16 was £12.64.

## **5 Routine Navigation Management Actions**

5.1 The recommendations presented in section 2.3.7, in the report to December 2015 Navigation Committee are still valid and progress has been made towards them. The more detailed depth chart in Appendix 1 is now publically available on the Authority website in the [Water Depth and Navigation Notes page](#) for the River Ant.

5.2 As experienced in 2013, the routine maintenance dredging operation can effectively remove accumulated silts and achieve water depths to the hard bed. The frequency of return for maintenance dredging to Irstead Shoals is not a set fixture in the dredging forward programme, but could be looked at when plant and equipment are on the River Ant upstream of Ludham Bridge. Aiming to achieve a revised Waterways Specification depth of 1.5 m at mean low water levels is achievable through our routine maintenance dredging activities.

5.3 Clearing back of the riverside trees on the left bank is a regular feature of the Ranger team work programme. Several householders on the right bank were encouraged over last winter to take back some of the tree growth extending out from their properties.

5.4 The reeds that encroach from the left bank out towards the channel have also been removed this summer with the weed harvester. This action will help maintain clear river width for passing boats

5.5 Provision of signage to indicate water depth at the Shoals is also suggested, in a similar manner to those indicating available air draughts for bridges at varying water levels. This would forewarn those boaters who may have an issue with deeper keels as to the water draught across the Shoals, at the particular tidal or seasonal water level.

5.6 The level of complaints has been low for this area and the water depth issues outlined in this report, with perhaps only two or three direct reports in the last three years. However, those who have experienced difficulty have found passage through the Shoals at best unnerving and have not felt it a safe area.

Background papers: [Waterways Specification Revisions, Navigation Committee, 10 December 2015](#)  
[Minutes of the Navigation Committee, 10 December 2015](#)

Author: Dan Hoare  
Date of report: 4 August 2016

Broads Plan Objectives: NA1.1

Appendices: Map 1 - Irstead Shoals water depths at mean low water

Appendix 1 - Irstead Shoals water depths at mean low water



### **Issues on the River Chet**

Report by Senior Waterways and Recreation Officer, Head of Planning and Head of Construction, Maintenance and Environment

**Summary:** This report gives a summary of the latest position regarding Norfolk County Council's proposals for the extinguishment of the Wherryman's Way on the true left bank of the River Chet and the results of water level monitoring that the Broads Authority has been carrying out since May 2016.

Following complaints, officers have looked into the feasibility and cost of removing the navigation channel markers on the River Chet and this report invites comments from the Committee on the options

## **1 Introduction**

- 1.1 There are currently a number of ongoing issues on and around the River Chet. These include the condition and future management of part of the Wherryman's Way at Hardley Flood and the presence in the navigation channel of 37 channel marker posts
- 1.2 The purpose of this report is to update the Navigation Committee on the current position in respect of each of these and seeks views on possible future options.

## **2 The Wherryman's Way Footpath on the True Left Bank of River Chet at Hardley Flood**

### Background

- 2.1 At the meeting of the Navigation Committee on 21 April 2016 members considered a report on Norfolk County Council's proposal to extinguish the section of the Wherryman's Way trail which runs on the true left bank of the River Chet at Hardley Flood. The extinguishment was considered necessary as the bank was deteriorating in condition and a bridge structure had failed at one of the breaches in the bank where water flows into and out of Hardley Flood. Aside from the effect of the County Council's proposal to extinguish the path on countryside access, the report also considered the implications of the potential extinguishment on the management of the river bank, the hydrology of the River Chet and the future maintenance of the navigation.
- 2.2 The report explained that Norfolk County Council did not consider that it had any responsibility for maintaining the structure of the bank and neither did the Environment Agency as the bank was not part of the flood defences.

- 2.3 Members will recall that the report also highlighted the fact that officers had been presented with anecdotal evidence from local businesses that the deterioration of the bank was having an adverse impact on tidal flow and water levels upstream of Hardley Flood. As there was no scientific evidence to substantiate this claim the report notified members that the Authority would be installing a tidal monitor at Pye's Mill to gather data on tidal fluctuations in the River Chet.
- 2.4 Members accepted that the Authority was not responsible for maintaining banks in private ownership or public rights of way and that its main responsibility with regard to the River Chet was the maintenance of the navigation. However, in general members felt that the Authority should object to the proposed extinguishment and work with the other public authorities with an interest in the matter to see if a project to deal with the underlying issue of the integrity of the bank could be developed and funded. In reaching this conclusion members were mindful of the Authority's second purpose (*promoting the enjoyment of the Broads by the public*) and recognised the importance of walking as highlighted in the stakeholder surveys carried out for the Authority in 2014.
- 2.5 Since the meeting on 21 April 2016 the Broads Local Access Forum (BLAF) also considered the issue at its meeting on 7 June 2016. The BLAF resolved to advise the County Council under Section 94 (4) of the Countryside and Rights of Way Act 2000 to place a traffic regulation order (TRO) on the route rather than extinguishing it. The BLAF felt that the loss of the path would potentially have an adverse impact on the quality of the route of the Wherryman's Way, tourism and navigation and also advised the County Council to work with the other relevant public authorities (South Norfolk District Council, Environment Agency, Natural England and the Broads Authority) to explore the possibility of developing a partnership project to protect the route.
- 2.6 The County Council has responded to this advice by agreeing to the BLAF's suggested approach and it is now placing a TRO on the route which will allow discussions to continue with the other authorities involved.
- 2.7 The Broads Authority has also suggested that a jointly funded tree and scrub clearance project should be carried out on the path to remove trees in danger of collapse and encourage reed growth on the front face of the bank to give it some erosion protection.
- 2.8 The County Council has indicated that it will be convening a meeting involving officers and members from the relevant authorities to explore options which is likely to take place in early October.

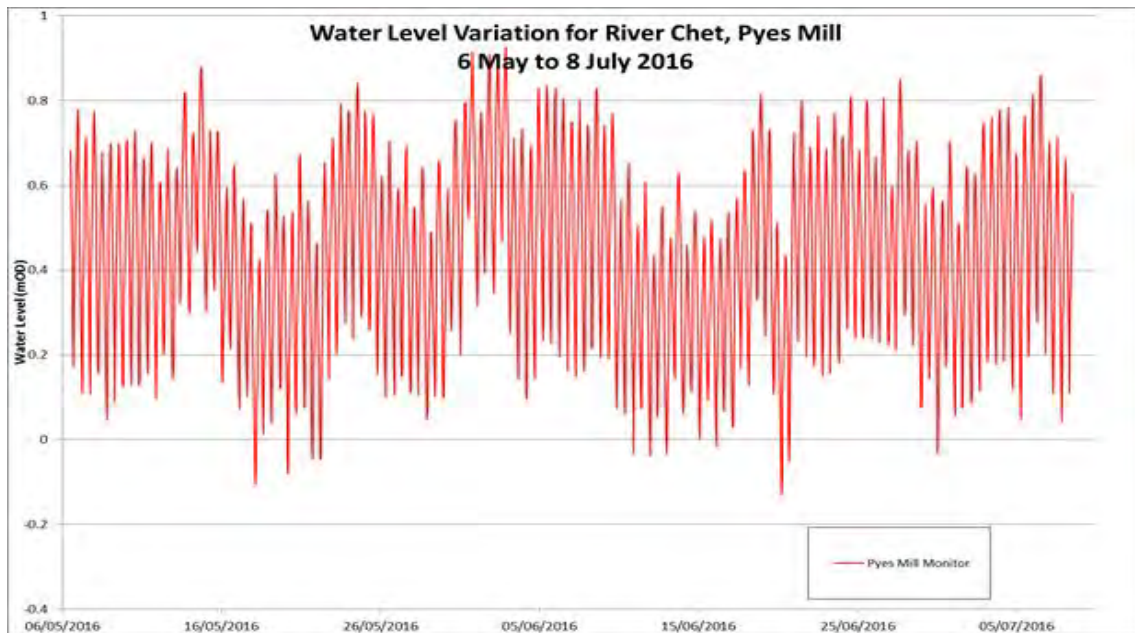
#### Water level monitoring data

- 2.9 As indicated at paragraph 2.3 to this report the Broads Authority has been monitoring water levels at Pye's Mill since early May in order to be able to



assess water levels accurately and compare tidal range in the Chet with that in the River Yare. Figure 1 shows the data for the period 6 May to 8 July.

Figure 1

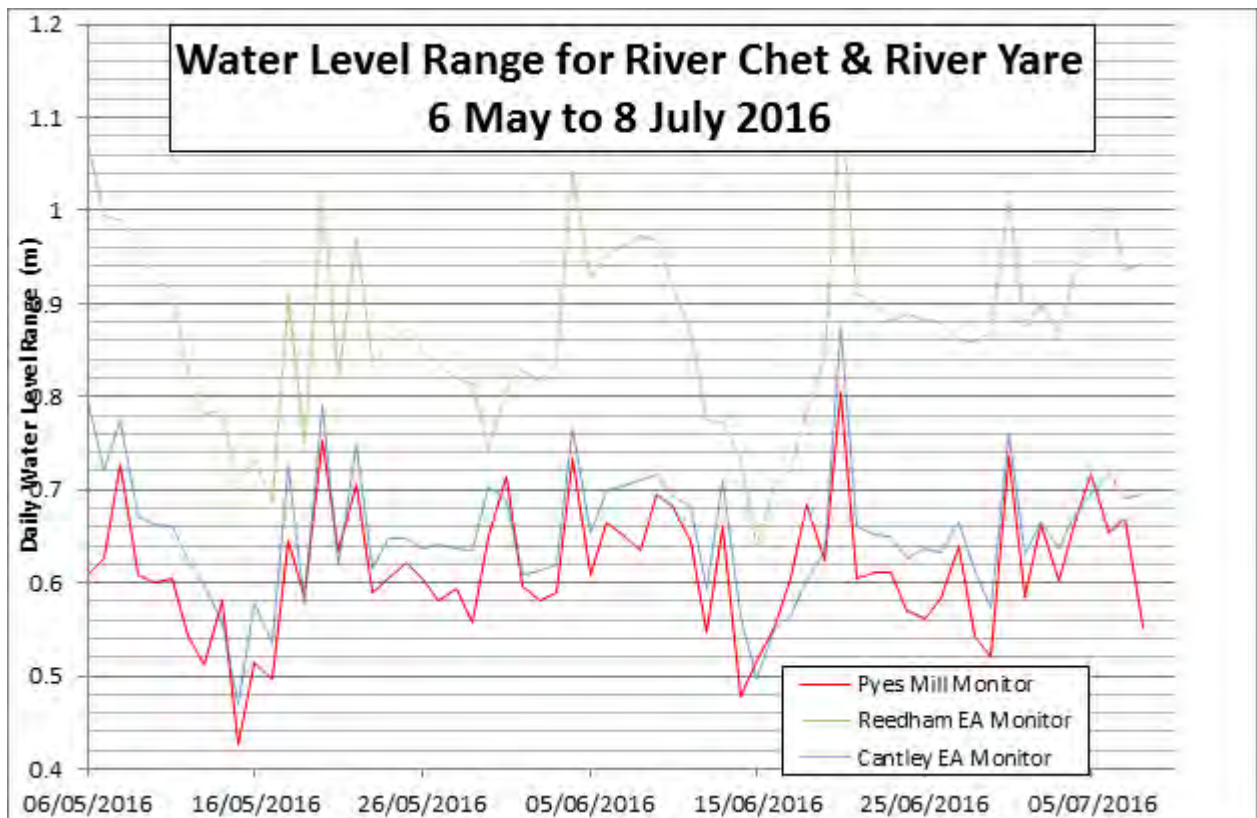


2.10 It is clear from the data that water levels at Loddon are following a typical tidal cycle of highs and lows. The plot shows that the tidal range (difference between high and low levels) varies between 0.5m and 0.8m. The actual high and low levels fit well with the tide levels given for Loddon in the 1993 Binnie & Partners Broadland Model Study, which are:

MHWS	MHWN	MLWN	MLWS
0.68mOD	0.38mOD	-0.05mOD	-0.10mOD

2.11 These data have been compared with data from the Environment Agency's tidal monitors at Reedham and Cantley. Initial comparisons indicate that the tidal range on the Chet at Loddon is almost exactly the same as the range on the Yare at Cantley. Further, the timing of the tidal cycle at Loddon is also almost exactly the same as at Cantley. The tidal range at Loddon is approx. 200mm less than that at Reedham which is to be expected as the effect of the tide lessens as it progresses upstream. These data also indicate a 15 to 30 minute difference between tides at Reedham and Loddon (and the same for Cantley). Figure 2 shows a comparison of the data from the three monitors used.

Figure 2



- 2.12 The data gathered so far suggests that the inlets in the true left bank of the Chet which connect Hardley Flood with the river do not have a significant effect on tide levels. Further, there are no significant differences between current levels and those recorded in the Binnie and Partners Broadland Model Survey which was carried out in 1993. Neither is there a major time lag for high tide at Loddon which also indicates that the Hardley Flood inlets are having a negligible effect.
- 2.13 However, these data do not indicate what affect the connections between Hardley Flood and the Chet are likely to have on channel velocity or siltation which can only be assessed through hydraulic modelling. Modelling will also give some information on the effects of carrying out works to change the connections between the flood and the river on levels and the resulting flows through the connections. Officers feel that it is essential for modelling to be carried out in order to inform future project development and Norfolk County Council has indicated that this will be discussed at the joint meeting of the public authorities to be held in October.
- 2.14 In order to assess the level of boat traffic proceeding upstream on the River Chet the Authority's rangers have also been monitoring the number of boats mooring at Loddon. This has shown that Loddon mooring is usually full to capacity and indicates that boats are not having difficulties with channel depth. The Authority will continue to work with Norfolk County Council and other public authorities to obtain hydraulic modelling data on the functioning of

the Chet/Hardley flood system, carry out tree works in partnership with the other relevant authorities and the landowner and explore options for the future management of the bank.

### **3 The Navigation Channel Marker Posts on the River Chet**

#### Background

- 3.1 Planning permission was granted in November 2008 for piling removal works on the River Chet, between Chet Mouth and Hardley Hall including the installation of marker posts to indicate the edge of the channel in this narrow river. It should be noted that there is no planning condition which requires their removal.

#### The current position

- 3.2 Broadland Environmental Services Ltd (BESL) subsequently undertook the flood defence work, including the installation of 37 steel channel marker posts, 15 on the north side and 22 on the south side. The flood defence works have now been completed and the reprofiled bank has established well, which is welcomed. The Broads Authority is now, however, receiving requests for the channel markers to be removed, on various grounds including the view that they represent an obstacle to navigation and concerns that boats are colliding with them in the narrow channel. These concerns have been raised by various bodies including the Broads Hire Boat Federation (BHBF), the Broads Society, the Norfolk and Suffolk Boating Association (NSBA) and the Boat Safety Management Group (BSMG).
- 3.3 There is no legal requirement for BESL to remove the navigation channel marker posts. They have also indicated that they do not fully concur with the justification being presented for their removal and consider instead that they continue to provide a useful channel marking function. This notwithstanding, the Environment Agency (as the project leader) has indicated that it is prepared in principle to agree to their removal, subject to certain caveats including:
- (a) If the posts are removed and there is subsequently found to be a problem with channel marking then the responsibility for their reinstatement will not fall to either the Environment Agency or BESL; and
  - (b) If the posts are removed and there is subsequently found to be a problem with vessels colliding with the bank, then the responsibility for the repair to the bank will not fall to either the Environment Agency or BESL; and
  - (c) If the posts are removed by a third party, no responsibility for any issues arising during or after the works will fall to either the Environment Agency or BESL.

#### Options for the removal of the posts

- 3.4 In terms of the practicalities of the removal of posts, BESL advise that they are approximately 9m long so specialist equipment in the form of a vibrating hammer attachment would be likely to be needed to carry out the work. The poor ground conditions are likely to mitigate against carrying out the work from the land, so it is likely to be necessary to work off a platform in the river, which might require closure (part or full) of the navigation channel for the duration of the works. Clearly this would have an adverse impact on navigation, so if this is the case the timing of the works will be critical.
- 3.5 BESL have advised that they do not have the equipment to carry out the works, so would need to hire in all the plant and equipment, with the associated cost. They also note that there is no legal requirement for them to carry out this work.
- 3.6 The Broads Authority has most of the necessary plant and equipment and could hire in the specialist vibrating hammer needed to do the works. There is, however, no provision in the 2016/17 works programme for the cost, the time or the labour for doing this work. A provisional estimate of costs is around £60,000 for the work to be done in-house and the works are estimated to take up to 8 weeks. Due to the restricted width of the River Chet, post removal would need to take place between November and March. If the Committee viewed this project as a high priority and wanted the Broads Authority to progress the removal during this winter it would affect programmed works at Hickling Broad, Lime Kiln Dyke, Rockland Dyke and Lower Bure.
- 3.7 On 10 June 2016 a site visit by boat was undertaken with the Chairman of the Navigation Committee and a representative each of the NSBA and BHBF so that the posts could be viewed in situ. A simple visual assessment and scoring was made of each post to get some agreement on which had the greatest impact. Of the 37 it was agreed that there are 19 posts which should be a priority for removal (the majority of which are on the south side and comprise most of the posts on this side) and there are nine that have a neutral impact and a handful that are actively useful.
- 3.8 A preliminary calculation has been regarding the cost savings which could be made were only the 19 priority posts to be removed, rather than all 37. It is estimated that this would reduce the cost by around £6,195 and reduce the duration of the work by around a week.

#### Suggested way forward

- 3.9 Given the above, and the strong pressure to remove these posts, the officer view is that the Broads Authority should:
- (i) undertake this work in the 2017/18 work programme;
  - (ii) remove all posts, given the limited savings which would be achieved through removal of only half of them; and

- (iii) provide the commitment sought by the Environment Agency (outlined at 3.4 (a) – (c)) in order to allow the removal of the posts.

3.10 It should be noted that the Environment Agency has indicated that in principle it may be prepared to contribute to the costs of the works, but no sum has been either suggested or agreed.

Background paper:	None
Report author:	Cally Smith/Adrian Clarke/Rob Rogers
Date of report:	24 August 2016
Broads Plan Objectives:	TR1/ TR3/ NA4
Appendices:	None

## **Purchases from Plant, Vessel and Equipment Reserve**

Report by Director of Operations and  
Head of Construction, Maintenance and Environment

**Summary:** The opportunity to purchase a second-hand weed-harvester, together with the necessity to purchase more linkflotes and replacement of small tools means that officers want to spend £146,000 from the Plant, Vessels and Equipment Reserve which wasn't programmed. This requires consultation with the Committee and authorisation from the Authority at its next meeting.

### **1 Background**

- 1.1 Officers want to spend an additional £146,000 from the Plant, Vessels and Equipment Reserve on replacing linkflotes, and a range of vibrating small tools and equipment and the purchase of a second-hand weedharvester, not previously budgeted.

### **2 Purchase of Linkflotes**

- 2.1 An old set of Linkflotes were scheduled for a full assessment and refurbishment including re-plating any sections in poor condition and repainting. They were taken out of the water at the beginning of the year and pressure washed and inspected. The full condition assessment identified that the actual repairs required were considerably greater than expected, and in April it was decided that they were beyond economical repair.
- 2.2 Similarly, in January the Grab 7 dredging barge built in 1936 was lifted out to be water blasted and have a full marine condition survey conducted, as part of its planned maintenance, with the view to assess structural strength of the barge, carry out the repairs required and mount a different crane inside. The subsequent report identified a number of major structural issues with the steel, highlighted potential stress failures with the repair methodology and after a careful cost/benefit analysis it was decided the barge was beyond economical repair.
- 2.3 Officers are therefore proposing to purchase a set of replacement linkflotes at a cost £96,000 to provide a platform for long reach excavators to support the delivery of this winter's dredging programme. This expenditure was not envisaged when this year's budget was adopted.

### **3 Replacement of Vibrating Small Tools and Equipment**

- 3.1 The Broads Authority uses a wide variety of small tools and equipment and as part of the Health and Safety Management System it monitors the vibration levels that staff operating this equipment are exposed to. The Authority has collected a large volume of vibration data from different equipment which has shown that that with well maintained, fit for purpose and modern power tools the Hand Arm Vibration Risk to members of staff can be managed.
- 3.2 A number of older mowers, outboard engines and an assortment of smaller hand held tools like electric drills, grinders and cutting items that produce high vibration, are used heavily in the management of the Broads and are used for prolonged periods need to be replaced at an estimated cost of around £20,000.

### **4 Opportunity to Purchase a Second-hand Weed Harvester**

- 4.1 In 2012 a used 'Berkenheger 6510 Weed Harvester' was purchased with the view to retire the 10 year old Miller weed cutter, but such has been the demand for weed cutting that repairs were carried out and the Miller was retained. The resurgence in growth of aquatic plants can be attributed to improving water quality, reduced turbidity as accumulated silts are removed and longer sunnier days earlier in the year. From 2012 we have therefore operated two weed harvesters between May and October and it was projected that a replacement for the Miller would be required in 2020.
- 4.2 Late 2015, during the Miller yearly refit, mechanical issues and structural problems with the cutting head and hydraulics were identified and repair costs were uneconomic. This meant for the 2016/17 season only one machine has been available which has impacted upon the service and meant contractors have been used in support.
- 4.3 Officers have found a potential second hand replacement, another Berkenheger 6510 Weed Harvester, offered for sale by The Seaweed Company Scotland at £30,000. The vessel is in good condition, suffering from only minor cosmetic issues from being stored outside on a Scottish Island, many of the modifications required to operate the vessel have already been carried. It has a low recorded service usage and engine and hydraulics were found to be in good running order. (Note: A new 'Berkenheger 6510 Weed Harvester' would cost in the region of £160-to £170,000.)

### **5 Financial Implications**

- 5.1 Good progress has been made in the replacement of the equipment gifted to the Authority by May Gurney much of which we knew at the time had a limited life. The income from PRISMA funded replacement of some of the older items.

- 5.2 The Authority has a Plant Vessels and Equipment Reserve which stood at £302,225 on 1<sup>st</sup> April 2016. Within that Reserve Fund is a specific Dockyard, Vessels and Equipment Reserve which stood at £162,868 on the same date. The Authority makes an annual contribution to the Dockyard, Vessels and Equipment Reserve of £92,000 (£64,400 from Navigation Income and £27,600 from National Park Grant). At the beginning of the financial year the only projected expenditure from the Dockyard Vessels and Equipment reserve was the outstanding 10% payment on the third wherry of £11,333. If the Authority authorises the additional expenditure of £146,000, that will leave the Dockyard Vessels and Equipment Reserve at £97,535 at the end of the financial year.

### **Dockyard, Vessels and Equipment Reserve**

	<b>Income/Expenditure</b>	<b>Balance</b>
As at 1/4/2016		£162,868
Contribution to Reserves	+£92,000	£254,868
Final 10% on third wherry	-£11,333	£243,535
Purchase of Linkflotes	-£96,000	£147,535
Replacement of small equipment	-£20,000	£127,535
Purchase of 2 <sup>nd</sup> hand weed-harvester	-£30,000	£97,535
Balance as at 1/4/2017		£97,535

- 5.3 The Asset Management Strategy in respect of this equipment has been reviewed and a continuing contribution of around £90,000 per annum to the Reserve Fund is sufficient to continue the programme of investment and replacement of equipment. A schedule of major items of equipment is contained in Appendix 1 for Members information.
- 5.4 The views of the Committee are sought on the additional expenditure prior to consideration by the Broads Authority on 30 September 2016.

Background papers: Nil

Author: Trudi Wakelin/ Rob Rogers  
Date of report: 9 August 2016

Broads Plan ref: NA1.1

Appendices: APPENDIX 1 – Vessel and Equipment Inventory as at September 2016



Item	Condition	Planned maintenance works	Comments	Action date	Budget cost
Wherry Blucher	Not used by BA for 6 years	No planned useage or maintenance	scrapped Feb 2015		
Dumb lighter - Regal	Poor hull thickness	No planned useage or maintenance	scrapped Feb 2015		
Dumb lighter - Reaper	Poor hull thickness	No planned useage or maintenance	Scrapped Feb 2015		
Dumb lighter - Aubrey			Scrapped Feb 2015		
Wherry Monster	Poor hull thickness		Scrapped Feb 2015		
Wherry Junior	Hull very thin down to 1.5mm, engine old and worn. Requires replacing	Patching and repairs to maintain as she is, not worth huge	Scrapped Feb 2015		
Wherry Go Forward	Hull very thin down to 1.5mm, engine old and worn. Requires replacing	Patching and repairs to maintain as she is, not worth huge	Scrapped Feb 2015		
Grab 7	Barge is old and worn but serviceable and maintained. The NCK Crane was scrapped Sept 2015	Condition Survey 2016 identified extensive repairs (40-50K) Scrapped June 2016	No replacement required		
Wherry Virtue	Hull condition poor and engine old and tired.	Patching to hull and regular fixes to coax engine along £3,000	Scrapped Feb 2015		
Wherry Senior	Hull very thin down to 1.5mm, engine old and worn.RE-PLATING REQ 2014	With a hull re-plate this wherry will give 5-7 years more service.	Scrapped Feb 2015		
Fen harvester	Unreliable, prone to breakdown, SCRAPPED	Replacement planned 2014	Scrapped 2014		
Dumb lighter - Brown Bob		No works planned	Scrapped 2016	no replacement	
Dumb lighter - Cattle barge			Scrapped 2015	no replacement	

Weedcutter Horace Miller	work boat base in reasonable condition, engine old but reliable. Harvester cutting head front unit poor, twisted frame, aged and worn drive	General maintenance and servicing 1k pa, maintenance of cutting head, moving floor chains and frame repairs 3k pa	to be decommissioned as weedharvester but used as workboat/ fuel store, new secondhand machine to be sources	2016/17	£30,000.00
JCB 180	Regular service package	Yearly servicing 1k	Service package expires 2017, lease hire	2017	£0.00
Grab 10	Barge is 100 yrs old, serviceable but old and worn. Due to size and weight the bottom condition of barge is unknown	Planned decommission date April 2017	No replacement required.	2017	£5,000.00
LinkFlotes	2 sets of 9 flotes, (18 flotes) all new and in good condition (2014 & 2015)	Lifted out after 5 years, blasted and repaint	one new sets required (9no)	2016/17	£116,300.00
LinkFlotes	2 sets of 9 flotes, (18 flotes) all new and in good condition (2014 & 2015)	Lifted out after 5 years, blasted and repaint	one new sets required (9no)	2017/18	£116,300.00
Crane RB 22 (66)	In good working order, requires regular servicing and maintenance	Regular servicing and on-going upkeep £1,500 2012/13	To be scrapped 2018 and replaced with long reach excavator	2018	£0.00
Crane RB 22	In good working order, requires regular servicing and maintenance	Will need a new grab block £3,000 in 2014/15	To be scrapped 2018 and replaced with long reach excavator on lease hire	2018	£0.00
Wherry Onward	Hull very thin down to 1.5mm, engine old and worn. Requires replacing	Patching and repairs to maintain as she is, not worth huge expenditure.	Only 2 – 6 years life with careful cajoling.	2020	£120,000.00
JCB 160	Regular service package	Yearly servicing 2k	lease hire recommended	2021	£0.00
JCB 180	Regular service package	Yearly servicing 1k	Service package expires 2020, lease hire	2022	£0.00

Work Boat Z1	Major refit undertook in summer 2011, with electrics, deck, paintwork and cabin all replaced and recoated. A new engine was fitted and has proven reliable.	Yearly servicing and safety certification £1,500. Will require a 3 yearly refit & full mechanical service £4,000 Steering and paintwork needs addressing, general servicing and maintenance £6,000.	A seasoned workboat and with regular maintenance & servicing will operate for another 10 – 15 years.	2023	£150,000.00
Weedcutter Berky	Good general condition	retro fit water cooling added 13/14	Simple design should reduce running costs	2023	£50,000.00
Yard crane Smith C30	General good repair, but second hand. Is heavily used at the dockyard	Yearly servicing keeps it operational	The Dockyard will always need a mobile crane	2023	£70,000.00
Softrak MkII	Purchased in 2014	Regular routine servicing	expect 10 yr life	2024	£120,000.00
Tug Richard	A good tug but aging and in need of a refit.		With regular servicing another 10 -15 years	2024	£100,000.00
Work Boat Didler	Undergoing a major refit Summer 2012, with two new engines, deck area, hatches & electrics. A versatile work boat, ideal for work on Breydon due to keel coolers allowing it to sit in mud.	Yearly servicing and safety certification £1,500. Will require a 3 yearly refit & full mechanical service £4,000	A seasoned workboat and with regular maintenance/ servicing will operate for another 10 – 15 years.	2025	£150,000.00
Tug Cannonbrook	A 2nd hand vessel purchased from EA at Penton Hook. A good vessel with minor works required. Recently repainted	New gearbox fitted 2013 and operating as expected.	A well used and reliable vessel. 10 -15 years life.	2026	£100,000.00
Tug Bantum	Major refit summer 2012, lifted, shot blasted and repainted. Serviced and major overhaul of systems	With regular service and maintenance this tug will remain reliable and in operation	A well used and reliable vessel. 10 -15 years life.	2027	£100,000.00
Berky no.2	Second hand machine, estimated life	regular refit and servicing	subject to members approval 2016	2028	£80,000.00

Work Boat Shoveller	A well used and hard working vessel, overdue a refit (Didler was prioritised over Shoveller). Structurally sound, but refit needed	Refit at Richards underway (Sept 2013) additional work to non-slip deck and repair hydraulics also taking place.	With quality paint finish and regular yearly services will operate for 15 -20 years.	2033	£150,000.00
Wherry Tony Hewett	Hull in good condition but engine is worn and stern gear needs attention.	New engine and stern gear planned for 2014/15 £10,000	20 – 25 years of life with regular care and maintenance.	2034	£107,000.00
Wherry John Fox	Hull needs shot blasting and repainting, but in generally good condition.	Shot blasting and painting, plus servicing £3,500 2013/14	20 – 25 years of life with regular care and maintenance	2035	£107,000.00
			23 year strategy		£1,671,600.00
Wherry Iona	Fabricated in Ireland 2013 J Kearney	Delivered Dec 2013	Yearly servicing req £500	2052	£120,000.00
Wherry Gleaner	fabricated in Ireland 2014 J. Kearney	Delivered Jan 2014 – in service	Yearly servicing req £500	2053	£120,000.00
Wherry Cygnet	Fabricated in Cornwall Toms & Son	Delivered Jan 2016	Yearly servicing req £500	2054	£120,000.00
Dumb lighter - Colossus	Moored at Dockyard	No works planned	used as a welfare barge	no replacement	£0.00

**Draft Policy on Waste Collection and Disposal in the Broads National Park**  
Report by Chief Executive and Asset Officer

**Summary:** This report sets out the current position in relation to waste facilities throughout the Broads and seeks members' views on the proposed policy and actions set out in Section 3.

**1 Background**

1.1 Amendments to the definitions of commercial waste in the Controlled Waste Regulations 2012 and the subsequent changes to the charging policy by Norfolk County Council have prompted the district councils to review their provision of waste facilities in the Broads and in several cases stop providing and emptying waste bins from the following sites in the Broads National Park.

Broadland District Council	Great Yarmouth Borough Council	North Norfolk District Council	South Norfolk Council
Pontiac Roadhouse	Bell PH, St Olaves	Hickling PB Inn	Beauchamp Arms
Upton Dyke	Burgh Castle Marina	Ludham Bridge**	Waveney Inn
Ferry Inn, Reedham	Repps Riverbank	Womack, Ludham**	Burgh St Peter
Ranworth Staithe	Staithe Road, Repps	Horning Ferry Inn	
South Walsham	Thurne Staithe East	Lower St, Horning**	
Salhouse	Thurne Staithe West	Riverside Rd, Hoveton	
Priory Mooring, Ranworth	Bridge Stores, Acle	Wayford Bridge	
	Stokesby	Gaye's Staithe	
	Somerton Staithe East	Stalham Staithe	
	Somerton Staithe West	Sutton Staithe	
		Dilham	
		Barton Turf	

Additionally, North Norfolk District Council has indicated that it intends to remove the bins from sites marked with asterisks in the table in March 2017.

1.2 Whilst these actions were taken by the local authorities to help ensure that they were not meeting the costs of dealing with waste from commercial sources, changes were also made to ensure they were not meeting the costs of dealing with waste from land for which they were not responsible.

1.3 Members of the Broads Authority and a wide variety of interested organisations and individuals have been extremely concerned about the impact of these changes, and in particular the potential for increased flytipping and an adverse impact on tourism in the area.

- 1.4 On 15 July 2016 the Authority held a workshop on the topic which looked at the background to the changes and options for the way forward. It was attended by 12 members of the Broads Authority and Navigation Committee, officers from Norfolk County Council, North Norfolk District Council and Great Yarmouth Borough Council. Notes of the meeting together with copies of the presentations are contained in the Appendix to this report.
- 1.5 Since the workshop the Authority has been in correspondence with Brandon Lewis MP who has agreed to raise the matter with the Secretary of State for the Environment and the Chief Executive has attended a meeting convened by Norman Lamb MP on the matter. This report takes the discussion and feedback from that meeting and proposes a policy and actions for the Authority to take forward for Members to consider.

## **2 Draft Broads Authority Approach**

### **2.1 Partnership with the District and Parish Councils**

The Broads Authority already has a role in the collection and disposal of waste from the sites under its ownership and control. This includes Ranworth Staithe and the yacht stations at Great Yarmouth and Norwich. There has been a marked increase in the amount of rubbish deposited and the Authority has had to increase the number of bins and the frequency of collection. However, the Authority is not a Waste Collection Authority and does not have the infrastructure available to the district councils nor does it have a statutory duty to collect waste. Therefore the Authority is of the view that a partnership approach with the district and parish councils is appropriate and that officers of the Broads Authority should regularly attend meetings of the Waste Partnership to further joint working.

### **2.2 Amending the Waste Regulations**

The change in the Waste Regulations appears to have had unintended consequences for the Broads National Park and therefore it is proposed that the Authority's first action should be to work with the local authorities and local MPs to seek an amendment to the Regulations when they are reviewed as is currently expected in 2017 such that waste from hired boats in the Broads is classified as Domestic rather than Commercial Waste. Whilst this would not reduce the costs of collection to the district councils, it would remove the current practice of treating 70% of all waste as commercial, regardless of the actual source meaning that the district councils' costs would reduce and the county councils' costs increase.

### **2.3 Site Specific Actions**

In the short term of particular concern is the absence of appropriate provision at Potter Heigham and Horning and the proposal by North Norfolk District Council to remove the bins from Ludham Bridge Staithe and Womack Water.

### **2.4 Potential Way Forward**

Recent discussions with officers of North Norfolk District Council and Norfolk County Council has suggested that a partnership arrangement involving the

local authorities, the relevant parish councils and the Broads Authority could identify strategic sites where either:

- a) the waste facility was moved to a more suitable or practical location in the immediate vicinity; or
- b) the particular parish council would lease the small site for the waste facility from the landowner, the district council collect the waste and the county council dispose of the arisings.

This proposal needs further working up but could provide a solution which would meet the various constraints. It is proposed that the map at Appendix 3, showing current provision which members at the workshop agreed was the minimum acceptable provision, should form the basis of the agreed strategic network.

## 2.5 **Draft Policy**

The Authority's proposed approach can be summarised in the following draft policy:

"The Broads Authority will work with the constituent county, district and parish councils and local businesses to encourage visitors and residents to minimise the creation of waste and recycle as much material as possible.

The Authority recognises that nevertheless a network of appropriate waste collection facilities is required across the Broads National Park for use by visitors and local people visiting the Park. It will work in partnership with the local authorities and local businesses to ensure that a network of strategic sites is in place. The Broads Authority will fund the costs of appropriate facilities and the disposal of rubbish from sites that it owns or controls. On other sites it will work in partnership with the county, district and parish councils as well as commercial operators within the Park to make appropriate provision."

- 2.6 The Committee's view on this proposed approach and identification of the strategic sites is sought prior to its consideration by the Broads Authority at its meeting on 30 September 2016.

Background papers: None

Author: Angie Leeper  
Date of report: 19 August 2016

Broads Plan Objectives: TR2.2

Appendices: Appendix 1 – Norfolk County Council presentation  
Appendix 2 – Broads Authority presentation  
Appendix 3 – Map of waste sites  
Appendix 4 – Legal information  
Appendix 5 – workshop notes



**Norfolk** County Council  
at your service

## Broads Waste

Joel Hull – Head of Waste  
Broads Authority Workshop  
15 July 2016

### Why the change?

- 2012 Controlled Waste Regulation  
*‘Sources of household, industrial and commercial waste 2.’*  
*‘Classification by place of production’*

No.	Description	Classification	Exceptions
4	A vehicle or vessel used wholly for the purposes of living accommodation	Household waste	Where the vehicle or vessel is used in the course of a business for the provision of self-catering accommodation, the waste is to be treated as commercial waste

 Norfolk County Council

### What was the historical approach?

- District Councils were picking up waste from land they weren’t responsible for and meeting the costs of collection
- The cost of waste disposal was being met by Norfolk County Council
- Some bins were on third party land with no formal agreements in place
- Some commercial operators were having some of their costs met by the public purse


 Norfolk County Council

### Why the change?

- 2012 Controlled Waste Regulations  
*‘Where the vehicle or vessel is used in the course of a business for the provision of self-catering accommodation, the waste is to be treated as commercial waste’*

Not being applied to wastes from people using / in:

- Private / not for hire boats from which most wastes would be household waste (not fixtures/ fittings etc)
- Day hire boats (not from the hiring company though)

 Norfolk County Council

### Why the change?

New legislation in 2012 clarified that waste from a hire vessel used as accommodation should be treated as commercial waste.

This led to two main issues being addressed together:


- Councils paying for waste they were not responsible for.
- Councils paying for waste from land they were not responsible for.

 Norfolk County Council

### Other Legislation?

- Environmental Protection Act 1990, Section 86 (4)

*‘.....land is “relevant land” of a principal litter authority if.....it is open to the air and is land .....which is under the direct control of such an authority to which the public are entitled or permitted to have access with or without payment’*

 Norfolk County Council



## Other Legislation?

- Environmental Protection Act 1990, Section 75 (7)

*'Subject to subsection (8) below, "commercial waste" means waste from premises used wholly or mainly for the purposes of a trade or business or the purposes of sport, recreation or entertainment excluding—*

- (a) household waste;*
- (b) industrial waste; and*
- (c)*

*(d) waste of any other description prescribed by regulations made by the Secretary of State for the purposes of this paragraph.'*

 Norfolk County Council

## Why the split?

- 70:30 reasonable and agreed as a principle between the authorities for splitting treatment costs from waste on relevant land
- It takes in to account the range of bin scenarios from litter bins to large compounds
- It factors in waste from other users, eg dog walkers, anglers, hikers, car drivers, private boat owners, day hire boats v commercial hire boats

 Norfolk County Council

## What is the approach now?

In 2013 the Norfolk Waste Partnership agreed a standard approach with each District Council able to implement it in its own managed way:

1. Where bins are on land for which the local council is not responsible the owner should be charged 100% of the cost of collection and treatment

 Norfolk County Council

## What is the approach now?

3. Local Councils will provide a cost for provision of waste service to a landowner where required, eg to the Environment Agency, a private landowner, Broads Authority, commercial operator or a Parish Council.

 Norfolk County Council

## What is the approach now?

2. Where bins are on relevant land owned by a local authority:
  - a) It meets the cost of collection.
  - b) It meets treatment costs for 70% of the waste assumed to be commercial for which it can recharge.
  - c) The County Council meets 30% of the treatment cost for waste assumed to be household waste.

 Norfolk County Council

## Who pays?

Those responsible under legislation should meet the costs. But:

- Some parties that became or were already responsible for costs may not have the resources in place to meet obligations
- Some parties may not agree with their responsibilities or may want to make changes to mean they have none or they are limited

 Norfolk County Council

## Yarmouth

- Removed 10 facilities in June 2014 - 9 were located on land the Borough Council was not responsible for, 1 site had no moorings at it. Many of the moorings that the refuse stores were located near were also private chargeable moorings.
- At Repps and Thurne an additional litter bin was placed at each of the sites and have carried out monitoring of the sites through peak holidays.
- In the two years since the stores were removed Yarmouth has received a very limited number of complaints/ enquires.

 Norfolk County Council

## South Norfolk

- Provides boat waste facilities at: Bramerton, Burgh St Peter, Langley, Loddon and Rockland
- Capacity at all sites has been reviewed to ensure correct, seasonal capacity and to enable all bins to be collected fortnightly
- Limited number of complaints received

 Norfolk County Council

## Broadland

- Provides broads boat waste facilities at Reedham Quay and Coltishall Common. Both sites have a weekly collection starting just before Easter to just after the October half-term.
- Capacity at both sites appears to be sufficient, with no problems reported at either site.
- South Walsham Staithe – issues raised from facilities removed 2014 and waste around the litter bin in the car park led to a larger bin being installed next to the existing bin, and emptying being increased in busy periods.

 Norfolk County Council

## Options?

- Broads Act – review it and use its powers?
- Broads levy – could this be increased?
- Drafting legislation – to change it, eg making the Broads Area ‘relevant land’?
- Local agreements – formalize them? Make beneficiaries contribute?
- Sponsorship – short term approach only?
- Economic development funding – looking to see how else local councils can provide support?

 Norfolk County Council

## North Norfolk

- Decision to remove 13 of the 16 facilities by March 2016, unless agreements could be reached with landowners and/or other public bodies to take over the facilities.
- Extension offered to three sites (2 in Ludham and 1 in Horning) until March 2017.
- Four sites now funded privately but made publically available.
- Currently six facilities funded by the District Council.
- District Council plans to provide three sites from April 2017 (Hoveton, Neatishead and Istead).
- Since the changes were announced there have been a number of general complaints around the changes, but very few issues with waste being fly tipped at former sites.

 Norfolk County Council

## Thank you for listening

Joel Hull  
Head of Waste  
joel.hull@norfolk.gov.uk  
01603 223374


 Norfolk County Council

## Agenda

- **Welcome and Introduction**  
Jacquie Burgess, Chair, Broads Authority
- **Controlled Waste Regulations 2012**  
Joel Hull, Norfolk County Council
- **Questions**
- **Broads Authority background and evidence**  
Angie Leeper, Asset Officer
- **Workshop session**
- **Summary and next steps**




Looking after the Broads National Park



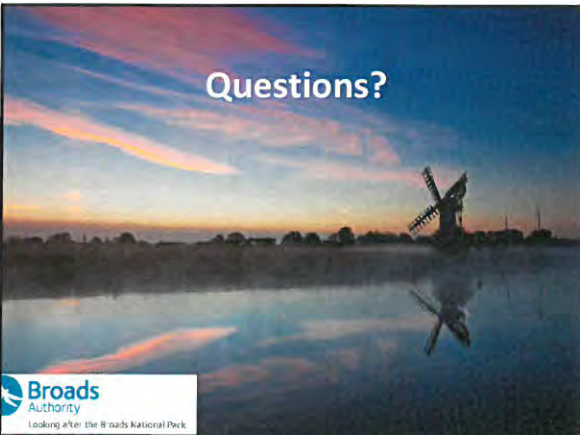
### Broads Authority Functions

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


The Broads is an exceptional area for sailing and boating holidays. Tourism in the Broads is worth £578 million per annum to the local economy.



Looking after the Broads National Park



## Questions?




Looking after the Broads National Park

## History timeline

### 2012/13 Changes introduced

**6/09/12 - Navigation Committee report**  
Supported the view expressed in the report - unreasonable for these charges to fall entirely upon navigation expenditure. Members supported officers in ongoing negotiations and requested that developments be reported back.



Looking after the Broads National Park

## Broads Authority Actions in respect of Waste

Angie Leeper, Asset Officer



Looking after the Broads National Park

**5/09/13 – Boat Waste Update report – Navigation committee**  
Members continued to support their previous views. The committee requested an update at a future meeting once detailed cost data had been provided

**Apr 13 - Broadland District Council remove bin at Pontiac Roadhouse**

**Nov 13 – Broadland District Council remove bins at Upton, Reedham Ferry, Ranworth, South Walsham, Salhouse and reduce provision at Reedham Quay and Coltishall**

**30/5/14 – Great Yarmouth Borough Council withdraw all their waste facility provision from 16 June 2014**



Looking after the Broads National Park


## Norfolk Waste Partnership

Met on 8 September 2014 to explore potential for partnership working

Agreed to produce leaflets for distribution on hire boats

Policy statement produced which Districts have individually adopted

July 2014



**Waste Facilities 1st October 2014**

- Waste Transfer Station
- Landfill
- Incinerator
- Recycling Plant

**Broads Authority**  
Looking after the Broads National Park

### 6/02/14 – Report to Broads Forum

In summing up, the Chairman stated that members agreed it was not appropriate for the Broads Authority to provide waste facilities and that the Authority should resist making a contribution towards waste disposal costs if requested by district councils, especially as the polluter could not be clearly identified.

### 23/10/14– Strategic review of waste facilities– Navigation Com 23/10/14 & Broads Authority 21/11/14

Members continued to support the views that it would be unreasonable for these charges to fall entirely upon navigation expenditure. It was concluded that that the committee wanted an update at a future meeting

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### Main points from the Local Authority's position paper

**The Broads Authority, Environment Agency, National Trust and Norfolk County Council** can make arrangements for provision of services on their land, if they chose to provide it.

Where waste arises from boat activities at moorings owned by these organisations may enter in to agreements for the collection of this waste and this will be recharged at the full appropriate rate, including waste disposal recharges. Alternatively they may make their own arrangements with commercial providers of waste related services if they so choose.

**Owners of private moorings** will not be provided with services unless a commercial contract is entered into.

**Broads Authority**  
Looking after the Broads National Park

### Jul 15 –Broads Authority undertake consultation and a questionnaire was distributed to 129 boatyards /marinas / parish councils. 17 responses received, including 4 nil returns

Gathering information on

- Details of current provision e.g. Recycling ( 9 different companies used)
- Detail of provider and costs for waste
- Complaints, fly tipping , gaps in provision

From this evidence base the view was taken by members to hold an internal workshop

**Broads Authority**  
Looking after the Broads National Park

### Provision of facilities on other land, such as Parish Council land, will be determined locally based upon

- the extent of the facilities for mooring boats, including the number of moorings
- whether charges are made for moorings and the ability to provide facilities and service them
- the extent of potential abuse

Facilities are more likely to be retained where they serve a mix of visitor uses, both boat and land transport and are associated with other service provision such as public conveniences. The determination of the provision of services will be best judged on a local level within each authority.

**Broads Authority**  
Looking after the Broads National Park

### March 2016– North Norfolk District Council give notice for the removal of 13 waste facility locations. Three to remain permanently, with Horning and Ludham x 2 , Neatishead remaining until March 2017

### June/July 16 – BA attend Norfolk Waste Partnership meetings with local authority officers

### July 16 – Todays workshop requested by members Members determined to monitor the situation at, and undertake further investigation in to the situation

**Broads Authority**  
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## Current complaints and actions

- Ludham PC – Chair and Chief Exec attended
- Norman Lamb MP – meeting to be arranged
- Stokesby
- Ranworth
- Broads Control/ Ranger feedback



Broads  
Authority

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## Broads Control/ Ranger feedback

### January

Whittingham – Fly tipping  
Horstead – Bin thrown in

### April

Bishops Bridge – general litter  
Gaye's Staithe – Bins full  
Whittingham – Fly tipping

### May

Loddon – Residential boat rubbish  
Cantley – Rubbish left at YH

### June

Potter Heigham – Fly tipping and rubbish (PC)  
Brundall Church - Rubbish

### July

Stalham Staithe – Rubbish  
Horstead – Bin thrown in



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## Next steps

- Workshop convened
- Members guidance sought on the development of a waste policy for the Broads Authority
  - Assessment of current position
  - further priority actions
  - Funding mechanisms
- Report to Navigation Committee, 8 Sept 16
- Report to Broads Authority 30 Sept 16



Broads  
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## Waste Workshop 15 July 2016 – Legal Information

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### Schedule 3 Norfolk and Suffolk Broads Act 1983

Firstly, the following is a summary of the obligations under the Norfolk and Suffolk Broads Act 1988. These obligations can be described as powers, rather than obligations on the Authority and are set out in Schedule 3.

#### *Refuse disposal*

*45*The Authority shall be treated as a local authority for the purposes of—  
 (a) sections 3 to 6 of the Refuse Disposal (Amenity) Act 1978 (removal and disposal of refuse); and  
 (b) sections 7 (acquisition of land) and 8 (powers of entry etc.) of that Act, so far as they relate to functions under section 6 of that Act.

As a very brief summary, these powers above under the Refuse Disposal Act relate to the removal and disposal of abandoned vehicles, or any “other thing” including power to enter land on notice, for the purpose.

### Litter Act 1983

There are also provisions relating to the Litter Act 1983

#### *Litter*

*46*The Authority shall be treated as a litter authority for the purposes of the Litter Act 1983

Under this statute the power relates to the provision of litter bins and a duty to consult with other authorities in the county in relation to the abatement of litter. Any agreement reached by authorities is then put into a plan. Note that if an authority chooses to provide a litter bin, then it has an obligation to empty it regularly and not permit it to become a public nuisance. There are powers enabling authorities to make financial contributions to other authorities exercising their power to provide litter bins.

### Byelaws

The Authority has the power to make byelaws under section 6 Norfolk and Suffolk Broads Act.

#### *6 Byelaws: general.*

*(1)*The Authority may make byelaws under this section **for the purpose of securing that persons resorting to land to which the byelaws apply do not—**

*(a)* damage the land or anything in, on or under it; or

*(b)* **interfere unduly with the enjoyment of the land by other persons.**

*(2)* Byelaws under this section may only be made in respect of land within the Broads—

*(a)* **of which the Authority is the owner or occupier;**

*(b)* **to which the general public have a right of access; or**

*(c) which is commonly used by the general public.*

*(3) Byelaws under this section may, in particular—*

*(a) prohibit or restrict the use of land (other than any highway or other road or any land within the navigation area or the Haven), either generally or in any manner specified in the byelaws, by traffic of any description so specified;*

**(b) contain provisions prohibiting the depositing of rubbish and the leaving of litter;**

*(c) regulate or prohibit the lighting of fires; and*

*(d) make provision as to the conditions of use of parking places provided by the Authority and prohibit or restrict persons from plying for hire with vehicles at any such parking places.*

It is considered by our solicitor that the absence of the word “or” after the wording in 6 (2)(a) suggests strongly that these bylaws could only relate to land actually owned by the Broads Authority, or which it occupies itself.

Equally, however, there are easier powers which any district council (which does not include BA, but would include the local authority for the area) can exercise to make a Public Spaces Protection Order under section 59 of The Anti-social behaviour, Crime and Policing Act 2014. This is where there is a persistent or continuing activity being carried out in a public space which is having a detrimental effect on the quality of life of those in the locality. Persistent dog-fouling or fly-tipping would meet this requirement.

### **Main statutory obligation**

The main statutory obligation to collect household refuse is found in the Environmental Protection Act 1990. The authorities who discharge these obligations are district councils under section 4(11)(a) of this statute.

The solicitor can find nothing to suggest that BA has any statutory obligations under the EPA 1990.



**Notes of Broads Authority Waste Workshop 15 July 2016**

**Waste Review Workshop: Feedback**

**Group 1 facilitator – Angie Leeper Notes:**

**Group 1 - AML**

- Work on legislation amendments up to 2017 review
- Pro-active in involving local authorities in the approach to be taken
- BA maybe having an economic development group? – e.g. consideration of NDR and other core developments
- Look at contact with other National Parks – how they deal/interact with local authorities and advice on relevant land

**Group 2 - SB**

- Not all this waste comes from boats
- Problem already – no need for new site provision /exacerbating current issues
- Maintain sites that are key – i.e. Ludham Bridge
- Conclusion definition – aim to scrap the definition difficult to distinguish waste streams - try evidence based papers to work through unintended consequences
- Think stay of execution on sites at risk?

**Group 3 - AC**

- Should BA be a principal litter authority.
- Look at wording , pros and cons and rising implications
- Discuss with other National Parks
- 70/30 split not fair/calculations not fair. Broads Authority data could be provided
- Suffolk County Council - have they taken a level discrimination
- Costs for each location
- Funding /Budget potential to share – needs to be National Park budget
- Horning and Ludham Bridge key tests

JH commits to provide information on the review that they will

Better reporting of issues

Suggests comparison with other National Parks to demonstrate possible inequality

**Group 2 Facilitator –Steve Birtles Notes:**

1. Do they consider it sufficient?
2. If they want to do more:
  - a) do they only want to consider a partnership approach, pubs, parish and boatyards etc
  - b) What should our policy be and how do we communicate it?
3. If we do move how do we appoint the budget – National Parks Navigation.

**Question to Joel** – Not his experience that fly tipping/overspill is a problem. What discretion did Norfolk County Council exercise with respect to National Park tourism?

**Response** – Complaints need to be passed to Authorities. Norfolk County Council and District Council took their lead from the legislation, went to the letter of the act. No discretion exercised due to chance of being challenged.

**Heydon Thirtle** – Gave examples of problems. Set out the real problems on the ground. Impacting on the parishes. Local authority officer from GYBC have only received 2 complaints.

**Bill Dixon** – How big is the problem now and how big will it become? – The Broads Authority does not have the resources.

**John Timewell** – How do other National Parks do it? They do not have waste problem and do not provide waste facilitation they are providing.

**John Packman** – Did the District Council carry out their introductory duty of assuring the impact on the National Park.

**Response** – National Park land is relevant land and does not include the Broads Authority. The districts determined to place the information to reduce the impact. No evidence that the District Council did this.  
Feedback to members on an approach to other discretionary powers

## **Feedback**

Tourism destination. Partners within it one District Council. They need to step up to the challenge. Hire operators feel they already pay enough rates, providing their own commercial waste facilities and not to pay more.

**Joel** – Feels there have been a lack of overall co-ordination. Concern that North Norfolk District Council have muddied the water in not.

Spend on changing legislation and set out different relationship with the Authority. Nice using in partnership or big stick use our power to levy Authorities.

One person to co-ordinate collection of waste complaints – standard form to collect issues raised.

Long term aim to develop areas where rubbish/information etc can be developed – proper facilities/ vision etc.

Have a long term aim on how we want the Broads to evolve and set a road map with agreed facilities and also plan the steps of delivering facilities etc, so the District Councils are an integral part of the plan and they are signed up to it.

Use this as a catalyst for changing the Broads approach to future planning etc and levy North Distribution Road will increase access to Broads and increase visitors etc.

Could the profile of visitor change to more local visitor due to increased housing, more visitors dipping in and out? We appear to be re-active not proactive.

Set standards for enterprises etc a blue print into facilities that we would want like the facilities at Horsey – carpark, toilets, café etc at strategic places. National Park District Council should take responsibility generally inadequate.

Get ranger to feedback problems in a uniform way so that we can use data going forward. Use social medium to report issues and use forums to either collect issues and be more proactive in promoting where bins are. Make sure we include Suffolk.

We need to have a vision on what we want. Have an economic development committee to draw together the business case for these sort of issues.

Are there other National Parks and what are the comparisons? Find out if they are 'relevant land' if the Broads Authority was 'relevant land' then the District Council would have to pick up the rubbish. Perhaps we should work with the other National Parks to identify areas of difference so that we can feed into the review of waste regulations or to challenge regulators on classifications /differences on other National Parks.

Develop drafted amendments to legislation to drip feed into government over time so at every opportunity we can promote change.

Put a flag on the legislation when it is ready for review – consultation. Target relevant MP's

## **Group 1**

### **1. Views re: current position**

- Current provision not adequate

### **2. Priority sites for new provision**

- Road and boat traffic coincide
- North Broads – more intensity of visitors

### **3. Partnership approach or fully funded**

- Short term risk until after the reviews
- Authority to engage with Local Authority. We must know what we want to feed into the 2017 reviews – amendment to legislation
- Long term view 10 years. Pro-active in unknown authorities in a partnership approach. Economic development group – NDR will have an effect – co-ordinate the information of which waste is a part.
- What other National Parks do – how they deal/interact with their local authorities.
- Relevant land etc.

## **Group 2**

### **1. Views re: current position**

- Not all waste comes from boats
- No need for new sites/provision

### **2. Priority sites for new provision**

- Maintain sites that are key - Ludham Bridge

### **3. Partnership approach or fully funded**

- Waste definition is the problem – aim to influence the review as it is so difficult to differentiate between waste streams, unintended consequence of the legislation
- Stay of execution on sites under threat

## Group 3

### 1. Views re: current position

- Should we be a litter Authority – No. want on review how [redacted] may want to influence
- Discuss with other National Parks are we in time/legislation
- Previously penalised due to the number of restraints

### 2. Priority sites for new provision

- Provision not adequate in North, may be more acceptable in South – what is Suffolk County Council's view on this?
- They would like to see collection and disposal cover for each site. So that we can use this for decisions
- Ludham/Horning

**For Joel** – Use this data for influencing current and future decisions

**Joel** – Will keep the Broads Authority up to date regarding review of the regulation via Tom Timewell.

Capture data in a uniform way so that quantitate data is available.

Work with other National Parks so that any differences/commonality may be identified so that MP's can be preloaded with.

Develop a clear view of what the Broads wants to be in the future.

**Adrian Clarke Facilitator, Group 3** – Members included Jacquie Burgess, Bill Dickson, Hayden Thirtle

### General comments

Boats need to be able to dispose of rubbish on a daily basis due to confined space and smell of rubbish.

Need for increased information/education on availability of disposal facilities. Could the BHBF do more to promote use of yard facilities?

Need for recognition that there is also a need for the private fleet to dispose of rubbish and need for waste collection authorities to recognise that this waste is NOT commercial waste.

### Questions

Q1 Is the current level of provision sufficient?

The group felt that the current level of provision is acceptable (but only if there is no loss of the sites marked as being at risk on the map). The general feeling of the group was that adding new waste collection sites to the list would potentially be adding to the problem as someone would have to take on liability for managing the sites and paying for the rubbish collection. Given there is no budget available for the Broads Authority to take on the sites where the Districts are proposing remove facilities the group felt adding new sites did not seem to be sensible at this stage.

The Strong feeling of the group was that priority sites (Ludham/Horning /Stokesby were mentioned) need to be maintained and that the Districts should be kept under pressure to maintain them.

Q2

As the group felt that new sites would be exacerbating the situation they didn't consider that the Authority should support the provision of new facilities at specific locations unless these were going to be taken on by the Districts or other third party providers.

Q3 What should the Broads Authority's future Strategy be?

First there was a discussion about whether or not the Broads Authority should take on total liability for any existing sites or provide new ones to fill gaps in provision. The general consensus was that the answer to this question was no as the Authority is not a waste collection authority.

There was then discussion about how the Broads Authority should fund any waste facilities if it was decided that the Authority did have a role to play. The unanimous view of the group was that if this did happen the costs should not be paid for solely from tolls income. Members felt that this would not be justifiable given that the waste disposed of came from a variety of sources not just from boats: Members accepted that some waste certainly came from boats (both private and hire) but felt that as significant quantities of waste also originated from other sources (anglers, walkers, local businesses, parishioners/local residents etc. etc.) it would be inappropriate for the tolls to bear the burden of cost if the Authority took the view that it had to make some provision. They felt that this was particularly true for the private craft as waste originating from them was not commercial waste.

The view of the group was that in making the decision to remove waste facilities the Districts had not taken due regard of the Broads' status as a national park as required by legislation.

The speaker from Norfolk County Council gave some indication that a review of the legislation was going to happen in 2017. The group considered that this review should examine the unintended consequences of the change to the waste regulations that have resulted from the reclassification of hire boat waste as commercial waste. They advocated pressing strongly for the review to look closely at the issue of how the regulations impact on protected landscapes and for the decision regarding the precise classification of boat waste to be reversed. They also felt that this approach should be argued for through a partnership involving all the Councils (Districts and County) and the Broads Authority. In order to do this it would be necessary for there to be support at a political level for the approach and there would consequently need to be discussion with the leaders of the relevant authorities rather than with officers. And they also suggested that as a good will gesture the Districts should not remove further waste disposal sites while this was being worked on.

Adrian Clarke

Senior Waterways and Recreation Officer

**Broads Authority Waste Disposal Workshop**

<b>Members</b>	<b>15 July 2016</b>	<b>Actual</b>
	<b>10.00</b>	

Kelvin Allen	✓	
John Ash	A	
Michael Barnard		
Louis Baugh		
Matthew Bradbury	A	
Jackie Burgess	✓	
Nigel Dixon	✓	
Peter Dixon	A	
Bill Dickson	✓	
Gail Harris		
Lana Hemsall	A	
Guy Mcgregor		
Greg Munford	✓	
Sarah Mukherjee		
Paul Rice	✓	
Vic Thomson	A	
Nicky Talbot	✓	
Haydn Thirtle	✓	
John Timewell	✓	
Peter Warner	Ap	
Michael Whitaker	✓	
<b>Navigation Cttee</b>		
Linda Aspland	✓	
Alan Goodchild		
Max Heron	✓	
James Knight	<b>Possibly away on hols</b>	
Brian Wilkins		
Total Members		

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**Staff and Operational**

John Packman	✓	
Andrea Long	<b>Apologies</b>	
Trudi Wakelin	<b>Apologies</b>	
Angie Leeper	✓	
Adrian Clarke	✓	
Steve Birtles	✓	
<b>External</b>		
Joel Hull	✓	
Scott Martin	✓	
Joe Webb	✓	
Paul Shucksmith	✓	

**Planning Applications with Navigation Implications:  
Variation of conditions 2, 3 and 19 and removal of conditions 7, 11, 12, 20 and  
24 from permission BA/2014/0248/FUL  
Report by Planning Officer**

**Summary:** Planning application to vary and remove the conditions of an existing planning permission which allows for the creation of fen and installation of temporary fish barriers to facilitate lake restoration at Hoveton Great Broad, Hudson's Bay and Wroxham Island, River Bure, Hoveton and Wroxham.

Member's views are sought on the proposals.

## **1 Background**

- 1.1 The application site covers areas around the margins of the waterbodies of Hoveton Great Broad and Hudson's Bay, both in the parish of Hoveton, and around Wroxham Island, in Wroxham parish. These sites are located around a meander in the River Bure that forms a 'U' shape east of the settlement of Wroxham and Wroxham Broad and north of Salhouse Broad. Hoveton Great Broad is a large broad sitting within this 'U' separated from the main river by carr woodland; to the northwest is the smaller broad of Hudson's Bay. Due west of Hudson's Bay, across the river, is Wroxham Island, a narrow band of land defining the edge of Wroxham Broad from the river, with openings to the Broad at the northern and southern ends of the Island.
- 1.2 Hoveton Great Broad and Hudson's Bay are private broads within the Hoveton Estate and there is no public access to the water or surrounding land. They form part of the Bure Marshes National Nature Reserve and Natural England, the applicant, operate a seasonal nature trail on the southern edge of Hoveton Great Broad, accessed by moorings on the main river. There is a locked gate that gives private access by water from the river. These two broads are also designated Ramsar, SPA, SAC and SSSI.
- 1.3 Wroxham Island is approximately 700 metres long and varies in width to less than 10 metres at some points. On the river side (east), there are two sections of Broads Authority 24 hour moorings. Wroxham Broad is in private ownership with public access permitted, it does not form part of the public navigation.
- 1.4 In 2014 planning permission was granted for development to facilitate a large scale restoration project on Hoveton Great Broad and Hudson's Bay (BA/2014/0248/FUL). This included removing approximately 300mm depth of sediment from the two broads, pumping this into geotubes around the eastern edges of Hoveton Great Broad and the western side of Wroxham Island to



create bunds, backfilling these bunds with further sediment and planting them with fen vegetation, installing fish barriers at all entrances to the two broads, removing all fish and, once water quality has improved, removing the fish barriers. Natural England have secured funding for this project and plan to start work this autumn.

## 2 The Planning Application

2.1 Comments are sought from the Navigation Committee on the planning application submitted to the Broads Authority.

2.2 The application proposes varying and removing conditions on the existing permission to amend the approved scheme. The conditions subject to the application are summarised as follows:

Condition	Existing requirement	Proposal
2	To carry out development in accordance with the approved plans and documents	To substitute in amended plans omitting the fen creation on Wroxham Island
3	To carry out the development in accordance with the approved Phasing Schedule	To vary the Phasing Schedule to omit Phase 1 (mud pumping to Wroxham Island)
7	To agree and implement ecological enhancements	Remove condition
11	To agree a method for the installation and anchoring of a mud pumping pipeline across the River Bure to Wroxham Island	Remove condition
12	To agree warning signs and markers of navigation hazards arising from the pipeline and construction works	Remove condition
19	No external lighting	To use external lighting when necessary during working hours of 0800-1800
20	Pipeline and associated infrastructure to be removed on cessation of use of pipeline	Remove condition
24	No mooring against the geobags and associated structures within Wroxham Broad	Remove condition

2.3 As summarised in the table above, the conditions subject of the application all concern the approved deposition of sediment from Hoveton Great Broad and

Hudson's Bay in geobag bunded areas on Wroxham Island. The effect of the proposal is to remove any work to Wroxham Island from the scheme and all sediment pumped from Hoveton Great Broad and Hudson's Bay would be disposed of within the approved areas around Hoveton Great Broad. No other aspect of the scheme is proposed to be amended.

- 2.4 The proposed variations to conditions 2 and 3 would amend the approved plans and documents listed in those conditions to new plans and documents which omit the approved work to Wroxham Island. These conditions require the development to be carried out in accordance with the approved plans and documents, so these variations are necessary if that work is proposed to not be carried out.
- 2.5 Condition 7 requires agreement of details of ecological enhancements, to include a kingfisher bank on Wroxham Island in order to secure biodiversity enhancements. The application proposes removing this condition as the kingfisher bank was to be on Wroxham Island and the work here is no longer proposed and the applicant believes the overall project will provide sufficient ecological enhancement.
- 2.6 Condition 11, 12 and 20 all relate to the pipeline which was required to pump sediment from where it would be removed in Hudson's Bay and the western end of Hoveton Great Broad along the bed of the river and into the geobags and bunded area on Wroxham Island. This pipeline would no longer be required. These conditions were applied in the interests of protecting river users from navigation hazards.
- 2.7 Condition 19 prevents the use of any external lighting within the application site. The applicant proposes varying this condition to allow lighting to be used during working hours in order to ensure the project is completed in a timely manner.
- 2.8 Condition 24 prevents any mooring against the geobags and associated structures on Wroxham Island which would be created as a result of the approved scheme in the interests of the amenities of the area and protecting the geobags from inappropriate use.
- 2.9 The applicant, Natural England, has advised that the deposition of sediment around Wroxham Island is proposed to be omitted from the scheme as funding could not be obtained for this work as it is outside the habitat designations and that a smaller amount of sediment can be removed from Hoveton Great Broad and still achieve lake restoration, so the additional capacity at Wroxham Island is not required. The Broads Review, published after the submission of the original planning application, suggests that sediment removal is not as effective at reducing nutrient levels as was previously thought. The sediment removal will now focus on deepening the shallower parts of Hoveton Great Broad.

### **3 Navigation Issues**

- 3.1 In determining this planning application, it is only the conditions which are proposed to be varied and removed which can be considered; it is not appropriate to revisit the principle of the scheme or other aspects not affected by the proposed condition variation and removal as these are not material planning considerations and therefore cannot be taken into account when determining this application
- 3.2 The only aspect of the approved scheme which is within the public navigation is the pipeline to pump sediment from Hoveton Great Broad and Hudson's Bay to Wroxham Island. The proposal would remove this part of the scheme and the works would be contained entirely within Hudson's Bay and Hoveton Great Broad which are not within the navigation area.
- 3.3 The approved fen creation area on Wroxham Island would have restored eroded areas and reinforced the Island to maintain the integrity of Wroxham Broad as a separate waterbody from the River Bure. This was welcomed, but the acceptability in planning terms of the approved scheme as a whole was not reliant on the implementation of this part of it. The applicant has advised that they are in discussions with local land owners and users to find other ways the project can help restore and protect Wroxham Island. This would be a separate project and there are no formal proposals at this time.

### **4 Conclusions**

- 4.1 Members' views are therefore requested on the principle of the proposal to remove the work to Wroxham Island from the approved development required to facilitate the Hoveton Great Broad Restoration Project and any other matters of relevance to navigation. Any comments will be considered as part of the planning process.

Background papers: BA/2016/0228/COND

Author: Maria Hammond

Date of report: 24 August 2016

Broads Plan Objectives: None

Appendices: None

**Annual Income and Expenditure Report: 2015/16**

Report by Head of Finance

<p><b>Summary:</b> This report sets out a summary of the Authority's income and expenditure for the 2015/16 financial year, analysed between national park and navigation funds. Original and Latest Available Budget information is provided for comparison.</p>
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**1 Introduction**

- 1.1 The Broads Authority Act 2009 requires the Authority to prepare a report as soon as reasonably possible after the end of each financial year describing the navigation income received by it and the navigation expenditure incurred by it in that year.

**2 Actual Income and Expenditure 2015/16**

- 2.1 The table in Appendix 1 sets out the Authority's income and expenditure attributed to general (national park grant) and navigation funds for the financial year ended 31 March 2016. To the extent that they are included within the Authority's Statement of Accounts, these figures are subject to audit and formal approval by the Authority's external auditors. For comparative purposes, the Original and Latest Available Budget (LAB) figures are also shown. This information is published on the Authority's website.
- 2.2 The actual outturn for 2015/16 was a surplus of £61,707 for navigation compared with a budgeted LAB surplus for the year of £29,209. The original budget was for a surplus of £55,804. The final forecast outturn reported to the Committee was a surplus of £31,172. (Item 15, 21/04/2016).
- 2.3 Total core income for the year was £3,014,192, which was £19,988 below budget, principally due to adverse variances within the Hire Craft Tolls, offset by favourable variances in Private Craft Tolls and adverse Interest budget lines.
- 2.4 There has been some considerable success in bringing in additional, unbudgeted income during the year, and this has had an impact on the overall Directorate figures (additional income of £25,928 for Operations and £14,968 for Planning and Resources). Some expenditure has also been funded from the Authority's earmarked reserves, in particular in relation to Mutford lock repairs (£87,982), the Turntide jetty repiling (£45,000), land purchases at Potter Heigham and Acle (£123,255), the 2<sup>nd</sup> launch (£46,194), the linkflotes (£84,870), the construction and maintenance vehicle (£14,807), the third replacement wherry (£67,418) and PRISMA project expenditure (£10,027).

2.5 Total net navigation expenditure in 2015/16 was £2,952,485.

### **3 Summary**

3.1 Core Navigation income was 99.3% of that budgeted in January 2015 and Navigation Expenditure was 99.1% of the budget figure. The total navigation surplus for 2015/16 was therefore a little higher than budgeted and higher than forecast. As a result the balance of the navigation reserve at the end of 2015/16 was £330,090. This is slightly above the recommended minimum reserve balance of 10% at 11.3%. The higher than predicted balance will help cushion the drop in hire craft income in 2016/17.

Background Papers: Nil

Author: Emma Krelle  
Date of Report: 17 August 2016

Broads Plan Objectives: None

Appendices: APPENDIX 1 – Navigation Actual Income and Expenditure 2015/16

**The Broads Authority – General and Navigation Income and Expenditure 2015/16**

The Broads Authority Act 2009 requires the Authority to prepare a report as soon as reasonably possible after the end of each financial year describing the navigation income received by it and the navigation expenditure incurred by it in that year. The table below sets out the Authority's income and expenditure attributed to general (National Park Grant) and navigation funds for the financial year ended 31 March 2016. These figures are derived from the annual Statement of Accounts which is subject to audit and formal approval by the Authority's external auditors, Ernst & Young. For comparative purposes, the final approved budget figures are also shown.

Further details are available on request from the Head of Finance, Yare House, 62-64 Thorpe Road, Norwich NR1 1RY or by email from emma.krelle@broads-authority.gov.uk.

**The Statement of Accounts for 2015/16 are currently being audited and will be approved on 30 September 2016**

DIRECTORATE	Original Budget 2015/16			Latest Available Budget 2015/16			Actual Income and Expenditure 2015/16		
	General	Navigation	Consolidated	General	Navigation	Consolidated	General	Navigation	Consolidated
<b>INCOME</b>									
National Park Grant	(3,188,952)	-	(3,188,952)	(3,188,952)	-	(3,188,952)	(3,188,952)	-	(3,188,952)
<i>Navigation Charges</i>									
Hire Craft Tolls	-	(1,090,525)	(1,090,525)	-	(1,090,525)	(1,090,525)	-	(1,068,802)	(1,068,802)
Private Craft Tolls	-	(1,869,042)	(1,869,042)	-	(1,869,042)	(1,869,042)	-	(1,873,423)	(1,873,423)
Short Visit Tolls	-	(38,363)	(38,363)	-	(38,363)	(38,363)	-	(43,769)	(43,769)
Other Toll Income	-	(18,750)	(18,750)	-	(18,750)	(18,750)	-	(16,997)	(16,997)
Interest Received	(17,500)	(17,500)	(35,000)	(17,500)	(17,500)	(35,000)	(11,201)	(11,201)	(22,402)
<b>INCOME TOTAL</b>	<b>(3,206,452)</b>	<b>(3,034,180)</b>	<b>(6,240,632)</b>	<b>(3,206,452)</b>	<b>(3,034,180)</b>	<b>(6,240,632)</b>	<b>(3,200,153)</b>	<b>(3,014,192)</b>	<b>(6,214,345)</b>
<b>OPERATIONS</b>									
Construction & Maintenance Salaries	459,760	628,981	1,088,740	459,760	628,981	1,088,740	464,437	618,717	1,083,154
Equipment, Vehicles & Vessels	175,525	455,975	631,499	179,830	463,970	643,799	170,308	435,042	605,350
Water Management	5,000	167,500	172,500	5,000	224,450	229,450	6,222	228,057	234,279
Land Management	54,000	-	54,000	54,000	-	54,000	53,434	-	53,434
Practical Maintenance	64,000	402,200	466,200	64,000	479,420	543,420	45,826	474,836	520,662
Rangers Salaries	231,564	347,346	578,910	231,564	347,346	578,910	243,703	365,555	609,258
Ranger Services	20,400	172,600	193,000	20,400	172,600	193,000	25,971	149,268	175,239
Safety	42,022	78,896	120,918	42,022	78,896	120,918	41,575	70,940	112,515
Asset Management	40,842	68,939	109,781	40,842	68,939	109,781	33,069	67,572	100,641
Operational Premises	60,960	87,211	148,171	60,960	87,211	148,171	64,845	77,508	142,353
Management & Admin	56,113	71,417	127,530	56,113	71,417	127,530	53,246	67,768	121,014
Operations Income	(114,364)	(38,303)	(152,667)	(114,364)	(38,303)	(152,667)	(164,079)	(64,231)	(228,310)
<b>OPERATIONS TOTAL</b>	<b>1,095,821</b>	<b>2,442,760</b>	<b>3,538,581</b>	<b>1,100,126</b>	<b>2,584,925</b>	<b>3,685,051</b>	<b>1,038,557</b>	<b>2,491,031</b>	<b>3,529,588</b>
<b>PLANNING &amp; RESOURCES</b>				70					

DIRECTORATE	Original Budget 2015/16			Latest Available Budget 2015/16			Actual Income and Expenditure 2015/16		
	General	Navigation	Consolidated	General	Navigation	Consolidated	General	Navigation	Consolidated
Development Management	301,882	-	301,882	321,882	-	321,882	316,147	-	316,147
Strategy & Projects Salaries	219,456	21,704	241,160	241,493	21,704	263,197	269,405	23,759	293,164
Biodiversity Strategy	10,000	-	10,000	12,300	-	12,300	11,631	-	11,631
Strategy & Projects	55,500	-	55,500	123,500	-	123,500	125,109	1,323	126,432
Waterways & Recreation Strategy	34,660	43,160	77,820	34,660	43,160	77,820	35,522	47,771	83,293
Project Funding	162,320	3,740	166,060	162,320	3,740	166,060	142,815	2,417	145,232
Partnerships /HLF	50,000	-	50,000	50,000	-	50,000	80,791	-	80,791
Volunteers	39,402	26,268	65,670	39,402	26,268	65,670	37,149	24,766	61,915
Finance & Insurance	172,769	158,151	330,920	172,769	158,151	330,920	176,804	159,129	335,933
Communications	197,782	62,048	259,830	222,782	62,048	284,830	223,792	59,979	283,771
Visitor Centres & Yacht Stations	328,050	130,470	458,520	328,050	130,470	458,520	326,625	128,335	454,960
Collection of Tolls	-	116,740	116,740	-	116,740	116,740	-	116,217	116,217
ICT	202,135	87,245	289,380	222,235	97,145	319,380	188,199	92,310	280,509
Head Office Premises	180,729	73,819	254,548	180,729	73,819	254,548	166,682	68,081	234,763
Management & Admin	144,541	65,019	209,560	144,541	65,019	209,560	141,594	62,221	203,815
Planning & Resources Income	(283,850)	(56,649)	(340,499)	(283,850)	(56,649)	(340,499)	(518,406)	(71,617)	(590,023)
<b>PLANNING AND RESOURCES TOTAL</b>	<b>1,815,375</b>	<b>731,715</b>	<b>2,547,090</b>	<b>1,972,812</b>	<b>741,615</b>	<b>2,714,427</b>	<b>1,723,859</b>	<b>714,691</b>	<b>2,438,550</b>
<b>CHIEF EXECUTIVE</b>									
Human Resources	65,803	45,727	111,530	65,803	45,727	111,530	68,827	47,828	116,655
Legal	79,664	27,596	107,260	79,664	27,596	107,260	132,955	40,230	173,185
Governance	80,259	39,531	119,790	80,259	39,531	119,790	79,313	39,065	118,378
Chief Executive	61,313	40,147	101,460	61,313	40,147	101,460	65,929	43,177	109,106
Chief Executive Income	-	-	-	-	-	-	(18,229)	(5,955)	(24,184)
<b>CHIEF EXECUTIVE TOTAL</b>	<b>287,039</b>	<b>153,001</b>	<b>440,040</b>	<b>287,039</b>	<b>153,001</b>	<b>440,040</b>	<b>328,795</b>	<b>164,345</b>	<b>493,140</b>
<b>CORPORATE ITEMS</b>									
Pension Lump Sum Payments	67,200	44,800	112,000	67,200	44,800	112,000	67,200	44,800	112,000
Redundancy and Reorganisation costs	-	-	-	-	-	-	-	-	-
PRISMA	-	-	-	-	-	-	-	10,027	10,027
<b>Contributions from Earmarked Reserves</b>									
Property	(35,000)	(130,000)	(165,000)	(148,000)	(255,470)	(403,470)	-	(254,275)	(254,275)
Plant, Vessels & Equipment	(67,100)	(263,900)	(331,000)	(67,100)	(263,900)	(331,000)	(50,915)	(208,107)	(259,022)
Premises	-	-	-	-	-	-	-	-	-
Planning Delivery Grant	(40,500)	-	(40,500)	(40,500)	-	(40,500)	(65,329)	-	(65,329)
Mobile Phone	-	-	-	71	-	-	(469)	-	(469)
PRISMA	-	-	-	-	-	-	-	(10,027)	(10,027)

DIRECTORATE	Original Budget 2015/16			Latest Available Budget 2015/16			Actual Income and Expenditure 2015/16		
	General	Navigation	Consolidated	General	Navigation	Consolidated	General	Navigation	Consolidated
Section 106 Agreements	-	-	-	-	-	-	59,155	-	59,155
Heritage Lottery Fund	-	-	-	-	-	-	5,472	-	5,472
Upper Thurne	-	-	-	-	-	-	-	-	-
<b>CORPORATE ITEMS TOTAL</b>	<b>(75,400)</b>	<b>(349,100)</b>	<b>(424,500)</b>	<b>(188,400)</b>	<b>(474,570)</b>	<b>(662,970)</b>	<b>15,114</b>	<b>(417,582)</b>	<b>(402,468)</b>
<b>NET EXPENDITURE</b>	<b>3,122,835</b>	<b>2,978,376</b>	<b>6,101,211</b>	<b>3,171,577</b>	<b>3,004,971</b>	<b>6,176,548</b>	<b>3,106,325</b>	<b>2,952,485</b>	<b>6,058,810</b>
<b>(SURPLUS) / DEFICIT</b>	<b>(83,617)</b>	<b>(55,804)</b>	<b>(139,421)</b>	<b>(34,875)</b>	<b>(29,209)</b>	<b>(64,084)</b>	<b>(93,828)</b>	<b>(61,707)</b>	<b>(155,535)</b>



**Navigation Income and Expenditure:  
1 April to 30 June 2016 Actual and 2016/17 Forecast Outturn  
Report by Head of Finance**

**Summary:** This report provides the Committee with details of the actual navigation income and expenditure for the three month period to 30 June 2016, and provides a forecast of the projected expenditure at the end of the financial year (31 March 2017).

**1 Introduction**

1.1 This report provides a summary of the Income and Expenditure for the Navigation Budget up until 30 June. 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 30 June 2016

	<b>Profiled Latest Available Budget</b>	<b>Actual Income and Expenditure</b>	<b>Actual Variance</b>
Income	(2,703,346)	(2,683,625)	- 19,721
Operations	665,186	608,168	+ 57,018
Planning and Resources	229,383	237,630	- 8,246
Chief Executive	40,072	32,491	+ 7,581
Projects, Corporate Items and Contributions from Earmarked Reserves	(34,488)	(27,204)	- 7,285
<b>Net (Surplus) / Deficit</b>	<b>(1,803,194)</b>	<b>(1,832,541)</b>	<b>+ 29,348</b>

2.1 Core navigation income is behind the profiled budget at the end of month three. The overall position as at 30 June 2016 is a favourable variance of £29,348 or 1.63% difference from the profiled LAB. This is principally due to:

- An overall adverse variance of £19,984 within toll income:
  - Hire Craft Tolls £36,838 below the profiled budget.
  - Private Craft Tolls £17,366 above the profiled budget.
- An underspend within Operations budgets relating to:
  - Equipment, Vehicles and Vessels is under profiled budget by £15,177 due to delays in repairs, in particular relating to the

linkflotes and grab 7 barge that have both been deemed beyond economical repair (for further details see agenda item no. 9).

- Practical Maintenance is under profile by £28,097 due to timing differences on various projects.
  - A small overspend within Planning and Resources budgets relating to the collection of tolls budget and the outstanding credit for the faulty toll plaques (received in July).
  - A small underspend within Chief Executive following the vacancy of the Solicitor and Monitoring Officer at the start of the financial year.
  - An adverse variance within Reserves relating to the delayed invoicing on the old workshop repairs.
- 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 2016/17. 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	£
Original navigation budget 2016/17 (surplus)	Item 12 18/03/16	(16,160)
Approved carry-forwards from 2015/16	Item 13 13/05/16	181
Virement from OMA/SPS to ASS/DVM to cover admin restructure	CEO approved	(2,129)
<b>LAB at 30 June 2016</b>		<b>(18,108)</b>

- 3.2 The LAB therefore provides for an increased navigation surplus of £18,108 in 2016/17 as at 30 June 2016.

### 4 Overview of Forecast Outturn 2016/17

- 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 June 2016, the forecast outturn indicates:

- The total forecast income is £3,089,667, or £30,172 less than the LAB.
- Total expenditure is forecast to be £3,099,919.
- The resulting deficit for the year is forecast to be £10,252.

- 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 £28,360 against the LAB.

Table 3 – Adjustments to Forecast Outturn

	<b>£</b>
Forecast outturn surplus per LAB	(18,108)
Decrease to Hire Craft Toll income	35,513
Increase to Private Craft Toll income	(5,341)
Decrease to Boat Safety income & expenditure to reflect actuals	3,000
Decrease to Health & Safety expenditure to reflect actuals	(2,245)
Decrease to Pool car expenditure to reflect actuals	(1,320)
Increase to Asset Management staff costs	1,629
Increase to Finance staff costs	875
Increase to HR staff costs	562
Decrease to Legal staff costs due to vacancy	(4,313)
<b>Forecast outturn surplus as at 30 June 2016</b>	<b>10,252</b>

- 4.4 The main reason for the difference between the forecast outturn and the LAB is the reduction in toll income.

## 5 Reserves

Table 4 – Navigation Earmarked Reserves

	<b>Balance at 1 April 2016</b>	<b>In-year movements</b>	<b>Current reserve balance</b>
	<b>£</b>	<b>£</b>	<b>£</b>
Property	(283,309)	(30,518)	(313,827)
Plant, Vessels and Equipment	(283,108)	(74,498)	(357,605)
Premises	(98,908)	(21,000)	(119,908)
<b>Total</b>	<b>(665,324)</b>	<b>(126,016)</b>	<b>(791,340)</b>

- 5.1 At the end of 2015/16 the PRISMA reserve was closed and the balance transferred to the Plant, Vessels and Equipment reserve which initially help set it up.
- 5.2 This year the Authority's contributions to the reserves have all been made in full at the end of quarter 1 instead of quarterly. This has resulted in the reserves showing increased balances at the end of June. This will reduce as planned purchases take place throughout the year.

5.3 Items funded from the Plant, Vessel and Equipment include; the final instalments on the Launch fit out and the 3<sup>rd</sup> Wherry. Income from the sale of the Chet launch has also been credited to the reserve.

## **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 £322,837 at the end of 2016/17 (before any year-end adjustments). This would mean the Navigation Reserve would be slightly above the recommended 10% at 10.4%. Year-end transfers of interest to the earmarked reserves will mean that it will fall to approximately 10.3%. This will be highly dependent on the actual level of interest received.

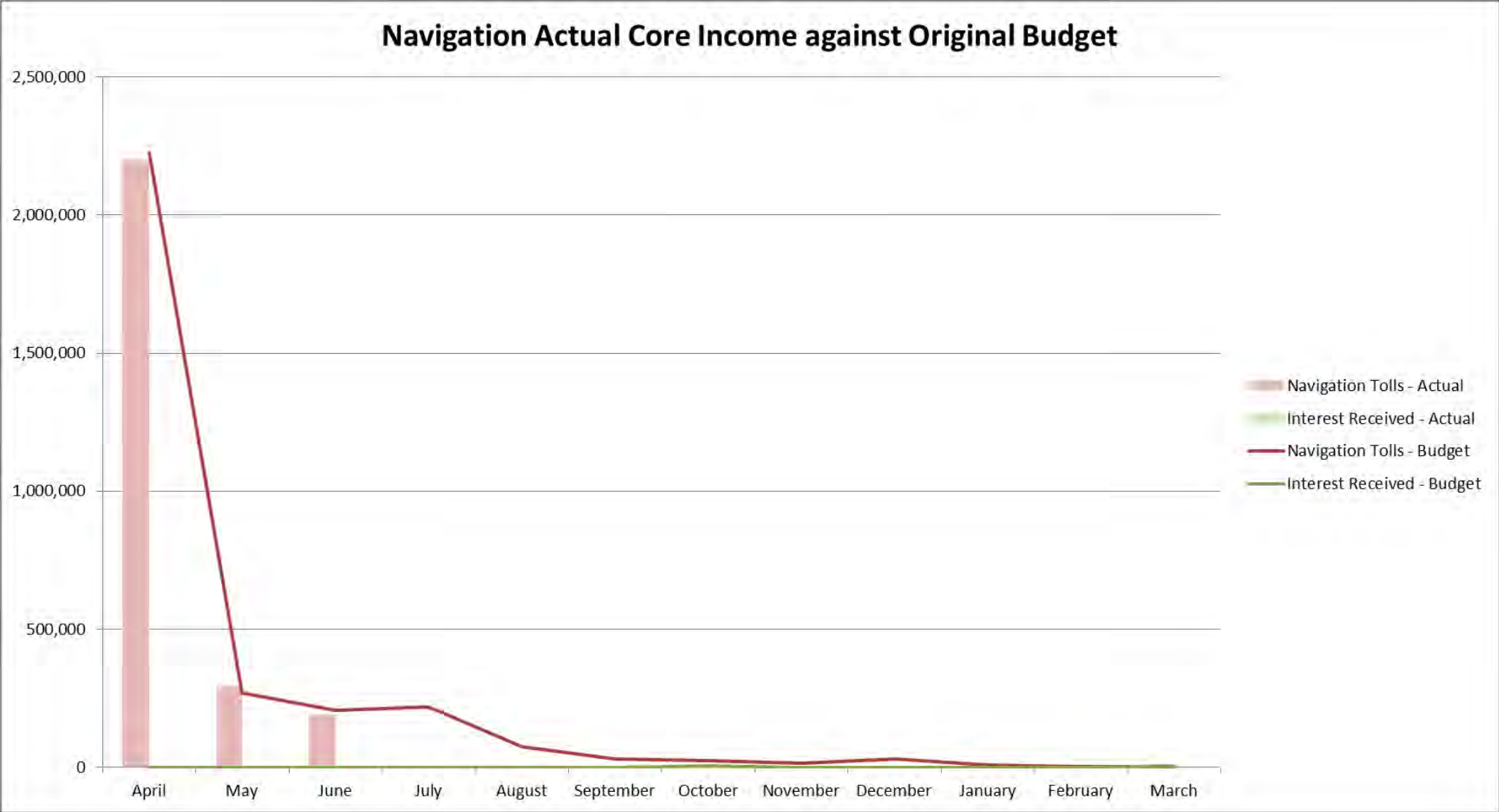
6.2 Members will recall that it had been agreed to undertake a benchmarking activity with the other National Parks to look at administration costs. This activity has subsequently been identified by the internal auditors of Pembrokeshire Coast and Brecon Beacons National Park who are looking to survey all of the National Parks. Rather than commission our own separate piece of work we will use this instead. Areas they are looking at include Governance, Finance, HR, IT, Procurement, Estates, Communications and Legal..

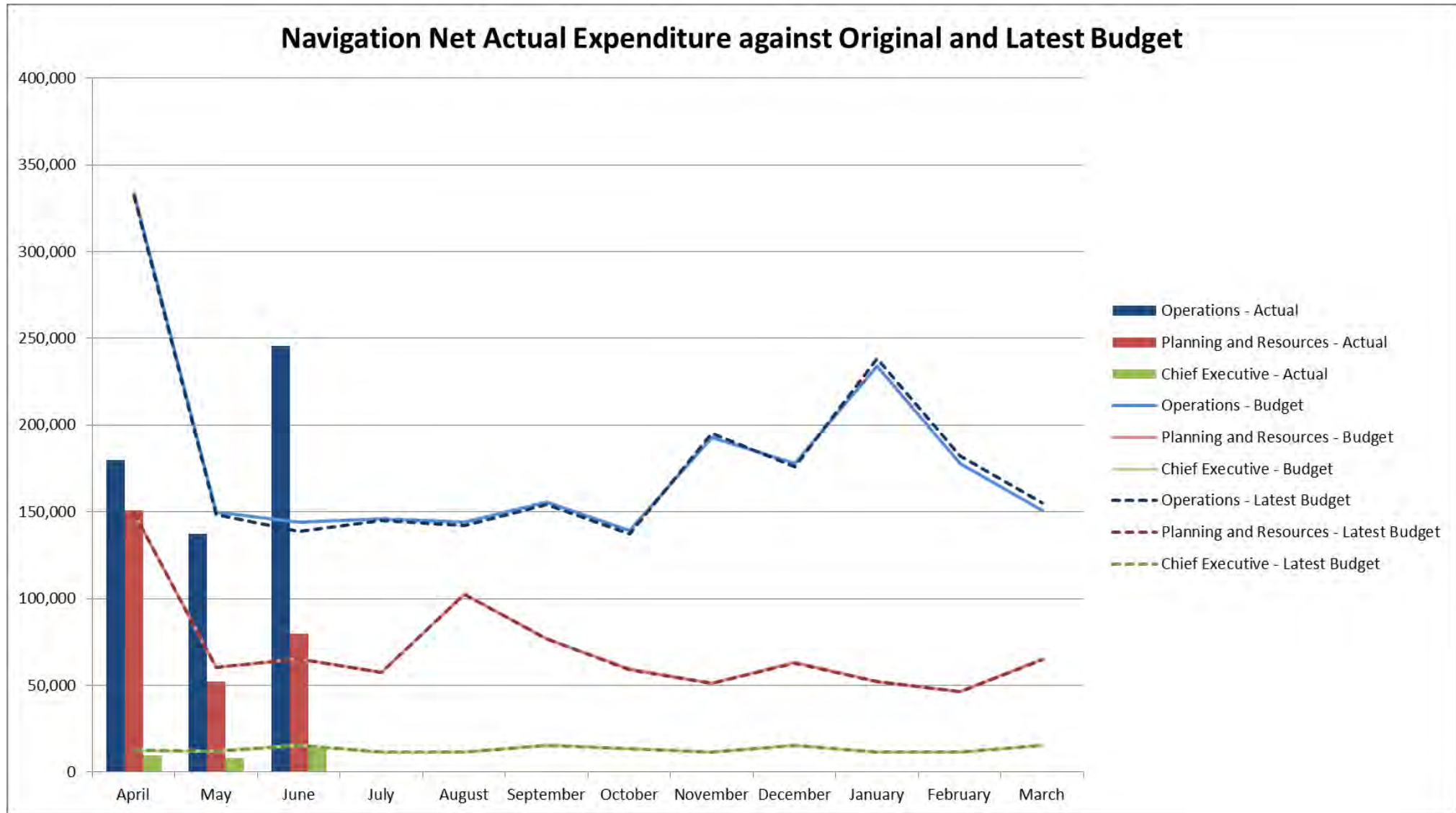
Background Papers: Nil

Author: Emma Krelle  
Date of Report: 18 August 2016

Broads Plan Objectives: None

Appendices: APPENDIX 1 – Navigation Actual Income and Expenditure Charts to 30 June 2016  
APPENDIX 2 – Financial Monitor: Navigation Income and Expenditure 2015/16





**To 30 June 2016**

Budget Holder

(All)

Row Labels	Values				
	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Income	(3,119,839)		(3,119,839)	(3,089,667)	- 30,172
National Park Grant	0		0	0	+ 0
Income	0		0	0	+ 0
Hire Craft Tolls	(1,079,000)		(1,079,000)	(1,043,487)	- 35,513
Income	(1,079,000)		(1,079,000)	(1,043,487)	- 35,513
Private Craft Tolls	(1,972,000)		(1,972,000)	(1,977,341)	+ 5,341
Income	(1,972,000)		(1,972,000)	(1,977,341)	+ 5,341
Short Visit Tolls	(40,089)		(40,089)	(40,089)	+ 0
Income	(40,089)		(40,089)	(40,089)	+ 0
Other Toll Income	(18,750)		(18,750)	(18,750)	+ 0
Income	(18,750)		(18,750)	(18,750)	+ 0
Interest	(10,000)		(10,000)	(10,000)	+ 0
Income	(10,000)		(10,000)	(10,000)	+ 0
Operations	2,253,913	(1,756)	2,252,157	2,253,222	- 1,065
Construction and Maintenance Salaries	693,215		693,215	693,215	+ 0
Salaries	693,215		693,215	693,215	+ 0
Expenditure			0		+ 0
Equipment, Vehicles & Vessels	293,883		293,883	293,883	+ 0
Income			0		+ 0
Expenditure	293,883		293,883	293,883	+ 0
Water Management	112,500		112,500	112,500	+ 0
Income			0		+ 0
Expenditure	112,500		112,500	112,500	+ 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	344,200		344,200	344,200	+ 0
Income	(9,000)		(9,000)	(9,000)	+ 0
Expenditure	353,200		353,200	353,200	+ 0
Ranger Services	465,371		465,371	465,371	+ 0
Income	(33,000)		(33,000)	(33,000)	+ 0
Salaries	358,116		358,116	358,116	+ 0
Expenditure	140,255		140,255	140,255	+ 0
Pension Payments			0		+ 0
Safety	75,043		75,043	74,479	+ 565
Income	(9,000)		(9,000)	(1,000)	- 8,000
Salaries	41,958		41,958	41,958	+ 0
Expenditure	42,085		42,085	33,521	+ 8,565
Asset Management	92,114	1,296	93,410	95,039	- 1,629
Income	(450)		(450)	(450)	+ 0
Salaries	18,689	1,296	19,985	21,614	- 1,629
Expenditure	73,875		73,875	73,875	+ 0
Premises	106,719		106,719	106,719	+ 0
Income	(1,600)		(1,600)	(1,600)	+ 0
Expenditure	108,319		108,319	108,319	+ 0
Operations Management and Administration	70,868	(3,052)	67,816	67,816	+ 0
Income			0		+ 0
Salaries	63,868	(3,052)	60,816	60,816	+ 0
Expenditure	7,000		7,000	7,000	+ 0
Planning and Resources	742,559	(373)	742,186	743,061	- 875
Development Management	0	0	0	0	+ 0
Income	0		0	0	+ 0
Salaries	0	0	0	0	+ 0
Expenditure	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	21,824	(373)	21,452	21,452	+ 0
Income	0		0	0	+ 0
Salaries	18,224	(373)	17,852	17,852	+ 0
Expenditure	3,600		3,600	3,600	+ 0
Biodiversity Strategy	0	0	0	0	+ 0
Expenditure	0	0	0	0	+ 0
Strategy and Projects	4,181	0	4,181	4,181	+ 0
Income			0		+ 0
Salaries	4,181		4,181	4,181	+ 0
Expenditure	0	0	0	0	+ 0
Waterways and Recreation Strategy	43,980		43,980	43,980	+ 0
Salaries	34,980		34,980	34,980	+ 0
Expenditure	9,000		9,000	9,000	+ 0
Project Funding	0		0	0	+ 0
Income	0		0	0	+ 0
Expenditure	0		0	0	+ 0
Pension Payments			0		+ 0
Partnerships / HLF	0		0	0	+ 0
Income	0		0	0	+ 0
Salaries	0		0	0	+ 0
Expenditure	0		0	0	+ 0
Volunteers	26,648		26,648	26,648	+ 0
Income	(400)		(400)	(400)	+ 0
Salaries	19,048		19,048	19,048	+ 0
Expenditure	8,000		8,000	8,000	+ 0
Finance and Insurance	162,875		162,875	163,750	- 875
Salaries	68,875		68,875	69,750	- 875
Expenditure	94,000		94,000	94,000	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Communications	63,605		63,605	63,605	+ 0
Income			0		+ 0
Salaries	51,605		51,605	51,605	+ 0
Expenditure	12,000		12,000	12,000	+ 0
Visitor Centres and Yacht Stations	65,835		65,835	65,835	+ 0
Income	(60,000)		(60,000)	(60,000)	+ 0
Salaries	101,835		101,835	101,835	+ 0
Expenditure	24,000		24,000	24,000	+ 0
Collection of Tolls	122,230		122,230	122,230	+ 0
Salaries	109,530		109,530	109,530	+ 0
Expenditure	12,700		12,700	12,700	+ 0
ICT	90,892		90,892	90,892	+ 0
Salaries	47,431		47,431	47,431	+ 0
Expenditure	43,461		43,461	43,461	+ 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	66,669		66,669	66,669	+ 0
Income			0		+ 0
Salaries	41,070		41,070	41,070	+ 0
Expenditure	25,599		25,599	25,599	+ 0
Chief Executive	158,455	181	158,636	154,885	+ 3,751
Human Resources	48,269	181	48,450	49,012	- 562
Salaries	23,874		23,874	24,436	- 562
Expenditure	24,395	181	24,576	24,576	+ 0
Legal	28,490		28,490	24,177	+ 4,313
Income			0		+ 0
Salaries	16,490		16,490	12,177	+ 4,313
Expenditure	12,000		12,000	12,000	+ 0
Governance	40,686		40,686	40,686	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Salaries	22,800		22,800	22,800	+ 0
Expenditure	17,886		17,886	17,886	+ 0
Chief Executive	41,010		41,010	41,010	+ 0
Salaries	41,010		41,010	41,010	+ 0
Expenditure			0		+ 0
Projects and Corporate Items	54,800		54,800	54,800	+ 0
Corporate Items	54,800		54,800	54,800	+ 0
Pension Payments	54,800		54,800	54,800	+ 0
Contributions from Earmarked Reserves	(106,048)		(106,048)	(106,048)	+ 0
Earmarked Reserves	(106,048)		(106,048)	(106,048)	+ 0
Expenditure	(106,048)		(106,048)	(106,048)	+ 0
<b>Grand Total</b>	<b>(16,160)</b>	<b>(1,948)</b>	<b>(18,108)</b>	<b>10,252</b>	<b>- 28,360</b>

**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 2016/17 Construction, Maintenance and Environment Section work programme.

Also included is an update on the Hickling Enhancement Project for member's information.

**1 Construction Programme update 2016 /17**

- 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 July 2016, 15,090m<sup>3</sup> 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 30% of the programmed target of at least 50,000m<sup>3</sup>.
- 1.2 From May to the beginning of July, dredging was carried out on the River Waveney, half a mile upstream of Burgh Castle. Spoil from this dredging site was transported to 7 Mile House and placed in the set-back area on the River Yare. Then from July this equipment and dredging crew remobilised to the River Yare, upstream of Berney Arms. Dredging arising was again deposited at 7 Mile House. Following this short duration scheme, Grab 10 and crew mobilised to Reedham to assist in offloading material from Haddiscoe Cut to a large setback, upstream of the Ferry Public House.
- 1.3 A second dredging crew has been operating on the River Bure from April to June, between Horning Hall and Horning Church. Material has been stockpiled at Horning Hall in order that it can dry and be re-used to 'top-up' the flood defence walls in this location. From July the second crew relocated to Haddiscoe Cut to carry out this locations 5 yearly maintenance dredging. Material from Haddiscoe is being placed at the set-back in Reedham as mentioned above.
- 1.4 In preparation for the dredging works at Whitlingham bends, works to improve the offloading point at Postwick tip has been completed. Due to a change in the offloading methodology (changing from Grab Crane to 360 Excavator) the bank needed to be stabilised and the steel piling and fendering improved to cope with the additional stresses placed upon it from a large machine sitting closer to the water's edge. This improvement works will also make it safer and easier to moor up the wherries and secure them whilst they are offloaded. We

have also future proofed the works and built-in anchor points needed to be able to secure a mud-pump and the pontoons needed, for future projects at Postwick.

1.5 During the summer other construction works required whilst dry weather is available are carried out. These include:

- Re-timbering the hull of Iona (sacrificial timbers to protect the steel hull from 360 damage)
- Repairs to track at Potter Heigham Eel Sett
- Repairs to roadway leading to Horning Water Works
- Repainting of the decks of John Fox & Tony Hewett with slip resistant paint
- Breaking up and disposal of four abandoned vessels, removed from the network as instructed by the Ranger service
- Liana, the Fen Harvester and assorted equipment taken and displayed at the Royal Norfolk Show

## 2 Maintenance Programme Update 2016/17

2.1 The Maintenance Team have been fully deployed over the summer months, below are a few highlights of the projects and tasks undertaken:

2.2 Between May and July weed cutting has been a high priority:

- Upper Thurne – between Dungeon Corner & Somerton Staithe
- Upper Bure – from Belaugh to Horstead Lock
- Upper Ant – Wayford bridge and Dilham Staithe
- Upper Waveney - Beccles Town Reach, Three Rivers Junction and Wherry Dyke at Geldestone
- Upper Yare at Carrow Yacht Club area and Thorpe Island
- Wensum – between Carrow Bridge and New Mills

} Two Cuts

2.3 Mooring refurbishments/repairs have been undertaken at:

- Potter Heigham, downstream of the demasting mooring.
- Potter Heigham, Dingy Park.
- Somerleyton – with 140m of new type one laid to improve the footway
- Burgh Castle – 250 m of replaced capping, new safety ladders and waling repaired
- Somerton – 200m of new path edging laid to prevent material being lost through the piling
- Ranworth Mooring – urgent repairs required to the pathing
- Wroxham Bridge/Ludham Bridge – urgent repairs to the gauge boards following damage from boat movements
- Polkey's Mill – Repairs to fenders
- Horning Marshes mooring – Voids in pathway filled

2.4 We are trialling 'large' signs, warning of the narrowing river and the need to proceed slowly on the River Ant near Irstead, to keep the speed of vessels

approaching Barton Broad down to an acceptable level. These signs are clearly visible and their effectiveness will be monitored by the Ranger service.

- 2.5 The land purchased at Scare Gap on the lower Bure, has been made ready as a mooring location. Timbering, new mooring posts, safety chains and a safety ladder have been installed. The site has Broads Authority signage and it has been entered onto the Rangers Site Checks and is under their routine safety inspection regime. The mooring is a 'layby' and emergency mooring available for those awaiting the tide to transit under the bridges and across Breydon.

### **3 Environment Team Programme Update 2016/17**

- 3.1 Water plant surveys have been planned for 26 Broads sites over the summer, plus an additional survey along the Waxham Cut to assess plant growth and species on the navigable section. More rapid turn-around and mapping of the water plant hydro-acoustic survey data is now possible. The data is to be used for assessing the growth levels of plants in Barton and Hickling, and whether weed-cutting is required in the marked channels.
- 3.2 Re-survey and prioritisation of the riverbank tree clearance work has been completed by Environment Officers for the whole of the Broads navigable network. The priority areas identified in the rolling programme for clearance work this coming winter (2016/17) are sections of the Bure between Wroxham and Horning; the River Chet; the River Yare near Whitlingham; and sections of the Waveney upstream of Beccles. This heavier clearance specification is in addition to the routine cutting to improve visibility on bends and remove lone overhanging branches. The work will be carried out by a range of Operations Technicians, volunteers, Rangers and contractors.
- 3.3 The Rivers Engineer is finalising the permissions and method statements for the winter dredging programme. At Hickling planning application has been approved; at Rockland Boat Dyke we are working with a neighbouring farmer for bankside deposit and the RSPB and BESL for topping up a flood bank; at Limekiln Dyke all site preparation were completed last winter; and on the Lower Bure upstream of Marina Quays, we are negotiating with two landowners for sediment storage and dewatering prior to use of the material for floodbank enhancements.

### **4 Hickling Enhancement Project – Update**

- 4.1 The planning application [BA/2016/0191/FUL](#) was submitted and the planning approval was granted at the Planning Committee meeting on Friday 19 August. The work is to install two areas of reed swamp restoration using dredged sediment retained by a series of textile membranes held in place by posts. There will also be three areas of protection of existing reed swamp vegetation with 750 metres of floating PVC curtains with integral goose guard mesh perpendicular to the existing vegetation margin to reduce erosive forces and allow vegetation restoration. This work is planned over a three year project timescale, with the reed swamp restoration in year one; mud-pumping

to arable land in year two; and installation of floating curtains to protect vegetation in year three.

- 4.2 Following the planning consultation period, some amendments were made to the documentation supporting the application, to make explicit the preservation of access to boathouses adjacent to the reed swamp restoration areas; provide extra information on the water management function role of the dyke network behind Churchill's Bay; and clarify the intention to gain vegetation for planting in the restoration areas from the network of dykes behind Churchill's Bay.

## **5 Water Plant Growth in Hickling Broad**

- 5.1 Hydro-acoustic (sonar) surveys of the broad in mid-June found that detectable plants only covered 17.4% of the whole broad bed – a relatively low amount for such a naturally plant-dominated shallow waterbody. The map below shows the area where plants were present as green hatchings and the water draught as depth contours. The surveys showed several areas where water plants were high and visible to the surface, but these were distinct and confined to areas north of Pleasure Island; on the western margins; and in the north bay.



Figure 1 - Map showing where plants were present as green hatchings and water draught as depth contours

- 5.2 There were also several patchy areas of less dense plants, but with tall (more than 50 cm) straggling growth. The tall plants were typically fennel-leaved pondweed and spiked water milfoil. It is these plant species that have caused issues with some keels and smaller engines getting fouled when travelling outside the marked channel. The Authority has shared this information with Hickling Broad Sailing Club and publically via the Broads Blog, to reach as many different users as possible and keep them up to date.
- 5.3 The Authority has previously had no routine agreement with Natural England for cutting of water plants in the marked channel of Hickling, despite the channel being the deeper access and main navigation route to the village. In the spring of 2016 the Authority sought this agreement.
- 5.4 The operation details had to be such that any cutting carried out does not have a significant impact on the water plant community as a whole, which is



protected by UK and EU legislation. The method for carrying out this evaluation was via a Habitats Regulation Assessment (HRA). In discussion with Natural England, increasing the scope of the assent to cutting outside the marked channel in Hickling was not possible in time for a decision for this year's growth period.

- 5.5 The scenario of water plants covering the majority of the Broad's area is not yet present, and the significant amount of supporting environmental and ecological data that would be required to form the Appropriate Assessment, is not in place for a decision this summer. Looking back on the outputs of the previous Appropriate Assessment panel, waterfowl, water plant and water quality data were analysed with a view to determining whether significant impacts were likely. Staff would need to collate this data from various partners. Some level of external validation would most likely be needed for the assessment. The estimate of Environment Officer time to be spent on this process would be about 15 days, with £1,500 required for external validation and analysis.
- 5.6 The trigger levels for weed-cutting in the marked channel agreed with Natural England, is '*when greater than 30% of the bed of the broad is covered by water plants, or when the channel is reduced to less than 2/3rds of its width by encroaching water plants, whichever occurs first.*' The threshold of 30% is based on the minimum area of plants that are required to retain a minimum viable population of water plants, which subsequently provide food and refuge for a range of invertebrates, fish and birds. Cutting when there are fewer plants than this in the broad threatens the ecological status of the site and the potential for water quality and site condition to improve in the long term.
- 5.7 Following Natural England's grant of assent, the Authority has now established this weed-cutting protocol in the marked channel as an on-going standard, which is active between June and August, for the next five years.

Background papers: Nil

Author: Rob Rogers/ Dan Hoare  
Date of report: 1 April 2016

Broads Plan ref: NA1.1

Appendices: APPENDIX 1 – Dredging Programme 2016/17

Dredging Progress 2016/17 (April 2016 to end July 2016)

APPENDIX 1

Project Title	Project Element	Active BA dredging weeks Completed (to end Jul / Planned)	Volume Removed m <sup>3</sup>		Annual project Cost <sup>a</sup>	Actual project cost (Apr-Jul)
			Planned	Actual	Planned	Actual
<b>Mid Bure</b>	Horning Church to Ranworth Dyke (Apr-mid Jun)	11/10	5,000	5,820	57,480	61,900
<i>Completed setback areas at Horning Hall</i>						
<b>Bure Mouth</b>	Contractor (April)	-	500	500	3,700	3,700
<i>Contractor completed plough/agitation dredging to clear bar</i>						
<b>Lower Waveney</b>	Burgh Castle (Apr-May)	6/8	4,000	4,140	43,430	38,220
<i>Upstream and including Burgh Castle 24 hr moorings. Shoal at Burgh Flats not completed.</i>						
<b>Lower Yare</b>	Seven Mile House to Berney Arms (June)	4/6	4,000	4,290	33,060	23,970
<i>Shoals planned for dredging were completed</i>						
<b>Haddiscoe Cut</b>	Haddiscoe and Reedham ends (End Jul-mid Nov)	1/16	14,000	340	94,790	22,050
<i>Started at the St Olaves end. Setback area near Reedham Ferry</i>						
<b>Yare - Whitlingham</b>	Bends downstream of Whitlingham Broad (Aug-Oct)	-/12	5,000		61,100	1,090
<i>Off-loading point at Postwick Tip has been improved as part of this project</i>						
<b>Hickling</b>	Marked channel north of Catfield channel (Nov-Jan)	-/15	6,000		129,250	7,750
<i>Planning permission granted</i>						
<b>Rockland Boat Dyke</b>	Rockland and bar at Langley Dyke (Dec-Jan)	-/8	2,900		29,630	0
<i>Agreements waiting to be signed</i>						
<b>Limekiln Dyke</b>	Gayes Staithe to Neatishead Staithe (Feb-Mar)	-/8	3,600		18,960	0
<i>Dependent upon new Linkflotes arriving</i>						
<b>Lower Bure</b>	Bure Loop (Feb-Mar)	-/6	5,000		34,940	430
<i>Start date in 2016/17 depends on final timing and progress of work at Hickling. Main works duration will be in 2017/18</i>						
<b>TOTAL</b>		<b>22/95</b>	<b>50,000</b>	<b>15090</b>	<b>506,340</b>	<b>159,110</b>

<sup>a</sup> –project costs includes staff time for all elements (pre-works ecological mitigation, site set-up, active dredging & site restoration); BA plant; & budgetary expenditure (equipment hire, survey costs, contractor costs, mitigation works, materials & consumables etc); within the reporting period.

## 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 Broads Authority Membership

Contact Officer/ Broads Plan Objective: John Packman/ None

- 1.1 At the Authority's meeting on 13 May 2016, Mr Michael Whitaker and Mrs Nicky Talbot were appointed to the Authority as Co-opted members from the Navigation Committee until May 2017. The Authority has four new Members: one new local authority appointment, Haydn Thirtle from Great Yarmouth Borough and three Secretary of State Appointees Mr Greg Munford, Ms Sarah Mukherjee and also Mr Bill Dickson who was appointed in place of Miss Sholeh Blane. This leaves a vacancy on the Navigation Committee which will need to be advertised in due course. Following the Authority's meeting on 8 July 2016, Mr Munford has been appointed to the Navigation Committee.

### 2 Tolls Review Group and Timetable

Contact Officer/Broads Plan Objective: John Packman/ None

- 2.1 The Tolls Working Group has had its last meeting at which it considered a series of detailed matters and the structure for its final report. The Members decided to revise the timetable for reporting to the Navigation Committee such that the proposed new structure for tolls will be considered at the same meeting in October as the consultation on charges for next year. This arrangement provides more time for finalising the report and will give Members of this Committee the opportunity to comment on both matters, the proposed structure and how that translates into next year's charges, together which has considerable advantages.

### 3 Staithes

Contact Officer/Broads Plan Objective: Adrian Clarke/ None

- 3.1 Members will be aware that the Broads Authority commissioned Professor Tom Williamson, professor of history in the landscape group in the School of History at the University of East Anglia to carry out research on the history of staithes in the Broads and the documentary evidence that proves their existence. This research was considered to be important as there has been no previous comprehensive academic study on the subject and the Authority has recognised that having evidence regarding the existence and rights connected to staithes is essential if it is to consider exercising its powers under Section 37 (1) of Schedule 3 Part II of the Norfolk and Suffolk Broads Act 1988 to prevent unlawful interference with staithes.

3.2 Professor Williamson has completed the research which mainly focused on an assessment of enclosure awards and tithe apportionments in the Broadland parishes and land ownership documents relating to the 1910 Finance Act. He reaches some fascinating conclusions regarding the way staithes came into being. Previous discussion has focused on the ownership of staithes whereas Professor Williamson's thesis is that stathes are best understood as a matter of rights rather than ownership. The historic evidence suggests that staithes are customary in character and came into being where two public highways (the river and the road) met. At these locations a right of transhipment became established and this was recognised rather than created in the enclosure awards, tithe apportionments and 1910 Finance Act records. The final version of the report on the research will shortly be available and a further report will be brought to the Committee once officers have considered it in detail.

#### **4 River Wensum Strategy**

Contact Officer/Broads Plan Objective: Adrian Clarke/ CC4 and TR1, TR2 and TR3

4.1 The Broads Authority has been working in partnership with Norwich City Council, Norfolk County Council, the Environment Agency and the Wensum River Parkway Partnership to produce a strategy for the management of the River Wensum in Norwich. Its purpose is to deliver a strong vision for the future of the river corridor within the City Council's boundary and Whittingham Country Park in order to maximise potential for regeneration, in particular by encouraging greater access to, and activity on the river and the adjacent land. The strategy also seeks to improve the river's environment, heritage and biodiversity value and stimulate appropriate development including leisure and business opportunities.

4.2 The City Council is lead partner in the strategy as it owns the river bed and much of the adjacent land. A public consultation was undertaken in 2015 to inform the content of the strategy and a strategy and action plan is now being developed by the partnership with a view to undertaking a consultation on a final draft strategy document later this year. As the action plan will include projects to provide new canoe launching facilities, moorings and other navigation infrastructure, a report on the draft document will be brought to a future meeting of the Navigation Committee for comment.

#### **5 Perci's Island and Woodbastwick 24hr Moorings**

5.1 As members will recall a confidential report was put before members on 3 September 2015. The report detailed the increasing issue of land owners expecting commercial rate rental income in respect of leased land for the provision of free Broads Authority 24hr moorings. Following the advice of the committee we were unable to agree a rental rate as advised by our property consultants and therefore the lease expired on 10 July when responsibility reverted back to the landowner Albemarle Cator, Woodbastwick Estates.

## **6 Ferry Inn Horning Mooring Trial**

Contact Officer/Broads Plan Objective: Lucy Burchnall/ TR2 and TR3

- 6.1 This is the second season trialling limited stern on mooring at the Ferry Inn. This trial includes a section of stern on mooring at the upstream end of the property of around 100ft. The trial has been monitored for both effect on other river users and for compliance against the agreement, several site visits and meetings have been held. Compliance with the agreement has been reasonable. However, Rangers have needed to ask for boats to be moved on several occasions when they have been moored in the wrong place causing an obstruction. Complaints and concerns about stern on mooring in this location have been received and are currently being followed up. This information will feed into the final decision on whether this agreement can be continued.
- 6.2 At a meeting on Wednesday 10 August 2016, the manager of the Ferry Inn requested permission for stern on mooring all the way round the frontage of his property if the mooring on the Woodbastwick side opposite was closed. At the meeting it was made clear there would be a number of safety concerns over this proposal. It was agreed to continue with the current trial. In correspondence on the 12 August, the Ferry Inn manager expressed his concern that a decision to allow stern on had not yet been made. A further meeting on 17 August clarified the Authority's position and concerns. At the time of writing the limited stern on trial is ongoing pending an update from the Manager of the Ferry Inn on how he wishes to proceed.

## **7 Navigation Patrolling and Performance Targets**

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4.3

- 7.1 The report of the significant use of powers by the rangers is displayed in Appendix 1 and reflects the busy period. The average navigation/countryside splits for three months are higher on the navigation side as would be expected during the summer when patrolling is a priority.
- 7.2 The report detailing the cases dealt with at Magistrates Court are shown in Appendix 2. The not guilty finding on the speeding case at Oulton Broad was disappointing. Learning outcomes around tightening case evidence have been drawn from this. Overall the Authority has a good record of cases going to court being found guilty.

## **8 Sunken and Abandoned Vessel Update**

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4

- 8.1 The sunken and abandoned vessels update is contained in Appendix 3. Seven boats which had either sunk and/or were abandoned have been removed from the system or sold since the last report. One owner has come forward to claim and register the vessel and a further one is at the dockyard while investigations into ownership continue. Two boats remain sunk upstream of Trowse bridge waiting for our work boats to be available in that area later this year.

## **9 Business Plan**

Contact Officer/ Broads Plan Objective: Simon Hooton/ None

- 9.1 The Authority adopted its Business Plan for 2016/17 at its meeting on 13 May 2016..This seeks to provide an overview of the Authority's priorities, activities and use of resources for the coming year and can be viewed on the Authority's website [http://www.broads-authority.gov.uk/data/assets/pdf\\_file/0012/756975/Business-Plan-2016-17.pdf](http://www.broads-authority.gov.uk/data/assets/pdf_file/0012/756975/Business-Plan-2016-17.pdf)
- 9.2 The Business Plan provides a link between the Broads Plan, the Financial Strategy and the Work Plans of the Directorates. Many of the ambitions emerging from the Broads Plan and challenges identified will be taken into account when considering the budget in the Autumn and decision on relative priorities. It was noted that staff resources were fully committed to delivering work programmes and that the Authority's income and expenditure was finely balanced. Therefore prudent management was required.

## **10 Planning Enforcement Update**

Contact Officer/Broads Plan Objective: Cally Smith/None

- 10.1 The Authority adopted its Local Enforcement Plan (Planning) at its meeting on 8 July 2016. This sets out how the Authority will address breaches of planning control, explains the background to the need for appropriate and proportionate enforcement and the Broads Authority's priorities around this. It has come out of the NPPF and as a result of the audit of the planning service and is part of good practice. There are no changes to the way in which the Authority deals with Enforcement; the plan actually sets out how the Authority operates, adopting the principles of expediency, proportionality, consistency and negotiation.
- 10.2 The Authority always starts with negotiation and where issues require attention these are approached sensitively. In all cases enforcement action is discretionary and all the principles are applied. The Enforcement Plan may be viewed on the Authority's website.  
[EnforcementPlan](#)
- 10.3 Following queries raised by a member, it was agreed to provide regular updates on the position regarding relevant planning enforcement actions. There are no outstanding enforcement actions with navigation implications to report to this meeting.

## **11 Hickling Broad Enhancements**

Contact officer/Broads Plan Objective: Trudi Wakelin (NA.1, NA3)

- 11.1 Following the Navigation Committee's Site visit on 2 June 2016 to Hickling Broad, the Authority's Planning Committee considered the first in a series of planning applications for enhancement works to the Broad building on the scientific evidence from the Broads Lake Review. The planning application

focused on addressing the significant reed swamp regression that has taken place in key locations and proposed two different techniques to secure environmental enhancements to tackle the problem. In order to gain a full appreciation of the application, the Planning Committee held a site visit on 18 August before its meeting on 19 August 2016 when it gave the proposals a thorough scrutiny. The application was approved subject to a number of detailed conditions, many of which will allay some of the concerns that had originally been expressed.

Background papers:	None
Author:	Sandra Becket / Esmeralda Guds
Date of report:	September 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 1

<b>Rangers Exercise of Powers Analysis</b> <i>(Bracketed figures are running totals, April 2016 to March 2017)</i>						Date: <b>May-July 2016</b>		
	<b>Wroxham Launch</b>	<b>Irstead Launch</b>	<b>Ludham Launch</b>	<b>Ludham 2 Launch</b>	<b>Norwich Launch</b>	<b>Hardley Launch</b>	<b>B.St.Peter Launch</b>	<b>Breydon Launch</b>
<b>Launch Patrol Areas</b>	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
<b>Verbal Warnings</b>								
Care & Caution	13 ( 16 )	14 ( 20 )	1 ( 1 )	87 ( 93 )	6 ( 8 )		1 ( 1 )	7 ( 7 )
Speed	1399 ( 1647 )	637 ( 790 )	269 ( 317 )	426 ( 464 )	100 ( 130 )	78 ( 88 )	105 ( 122 )	91 ( 99 )
Tolls offences	5 ( 5 )	26 ( 32 )	3 ( 8 )	65 ( 74 )	11 ( 11 )		3 ( 4 )	1 ( 1 )
Other	12 ( 14 )	23 ( 27 )	1 ( 14 )	65 ( 68 )	4 ( 8 )	2 ( 2 )	12 ( 14 )	2 ( 4 )
<b>Blue Book Warnings</b>								
Care & Caution	15 ( 15 )	3 ( 4 )		1 ( 1 )	( 1 )			
Speed	28 ( 39 )	11 ( 17 )	2 ( 3 )	5 ( 5 )	4 ( 4 )	1 ( 4 )	5 ( 7 )	3 ( 5 )
Other	9 ( 12 )	6 ( 9 )	4 ( 5 )	1 ( 2 )	1 ( 1 )	1 ( 2 )	5 ( 10 )	7 ( 9 )
Reports for Prosecutions		1 ( 1 )						1 ( 1 )
Special Directions	2 ( 2 )	140 ( 140 )				57 ( 57 )	127 ( 129 )	1 ( 4 )
<b>Toll Compliance Reports</b>								
Non Payment	92 ( 92 )	100 ( 104 )	68 ( 69 )	22 ( 24 )	13 ( 79 )		107 ( 107 )	41 ( 41 )
Non Display	9 ( 9 )	4 ( 4 )	3 ( 3 )	2 ( 2 )				1 ( 1 )
28 Day request for information							5 ( 5 )	
BSS Hazardous Boat Inspections					( 1 )			1 ( 1 )
Enter Vessels Under BSS					( 1 )			
Launch Staffed (by Ranger)	87 ( 114 )	54 ( 75 )	57 ( 82 )	71 ( 84 )	55 ( 76 )	55 ( 77 )	49 ( 66 )	92 ( 122 )
Country Site Inspection Reports Percentage Compliance	100% ( 100% )	100% ( 100% )	(Combined figure) 100% ( 100% )	(Combined figure) 100% ( 100% )	100% ( 100% )	100% ( 100% )	100% ( 100% )	n/a
Best Value Patrol Targets Percentage Compliance	100% ( 100% )	100% ( 100% )	100% ( 100% )	100% ( 100% )	86% ( 96% )	100% ( 100% )	83% ( 92% )	91% ( 93% )
Volunteer Patrols	2 ( 2 )	7 ( 10 )	1 ( 1 )			5 ( 6 )		
IRIS Reports	63 ( 79 )	29 ( 41 )	11 ( 16 )	12 ( 12 )	12 ( 19 )	12 ( 19 )	29 ( 41 )	38 ( 50 )
Broads Control Total Calls	<b>TOTAL 12,129 ( 15,722 )</b>			Telephone <b>9,956 ( 12,903 )</b>			VHF <b>2,173 ( 2,819 )</b>	



**RANGER TEAM ACTIVITY**

as at 17 August

	Navigation Activity								Countryside Activity							
July 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
<b>Percentage Total</b>	<b>35.51%</b>	<b>1.78%</b>	<b>0.24%</b>	<b>0.35%</b>	<b>2.31%</b>	<b>2.15%</b>	<b>1.24%</b>	<b>0.14%</b>	<b>2.62%</b>	<b>4.69%</b>	<b>0.04%</b>	<b>0.43%</b>	<b>4.88%</b>		<b>0.21%</b>	<b>0.78%</b>
Wroxham team	24%	28%	67%	42%	11%	11%	20%		21%	22%	100%		26%			
Thurne team	24%	7%	31%	46%	12%	37%	23%	100%	11%	20%			24%		40%	21%
Yare team	15%	7%		11%	10%	20%	7%		48%	45%		44%	22%		60%	29%
Waveney team	8%	18%			56%	5%	7%		1%			56%	5%			
Breydon team	23%	31%	22%			18%	40%		8%	5%			18%			50%
Control Officer																
	45%								10%							

Month Percentages	
Navigation	74%
Country	26%
<b>Total</b>	<b>100%</b>

*Time Off not included*

	General Support													Time Off		
	Broads Control	Travel Time	Bank Work - Split	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
<b>Percentage Total</b>	<b>7.83%</b>	<b>3.25%</b>		<b>5.83%</b>	<b>0.86%</b>	<b>1.76%</b>	<b>0.17%</b>	<b>8.17%</b>		<b>0.56%</b>	<b>0.97%</b>		<b>0.40%</b>	<b>0.22%</b>	<b>2.96%</b>	<b>9.67%</b>
Wroxham team	7%	30%		21%	14%	21%	9%	27%			25%		22%	100%	18%	34%
Thurne team		15%		34%	16%	19%		26%		44%	42%		20%		14%	25%
Yare team	3%	17%		12%		20%	26%	27%		19%	32%		45%		20%	11%
Waveney team	1%	7%		2%	56%			4%							3%	16%
Breydon team	6%	29%		7%		14%	66%	7%							7%	9%
Control Officer	55%														18%	
	7%	3%	26%										11%			

Percentage with apportioned spl	
<i>Year to date (Apr - Mar)</i>	
Navigation	72%
Country	28%
<b>Total</b>	<b>100%</b>

*Time Off not included*

Team percentages equal team contribution to activity

**APPENDIX 2**

<b>Report of navigation prosecutions dealt with in court during April and July 2016</b>				
<b>Place</b>	<b>Defendant</b>	<b>Offence</b>	<b>Magistrates Court</b>	<b>Result</b>
Oulton Broad	A Beaumont-Smith	(1) Speed (2) Care and Caution	Great Yarmouth	Not Guilty

<b>Report of prosecutions dealt with in court during April to July 2016</b>			
<b>Defendant</b>	<b>Offence</b>	<b>Magistrates Court</b>	<b>Result</b>
B Ollis	Non- payment of tolls	Norwich	Fined £100 Costs awarded £150 Victim surcharge £20 Compensation £113.44
A Miller	Non- payment of tolls	Norwich	Fined £200 Costs awarded £150 Victim surcharge £20 Compensation £181.58
T Haynes	Non- payment of tolls (two offences)	Norwich	Fined £300 Costs awarded £150 Victim surcharge £30 Compensation £244.93
S Waterfield	Non- payment of tolls	Norwich	Fined £110 Costs awarded £150 Victim surcharge £20 Compensation £128.58

## 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	Deadline expired and BA team will raise and remove when the programme allows (scheduled November).
Sunken and abandoned aft cockpit cruiser hull	River Yare. New Cut Thorpe	No known owner found	Yes	Vessel raised and removed to Dockyard.
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	Vessel raised and removed to Dockyard.
Abandoned Small fibreglass cruiser	River Bure Upton	Vessel found drifting by police.	Yes	Vessel sold and removed for restoration.
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	Vessel raised and removed to Dockyard.
Sunken Wooden Yacht	Martham	Vessel abandoned	Yes	Vessel taken to Dockyard and destroyed
Sunken Vessel	River Yare, Trowse	Vessel sunk	Yes	Vessel raised and removed to Dockyard.
Abandoned Vessel	Beccles	Abandoned vessel on moorings	Yes	Owner came forward, registration documents sent
Abandoned Cruiser	Hickling	Vessel abandoned on Hickling Broad	Yes	Investigating ownership claims
Rowing dinghy	River Ant	Vessel found sunk in river	Yes	Vessel removed
Rowing dinghy	Acle Dyke	Vessel sunk on mooring	No	Owner made aware and vessel raised
Wooden Motor Cruiser	River Yare, Postwick reach	Vessel sunk on owners mooring	No	Not affecting the navigation owner will raise in due course