

Navigation Committee

AGENDA

Thursday 7 September 2017

2.00pm

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1.	To receive apologies for absence	
2.	To note whether any items have been proposed as matters of urgent business	
3.	To receive declarations of interest	
4.	Public Question Time To note whether any questions have been raised by members of the public	
5.	To receive and confirm the minutes of the Navigation Committee meeting held on 20 April 2017	3
6.	Summary of Actions and Outstanding Issues following Discussions at Previous Meetings Report by Administrative Officer (herewith)	11 - 12
7.	Progress in Implementing the Sediment Management Strategy Report by Head of Construction, Maintenance and Environment, and River Engineer (herewith)	13 - 19
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9.	Riverside Tree and Scrub Management Report and Presentation by Environment & Design Supervisor (herewith)	26 - 30
10.	River Wensum Strategy Consultation Report and presentation by Senior Waterways and Recreation Officer (herewith)	31 - 34

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11. Broads Local Plan – Publication Version Report by Planning Policy Officer (herewith)	35 - 74
12. Planning Application with Navigation Implications: Redevelopment of the existing Wayford Marina Report by Planning Officer (herewith)	75 - 79
13. Annual Income and Expenditure: 2016/2017 Report by Chief Financial Officer (herewith)	80 - 83
14. Navigation Income and Expenditure: 1 April to 30 June 2017 Actual and 2017/18 Forecast Outturn Report by Chief Financial Officer (herewith)	84 - 94
15. Chief Executive's Report Report (herewith) – For information only	95 - 105
16. Current Issues Open forum	
17. Items for Future Discussion	
18. To note the date of the next meeting – Thursday 19 October 2017 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2.00pm	
19. Exclusion of the Public The Committee is asked to consider excluding the public from the meeting under section 100A of the Local Government Act 1972 for consideration of the item below on the grounds that it involves the likely disclosure of exempt information as defined by Paragraph 3 of Part 1 of Schedule 12A to the Act as amended, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information	
20. To receive and confirm the exempt minutes of the Navigation Committee meeting held on 20 April 2017	106

Navigation Committee

Minutes of the meeting held on 20 April 2017

Present:

Mrs N Talbot (Chairman)

Mr K Allen	Sir Peter Dixon	Mr S Sparrow
Mr J Ash	Mr M Heron	Mr M Whitaker
Ms L Aspland	Mr J Knight	Mr B Wilkins
Mr M Bradbury		

In Attendance:

Mr S Birtles – Head of Safety Management
Mrs L Burchnall – Head of Ranger Services
Mr A Clarke – Senior Waterways & Recreation Officer
Ms E Guds – Administrative Officer (Governance)
Mr D Harris – Solicitor & Monitoring Officer
Dr D Hoare – Head of Construction, Maintenance and Environment
Ms E Krelle – Chief Financial Officer
Ms A Leeper – Asset Officer
Ms A Long – Director of Planning and Resources
Ms S Mullarney – Administrative Officer (Governance)
Dr J Packman – Chief Executive
Mr R Rogers – Director of Operations

Also Present:

Prof J A Burgess, Chairman of the Authority
Mr B Dickson – Member

1/1 To receive apologies for absence

Apologies for absence were received from Greg Munford and Alan Goodchild.

The Chair announced that the meeting would be recorded and that the copyright remains with the Authority, however a copy of the recording could be requested. The confidential part of the meeting would not be recorded.

James Knight declared that he would make his own recording.

1/2 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.

1/3 Appointment of Chair

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

Brian Wilkins proposed, seconded by Max Heron that Nicky Talbot be appointed as Chairman until 19 April 2018. As there were no other nominations forthcoming, it was

RESOLVED

that Nicky Talbot be appointed as Chairman of the Navigation Committee.

Nicky Talbot in the Chair

Nicky Talbot thanked Michael Whitaker for his time as Chairman and thanked Members for their support whilst she substituted as Chair in Michael's absence.

1/4 Appointment of Vice Chair

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

The Chair proposed, seconded by Peter Dixon that Brian Wilkins be appointed as Vice Chairman until the 19 April 2018. As no other nominations were forthcoming it was

RESOLVED

that Brian Wilkins be appointed as Vice Chairman of the Navigation Committee until 19 April 2018.

1/5 To receive Declarations of Interest

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

1/6 Public Question Time

No public questions were raised.

1/7 To receive and confirm the minutes of the Navigation Committee meeting held on 23 February 2016

A member enquired about whether it was appropriate for the names of members to be referenced in the minutes. The Solicitor and Monitoring Officer referred to the definitive guidance on the preparation of minutes in a reference book entitled 'Knowles on Local Authority Meetings'. This makes clear that "minutes are brief notes of the proceedings of a meeting that in particular record the decisions made." They should be precise and concise, complete, self-contained and decisive. The

Authority's practice is that the names of individual members are only included in the minutes when Members had made a declaration or specifically asked for their name to be referenced. The Solicitor and Monitoring Officer said he would look into the format of the minutes in more detail.

The minutes of the meeting held on 23 February 2017 were confirmed as a correct record and signed by the Chairman.

1/8 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.

One Member enquired about the Staithes report and whether the Authority could press for the maps to be forwarded from the author of the report. The Senior Waterways and Recreation Officer hoped to receive the maps by the end of April. He further confirmed that he had invited Professor Williamson to speak at a Navigation Committee meeting in the future.

Members noted the report.

1/9 Appointment of Two Co-opted Members to 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 18 May 2018 as set out in Section 1(3)(c) of the Norfolk and Suffolk Broads Act 1988 as amended.

Schedule 4, paragraph 4(3) of the Norfolk and Suffolk Broads Act 1988 further 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. With this in mind, given that Mrs Talbot had been elected Chair of the Committee, she would need to take up one of the seats on the Authority.

The Chair proposed, seconded by Peter Dixon that Brian Wilkins be appointed as Co-opted Member to the Broads Authority until 18 May 2018. No other nominations were forthcoming. Therefore it was

RESOLVED

that Nicky Talbot and Brian Wilkins be recommended to the Broads Authority for appointment as the co-opted Members to the Broads Authority until 18 May 2018.

1/10 Mooring Strategy Update

At the last meeting of the Committee a number of questions arose concerning the provision of moorings. This report provided Members with an update on the Authority's mooring strategy and the action plan to maintain the Authority's moorings that was adopted by the Broads Authority in November 2014. The Committee reviewed the existing policy principles with active debate to ensure that the Authority is mindful of its responsibilities to users of the waterways.

The report prompted a discussion about encouraging visitors to the Southern Broads which included a suggestion of short breaks to the area. The trial of stern on moorings at the Ferry Inn at Horning was raised and confirmed that it had not been successful for the reasons discussed at the meeting in February. It also raised concerns about the proposal to trial stern on moorings at Bramerton.

The Committee was made aware that the BSMG group was strongly against any suggestion of any stern mooring at Bramerton and proposed that there be no new stern on mooring in designated rowing areas. The Head of Ranger Services clarified that the suggestion of a trial at Bramerton and Brundall had come from the Broads Hire Boat Federation and the NSBA. Officers expected that an evaluation of the potential for stern on mooring at Bramerton was likely to conclude it to be difficult and unsafe.

The discussion moved on to the potential for additional moorings at busy sites such as at Ranworth Broad. The NSBA and BHBF had had discussions with the Ranworth Estate and it was clear the proposal for more free 24 hour moorings at Ranworth Staithe was not supported by the Estate. The Committee also discussed the reasons for the concentration of hire boats on the northern rivers and issues about crossing Breydon Water.

Officers undertook to review suggestions made at the meeting such as the possibility of free 48 hour rather than 24 hour moorings during off peak times on the southern rivers, the remapping of third party moorings as well as examining the existing policy principles as part of the review of the Integrated Access Strategy which would commence later in 2017.

Members wished to see more detail in the schedules of moorings in the Appendices to the paper. The Senior Waterways and Recreation Officer agreed to circulate a table listing the name, length and an indication of the level of use of each mooring to the members of the Committee.

Members noted the report.

1/11 Navigation Income and Expenditure 1 April to 31 December 2016 Actual and 2016/17 Forecast Outturn

The Members received a report providing them with details of the actual navigation income and expenditure for the eleven month period to 28 February 2017, and provides a forecast of the projected expenditure at the end of the financial year (31 March 2017).

It was reported that the collection of tolls for 2017/18 was going well. 9184 private boats had been tolled by 19 April, up from 9117 at 19 April 2016. 72.9% of the budgeted income from private tolls had been received. This was ahead of the position at the same time last year.

The issue of above average tolls increases had been raised with tolls staff by approximately 20 private owners of larger boats.

The Chief Financial Officer confirmed that the Draft Statement of Accounts would be completed by the end of May.

Members noted the report.

1/12 Boating Safety Management Group

Members received the notes of the Boating Safety Management Group meeting held on 27 February 2017 and discussed the safety of paddle boarding on the Broads. It was suggested for the Authority to be more pro-active about the management of paddle boarding and to have a policy in place.

The Chair had asked for the Committee to be kept up-to-date about any issues and policies that arise in regards to paddle boarding. The Head of Safety Management informed Members that a concessionary toll for the Broads Authority Paddle Scheme (BAPS) meant that a discounted toll was available. Members were further informed that conditions had been drafted with BAPS operators to introduce paddle boards into the scheme. One of the proposed conditions currently being consulted upon was a requirement for hirers to be qualified. There are recognised qualifications from the British Stand Up Paddle Board Association and Associations of Surf Instructors.

The Head of Safety Management confirmed that the Authority had no regulation specific to private boarders but that paddle boarding had come up at the PMSC hazard review. NSBA had been present and issues had been discussed by the stakeholders present at the review meeting.

Members noted the report.

1/13 Safety Audit 2016 Report

The Committee received a report providing details of the incidents reported from April 2016 to end of March 2017. There had been eight deaths in 2016, three resulting from Cardiac Arrest, two from carbon monoxide poisoning and three not thought to be suspicious.

Given the large numbers of visitors and users of the Broads these figures demonstrated that serious incidents were a rare occurrence.

Members noted the report.

1/14 Construction, Maintenance and Environment Work Programme Progress Update

The Committee received a report which set out the progress made in the delivery of the 2016/17 Construction, Maintenance and Environment Section work programme. It was noted that due to the complexity of some projects there was a shortfall of total dredged volume output, 38750m³ to end Feb, compared with the target of 50,000m³ per annum.

The Head of Construction Maintenance and Environment highlighted that prior to the Authority carrying out any cutting of water plants in Hickling Broad, consent was required from Natural England. This included the development of an Appropriate Assessment against the Conservation (Habitats & Species) Regulations with supporting evidence of no significant effect on the protected features of the site.

A member reported that aquatic plant growth in the Hickling sailing area was earlier than ever and more prolific than anyone can remember at this point in mid-April. It was explained that due to the mild winter and early sun in April, Aquatic growth within Hickling had not 'died back' as hard as expected in other years, meaning aquatic plants already had a strong presence in the water.

Members queried the trigger level for cutting in the marked channel, further cutting trials in the agreed sailing area, and the proportion of the protected Stoneworts and of the more common Milfoil. A meeting of relevant officers and members of the Upper Thurne Working Group (UTWG) would be held on 15th May explaining the Broads Authority's decision on making process in regards to managing aquatic plant growth in Hickling.

Members noted the report.

1/15 Chief Executive's Report

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

Members noted the report.

1/16 Current Issues

One Member was prompted to inform the Committee of difficulties in navigating his boat into central Norwich and how after attempting to communicate with Network Rail he was informed that the swing bridge at Trowse was unable to be opened.

When it was proposed by one Member that a date would be provided at the next meeting for the availability of higher resolution depth charts online it was explained that the GIS Support Officer was currently busy working on the Broads Tourism website which was a priority but that the request by the Member was noted.

One Member mentioned that the Broads Outdoor Festival was being launched next week at the Waveney River Centre and encouraged Members to attend.

1/17 Items for future discussion

No items for future discussion were identified.

1/18 To note the date of the next meeting

The next meeting of the Committee would be held on Thursday 15 June 2017, however following discussion with the Chair the meeting has subsequently been replaced by a site visit to the River Wensum.

The next Committee meeting will be held on Thursday 7 September 2017 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2pm.

1/19 Exclusion of the Public

RESOLVED

The Committee is asked to consider excluding the public from the meeting under section 100A of the Local Government Act 1972 for consideration of the item below on the grounds that it involves the likely disclosure of exempt information as defined by Paragraphs 1 and 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

Members of the Public left the meeting

Summary of Exempt Minutes

1/20 To receive and confirm the exempt minutes of the Navigation Committee meeting held on 23 February 2017 (herewith)

The Exempt minutes of the meeting held on 23 February 2017 were confirmed as a correct record and signed by the Chairman.

1/21 Mooring Priorities for 2017/2018

The Members received an exempt report updating them on the decisions taken at the last meeting of the Broads Authority regarding the competing priorities between the purchase, leasing and repair of three important moorings for 2017/18.

The meeting concluded at 4.40 pm

Chair

Code of Conduct for Members

Declaration of Interests

Committee: Navigation Committee

Date of Meeting: 20 April 2017

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
Michael Whitaker	10-21	Toll payer, Hire Boat Operator, Chair BHBF, resident	
Simon Sparrow	10-21	Toll Payer, hire boat operator, resident	
James Knight	10-21	Toll payer, Hire Boat Operator and Yacht Club Member	
Brian Wilkins	10-21	Chair NSBA, all issues	
Max Heron	10-21	Toll payer, landowner, Member British RC, NRC, Chair Whitlingham Boathouses	
Nicky Talbot	10-21	Toll Payer, Member of NSBA and NBYC	
Matthew Bradbury	10-21	Toll Payer, BCU Member	
John Ash	10-21	Toll Payer, Chairman and Director of WYCCT,	
Kelvin Allen	10-21	Chair of BASG	
Linda Aspland	10-21	Hunter fleet, Toll payer, NBYC Committee, local resident	
Peter Dixon	14	Weed growth at Hickling	

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

Date of Meeting and Minute No	Discussion	Responsible Person	Summary of Actions and Outstanding Issues
15 December 2016 Minute 4/6 Summary of Actions and Outstanding Issues following Discussions at Previous Meetings	A programme to be provided for water depth signage at Irstead Shoals.	Head of CME	<p>The Rivers Engineer has designed a sign and draft wording placed upon it. The sign & wording is being consulted upon and once interested parties are in agreeance the signage will be erected. This is expected to be in place prior to the start of the season. (updated 7/02/17).</p> <p>30/3/17 – Signs have been made and are ready to install. Proposed location is How Hill and Irstead Billet. Installation will be by the end of April 2017.</p> <p>19/05/17 – Due to full commitment of operations staff on programmed works, the signs are not yet installed. A contractor has therefore been lined up to do this in June.</p> <p>23/08/17 - Irstead shoal signage is now in place, two signs, one upstream and one downstream, giving a water depth reading over the Shoals.</p>
20 April 2017 Minute 1/7	The Solicitor and Monitoring Officer	Solicitor and Monitoring	The Solicitor and Monitoring Officer has reviewed the good practice guide for minute taking (Knowles

Date of Meeting and Minute No	Discussion	Responsible Person	Summary of Actions and Outstanding Issues
To receive and confirm the minutes of the Navigation Committee meeting held on 23 February 2016	said he would review best practice in the format for the Minutes	Officer	on Local Authority Meetings) with its focus on minutes being brief, self-contained and decisive. The draft minutes from the last meeting continue to follow that advice. There is no standard practice by local authorities in naming individual contributors in a discussion.
20 April 2017 Minute 1/8 Summary of Actions and Outstanding Issues following Discussions at Previous Meetings	Prof Williamson had been chased for the Staithes report and the Authority hoped to receive the maps by the end of April.	Senior Waterways & Recreation Officer	The photographs of the maps available at the public record office have been received and the draft staithes report has been sent to all parish councils in the Broads with a request for comments and for parish councils to provide any additional information they hold. Professor Williamson will then assess any information provided by parish councils and amend the report as necessary with a view to publishing a final version by the end of the year.
20 April 2017 Minute 1/10 Mooring Strategy Update	Members requested more detail in the schedules of moorings in Appendix 2.	Senior Waterways & Recreation Officer	Following a request by the Navigation Committee and Broads Forum, on 2 June 2017 all Members were emailed an updated table detailing the mooring usage, changes to lengths of moorings, and comments giving pertinent information for the mooring.
20 April 2017 Minute 1/16 Current Issues	Update on hydrographic survey mapping	GIS Officer	The hydrographic survey data has been processed. The PDF's on the website have been updated and the figures have been sent to Rivers Engineer.

Progress in Implementing the Sediment Management Strategy
Report by the Rivers Engineer

Summary: This report provides members with a summary of the most up to date analysis of hydrographic survey data available and the draft dredging programme for 2018/19.

1 Background

- 1.1 The Sediment Management Strategy was adopted in 2007 with the overall goal of achieving a balance of sediment inputs and outputs whilst also reducing a backlog of sediment. A desk study undertaken by Cranfield University estimated a maximum annual sediment input of 24,000m³; therefore the Sediment Management Strategy included an action plan with an annual target of sediment removal of 50,000m³ in order to reduce the backlog.
- 1.2 The Sediment Management Strategy introduced waterways specifications (ideal navigation cross sections) and these are compared to hydrographic survey data to assess the distribution and total volume of accumulated sediment. The first complete hydrographic survey was undertaken in 2005 and since then regular surveys have been undertaken on a programme to cover the entire navigation area within a 5 year period.
- 1.3 Since 2007 the officers have had the opportunity to review data from repeated surveys to monitor progress and identify where improvement has been needed.
- 1.4 In April 2014 a new methodology for assessing waterway specification compliance was proposed and supported by the Navigation Committee. This involved changing from an assessment of regular cross sections to comparing the entire surface areas of the surveyed river bed with the specification profile. Also this included assessing the volume and distribution of 'economically dredgable' sediment along with that which is simply non-compliant. 'Economically dredgable' refers to sediment which has accumulated at least 300mm depth within the specification profile and this is an amount that can be removed efficiently by conventional dredging equipment.
- 1.5 Other improvements have been made to the method of surveying to gain better coverage and also to the modelling of the data particularly to more accurately define the river edge.

2 Hydrographic Surveys

- 2.1 Hydrographic surveys are programmed to cover one main river system each winter and to include localised pre and post dredge surveys as required. The following table shows record of main river surveys undertaken to date.

	Last Surveyed	Previous survey
Ant	2013	2009
Bure	2016	2011
Chet	2015	2013
Thurne	2013	2006
Waveney	2015	2009
Yare	2014	2009

Table 1: Hydrographic survey dates

- 2.2 The survey work is generally undertaken in the winter months when aquatic plants and boat traffic are at a minimum.

3 Waterway specification compliance summary

- 3.1 Table 2 summarises the waterway specification compliance assessment based on the latest available hydrographic survey data.

	Non-Compliant Volume (m3)	Economically Dredgable Volume (m3)	Non-compliant bed area (%)	Economically Dredgable bed area (%)
Ant	145,558	101,418	53%	20%
Bure	256,031	202,284	33%	16%
Chet	10,469	7,205	47%	18%
Thurne	421,066	268,092	81%	16%
Waveney	141,390	112,189	17%	5%
Yare	239,657	221,787	17%	12%
TOTAL	1,214,170	912,975	41%	15%

Table 2: Waterway specification compliance summary 2017

- 3.2 These figures show that there is an estimated 1.2 million cubic metres of accumulated sediment within specification depths of the Broads waterways. Of this approximately 900,000 cubic metres is a significant accumulation that is considered to be economically dredgable.
- 3.3 Compliance figures were last reported using the same methodology in 2014. The total sediment volumes from the most recent data are higher than the volumes calculated and reported in 2014. Officers have investigated this and can report that the increase is largely due to improvements in data accuracy rather than physical changes in the waterways. Since 2010 more accurate surveys have given a better representation of sediment levels particularly in

some of the shallowest areas. The following table provides a comparison of the compliance summaries from 2017 and 2014.

	Non-Compliant Volume (m3)		Economically Dredgable Volume (m3)		Non-compliant bed area (%)		Economically Dredgable bed area (%)	
	2014	2017	2014	2017	2014	2017	2014	2017
Ant	144,669	145,558	101,614	101,418	53%	53%	20%	20%
Bure	242,048	256,031	199,689	202,284	29%	33%	15%	16%
Chet	11,953	10,469	10,019	7,205	38%	47%	23%	18%
Thurne	423,549	421,066	276,075	268,092	80%	81%	35%	16%
Waveney	79,448	141,390	65,949	112,189	8%	17%	4%	5%
Yare	135,874	239,657	115,605	221,787	14%	17%	7%	12%
TOTAL	1,037,541	1,214,170	768,952	912,975	37%	41%	17%	15%

Table 3: Comparison of 2017 and 2014 Waterway specification compliance

- 3.4 The most significant differences in estimated sediment volumes are those for the rivers Yare and Waveney. For these rivers the 2014 assessment was based on survey data from 2009 and some localised areas 2006, which had a very low density of data points. The most recent surveys undertaken on these rivers (2014 and 2015) have provided a much better coverage of data points and therefore a much more accurate assessment of the sediment volumes, as illustrated in the figure below for Rockland Broad.

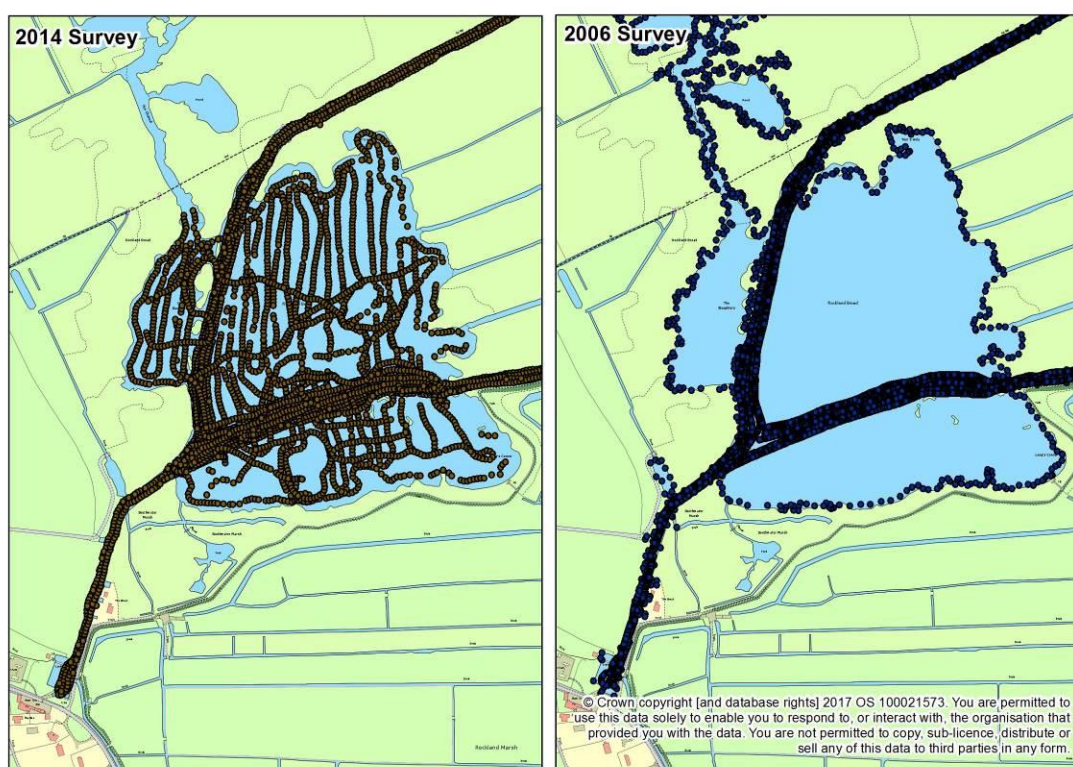


Figure 1: Distribution of survey points in Rockland Broad 2014 and 2006

- 3.5 For the example of Rockland Broad, the estimated total non-compliant volume outside the channel based on 2006 survey data was 49,164m³. With a greater coverage the 2014 survey data indicates a non-compliant volume of 122,129m³.
- 3.6 The most reliable comparisons between the 2014 and 2017 assessments can be made for the rivers Chet and Bure. Both of these rivers had comprehensive surveys to the Broads Authorities specification both before and since 2014.
- 3.7 The assessment of the River Chet shows a reduction in sediment volumes and the percentage of the bed with significant accumulations since 2014. With recent dredging work covering a significant proportion of this river this is an expected improvement. The Chet however has a high siltation rate so further work is planned.
- 3.8 The assessment of the River Bure indicates sediment volumes and non-compliant bed areas have increased slightly since the last survey was undertaken in 2011. Relative to the size of the Bure navigation the increase in assessed sediment volumes is not significant. However, the Authority has removed approximately 146,000m³ of sediment through dredging since the 2011 survey; therefore a significant reduction in the non-compliant volume was expected.
- 3.9 Confidence in the survey and the modelling of the Bure data is good, as this is routinely verified by manual checks. Confidence is also good in the accuracy of dredging, as this is checked manually and picked up by pre-and post-dredge surveys. The following figures provide a good illustration of our well targeted dredging on the Bure, with red and white areas indicating non-compliance.

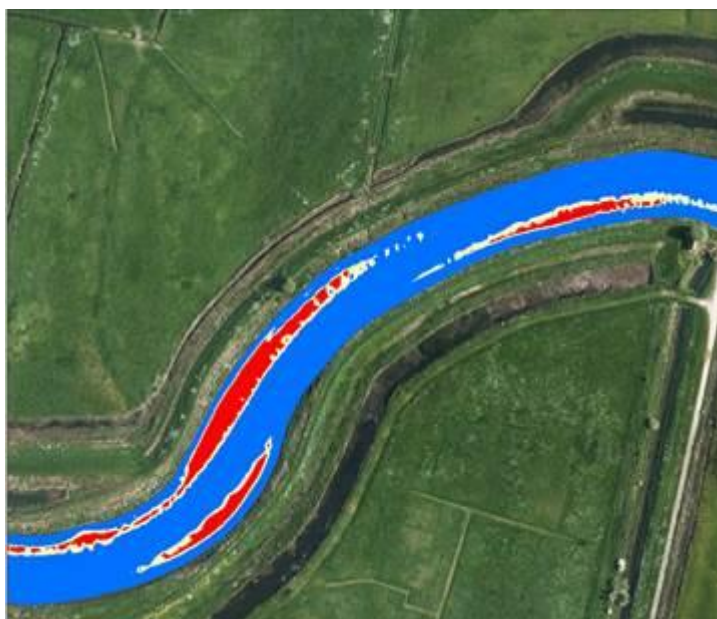


Figure 2: Pre dredge survey, River Bure near Doles Pump

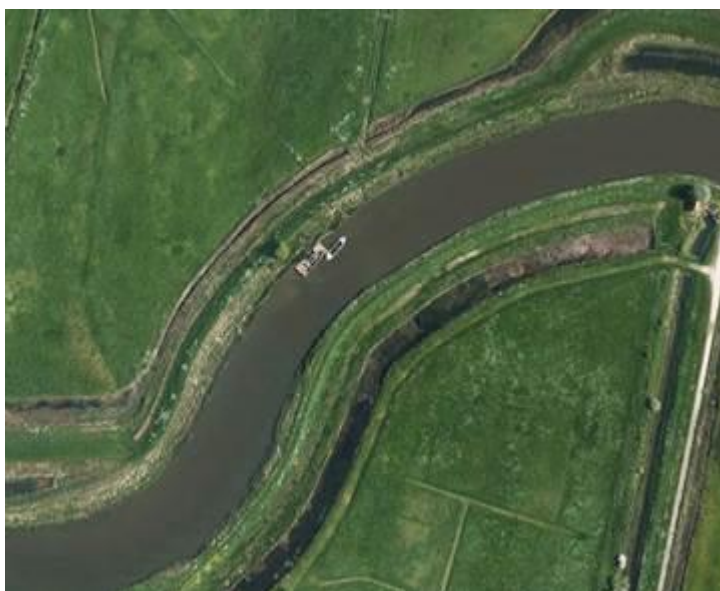


Figure 3: Aerial showing dredger on site, River Bure near Doles Pump



Figure 4: Post dredge survey, River Bure near Doles Pump

- 3.10 It is likely that the River Bure, particularly the lower reaches, has a very high siltation rate and that the general balance of inputs and outputs as suggested by the Cranfield University study (as stated in the Sediment Management Strategy) do not fit the River Bure. To understand the sediment dynamics for the River Bure and elsewhere would require further work. However, through our work on the ground we can clearly see the effectiveness of our dredging and have some understanding of return periods. For example between 2011 and 2014 the Authority removed approximately 60,000m³ of sediment from the lower Bure and we are currently returning to dredge some of the same bends.
- 3.11 The River Ant does not give a good basis for comparison as the 2014 and 2017 assessments are essentially based on the same data.

- 3.12 The assessment of the River Thurne is also predominantly based on the same data as in 2014; however there has been a reduction in the non-compliant volumes picked up by post-dredge surveys following recent dredging work on Hickling and also there have been a more accurate survey undertaken of Horsey Mere since 2014.

4 Future dredging programme

- 4.1 Analysis of the hydrographic survey data enables a detailed assessment of the dredging requirements in individual management units to be undertaken to the extent that precise areas and quantities of economically removable sediment can be identified.
- 4.2 However, Waterway Specification Compliance is not the sole deciding factor in determining where dredging operations should be programmed. Issues such as availability of disposal sites, the level and type of boat use in particular areas, the cost of sediment removal per cubic metre and unresolved safety incidents are also considered by officers in developing the future dredging programme. Table 4 sets out the proposed dredging programme for the financial year 2018/19.

Dredge Area	Estimated volume (m ³)
River Bure Three Mile House to Marina Keys	8,000
River Bure Marina Keys to bure Mouth (Plough dredging)	10,000
River Bure Horning	2,000
River Bure Belaugh to Coltishall	6,000
River Waveney Near Short Dam Level	6,000
River Waveney Near Stanley Carrs	5,000
River Chet Pyes Mill to Loddon	4,000
Waxham Cut	9,000
TOTAL	50,000

Table 4 Proposed Dredging Programme for 2018/19

5 Conclusions

- 5.1 The following conclusions can be drawn from analysis of the most recent hydrographic data and comparisons with figures reported in 2014:

1. Surveys undertaken before 2010 did not gather sufficient data to provide an accurate assessment of sediment volumes. All navigation areas have now been surveyed more accurately.
2. Reliable comparisons cannot be made of 2014 and 2017 estimated sediment volumes for the rivers Yare and Waveney. For these rivers, data available in 2014 was from surveys undertaken before 2010.
3. Reliable comparisons can be made of 2014 and 2017 estimated sediment volumes for the rivers Bure and Chet where full accurate surveys have been repeated.
4. The mapping of hydrographic data has provided an extremely useful tool enabling very well targeted dredging which is removing hazardous shoals in priority areas.
5. Comparable volume calculations may suggest a higher siltation rate than assumed in the Sediment Management Strategy.

5.2 As can be seen from Table 4 the proposed dredging programme for 2018/19 will achieve the Authority's manageable target of removing 50,000m³. The ongoing programme of hydrographic survey and modelling will continue to provide more accurate and comparable information which officers can use to accurately target and monitor the Authority's dredging activities. Members' comments are welcomed.

Background papers:	Sediment Management Strategy 2007
Author:	Tom Hunter
Date of report:	23 August 2017
Broads Plan Objectives:	NA1
Appendices:	None

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

Report by Head of Construction, Maintenance & Environment

Summary: This report sets out the progress made in the delivery of the 2017/18 Construction, Maintenance and Environment Section work programme from April 2017 to end July 2017. A summary of the year-end figures for dredging work during the 2016/17 year is also provided.

1 Construction Programme update

- 1.1 The progress of the Construction and Maintenance work programme is described in this report. The detailed breakdown in Appendix 1 shows that up to the end of July 2017, 22,200 m³ of sediment dredged has been removed from the prioritised sites. This represents 42% of the programmed target of 53,000m³.
- 1.2 As part of the enhancement project at Hickling Broad the planned dredging, reedswamp restoration and margin protection has now been completed. Reed and other wetland plants have been installed in restored reedswamp areas. A length of floating goose-guard and wave barrier protection has been installed south of The Studio to protect marginal vegetation from erosion and encourage regrowth in that area.
- 1.3 Plans for mudpumping priority areas in the marked channel in the North Bay of Hickling, and access to the Hickling public staithe are also well underway. The sediment is aimed to be used for arable benefit on adjacent farmland. The outcome of the Authority's application for an Environmental Permit for this re-use of waste activity is pending.
- 1.4 Restoration work to return dredging sites to previous condition or better has been underway over the summer months. At Rockland St Mary, the sediment placed on the bank of the Boat Dyke over the winter has been moved and spread.
- 1.5 Two major dredging projects this year focus on the Lower Bure between Stokesby and Marina Quays at Yarmouth; and Oulton Broad. On the Lower Bure, priority shoals have been identified where Waterways Specification was not being met. The re-use of all the planned dredged sediment in this section will be for supplying additional material for floodbank topping up and maintenance. The reed ronds have been temporarily used for dewatering and storage, before re-handling the sediment into place along the front face of the floodbank. Later in the autumn, where the ronds become wider, a concrete pump will be used to span the greater distance from the river, with some

material being used on the foldings and the back face of the floodbanks. At Oulton Broad two phases of work involve filling a setback area on land owned by Suffolk Wildlife Trust (which is now completed) and filling the Authority owned lagoon on the corner of Horseshoe Point. The focus of dredging in Oulton Broad is in the north bay, where a considerable volume of sediment has accumulated and this large source of sediment has impacts on depths in the main channel that runs through the broad.

2 Maintenance Programme Update

- 2.1 Refurbishment and repair work at the Authority's network of 24 hr moorings has continued since April, including timberwork refurbishment at Commissioner's Cut on the River Yare at Thorpe St Andrew; refurbishment and opening of the 40 m stretch of the former Boundary Farm mooring, which is now owned by the Authority; and timberwork replacement at Cantley 24 hr mooring.
- 2.2 This year, the Authority will be able to bring several new free 24hr moorings locations into use. The new length of mooring at Rockland Short Dyke has been completed and is now open for public use. Work is to be completed this autumn to bring newly acquired moorings up to Authority standards at Berney Mill on the Lower Yare, and Acle Bridge on the River Bure.
- 2.3 Work to rebuild and improve the Irstead Ranger billet, re-pile the whole site and improved access have been completed. The site now has a host of new features that will make working from the location much safer and effective.
- 2.4 Buoys marking the shallow water hazards near Pleasure Island in Barton Broad have been refurbished and repositioned. Additional marking of the re-profiled bank along Upton Dyke has also been carried out, to help delineate the deeper channel.
- 2.5 One of the most significant areas of work for the Maintenance Team over the summer has been the on-going programme of water plant management using the Authority's two Berky "cut and collect" weedharvester vessels. One operates in the northern broads, covering the Upper Thurne (Somerton Dyke; Hickling Broad, Catfield Dyke & Waxham Cut), the Ant (Tylers Cut & main river at Wayford) and the Bure (upstream of Wroxham); the other covers the southern rivers (Yare/Wensum upstream of Thorpe River Green) and the Waveney (Beccles to Geldeston). This year we have seen very healthy growth of water plants all across the Broads rivers. The main factors behind this are continuing improvements in water quality and fine weather in the early summer. The ranger teams have been reporting back on the conditions in their various areas which has helped determine priorities and the order in which sites are managed.
- 2.6 A 2.5 hectare area in Hickling Broad, outside the marked channel was also cut this summer, as per consent from Natural England. The area to cut in Hickling was guided by local users and the cut was only of the more common water plant species. During cutting, the operator did encounter stoneworts, so these were left and an alternative area of common species was cut adjacent to the marked channel, to ensure that the consented 2.5 ha was managed.

3 Environment & Design Team update

- 3.1 Following completion of last winter's riverbank tree management work, environment officers and ranger teams have prioritised the locations for work during 2017/18. These areas have been divided between work to be completed by contractors and that to be done by Authority teams. Integration of effort and vessel usage between rangers, operations and volunteers is a key target this winter. The approach to ensure this ambition has been through early programming of work sites and the location of vessels, flexible deployment of staff across all areas, and clear specification for the work to be carried out. For more information on the process and specification to be achieved, please see the separate report in this agenda.
- 3.2 In Hickling Broad the methodology of cutting 20 x 20 m trial plots in the dense stonewort beds with an intensive monitoring programme has been started. The first challenge was the actual cutting with the weedharvester, but the new Berky vessels have a far more effective cutting action than the old Miller vessel, so the cuts were clean and no uprooting was observed. This trial aims to provide some evidence of the impacts of cutting stoneworts and their subsequent growth, as this evidence does not currently exist in the Broads or elsewhere. Environment officers are engaged through the autumn in monitoring the regrowth and the response of the plants to this type of intervention.

4 CANAPE project

- 4.1 On June 8th the Interreg North Sea Region steering committee approved 15 new projects that will foster innovation, sustainable growth, climate change adaptation, eco-innovation, and green transport in the North Sea Region. The CANAPE bid, with the Broads Authority acting as Lead Partner has attracted a total project value across all partners of €5,545,105 over four years. The amount of grant approved to the Authority is €2,772,554. Our partners are based in the Netherlands, Denmark, Germany and Belgium.
- 4.2 In summary CANAPE or Creating A New Approach to Peatland Ecosystems is focussed on the principle that healthy peatlands help regulate global climate by actively removing CO₂ from the atmosphere, but damaged peatlands increase emissions. CANAPE combines North Sea Region (NSR) local authorities, NGOs & academic bodies to address challenges & manage sustainable, integrated peat landscapes that are resilient to climate change & contribute to the reduction in global CO₂ emissions. CANAPE will
- bring economic and environmental benefits in the NSR: reducing CO₂ emissions, increasing flood resilience, developing new wetland products & restoring unique ecosystems;
 - improve management of peatlands to reduce their contribution to climate change & improve resilience to its effects. CANAPE develops ecosystems governance and generates scientifically proven results;
 - involve key stakeholders in a transnational approach to avoid duplication, multiply the number of methods tested in similar landscapes with differing conditions, pool expertise & evaluate on a significant scale, establishing best practice which can be replicated elsewhere;

- transfer the innovative new methods & approaches to a wider range
- 4.3 The Kick-Off meeting is the 10 & 11 October 2017 in The Broads, and it is our first opportunity to meet all partners as a fully approved North Sea Region project. The Authority's project team have been busy preparing for the Kick-Off meeting and we have employed a Consultant who has specialist knowledge of North Sea Region projects to assist us in getting the content and governance of our first meeting correct. Two representatives from the NSR joint secretariat will be in attendance and will present to the partnership on the programme rules and communication routes between partners and the secretariat, as well as answering questions.
- 4.4 The Canape project will on nine sites demonstrate eight methods to restore and maintain peat-lands, improving their ecosystem services, and simultaneously test, demonstrate and scale up best practice, practical measures providing market potential for six peat derived products, through what is known as paludiculture.
- 4.5 The Broads based pilot for the lake restoration element of CANAPE will be focussed on Hickling Broad. This project will 'build with nature' and adapt traditional engineered lake edge protection measures to test alternative soft engineering approaches. The investments include creating new reed bed areas. This will be done using new geotextile membrane materials and locally sourced silt, with vegetation colonisation supported with planted wetland vegetation. The preferred option is a similar reedswamp creation project to that carried out last winter at Churchill's Bay, but further to the south. This project will need to explore different engineering solutions and offer the potential for more sediment to be managed sustainably from the marked channel of Hickling Broad.

Background papers: Nil

Author: Dan Hoare
Date of report: 18 August 2017

Broads Plan ref: NA1.1
Appendices: APPENDIX 1 – Dredging Progress 2017/18
APPENDIX 2 – Dredging Year End Summary 2016/17

Dredging Progress 2017/18 (April 2017 to end July 2017)

APPENDIX 1

Project Title	Project Element	Active BA dredging weeks Completed (to end July / Planned)	Volume Removed m ³		Annual project Cost ^a	Actual project cost (Apr-Jul)
			Planned	Actual	Planned	Actual
Haddiscoe Cut	Reedham End (Mar)	1 / 1	500	670	5,600	3,870
<i>Sediment into setback areas on the River Yare upstream of Reedham</i>						
Lower Bure	Phase 1. Stokesby to Three Mile House (Apr-Sep); Phase 2. Three Mile House to Marina Quay (Sep-Dec)	15 / 36	18,000	8,780	222,400	71,500
<i>Use of ronds again for dewatering and a second location using a concrete pump to move sediment to the folding behind the floodbank</i>						
Oulton Broad	Phase 1 - North Bay (Apr-Aug); Phase 2 - North Bay (Sep-Oct)	14 / 22	16,000	12,750	104,800	56,060
<i>Suffolk Wildlife Trust setback area and Authority's own sediment lagoon being filled at Horseshoe Point</i>						
Bure Mouth	Use of plough dredging to clear bars (Oct)	Contractor	2,000	-	15,000	120
<i>Subject to consent decision from Natural England for the submitted 10 year plan for navigation channel management in Breydon Water SSSI</i>						
Hickling Broad	Mudpumping marked channel in North Bay (Nov-Feb)	Contractor	6,000	-	69,300	13,440
<i>Use of sediment for arable benefit. Awaiting issue of the Environmental Permit from the Environment Agency. £30k from NPG.</i>						
Limekiln Dyke	Gaye's Staithe to Neatishead Staithe (Nov-Jan)	0 / 12	3,500	-	33,300	0
<i>Sidecasting material to the bank clear of trees last year</i>						
River Chet	Shoals near Hardley Flood (Jan-Mar)	0 / 12	4,000	-	22,300	90
<i>Sidecasting to provide additional material onto the weak/low sections of riverbank</i>						
Mid Bure	Thurne Mouth (Mar)	0 / 4	3,000	-	28,400	0
<i>Priority shoals in Thurne Mouth area</i>						
Site restoration	Rockland, Acle, Hickling	-	-	-	21,190	16,660
<i>Restoration of dredge sites from work in 2016/17</i>						
TOTAL		30 / 87	53,000	22,200	522,290	161,740

^a –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.

Dredging Progress 2016/17 (April 2016 to end March 2017)

APPENDIX 2

Project Title	Project Element	Active BA dredging weeks Completed (to end Mar / Planned)	Volume Removed m ³		Annual project Cost ^a	Actual project cost (Apr-Mar)
			Planned	Actual	Planned	Actual
Mid Bure	Horning Church to Ranworth Dyke (Apr-mid Jun)	11/10	5,000	5,820	57,480	64,020
<i>Completed setback areas at Horning Hall</i>						
Bure Mouth	Contractor (April)	-	500	500	3,700	3,730
<i>Contractor completed plough/agitation dredging to clear the bar downstream of Bure Mouth</i>						
Lower Waveney	Burgh Castle (Apr-May)	6/8	4,000	4,140	43,430	39,020
<i>Dredging completed upstream of and including Burgh Castle 24 hr moorings.</i>						
Lower Yare	Seven Mile House to Berney Arms (June)	5/6	4,000	4,290	33,060	22,210
<i>All shoals planned for dredging were completed</i>						
Haddiscoe Cut	Haddiscoe and Reedham ends (End Jul–mid Nov)	18/16	14,000	10,620	94,790	126,510
<i>Completed the priority dredging at St Olaves, Reedham & all along the island side of the Cut.</i>						
Yare - Whitlingham	Bends downstream of Whitlingham Broad (Aug-Oct)	9/12	5,000	6,200	61,100	19,950
<i>Completed the priority bends identified near Whitlingham. All material brought to Postwick Tip</i>						
Hickling	Priority <u>M</u> arked channel (Nov-Jan)	13/15	6,000	5,180	129,250	157,390
<i>Marked channel dredged near Deep Dyke and two reedswamp restoration areas completed</i>						
Rockland Boat Dyke	Rockland and bar at Langley Dyke (Dec-Jan)	14/8	2,900	6,210	29,630	80,910
<i>Rockland Staithe, Boat Dyke and the entrance to the Broad all dredged to specification. Langley Dyke entrance also dredged</i>						
Limekiln Dyke	Gayes Staithe to Neatishead Staithe (Feb-Mar)	-/8	3,600		18,960	0
<i>Deferred to 2017/18 – Replacement equipment for decommissioned Grab 7 and old Linkflotes not be available before April 2017</i>						
Lower Bure	Bure Loop (Feb-Mar)	-/6	5,000	0	34,940	460
<i>Deferred and moved to Stokesby starting in April 2017, as Lower Bure landowner issues couldn't be resolved in time</i>						
TOTAL		76/89	50,000	42,960	506,430	514,200

^a –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.

Riverside Tree & Scrub Management
Report by Environment & Design Supervisor

Summary: Management of riverside trees and scrub is required to maintain navigation safety and wind quality whilst retaining environmental features and interests. A five year plan, prioritising the location of riverside management has been produced, incorporating the permissions required, consultation and agreed methodology.

1 Background

- 1.1 The river corridors of the Broads contain a variety of habitats, with trees and scrub occupying a significant proportion, particularly in the upper reaches. This wooded environment provides valuable habitat for birds, fish, bats and otter; forms an important landscape resource; and contributes to ecosystem services in the form of carbon storage. However, encroachment by trees and scrub over and into the water causes safety issues for navigation through the narrowing of the navigation channel and obstruction to sight lines, particularly on river bends. Dense growth of trees and scrub also has the effect of reducing the quality and strength of wind available for sailing vessels.
- 1.2 Some management of riverside trees and scrub is required in order to maintain navigation safety and wind quality, however, the needs of navigation need to be balanced with the other values and interests as noted above. This balance can be achieved through effective prioritisation, consultation and sensitive working practices. It is important to note that tree management in this context refers to a reduction in density of woody species and lowering average height over the medium term, and not the removal of all such growth.

2 Legal Framework

- 2.1 Much of the Broads area is designated for its nature conservation interest to National and European level. As such, any works within these protected areas requires assent from Natural England before work can commence. Consultation is required with the Environment Agency as riverbank tree management falls within the scope of the Water Framework Directive (WFD). An Environmental Permit is also a legal requirement for the use of herbicides near waterbodies, which includes the treatment of cut tree stumps. In addition, the Forestry Commission must be consulted on large scale felling of trees through the felling licence process, although the Broads Authority is exempt where works are required to maintain navigation safety.

- 2.2 The management of riverside trees and scrub is the responsibility of the landowner or tenant. However, as the Broads Authority is responsible for maintaining safe and navigable waterways, the condition of trees along the margins of the rivers and broads is monitored by the Ranger Team. Where remedial work is required, landowners are advised and are expected to make safe any significant hazards to navigation.

3 Prioritising Management

- 3.1 In 2015, an approach to categorising and prioritising riverside tree and scrub management was produced by the Broads Authority. Each river valley was surveyed by a Ranger and Environment Officer to determine the types of habitat present and the work required to make improvements to navigation safety and wind availability. For each stretch of the river a priority class was assigned to reflect when the work should be undertaken. Notes were also taken regarding ecological features such as trees with bat potential and other points of conservation interest.
- 3.2 This survey information was recorded electronically and prioritised maps produced for each river valley. Permissions from statutory bodies and landowners were then obtained for works to proceed during the winter months.
- 3.3 This initial prioritisation work enabled 4100m of riverside trees to be managed during the winter of 2016/17, utilising Broads Authority staff, volunteers and contractors.

4. Additional Prioritisation

- 4.1. To improve efficiency and streamline the consenting process, agreement was reached with Natural England for the Broads Authority to request assent for a five year work period, starting in winter 2017/18. In order to do this, maps delineating the areas to be managed within the next five years were required.
- 4.2 During January 2017, Rangers and Environment Officers worked together to fine tune the prioritisation process with additional criteria added to improve the robustness of the process. The list of parameters utilised in the prioritisation process includes:
- sailing intensity
 - general boat usage
 - presence of moorings
 - position of river stretch (bends or straight)
 - density of riverside growth
 - width of channel lost to tree encroachment

5. Results & Methodology

- 5.1 The prioritisation has been used to produce maps showing those areas that require management within the next 5 years (see Figure 1). Year 1 (2017/18)

priorities have been confirmed pending landowner, Natural England and Environment Agency agreement. However, it should be noted that years 2-5 (2018/19-2021/22) are subject to final operational work planning and budget availability in addition to obtaining further landowner permissions.

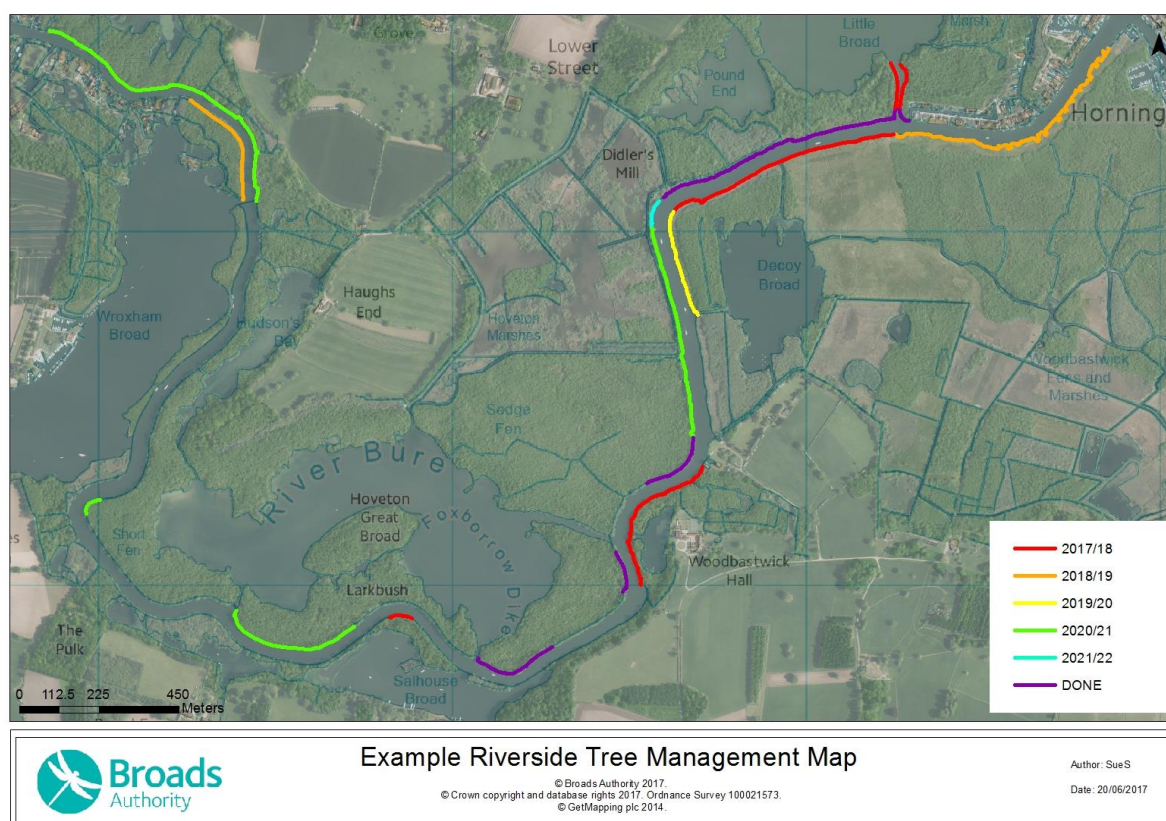


Figure 1 – Example 5 year tree riverside management plan

5.2 Part of the consultation and permissions process has included detailed discussion with Natural England and the Environment Agency regarding the works specification and practical methodology. The following points summarise the permitted approach:

- Trees and scrub will be managed in a zone to a maximum width of 3m from the river edge (*agreed through consultation with the Forestry Commission*)
- Within managed zones, occasional trees and scrub that overhang the river will be retained for the benefit of birds and spawning and overwintering fish; the retained amount should total 20% of the linear distance of the managed stretch.
- Some mature trees are to be retained (particularly where there are no significant safety hazards and contain deadwood and features of use to invertebrates, bats and fungi)
- The occasional young or semi-mature alder and/or oak are to be retained, in the spaces between other retained mature/veteran specimens, to provide replacement specimens for the future.
- Within the zone 1m landward of the bank edge, trees with a 15cm diameter or greater, a maximum of 50% of the cut stumps can be treated with herbicide. Of particular importance, and not to be treated, are those stumps with roots

coming out from the bank which offer spawning potential and refuge areas for fish.

- Within the remaining 2m strip (1m to 3m back from the river edge), all cut stumps can be treated with herbicide, but the occasional mature tree stump should not be treated, or young 5 to 10 year old trees should not be felled. This is to provide future specimen trees to replace existing mature trees.

It should be noted that each section of riverbank is assessed annually and further specific actions applied depending on the nature of the habitat present.

6. Consultation and Permissions

- 6.1 To consider the potential impacts of works within a site that has designated features of European importance, the Broads Authority is required to produce a Habitat Risk Assessment (HRA) Screening document. This describes the features for which the site is designated and considers whether the proposed works are likely to have a significant effect upon those features. If this exercise concludes that a significant effect is likely, an Appropriate Assessment is then required.
- 6.2 Consent is also required from the Environment Agency in the form of a Water Framework Directive (WFD) Assessment and formal application is required for permission to use herbicide near water (Aqherb01).
- 6.3 To date, an HRA has been produced and submitted to Natural England with the Authority concluding that the works proposed through the five year plan are not likely to have a significant effect on the European interest features. This conclusion is based upon the scale of the works and specification and methodologies for working, as described in section 4. The WFD Assessment and Aqherb01 permissions are in the process of submission at the time of writing this report.
- 6.4 Once assent from Natural England has been gained, individual landowners will be contacted to request permission for the Broads Authority to undertake the work on their land. A formal agreement will be drawn up between both parties detailing the works, specific methodology and expected timescale.
- 6.5 Consultation will also be required with Broads Authority planning officers where trees fall within planning Conservation Areas and/or have Tree Preservation Orders (TPO).

7. Next Steps

- 7.1 While the consultation and permissions process is underway, work proposed for the coming winter will be assigned between Broads Authority staff, volunteers and contractors.
- 7.2 Assent from Natural England, if awarded, will cover the proposed five-year work programme, whereas Aqherb01 licences are applied for on an annual basis.

- 7.3 For each consecutive year, final decisions will be made over the summer as to the exact stretches that will be managed the following winter and how they are best managed in terms of resource. As part of this process, all areas of completed management will be recorded and any stretches that do not get managed within the proposed year will be re-programmed.
- 7.4 It is anticipated that a further re-prioritisation exercise will take place during 2020/21 to plan the next five year work programme commencing in 2022/23.

Background papers:	Riverside Tree and Scrub Management in the Broads 2015-2025
Author:	Sue Stephenson
Date of report:	27 June 2017
Broads Plan Objectives:	NA2.1
Appendices:	None

River Wensum Strategy Consultation
Report by Senior Waterways and Recreation Officer

Summary: This report provides members with details of the draft River Wensum Strategy that is currently being consulted on and highlights the main aspects of the strategy that relate to navigation and access to the River Wensum. Members' comments on the draft strategy, particularly with regard to the policies and proposals that seek to enhance river access, are welcomed.

1 Introduction

- 1.1 The River Wensum Strategy Partnership (RWSP) has recently published a draft strategy for the future management of River Wensum in Norwich with the aim of repurposing and revitalising the river to make it a tourism asset for the City. The RWSP led by Norwich City Council working in partnership with the Broads Authority, Norfolk County Council, the Environment Agency and the Norwich Society consulted with stakeholders and local residents to scope the strategy and the draft strategy is now being consulted on. The strategy area covers the River Wensum from Hellesdon Mill in the west to Whitlingham Country Park in the East. The draft strategy can be viewed at www.norwich.gov.uk/riverwensum and comments about the strategy can be submitted by completing a questionnaire about the strategy at this link.

2 Vision and objectives

- 2.1 The strategy vision is to: "breathe new life into the river by enhancing it for the benefit of all and increasing access to, and greater use of, this important asset. The river will once again play an important part in the growth and vitality of the city, strengthening the visitor economy and helping to give the city a competitive advantage in attracting inward investment".
- 2.2 The objectives set out in the strategy for delivering this vision are:
- improving the management of the river corridor and its surroundings for the benefit of the city, residents of the wider Norwich area, and visitors;
 - increasing access to, and use of, the area by all, including enhanced connectivity with the Norfolk Trails network;
 - enhancing the natural environment and green infrastructure;
 - enhancing the city's environmental, cultural and historic offer in a manner which maximises the attractiveness of the area as a location to do business;
 - enhancing heritage, making the most of the unique historic environment within the river corridor;

- addressing social deprivation and inequalities;
- maximising the efficiency of public expenditure in the river corridor, where possible reducing the pressure on stretched public sector budgets; and
- identifying and exploiting external funding opportunities including private sector investment.

3 The draft strategy proposals

3.1 The strategy seeks to deliver the objectives through a number of themed sections which focus on things like the general management of the river and its surroundings, navigation and leisure access and the environment.

3.2 Management

A well-managed river corridor, with effective joint working between partners, is a pre-requisite for the regeneration of the river corridor and to maximise benefits to the city and wider area. Management proposals in the strategy include:

- clarification of Partners' roles and responsibilities to make it easier for stakeholders and the public to know who to contact;
- establishment of delivery arrangements including a delivery board to oversee day-to-day management of the river, and a strategic board to oversee implementation and monitoring, involving joint working with key delivery partner;
- working with local stakeholder groups and those who live and work in the vicinity of the river to help deliver the strategy;
- ensuring that ongoing maintenance is addressed fully for all projects and proposals to make sure that they do not add to ongoing public maintenance expenditure.

3.3 Navigation access and leisure

A key strategy theme is increasing access to the river corridor, including enhancing the connectivity of the riverside walk with the Norfolk Trails network and encouraging greater leisure and commercial use of the river itself. The proposed access measures in the strategy seek to encourage increased use of the river corridor by commuters and leisure users, and help to create the conditions for local businesses to thrive through increased footfall and activity including events and festivals, whilst supporting health initiatives which encourage activity. Proposals include:

- completion of the riverside walk between New Mills and Trowse Swing Bridge, including construction of key 'missing links' of the Riverside Walk between Duke's Palace Bridge and Blackfriars Bridge and between Fye Bridge and Whitefriars Bridge;
- improvements to the accessibility of the Riverside Walk downstream of New Mills making it accessible for people of all ages and abilities, and enhanced signage between the river and key tourist and visitor locations;

- an improved cycle crossing of the Barn Road roundabout to encourage greater commuting and leisure usage of the Marriotts Way and the Riverside Walk;
- enhanced links with the Broads footpath and cycle network at Whitlingham Country Park in the longer term;
- enhancement of existing, and creation of new, river infrastructure - this includes an improved slipway at Friar's Quay and enhanced moorings at the Yacht station;
- new short-stay visitor moorings and demasting moorings are proposed in a number of locations including Quayside between Carrow Bridge and Lady Julian Bridge and Trowse Swing Bridge;
- improved canoeing infrastructure including new canoe access points at New Mills;
- enhancement of angling access and fish habitat
- promotion of river events and trails including a proposed river festival.

3.4 Environment

The strategy aims to improve the natural environment, the public realm and open spaces near to the river. The river is a wildlife corridor and its sensitive enhancement has the potential to improve ecology and biodiversity in the heart of the city. Proposals include:

- improvements to water quality in specific stretches of the river including a proposal to reduce the levels of oils and fats entering the river from food related businesses in the Magdalen Street/Fye Bridge Street area;
- protection and enhancement of biodiversity of the river and riverbanks including proposals for floating vegetation platforms; a biodiversity enhancement and non-invasive species management plan and an eel pass at New Mills to assist with migration of this protected species (which has now been installed);
- improvements to open spaces adjacent to the river to maximise their use for leisure and recreation as well as enhancing biodiversity and heritage features where appropriate.

4 **Funding**

- 4.1 The strategy aims to deliver improvements to the river corridor over a ten year period. The action plan will identify projects that are likely to be deliverable in the short to medium term. Other projects will require external funding and this is currently being looked at in detail by the RWSP. Potential sources of project funding include Community Infrastructure Levy (CIL), Anglian Water and the Heritage Lottery Fund.

5 **Conclusions**

- 5.1 The objectives, policies and projects outlined in the draft strategy document propose an integrated approach to managing the Wensum in order to maximise its potential for tourism, navigation, green infrastructure, biodiversity

and business development. This approach is to be welcomed as the strategy presents a real opportunity to deliver a wide range of social, environmental and recreational benefits for the city through partnership working particularly through enhancements to land and water access.

- 5.2 Members' comments on the draft strategy and specifically the projects that aim to deliver improvements for the navigation are welcomed.

Background paper:	None
Report author:	Adrian Clarke
Date of report:	23 August 2017
Broads Plan Objectives:	TR1/ TR3/ NA4
Appendices:	None

Broads Local Plan – Publication Version
Report by Planning Policy Officer

Summary: This report introduces the Broads Local Plan Publication Version. This is the third consultation stage of the Local Plan production. It includes final policies for the stakeholders and public to consider. Consultation will run from 4 October to 15 November 2017. The consultation period covers 6 weeks. Members' views are requested.

1 Introduction

- 1.1 Local Planning Authorities are required to prepare a Local Plan which will define planning policies within its local planning authority area. These are given significant weight when deciding planning applications as all decisions are required to be made in accordance with the policies unless there are strong material reasons not to. Local plans must be positively prepared, justified, effective and consistent with national policy.
- 1.2 The National Planning Policy Framework (NPPF) (The Framework) states that every local planning authority in England should have a clear, up to date Local Plan, which conforms to the Framework, meets local development needs, and reflects local people's views of how they wish their community to develop. The process should fully involve everyone who has an interest in the document or area and they should have had the chance to comment.
- 1.3 The Broads Authority currently has three adopted Planning Policy documents: The Core Strategy, Development Management Document and the Sites Specifics Local Plan. Some of the policies have existed since 2007 and are not fully in line with Government policy now. As such, we are reviewing all our current policies and looking into new issues as we produce a new and up to date Local Plan.
- 1.4 For the avoidance of doubt, until the new Local Plan is adopted, the existing adopted and saved policies are in place and will be used in determining planning applications.

2 The Issues and Options and Preferred Options Stage

- 2.1 Members may recall we undertook the consultation on the Issues and Options version of the Local Plan between 15 February and 8 April 2016 and the Preferred Options version was consulted on for 9 weeks from 5 December 2016 to 3 February 2017. We received many comments and these can be found on the Broads Authority website.

<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

These comments have helped inform the Publication Version of the Local Plan.

3 About the Publication version

3.1 This is the third stage of producing a Local Plan. The document includes final policy wording, reasons for having such a policy as well as a vision and objectives.

3.2 The following table shows the Local Plan production process.

Table 1: Broads Local Plan Process

Sustainability Appraisal and Habitats Regulation Assessment	1: Identify issues	Review existing policies and identify current gaps in policies.
	2: Collect evidence	Research that will inform the Local Plan.
	3: Consult (Issues and Options)	The Authority will inform stakeholders and the public that the Local Plan is being produced and ask for views on what the plan should cover. Minimum of 6 week consultation period. (Regulation 18)
	4: Prepare Draft Plan	The evidence and comments received help produce a draft Local Plan.
	5: Consult (Preferred Options)	The Authority will consult with stakeholders and the public on the draft Local Plan for a minimum of 6 weeks.
	6: Improve Plan	The Authority will take on board comments received and any further evidence as they improve the Local Plan.
	7: Publish Plan (Publication)	The plan is available for stakeholders and the public to comment on for a minimum of 6 weeks. (Regulation 19)
	8: Submit	The Authority will assess the comments received. If it considers that the Local Plan is sound, it can submit the Plan to the Planning Inspectorate (Regulation 22). If the Authority wishes to improve the plan, then stages 6 and 7 are repeated.
	9: Examine	The Plan is examined by an independent Planning Inspector. There may be Public Hearings. (Regulation 24)
	10: Adopt	If the independent Planning Inspector finds the Local Plan sound, the Plan can be adopted by the Authority. (Regulations 25 and 26). If the Inspector does not find the Local Plan sound, the process goes back to stage 6.

3.3 The Publication version of the Local Plan is around 250 pages long. This is because it includes strategic policies, development management policies and site specific policies which are currently in three different documents. The Local Plan combines three documents into one. A summary of the document will also be prepared and this will be around 30 pages long.

3.4 Please note that this version of the Local Plan is also the same version sent to Planning Committee for consideration at their meeting on 15 September. The

Full Authority at the end of September needs to agree the final Local Plan and there could be some changes between now and the Full Authority meeting.

- 3.5 This report identifies some particular policy areas that could be of interest to Navigation Committee. Section numbers refer to the page of the Publication Local Plan document. This report also identifies some evidence that could be of interest to Navigation Committee.
- Evidence : DRAFT Gypsy, Traveller, Travelling Show People, Caravan and Houseboat Needs Assessment.
Currently in draft at the time of writing, and not included in the paper for Navigation Committee but indicates the draft need for residential moorings as 63 by 2036.
 - Evidence: Residential Moorings Topic Paper (Appendix B).
Following two calls for sites for residential moorings (as explained within the document), 6 sites were nominated for inclusion within the Local Plan. These sites were assessed and the Topic Paper recommends three sites for inclusion in the Local Plan at Hipperson's Boatyard, Loddon Marina and Greenway Marine. The allocation in the Sites Specifics Local Plan at Brundall Gardens is also included in the new Local Plan. These allocations and the one permission to date amount to 26 residential moorings. The Topic Paper also explains the situation with regards to the need as discussed previously.
 - Local Plan (Appendix A)
Challenges and Opportunities – Section 7. P21
This section sets out a SWOT analysis (Strength, Weaknesses, Opportunities and Threats) of the Broads.

Vision and Objectives – Section 8.p25

The vision used in the Local Plan is the same as the Broads Plan vision. There are objectives for the Local Plan in this section as well.

Policy PUBDM2: Boat wash down facilities, Section 10.

Wash down areas required as part of relevant development to tackle bio-security and anti-fouling paint entering the water.

Policy PUBDM8: Climate Smart Checklist, Section 13

The low-lying and coastal nature of the Broads and the dominance of water in the landscape make it particularly vulnerable to the effects of climate change and sea level rise. The policy requires a checklist to be produced to show how climate change has been considered and addressed.

Policy PUBDM9: Peat, Section 14

Policy seeks to reduce amount of peat lost/affected as part of proposals.

Policy PUBDM10: Heritage Assets, Section 15

Historic environment generally protected and also refers to peat and the Historic England status of the Broads as having exceptional waterlogged heritage.

Policy PUBDM21: Light pollution and dark skies, Section 20

Reflects the dark sky study completed in winter 2015/16. Sets three zones – darkest, intrinsic dark skies and then the rest of the Broads. Seeks to protect the dark skies of the Broads.

Section 24 – Navigation.-101

- Policy PUBSP13: Navigable Water Space
- Policy PUBDM30: Access to the Water
- Policy PUBDM31: Riverbank stabilisation
- Policy PUBSP14 Mooring Provision
- Policy PUBDM32: Moorings, mooring basins and marinas.

Policy PUBDM36: New Residential Moorings, Section 25

The policy is generally similar to the current adopted policy.

Policy PUBDM45: Safety by the Water, Section 29

A new policy raising the importance of safety features for waterside development.

Policy PUBDM46: Planning Obligations and Developer Contributions, Section 30

Refers to instances when planning obligations will be required and what kind of infrastructure they would be spent on.

Policy PUBDM49: Leisure plots and mooring plots, Section 31 P147

New leisure plots will not be permitted. The use of mooring plots will be restricted to the mooring of boats and uses incidental to that activity. Mooring plots will be kept generally free of buildings and above ground structures

Section 32 – Site Specific Policies.

There are numerous policies in this section. The majority will be relates to waterside sites or areas important for navigation. It is recommended that Navigation Committee members use the contents page of the Local Plan to navigate to settlements that are of particular interest.

With regards to the non-settlement based and cover a range of locations or a large area. Policies relevant to navigation are summarised below:

- Policy PUBSSTRI: Trinity Broads, seeks to protect the tranquillity of the area.
- Policy PUBSSTHU: Upper Thurne, seeks to protect the tranquillity of the area.
- Policy PUBSSPUBS: Waterside Pubs Network, seeks to retain waterside pubs in public house use.
- Policy PUBSSSTAITHES seeks to protect staithes from being built upon and adversely possessed.

4 Sustainability Appraisal

- 4.1 The term “sustainability appraisal” is used to describe a form of assessment that considers the social, environmental and economic effects of implementing a particular plan or planning policy document.
- 4.2 Accompanying the Publication Local Plan document is a sustainability appraisal which is also out for consultation. This assesses the policies against agree objectives. This is not completed at the time of writing.

5 Habitats Regulation Assessment

- 5.1 At the time of writing, the Habitats Regulation Assessment was being produced. A Habitat Regulation Assessment is required for all proposals that are likely to have an effect on a SPA, SAC or Ramsar site. Proposals will only be permitted if they do not adversely affect the integrity of the site.
- 5.2 The HRA will be completed in time for Planning Committee and Full Authority to consider.

6 Viability Appraisal

- 6.1 Local Plans are required to be tested to see if the requirements affect the financial viability of proposals. At the time of writing, this assessment was underway. The study will be completed in time for Planning Committee and Full Authority to consider.

7 Consultation

- 7.1 The Authority is required to do the following activities to advertise the consultation of the Local Plan.
 - a) Write/Email to specific statutory consultees (like Natural England and the Environment Agency).
 - b) Write/Email to other consultees the Authority considers should be consulted (such as local groups and others who have expressed an interest in the Local Plan – e.g NSBA, BHBF).
 - c) A formal notice in the newspaper.
 - d) Place hard copies in accessible venues around the Broads Executive Area and beyond (such as libraries and District Council Offices).
 - e) Place the document on the Authority’s website.
- 7.2 It is also proposed to do the following
 - a) A summary leaflet with accessible language for the public to read as an alternative to the entire document.
 - b) Liaison with Parish Council regarding including the consultation in their Parish newsletters.
 - c) Drop in sessions to be held at venues around the Broads.

8 Links with the Broads Plan

- 8.1 The Broads Plan is the management plan for the Broads. It is another statutory plan and one that has been completed. With similar names, there is potential for confusion between the Broads Plan and the Broads Local Plan. Both plans have a section referring to the other plan to try to help make the differences clear to the reader.

9 Next Steps

- 9.1 The Publication version of the Local Plan will be taken to Planning Committee for their consideration on 15 September 2017. Following Planning Committee, the Publication Local Plan will be taken to the Authority on 29 September for its consideration. If Authority gives its approval, the Publication Local Plan will then be published for public consultation for 4 weeks beginning on the 4 October.
- 9.2 When the consultation ends, the comments will be considered and reported back to Members in due course and a decision will then be made whether to submit the Local Plan to the Planning Inspectorate. If submitted to the Planning Inspector, an examination of the Local Plan in public will then be held. This is likely to take place in the spring of 2018.

10 Conclusion

- 10.1 The Publication version of the Local Plan is the third stage of producing a new Local Plan for the Broads. It identifies final policy wording. This report seeks to explain the process as well as highlight particular policies that might be of particular interest to Navigation Committee members.
- 10.2 The views of Navigation Committee Members are sought.

Background papers: None
Author: Natalie Beal
Date of report: 15 August 2017

Appendices: [Appendix A: The Broads Local Plan – Publication Version](#)
Appendix B: Residential Moorings Topic Paper



**Broads Authority Local Plan
Assessment of residential moorings nominations
August 2017**

1. Introduction

As part of the Issues and Options consultation, held in early 2016, stakeholders and the public were asked to nominate areas suitable for residential moorings. A further call for sites was held in June/July 2017. On this occasion, marinas and boatyards that meet the locational requirements of the policy (i.e. within or adjacent to development boundaries) were contacted.

Only two nominations were received at the Issues and options stage. These were from the same person/organisation and in the same general area. One representation to the Preferred Options Local Plan consultation suggested a site for allocation. Four nominations were received as a result of the July 2017 call for sites. This report assesses the nominations.

Please note that the Residential Boat Owners Association offered their assistance in assessing any nominations. Their thoughts on the nomination are included in this report.

A site visit was undertaken on 10 August 2016 to Hipperson's boatyard and 27 July 2017 to Loddon Marina, Greenway Marina and the Beauchamp Arms. Berney Arms was not visited as Officers are familiar with the site, although the nomination was discussed with the person who nominated the site.

This document also assesses allocating residential moorings at the Waveney River Centre. The Authority is familiar with the site and the site has an extant permission for 10 temporary residential moorings (5 years due to expire in January 2021). The owner of the Centre was contacted to ask for extra information to help assess the nomination.

2. Houseboat Need Assessment, RRR Consultancy, 2017¹

As required by the Housing and Planning Act 2016, the need for houseboats has been assessed. As houseboats need is more related to residential mooring need, the study concluded that 63 residential moorings are needed over the plan period. This figure needs to be interpreted with some caution as it is based on limited interviews with boat dwellers and is based on anecdotal estimates rather than a count or survey of the numbers of people who live on boats. Please note that no such count is taken regularly. Furthermore, the study does state that those living on boats do so by choice rather than from an ethnic background and its findings indicate that most are single people or childless couples.

That being said, the Authority acknowledges that the high environmental quality of the Broads and wide range of opportunities it offers for boating make the area a popular location. As a consequence

¹ This report also assessed the need for Gypsy and Travellers, Travelling Show People and caravans.

there is a significant associated demand for residential moorings. The provision of residential moorings must, however, be carefully managed to ensure that the special qualities of the Broad and their enjoyment are protected.

3. Housing and Land Availability Assessment 2017

As well as this assessment against policy criteria, the sites were also assessed as part of the Housing and Economic Land Availability Assessment. This assessment assesses the suitability of sites against criteria that are not Local Plan policy related. The HELAA can be found here <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan/evidence-base2>. The HELAA is effectively the first stage of the process with this assessment following on from it. This assessment in this document assesses the proposals against adopted policy criteria.

4. The nominations

Both original nominations are located at H E Hipperson boat yard, Beccles. One nomination is for one residential mooring and the other for 4 residential moorings. The July nominations were at Greenway Marina, Loddon (5 residential moorings), Loddon Marina (40 stern on residential moorings), Beauchamp Arms (20 stern on residential moorings) and Berney Arms (10 stern on residential moorings). The Waveney River Centre representation was in reference to a small number of residential dwellings (for the purposes of this assessment, we have presumed 10 as this is the number with temporary planning permission). See plans at Appendix C.

5. Residential moorings planning history

a) H E Hipperson boat yard.

Application for a residential mooring.

Received: 09.09.2014

Ref: BA/2014/0307/FUL²

Status: Approved with Conditions

Decision Date: 18.11.2014

b) Greenway Marina, Loddon.

No Planning history related to residential moorings.

c) Loddon Marina.

No Planning history related to residential moorings.

d) Beauchamp Arms.

No Planning history related to residential moorings.

e) Berney Arms.

No Planning history related to residential moorings.

² This is the original PP. It has been amended twice. Other two references: BA/2016/0064/COND and BA/2016/0356/COND. All expire on same date.

f) Waveney River Centre

Application for 10 residential moorings

Received: 17 July 2015

Ref: BA/2015/0251/FUL

Status: 10 temporary moorings approved with conditions

Decision Date: 22 January 2016. There have been two applications to make the permission permanent, both refused. One currently subject of an appeal.

6. Assessment of nominations

a) Hipperson's Boatyard

Green: Area 1: Relates to the nomination for 3 residential moorings

Blue: Area 2: Relates to the nomination for 1 residential mooring

Black: Relates to both nominations.

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	<p>3 additional residential moorings. There is one residential mooring already.</p> <p>1 residential mooring.</p> <p>No specific lengths in mind, the vessel dimension byelaws already define the size of vessels that can use the various rivers, so we would reference those.</p>	Noted
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	H.E. Hipperson is located on the edge of Beccles, with the town being within easy walking or cycling distance. All the usual facilities of a small town are nearby, including schools, shops, churches, doctor and dentist surgeries.	Beccles was assessed as part of the Settlement Study and discussed in the Development Boundary Topic Paper. The town has a very good range of facilities and scores highly in the Settlement Study. Tesco's for example is half a mile walk from the proposed site, with footways along the route.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	There are existing moorings already in use by the boatyard, we are proposing a change of status to an additional four, rather than the creation of new moorings.	The existing moorings are private and not visitor mooring.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	<p>No, the majority of moorings are off the river in a private basin. The riverfront moorings are on a relatively wide stretch of the river. The vessel dimension byelaws would preclude a vessel large enough to cause navigation issues.</p> <p>No, the proposed location is a private mooring basin off the main river.</p>	There are moorings there already and a site visit has been undertaken by the Senior Waterways and Recreation Officer who concluded that there would not be any impact on navigation.

Criteria	Information provided	Broads Authority Assessment
5: Is riverbank erosion an issue here? How would this be addressed?	No, the river frontage is piled and quay headed, as is the majority of the mooring basin.	Confirmed from site visit.
6: What are the adjacent buildings or land used for	Boat repairs and storage (including a wet shed). The surrounding land is farmland used for cattle grazing.	See photos
7: What is the character or appearance of the surrounding area?	Rural in appearance generally, a well-kept working boatyard adjacent to the moorings.	Confirmed from site visit.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes, there is safe access to the boats from the land, for all moorings.	Confirmed from site visit.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Off street car parking is available on the site for a large number of cars.	Confirmed from site visit.
10: How can service and emergency vehicles access the area safely?	Via the main driveway	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	There are waste and recycling bins provided at the yard. Sewage is disposed of via a pumpout point at the yard. Vessels (both residential and otherwise) can have their waste tanks emptied here.	Confirmed from site visit.
12: Is the area on mains sewerage?	Sewage from the site is pumped across the bridge to the Beccles sewerage system.	Confirmed from site visit. See also comments from Anglian Water Services.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No.	Confirmed from site visit.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes, we own the business that owns the site.	Noted.
15: What is the current use of the site?	Boatyard. Amenity land and mooring	Confirmed from site visit.

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

Question	Information provided	Broads Authority Assessment
Why have you marked such a large area for residential	Boats by their nature are movable and relatively self-contained. Therefore it	Noted that the detail will be for the planning application

moorings on the plan when it is only four moorings that you wish to have?	may move to different spots in the yard depending on the size of the boat or other considerations. Depending on the size of boat, we may want it in a different location. There will be nothing about the moorings that makes them residential in terms of services etc. (compared to regular moorings). Whilst a larger area may be allocated as residential moorings, it will be for the planning application route to determine the exact location of the four residential moorings.	process.
Has the current residential mooring got planning permission?	Yes (BA 2014.0307.FUL)	Confirmed.
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Toilets, water, electricity, parking, rubbish and sewage disposal.	Noted.

Beccles does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Beccles does score well in the Settlement Study³ with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper⁴ notes that Beccles does will not have a development boundary because *'other development is likely to not be appropriate in the Broads Executive Area for reasons such as flood risk. Beccles is classed as a Market Town in the Waveney Core Strategy and is set to see some residential development within its built up area. Beccles does have physical limits as set out in the Waveney District Council Site Allocations document and has been allocated two sites totalling around 60 dwellings. The settlement as a whole is therefore accommodating some growth in a more appropriate location that the Broads part of the settlement'*.

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

b) Greenway Marina, Chedgrave.

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	5	Noted. The proposal is to allocate the entire length of moorings for residential mooring use, with a maximum

³ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf

⁴ <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
		of five at any time along the length of the moorings.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	All in village. Short walk.	Agreed.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes, private rented.	Noted that these could be replaced by residential moorings as and when they become available.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No	Presuming the vessels are the same length as there now, no. They are moored stern on currently.
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted. Of relevance however is that it seems the quay heading may need some maintenance.
6: What are the adjacent buildings or land used for	Boatyard	Noted and agreed. Although nearby there is residential buildings and undeveloped countryside.
7: What is the character or appearance of the surrounding area?	Boatyard	
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Of relevance however is that it seems the quay heading may need some maintenance.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Car park (hardstanding adjacent to moorings)	Confirmed from site visit.
10: How can service and emergency vehicles access the area safely?	Unrestricted access	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	Bins supplied by boatyard. Pump out on site.	Noted.
12: Is the area on mains sewerage?	Septic tank	Noted.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No	Noted although near to working boatyards. That being said, those deciding to live in a working boatyard may expect there to be noise associated with operations for example.
14: Do you own the site? If not	Yes	Noted.

Criteria	Information provided	Broads Authority Assessment
who does and have you told then about your proposal?		
15: What is the current use of the site?	Boatyard and moorings	Confirmed from site visit.

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

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	The current toilet needs improvements and there are no showers. Plans to upgrade the toilet to include a shower. Water and electricity supply along the moorings so convenient.	Noted.

Chedgrave does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Chedgrave does score well in the Settlement Study⁵ with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper⁶ notes that Chedgrave does will not have a development boundary because '*In the Site Allocations and Development Policies Local Plan, South Norfolk allocate a site in Loddon for around 200 dwellings and both Chedgrave and Loddon have development boundaries so the settlement as a whole is accommodating some growth in a more appropriate location that the Broads part of the settlement.*'

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

c) Loddon Marina, Loddon

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	40 stern on moorings within our basin and land	Noted although it seems this is all the moorings in the basin. Aware that this is the maximum and owner would accept less.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	Full Village with everything required within walking distance	Agreed.

⁵ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf

⁶ <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes Private Marina	Noted. It is not clear however what would happen to the current vessels that are displaced.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No not in main river	Noted and agreed if the format is maintained as it is and the vessels are the same size as the ones there now.
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted although we were warned to be careful walking on the quay heading implying this needs improving.
6: What are the adjacent buildings or land used for	Boat Yard offices storage caravan field	Noted and agreed. Although nearby there is residential buildings and undeveloped countryside.
7: What is the character or appearance of the surrounding area?	Boat Yard next to village and farmland with footpath to Pyes Mill	
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Noted although we were warned to be careful walking on the quay heading implying this needs improving.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Full car Park for up to 100 vehicles	Noted and agreed that there are places to park although these were not counted.
10: How can service and emergency vehicles access the area safely?	By Road next to moorings	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	Waste is by South Norfolk and sewerage on mains	Noted.
12: Is the area on mains sewerage?	Yes	Noted.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No	Noted although near to working boatyards. That being said, those deciding to live in a working boatyard may expect there to be noise associated with operations for example.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted.
15: What is the current use of the site?	Boat Yard Offices repair shops for boats caravans cars etc , storage, caravan field	Confirmed from site visit.

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

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Showers and toilets provided and facilities for electricity and freshwater.	Noted and agreed.

Loddon does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Loddon does score well in the Settlement Study⁷ with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper⁸ notes that Loddon does will not have a development boundary because *'In the Site Allocations and Development Policies Local Plan, South Norfolk allocate a site in Loddon for around 200 dwellings and both Chedgrave and Loddon have development boundaries so the settlement as a whole is accommodating some growth in a more appropriate location that the Broads part of the settlement.'*

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

d) Beauchamp Arms.

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	10 stern on moorings	Noted, although some may be side on moorings.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	Full Village with everything required within 3 miles and on bus route	Facilities and services are over 1.2KM away so site not deemed suitable according to the HELAA.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes Private Moorings	Noted. Also moorings to use the pub.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No very wide River will not restrict navigation	Tidal flow would make stern on mooring very difficult without supporting infrastructure, (pontoons) and this would impact into the navigation at Beauchamp Arms.

⁷ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf

⁸ <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted.
6: What are the adjacent buildings or land used for	Public House Restaurant Music Venue Boat Yard Sailing Club	Noted. The music venue could result in amenity concerns.
7: What is the character or appearance of the surrounding area?	Countryside with fishing	There are many land designations over the river.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Agreed.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Full car Park for up to 100 vehicles	Noted and agreed that there are places to park although these were not counted.
10: How can service and emergency vehicles access the area safely?	By Road next to moorings	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	Waste is by South Norfolk and sewerage on septic tank	Noted
12: Is the area on mains sewerage?	No	Noted
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No	Noted. The music venue could result in amenity concerns. There could be some concerns relating to the designated land. See comments later on from ecologists.
14: Do you own the site? If not who does and have you told them about your proposal?	Yes	Noted.
15: What is the current use of the site?	Boat Yard Offices repair shops for boats caravans cars etc , storage, caravan field. Public House and Restaurant	Confirmed from site visit.

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

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Showers and toilets available as well as access to water and electricity.	Noted although did not see the showers.

e) Berney Arms.

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	20 stern on moorings	Noted. The proposal will need a small basin to be dredged. This is off the navigation channel.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	This is a very remote spot by road but all facilities could easily be reached by small boat as has happened the last 100 years.	Noted although no facilities within walking distance. Aware that journey by water to Great Yarmouth and Reedham is 45 mins. Burgh Castle is around 15 minutes but not many facilities available there.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes Private Moorings	Noted although the basin is silted up at the moment, so not fully in use.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No private area off main river that would need additional dredging	Noted – see above re basin.
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted.
6: What are the adjacent buildings or land used for	Public House Restaurant (closed) café	Noted. Within open countryside which is SPA, SAC and Ramsar site.
7: What is the character or appearance of the surrounding area?	Countryside with bird sanctuary and footpaths	
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Noted.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Full car Park for up to 100 vehicles	Aware there is space to park although did not count spaces.
10: How can service and emergency vehicles access the area safely?	By Road boat or Air Ambulance	Noted.
11: How would waste and sewerage be disposed of?	Waste is by waste company and sewerage on septic tank	Noted.
12: Is the area on mains sewerage?	No	Noted.
13: Would a residential mooring in this location prejudice the current or future	No	There could be some concerns relating to the designated land. See comments later on

Criteria	Information provided	Broads Authority Assessment
use of adjoining land or buildings?		from ecologists.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted.
15: What is the current use of the site?	Public House and Restaurant Closed Café just opened and struggling so needs major injection of people	Noted as well as with protected land.

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

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	These would be provided as part of other proposals being considered in the area such as Glamping.	Noted.

f) Waveney River Centre

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	10 permanent residential moorings.	Noted. Aware site has permission for 10 temporary residential moorings.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	A shop, swimming pool and pub. The shop sells convenience foods, some fresh food (seasonally), milk, bread, newspapers, snacks, confectionery, clothes and gifts. It's open 9-5:30 most of time, extended hours in summer holidays and slightly reduced in winter (but still 7 days).	Noted. The site is isolated and away from other facilities and services that people use such as GPs and pharmacy.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes - leisure moorings for mixed private and visitor use. Temporary planning consent for up to 10 residential moorings, expiring in Jan 2021. This has not yet been implemented.	Noted. Aware that there is an appeal lodged against the temporary permission.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No	Noted. They are within a basin off the river.
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted.
6: What are the adjacent buildings or land used for	Holiday park and boatyard. The venue includes holiday lodges, glamping & camping facilities, touring caravan	Noted.

Criteria	Information provided	Broads Authority Assessment
	pitches, a pub/restaurant, shop, swimming pool, play areas, private & visitor moorings and boat hire.	
7: What is the character or appearance of the surrounding area?	The moorings are part of an established holiday destination and marina which accommodates up to 500 visitors at any time. The site extends to over 14 acres encompassing the facilities listed at question 6, beyond which the land is rural marshland and arable fields with scattered housing.	Noted.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Noted.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Substantial car parking facilities for boat owners and visitors.	Noted.
10: How can service and emergency vehicles access the area safely?	Existing road infrastructure on the marina.	Noted.
11: How would waste and sewerage be disposed of?	Existing waste & recycling collections, existing pump out facility.	Noted.
12: Is the area on mains sewerage?	Private sewage treatment plant servicing entire park.	Noted.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No	Noted.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted.
15: What is the current use of the site?	Leisure moorings, forming part of award winning holiday destination and boatyard, employing over 65 staff.	Noted.

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

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Berth holders have access to fresh water, shower & WC facilities, electricity hookup, fast wifi, pump out, general waste and recycling collections.	Noted.

In relation to the Waveney River Centre, the analysis used to inform the temporary planning permission can be found here. To summarise, the proposals at Waveney River Centre seem to

comply with most of the criteria as included above, but not the locational criteria as it is not within or adjacent to a development boundary. http://www.broads-authority.gov.uk/data/assets/pdf_file/0010/659053/BA20150251FUL-Waveney-Inn-and-River-Centre-Staithe-Road-Burgh-St-Peter-pc041215.pdf.

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7. Comments received from stakeholders

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

	Hipperson's Boatyard	<u>Greenway Marina, Loddon.</u>	Loddon Marina	<u>Beauchamp Arms.</u>	<u>Berney Arms.</u>	<u>Waveney River Centre</u>
Anglian Water	AWS do not consider that the addition of 'dwellings' at the boatyard would adversely impact the network and therefore have no objection.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. Environment Agency would comment on the suitability of any private method of foul disposal.	Reference is made to a connection being made to the existing public foul sewerage network. However no further details are provided. AWS would require further information relating to the existing boat yard and any existing connection(s) together with the proposed means of conveyance (pumped or gravity) in order to comment further on the available capacity within the foul sewerage network for the foul flows from this development.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. The Environment Agency would comment on the suitability of any private method of foul disposal.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. The Environment Agency would comment on the suitability of any private method of foul disposal.	My understanding is that moorings are expected to have a very limited impact on the existing water supply network. As such we would not expect there to be a requirement for either off-site reinforcement or contributions to be made to strategic schemes.
Suffolk and Norfolk County Council comments – impact on highways.	Suffolk County Council Highways Department do not consider that this would give rise to any Highway concerns; most residential moorings don't rely on vehicles for transport.	Proposal to introduce 5 residential moorings will increase vehicle movements. Likely to generate 3-4 vehicle movements per unit per day. Note there is access to local services suitable for day to day living but that a motor vehicle is still likely to be a primary mode of transport. There would appear to be ample room to provide dedicated parking associated with any residential moorings. It should be noted however, that the access with the highway, is restricted and that the Highway Authority have recently recommend refusal of a proposal for three residential properties accessed of the track leading to the boatyard due to restricted visibility. Accordingly unless visibility improvements can be secured, which given they cross third party land may be difficult and improvements are made to the access itself in terms of width and surface, Highways Authority may object in terms of highway safety.	This would result in a significant increase in traffic movements to and from the site. The access with the highway affords appropriate visibility and width to accommodate such movements but Loddon High Street does have some lengths over which the width is restricted. Aware there are already some issues with traffic flows at present without any increase in traffic despite it being classed as link road (serves as a link between the Primary and Secondary network). The main issues in terms of traffic movements relate to unrestricted parking on Church Plain (High Street) opposite the Church Plain car park and it would appear that this would need to be regulated. Whilst having some reservation, Appropriate mitigation measures would be required in the form of parking restrictions to address the issues discussed above.	Whilst there are existing private moorings adjacent to pub/restaurant, they are located some distance from the public highway network. Note that Ferry Road is a restricted bye-way (public right of way) and therefore only the land owner is able to grant rights of access by motor vehicle. The car park referred to appears to be shared at present with the pub and other buildings around. The site is remote from local service provision, schooling and employment and is therefore likely to be heavily reliant on the private motor vehicle as a primary mode of transport. Envisage vehicle associated with residential moorings in this location would be more akin to residential property, namely 6 vehicle movements per unit per day so could generate in the region of 60 vehicle movements per day. The access of Ferry Road with the main highway network is of restricted width and has poor visibility. Highways Authority may object in terms of highway safety and transport sustainability.	This site is very isolated from any transport links (other than river and extremely limited request stop by rail), local services, education and employment and is there likely to be totally reliant on the private motor vehicle or service deliveries for living needs. It is likely NCC would object on the grounds of transport sustainability. Highways England also contacted and they have concerns regarding the junction of the track from Berney Arms with the A47.	Location is remote from services and facilities. Traffic movements could be low and similar to a holiday home and could be mitigated (taken from planning application consultation summary).
Waterways and Recreation Officer comments – impact on navigation.	No impact on navigation.	Need to consider the number of moorings on the approach to the marina – it is quite cluttered.	Loddon Marina is quite full with private moorings. Also need to consider the number of moorings on the approach to the marina – it is quite cluttered.	Similar comments to others regarding impact on navigation.	Similar comments to others regarding impact on navigation.	No impact on navigation and no loss of visitor moorings.
Environment	In response to the planning	Please also see the generic information given below that is relevant to all residential moorings.				

	Hipperson's Boatyard	Greenway Marina, Loddon.	Loddon Marina	Beauchamp Arms.	Berney Arms.	Waveney River Centre
Agency	application for a residential mooring at this site in 2014 (as detailed previously), the Environment Agency did not state any objections but stated conditions that the proposal would need to meet.					
Residential boat owners association comments	<p><i>'The boatyard is situated on a small arm off the main river with a basin at the end. Hipperson also have mooring rights to the main river which is why there are two planning applications as that land is leased.</i></p> <p><i>The boatyard seems to be extremely well run with an ongoing programme of improvements. The facilities are first class with water, electric points, pump out and Elsan disposal. There are rubbish and recycling bins. There is plenty of car parking and a busy 5 van caravan site.</i></p> <p><i>The boatyard is a ten minute walk from Beccles town centre, which we walked. There is a very good bus service to Norwich, Great Yarmouth and Lowestoft. There is also a main line train station.</i></p> <p><i>There is a nearby school. Therefore access to all services from shopping to medical, dental, education etc. is within easy reach.</i></p> <p><i>We felt it was a well situated place for residential moorings, and that the R.B.O.A. can firmly support this application for residential moorings.'</i></p>	<p><i>'RBOA has long advocated that, wherever practical, boat yards and/or marinas should all be permitted and encouraged to include a number of residential berths. Greenway Marina is a privately owned boatyard and moorings facility of long standing. Five residential moorings should have no adverse effect upon it. Resident boaters create added security of revenue for the operator. Road access and parking are adequate. Utilities are already catered for, although it is again noted that sewage disposal is via septic tank – see introductory note above. No unwelcome imposition is envisaged for the navigation. Loddon shopping and social facilities are all close at hand. Increased Council Tax collections benefit the local region. RBOA is fully in support of this nomination.'</i></p>	<p><i>'Loddon is a delightful and well known boating hub. This nomination would create a large live-aboard community within an existing boatyard and moorings location – the type of development that RBOA has advocated for many years and of which Central Government, subject to local opinions, is fully supportive. Road access and parking are adequate. All utilities are readily available, including mains sewage. The private operator is presumably prepared to fund the conversion, with the resultant much increased Council Tax streams going to benefit the Local Authority. All resident requirements are adequately provided for within the market town. There should be no adverse pressure on navigational issues. RBOA supports this nomination which it envisages could be a major asset to the local community.'</i></p>	<p><i>'The proposed location and number of residential berths look to fit well into the site and would complement the existing water and land based leisure facilities. Road access and parking appear well able to cope and there is no obvious detriment to navigation. Village facilities are close to hand to cater for residents. The site being privately owned, the development should occur at no cost to Local Authorities but, once complete, should contribute additional Authority revenues via Council Tax collections. It is noted that sewage will go to septic tank. RBOA sees no adverse impact should this proposal be included in The Broads Authority Local Plan. '</i></p>	<p><i>'The remote location of this proposal presents some concern when considered alongside the potential rise and fall of water levels, it being so close to Breydon Water. Nevertheless, there is much to support this nomination. There is an element within the live-aboard sector that purposely seeks to live in more remote areas – this could potentially cater very well for that element and RBOA predicts that take up of such moorings would be keen. Residential boating, by its very nature, tends to attract those who are self-sufficient; and live-aboard communities do tend to adequately look after themselves and one another. Road access and parking is sufficient. There would be no adverse effect to navigation. It is a recognised fact that visitors to countryside/waterway walks enjoy seeing boats, particularly those with people aboard. The local small business urgently needs customers if it is to avoid closure again - boats attract more walkers – the café needs those visitors if it is to survive and prosper. This proposal, with appropriate planning conditions, could help preserve Berney Arms' historic character. It is assumed that the private moorings operator would fund the development and normal Council Tax revenues would benefit the Local Authority. It is noted that sewage will go to septic tank, Taking all into account, RBOA supports this proposal to be included in The Broads Authority Local Plan.'</i></p>	<p><i>'The Waveney River Centre has developed steadily over many years to become a major leisure feature within the southern area of The Broads. Boaters are already well catered for, with all utilities available on site. In RBOA's opinion, the inclusion of a number of residential berths within the moorings facility would be a natural progression. Road access is via country lane but should easily cope. Parking on site is not an issue. The usual Council Tax contributions from residents would apply. RBOA sees no reason not to wholly support this nomination.'</i></p>
Head Ranger's Comments	Important to not allow future use to encroach further into the river than existing	Important to not allow future use to encroach further into the river than existing arrangements.	Important to not allow future use to encroach further into the river than existing arrangements.	Stern on moorings not likely to be permitted due to safety reasons. Important to not allow future use to	Stern on moorings not likely to be permitted due to safety reasons. Important to not allow future use to	No safety concerns if within basin. Important to not allow future use to encroach further into the river

	Hipperson's Boatyard	<u>Greenway Marina, Loddon.</u>	Loddon Marina	<u>Beauchamp Arms.</u>	<u>Berney Arms.</u>	<u>Waveney River Centre</u>
	arrangements.			encroach further into the river than existing arrangements.	encroach further into the river than existing arrangements. Concerns over strong flows and high levels of silting this area also regularly 'overtops' in the winter which could create a real hazard to any boats moored there permanently	than existing arrangements.
Ecologist's comments	Other than in a SSSI Impact Zone, no obvious concerns to prevent it from being allocated.	In the vicinity of Hardley Flood SSSI part of the Broadland SPA – Given the location, five moorings is unlikely to have an impact in relation to noise and disturbance in the area. However potential issues with the location of the moorings in terms of natural bank development and the presence of protected species.	Due to the high number proposed here, there could be impacts on designated sites nearby. In the vicinity of Hardley Flood SSSI – part of the Broadland SPA- This is a large number of moorings and could potentially change the area in terms of a significant increase in noise and disturbance to the area. The same applies in terms of concerns with natural bank development and presence of protected species.	There could be effects of these moorings on the designated sites nearby. Within Broadland SPA – Habitat Regulations Assessment maybe required for a significant number of moorings that may impact the designated site. Potential concerns with natural bank development and presence of protected species.	There could be effects of these moorings on the designated sites nearby. Within the Breydon Water SPA (as above). Habitat Regulations Assessment maybe required for a significant number of moorings that may impact the designated site. Potential concerns with natural bank development and presence of protected species.	In the vicinity of Barnby Broad & Marshes SSSI, Sprats Water & Marshes SSSI (Broadland SPA). Potential concerns over the presence of protected species and bank development, given the number of moorings and the location.
Landscape Consultant's comments	No landscape concerns	No landscape concerns, providing additional parking is not required.	caution around numbers and would be concerned over any proposed extension of the basin to the east,	Providing that no realignment of the bank is required, landscape impact is likely to be low. Pontoons would create a more formalised frontage etc. but not necessarily uncharacteristic given the existing land uses. Concern in case a standalone building for shower and toilet facilities is required.	If pilling and pontoons is required this will also have an impact on the landscape and character of the riverbank. Concerned about where the arisings from clearing/dredging would go and if this could have a landscape impact. Concern in case a standalone building for shower and toilet facilities is required.	No landscape concerns as there would be little change.
Historic Environment Manager's comments	<i>No comment</i>	No comment	Located within and adjacent to the Loddon and Chedgrave conservation area. The likely impact from the conservation point of view is the introduction of domestic paraphernalia associated with the moorings – particularly storage and structures on the land, also the division of any plots on the land. These may impact visually. Again parking might be an issue in terms of visual impact but given the more urban location there are opportunities to park close by without impact and cars are more part of the character of the wider area.	No comment	Berney Arms mooring is within the Halvergate Marshes Conservation Area, It is also close to the Stracey arms Wind Mill a Scheduled ancient monument. The likely impact from the conservation point of view is the introduction of domestic paraphernalia associated with the moorings – particularly storage and structures on the land, also the division of any plots on the land. These may impact visually. Also given the remote setting here if there were to be a number of vehicles commensurate with the number of moorings this would have an adverse visual impact potentially in an otherwise open and agricultural landscape.	No comment
Development Management Officer's comments		Together, these sites propose 45 moorings which raises two issues - loss of existing moorings - where would these boats go? Would this cause demand for extensions to the basins or create new marinas? It would also create a pretty significant community - do the existing services and facilities have capacity? How does this affect the overall balance of the community?		Isolated from services and facilities. Are residential moorings requested to support viability of the pubs? What other options are there to do this?	Isolated from services and facilities. Are residential moorings requested to support viability of the pubs? What other options are there to do this?	Has temporary permission for 10 residential moorings.
Head of Safety	No safety concerns.	River width should not be	For forty moorings there must be a	Tidal flow could make stern on	Tidal flow could make stern on	No safety concerns if within basin.

	Hipperson’s Boatyard	Greenway Marina, Loddon.	Loddon Marina	Beauchamp Arms.	Berney Arms.	Waveney River Centre
Management		compromised, suggest having a length restriction on the boats.	minimum no of toilets and showers required. Moorings on the river frontage will need a length restriction to avoid any reduction on the river width.	mooring very difficult without supporting infrastructure, (pontoons) and this could impact into the navigation. Suggest installation of electric charging points. Important not to reduce the width of the river further as this is already a pinch point. Exactly how these boats are to be secured will need to be detailed as there is a strong current in this area and that combined with a strong wind may cause these residential boats to become detached if they are stern on.	mooring very difficult without supporting infrastructure, (pontoons) and this could impact into the navigation. Moorings will continually silt up.	

General comments from the Environment Agency:

Flood Risk

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

Ecology

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

Foul water

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

Environmental Permitting Regulations

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

8. Residential Moorings to be allocated

Following the above assessment, it is recommended that the following sites are allocated, the reasons for this is summarised below:

- Hipperson's Boatyard
- Greenway Marine
- Loddon Marina.

It is recommended that the following are not allocated, again for reasons explained below:

- Beauchamps Arms
- Berney Arms
- Waveney River Centre.

Location	Decision	Reason
Hipperson's Boatyard	Allocate for up to around 5 residential moorings.	The nomination passes all tests as set out in DP25. Whilst Beccles will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Beccles. No major concerns from the stakeholders. Note that the policy will need to include some criteria that proposals will need to address.
Greenway Marine	Allocate for no more than 5 residential moorings	The nomination passes all tests as set out in DP25. Whilst Chedgrave will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Loddon and Chedgrave. Note that the policy will need to include some criteria that proposals will need to address.
Loddon Marina	Allocate for no more than 10 residential moorings	The nomination passes all tests as set out in DP25. Whilst Loddon will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Loddon. Note that the policy will need to include some criteria that proposals will need to address.
Beauchamps Arms	Do not allocate for residential moorings	An isolated location, concerns regarding residential moorings impact on designated sites nearby and highway safety concerns.
Berney Arms	Do not allocate for residential moorings	An isolated location, concerns regarding residential moorings impact on designated sites nearby and highway safety concerns.
Waveney River Centre	Do not allocate for residential moorings	Site is not adjacent to or within a development boundary. An isolated location, away from many facilities and services that people tend to use.

Please note that Brundall Marina is not included in this assessment but the new Local Plan rolls forward the existing policy from the Sites Specifics Local Plan 2014. This table assesses those nominations received during the production of the new Local Plan.

9. Meeting the need/demand for Residential Moorings in the Broads Authority Executive Area.

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

Comment [NB1]: Around 63 residential moorings. To be confirmed.

The allocations as discussed at section 8 as well as Brundall Gardens amount to allocations in the Local Plan for around 25 residential moorings.

One mooring has been permitted.

As such, there is a residual need/demand for xxxx permanent residential moorings.

Comment [NB2]: 37 residential moorings, to be confirmed.

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

1. Since 2011, there has been a policy to guide planning applications for proposals for residential moorings.
2. During the Publication stage of the Sites Specifics Local Plan (2014), a proposal for residential moorings at Brundall Gardens was put forward and subsequently included in that Local Plan.
3. A call for residential moorings was undertaken as part of the Issues and Options consultation in 2016. One site was submitted for consideration – Hipperson's Boatyard which is assessed within this document.
4. Temporary planning permission was granted for ten residential moorings at Waveney River Centre to reflect supporting the viability of the business.
5. A second call for residential moorings, targeted at boatyards and marinas located in line with the adopted policy's location criteria was undertaken summer 2017. Nominations were received for residential moorings at Greenway Marine, Loddon Marina, Beauchamps Arms and Berney Arms⁹. These have all been assessed in this report.
6. The Authority also suggested, in the same letter, that those marinas or boatyards that do have people living on boats within them may wish to formalise this through the planning system. The Authority received one query with regards to information on how to receive planning permission for residential moorings in a boatyard.
7. The Development Management criteria based policy relating to residential moorings is to be rolled forward into the Local Plan.

By allocating sites for 25 residential moorings as well as undertaking a call for residential mooring sites on two occasions as well as having a criterion based policy to help determine applications the Authority has sought to meet its needs whilst ensuring the sites do not harm the special qualities of the Broads and are not in an isolated location.

Whilst the Waveney River Centre moorings proposals have not been allocated in this Local Plan and the temporary permission does not count towards the need/demand. Once this permission is developed on site, the owner may be able to prove that the moorings are essential to support the

⁹ Please note that Loddon Marina, Beauchamps Arms and Berney Arms are owned by the same person. They were contacted in relation to Loddon Marina but decided to nominate the two pubs as well.

viability of the Centre and could seek permanent residential moorings permission. Supporting the viability of the facilities at the Centre was the reason given for approving permission for residential moorings for a temporary period in this location to allow the effect on viability to be assessed. This could conceivably be undertaken within the plan period. As such, there could be ten permanent residential moorings provided at River Waveney Centre in due course. This is not saying that these residential moorings are required to address the need as the isolated nature of the moorings is contrary to the policy; rather it is the case that if the benefit to the local business of supporting the viability of the facilities on site for the benefit of the community is proven and these moorings are permitted, it could then count towards the need/demand.

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Appendix A: Photos from site visits

a) Hipperson's Boatyard, Beccles.



b) Greenway Marina, Loddon.



c) Loddon Marina.





d) Beauchamp Arms.





e) Berney Arms.

NOMINATIONS FOR RESIDENTIAL MOORINGS
Berney Arms



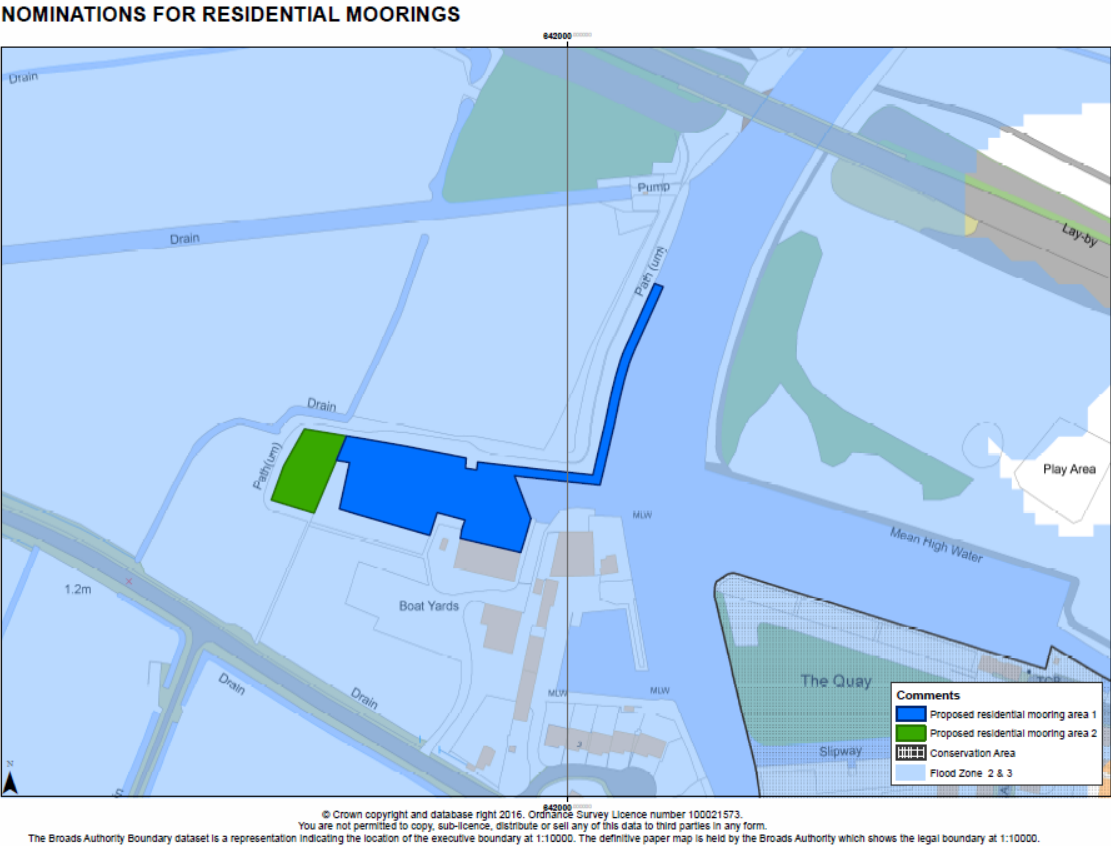
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f) Waveney River Centre
Source: Waveney River Centre



Appendix C: Plan of nominations

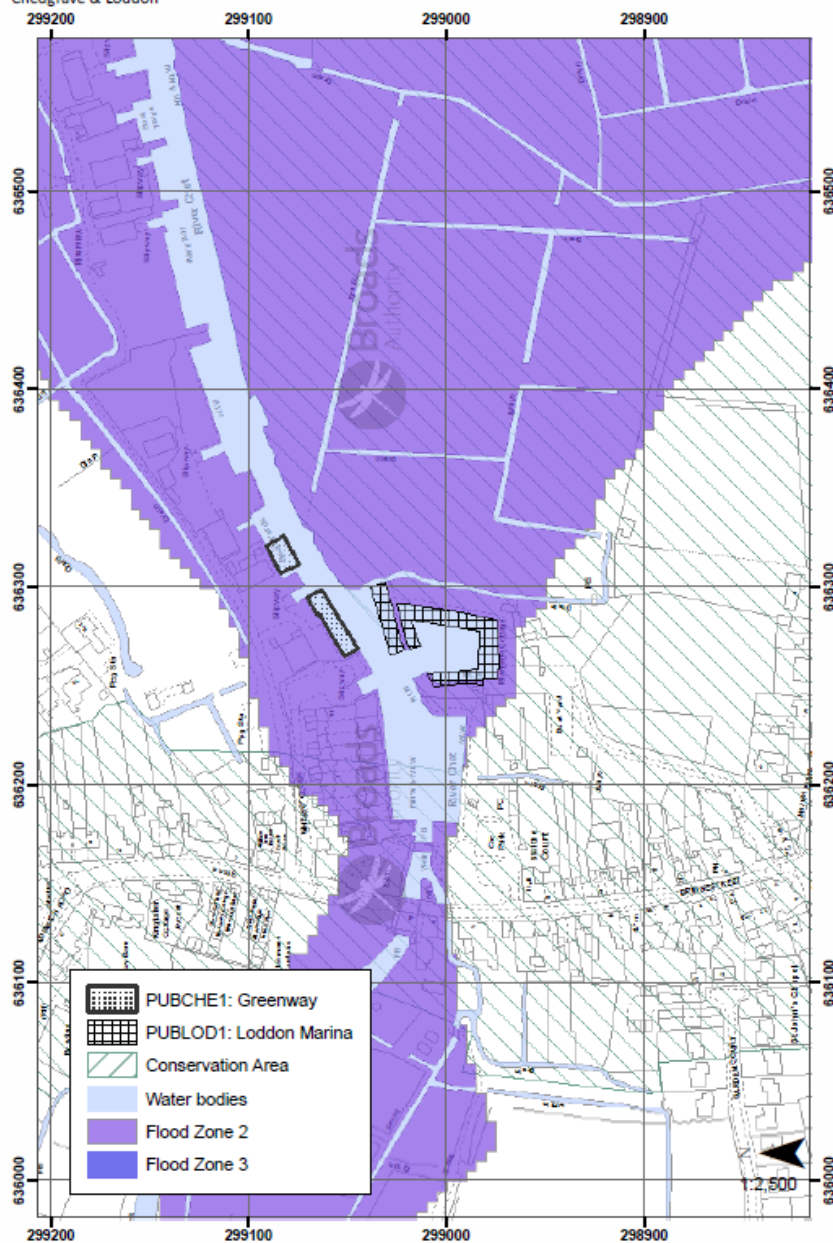
a) Hipperson’s Boatyard.



b) Greenway Marina, Loddon and Loddon Marina

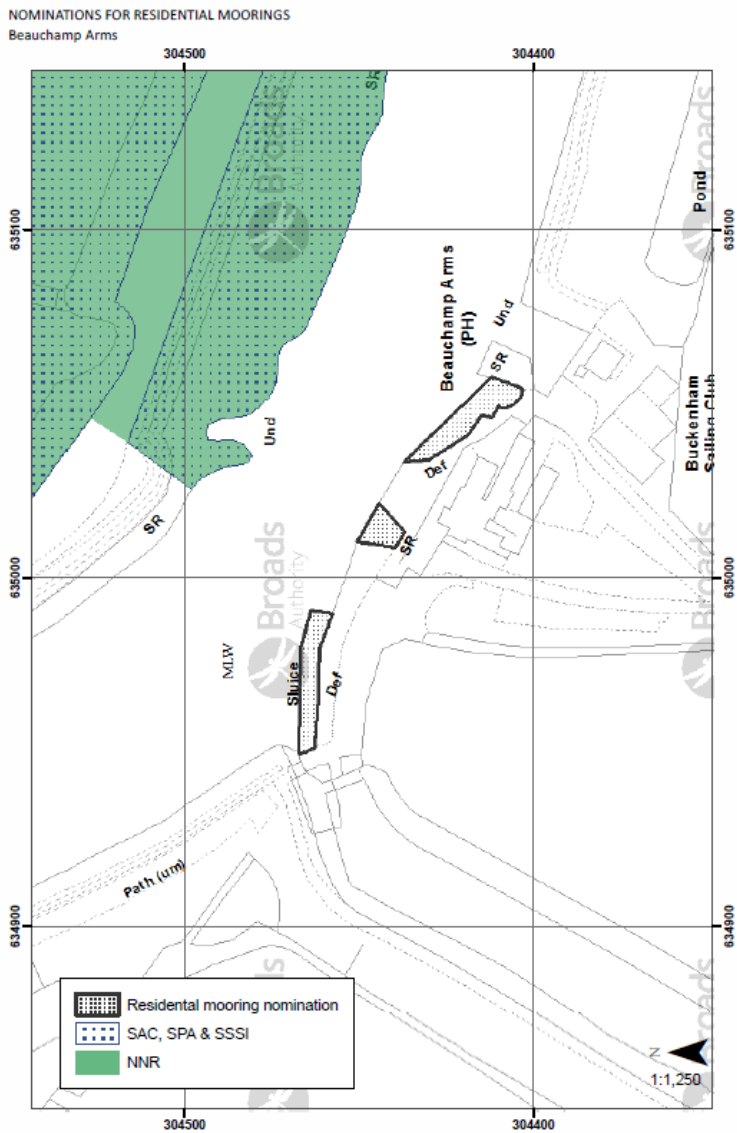
NOMINATIONS FOR RESIDENTIAL MOORINGS

Chedgrave & Loddon

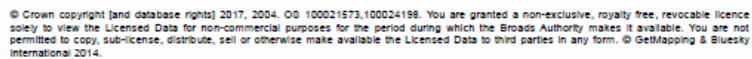


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c) Beauchamp Arms.

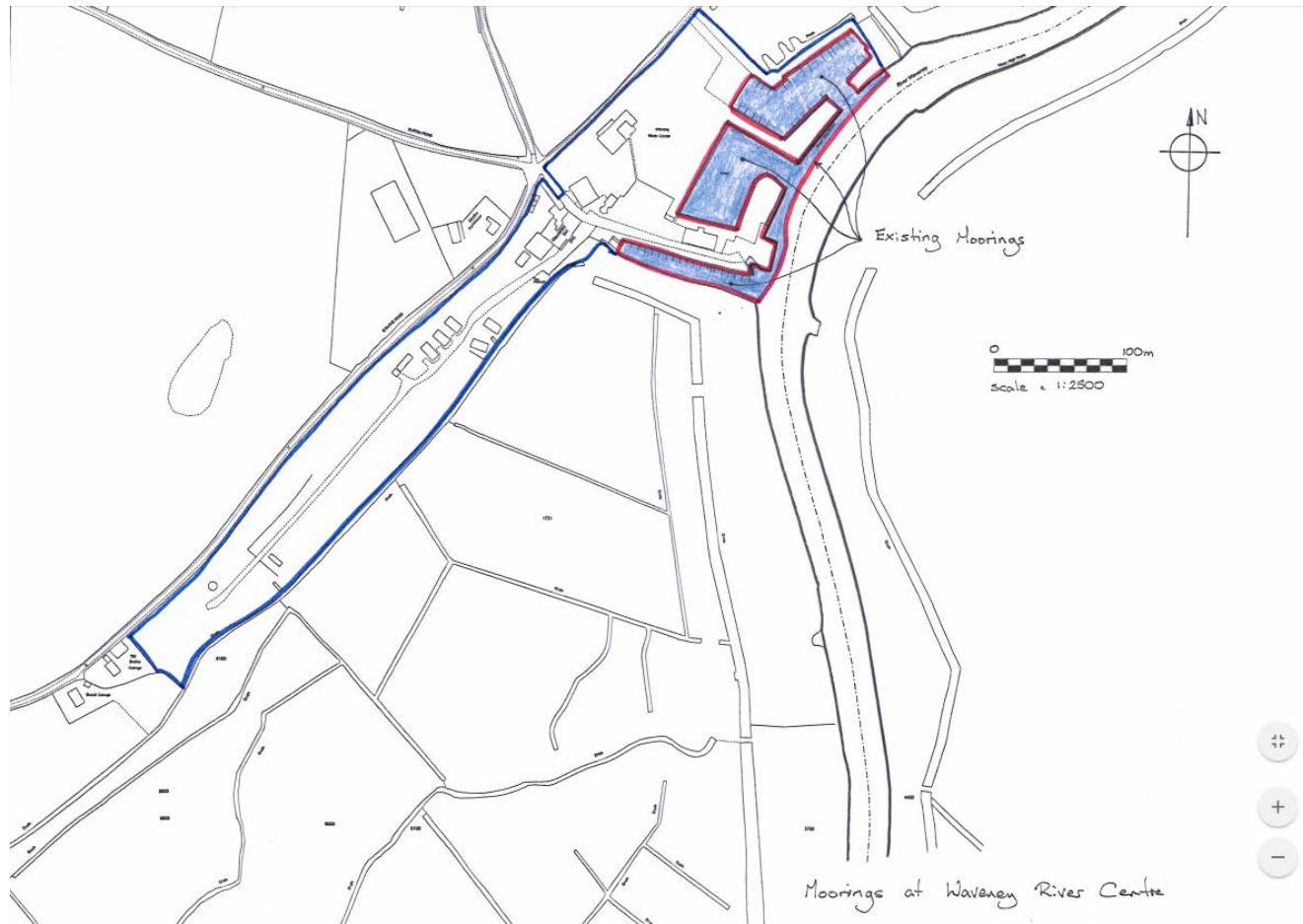


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e) Waveney River Centre

Source: provided by Waveney River Centre.



**Planning Application with Navigation Implications:
Redevelopment of the existing Wayford Marina to include an improvement to
the facilities, allow public access and the construction of an additional
workshop, office, toilet and seven holiday lodges**
Report by Planning Officer

Summary: A planning application has been submitted in respect of the redevelopment of the Wayford Marina on the River Ant at Wayford Bridge. The scheme seeks to improve the services and facilities provided at the marina, rationalise and improve the mooring opportunities and also provide holiday accommodation at the southeastern end of the site.

1 Background

- 1.1 Wayford Marina has been used as a working boatyard for many years. Following a recent change in ownership the new owners wish to significantly upgrade the boatyard services and facilities available on the site and rationalise and optimise the mooring potential on the river frontage of the site. In order to help ensure the future financial viability of the boatyard the scheme includes the construction of 7 holiday units at the southeastern end of the site.
- 1.2 The majority of the work proposed at the Marina requires planning permission and therefore this planning application has been submitted to enable the works to proceed.

2 The Planning Application Process

- 2.1 The application is a result of pre-application discussions with Planning, Waterways, Ecology and Landscape Officers from the Broads Authority.

3 The Planning Application

- 3.1 Comments are now sought from the Navigation Committee on the planning application submitted to the Broads Authority.
- 3.2 Wayford Marina is situated approximately 2.5km directly west of Stalham on the southwestern edge of the village of Wayford. The site is located to the south of the A149 and access to the site is achieved off this road via a private access track. The River Ant fronts the site running northwest to southwest and Long Dyke forms the southeastern boundary of the site. The site covers an area of approximately 2.2ha.

- 3.3 The site is accessed at its northwestern corner where there is currently a porta cabin type building, used as an office, and a toilet block. Opposite this there is a mooring basin. About half of the site to the northwest has been regularly used as a boatyard and two sheds have been erected on the site for use by the boatyard. Beyond these sheds to the southeast is mostly rough ground with an accumulation of elderly boats and general scrap. A small part of this area remains in a natural state comprising reedbed and alder carr. A small mooring cut exists in the southeastern corner of the site. A slipway is located towards the middle of the site providing boat access to the river. Many boats are currently moored along the river frontage of the site and within Long Dyke in a very haphazard arrangement.
- 3.4 The proposal for which planning permission is sought would continue to use the vehicular access off the A149 via the existing private access track, entering the site in the northwest corner. A flat roofed, stained cedar clad building would be erected at the entrance to the site to accommodate the office and a stained cedar clad portable steel unit would be erected as a new toilet block adjacent to the office. A new storage building would be constructed adjacent to the two existing workshops and the northeastern site boundary. Seven single storey holiday units would be constructed at the southeastern end of the site fronting both the River Ant and Long Dyke. The units would each accommodate between 4 and 8 people. Onsite car parking would be provided at various locations on the site.
- 3.5 The existing slipway in the centre of the site would be opened up to provide public access for boat and canoe launching. The southern- most part of the existing mooring basin would continue to be used to provide 28 moorings with the northern area being used to moor boats for sale and accommodate 8 day boats for hire. A new boardwalk would be extended along the river frontage of the site, extending along the Long Dyke frontage, and a number of finger jetties would be added to maximise the mooring opportunities associated with this boatyard. The finger jetties would comprise 3 no. 9m x 800mm jetties, 2 no. 7.5m x 800mm jetties and 3 no. 6m x 800mm jetties. In summary the resultant mooring to be provided at the marina would comprise:
- 25 side on moorings (including 4 in the small cut in the southeastern corner of the site) 7 of which would be for use in association with the holiday lets;
 - 14 stern on with the new finger jetties;
 - 28 in the existing basin;
 - 24hr moorings for public use;
 - boats for sale;
 - 8 day boats.

4 Navigation Issues

- 4.1 As the Navigation Authority, the Broads Authority requires that planning applications with navigation implications are subject to consultation with the Navigation Committee, and a number of possible issues have been identified which are outlined below.

- i. **Restriction of river width** – The addition of the finger jetties, to rationalise the moorings, and the stern on mooring of boats would restrict the navigable width of the river. However there are already stern on moorings along this river frontage and the boats are currently being double moored.
- ii. **Safety** – As the scheme involves the maximisation of mooring provision, and also provides moorings to be used by holiday makers, it is considered necessary for safety chains and ladders to be installed on the finger jetties and walkways.
- iii. **Slipway** – It is considered that the opening up of the slipway to the public for boat and canoe launching is a significant benefit of the proposal.
- iv. **Moorings** - Rationalisation of the moorings to ensure that boats can be moored safely, without damage, and also removing the various sunken vessels, which currently are a navigation hazard are all seen as benefits of the scheme.

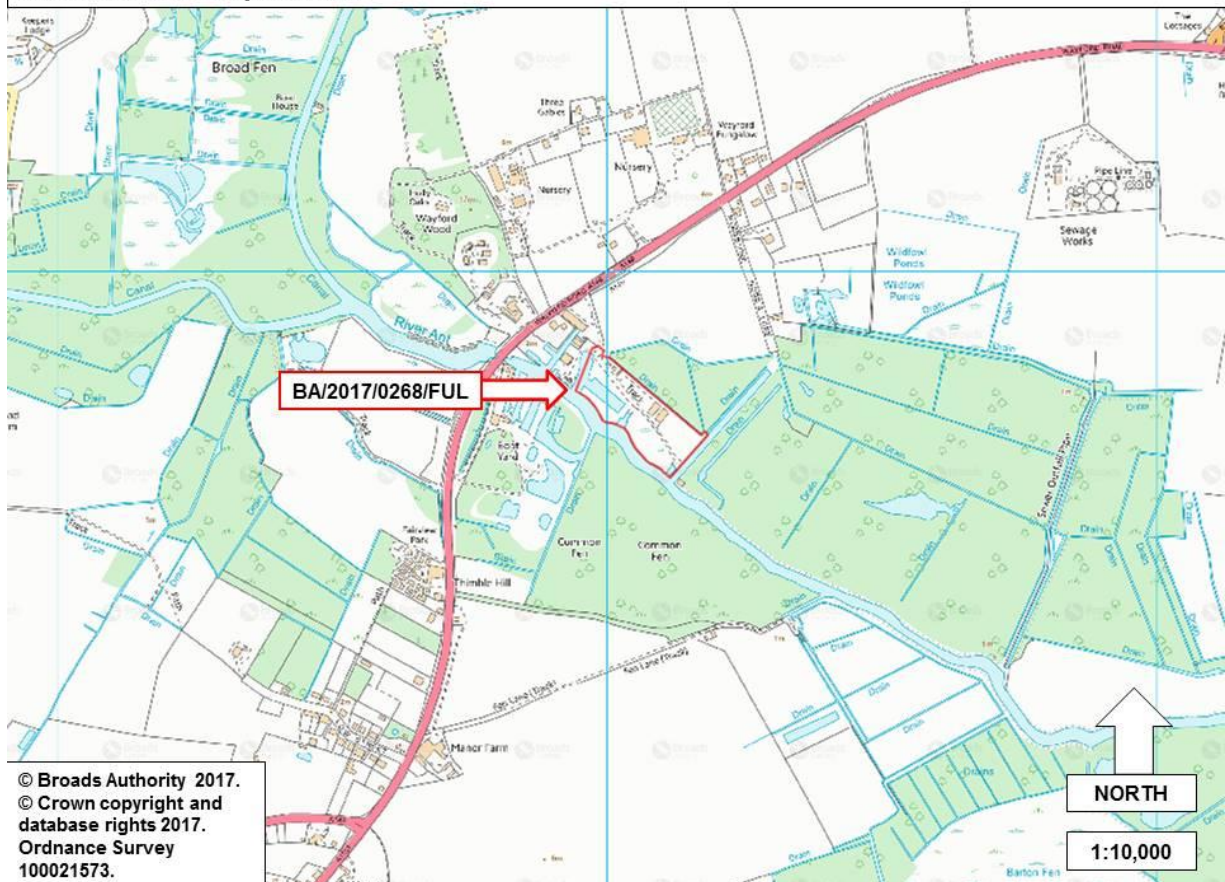
5 Conclusions

- 5.1 Member's views on this application are sought and any matters of relevance to navigation that Members wish to be considered as part of the planning process are welcomed.

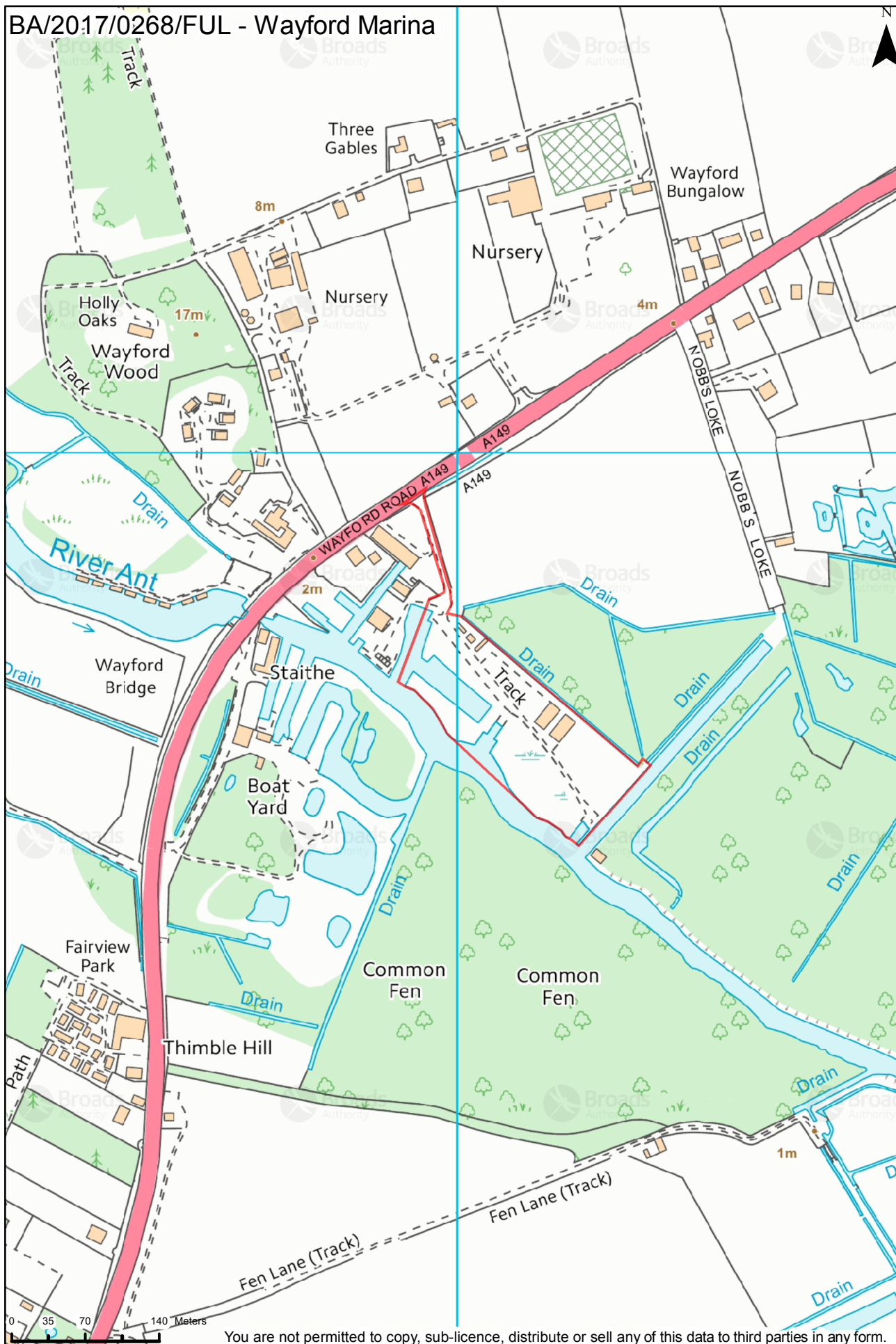
Background papers:	BA/2017/0268/FUL
Author:	Alison Cornish
Date of report:	22 August 2017
Broads Plan Objectives:	None
Appendices:	APPENDIX 1 – Site Location Plans

APPENDIX 1

BA/2017/0268/FUL - Wayford Marina



BA/2017/0268/FUL - Wayford Marina



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Annual Income and Expenditure Report: 2016/17
Report by Chief Financial Officer

Summary: This report sets out a summary of the Authority's income and expenditure for the 2016/17 financial year, analysed between national park and navigation funds. Original and Latest Available Budget information is provided for comparison.

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 2016/17

- 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 2017. To the extent that they are included within the Authority's Statement of Accounts, these figures were 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 2016/17 was a deficit of £1,531 for Navigation compared with a budgeted LAB deficit for the year of £27,101. The original budget was for a surplus of £14,653. The final forecast outturn reported to the Committee was a deficit of £882. (Item 11, 20/04/2017).
- 2.3 Total core income for the year was £3,104,405, which was £15,434 below budget, principally due to adverse variances within the Hire Craft Tolls, offset by favourable variances in Private Craft, Short Visit 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 £25,691 for Operations and £9,586 for Planning and Resources). Some expenditure has also been funded from the Authority's earmarked reserves, in particular in relation to Mutford Lock repairs (£4,880), the final fit out for the launch and sale of the old launch (£29,112), the final instalment for the wherry (£7,910), replacement of 3 vehicles (£26,401), linkflotes (£100,397), weed harvester (£21,000), small

tools purchase and sale (£7,556), repairs to the Dockyard Old workshop (£16,800) and repairs to Irstead Boat House (£17,811).

2.5 Total net navigation expenditure in 2016/17 was £3,105,936.

3 Summary

3.1 The total navigation deficit for 2016/17 was lower than budgeted and marginally higher than forecast. As a result the balance of the navigation reserve at the end of 2016/17 was £325,955. This is slightly above the recommended minimum reserve balance of 10% at 10.5%. The higher than predicted balance will help cushion the drop in the hire craft income previously forecast for 2017/18.

Background Papers: Nil

Author: Emma Krelle
Date of Report: 8 August 2017

Broads Plan Objectives: None

Appendices: APPENDIX 1 – Navigation Actual Income and Expenditure
2016/17

The Broads Authority – General and Navigation Income and Expenditure 2016/17

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 2017. These figures are derived from the annual Statement of Accounts which was 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 Chief Financial Officer, Yare House, 62-64 Thorpe Road, Norwich NR1 1RY or by email from emma.krelle@broads-authority.gov.uk.

The Statement of Accounts for 2016/17 have been audited and were approved on 28 July 2017

DIRECTORATE	Original Budget 2016/17			Latest Available Budget 2016/17			Actual Income and Expenditure 2016/17		
	General	Navigation	Consolidated	General	Navigation	Consolidated	General	Navigation	Consolidated
INCOME									
National Park Grant	(3,243,802)	-	(3,243,802)	(3,243,802)	-	(3,243,802)	(3,243,802)	-	(3,243,802)
<i>Navigation Charges</i>									
Hire Craft Tolls	-	(1,079,000)	(1,079,000)	-	(1,079,000)	(1,079,000)	-	(1,053,841)	(1,053,841)
Private Craft Tolls	-	(1,972,000)	(1,972,000)	-	(1,972,000)	(1,972,000)	-	(1,977,048)	(1,977,048)
Short Visit Tolls	-	(40,089)	(40,089)	-	(40,089)	(40,089)	-	(44,214)	(44,214)
Other Toll Income	-	(18,750)	(18,750)	-	(18,750)	(18,750)	-	(21,917)	(21,917)
Interest Received	(10,000)	(10,000)	(20,000)	(10,000)	(10,000)	(20,000)	(7,385)	(7,385)	(14,770)
INCOME TOTAL	(3,253,802)	(3,119,839)	(6,373,641)	(3,253,802)	(3,119,839)	(6,373,641)	(3,251,187)	(3,104,405)	(6,355,592)
OPERATIONS									
Construction & Maintenance Salaries	428,835	693,215	1,122,050	408,333	713,717	1,122,050	405,775	713,039	1,118,814
Equipment, Vehicles & Vessels	124,443	295,390	419,833	151,043	434,790	585,833	157,561	442,020	599,581
Water Management	35,000	112,500	147,500	35,000	112,500	147,500	38,838	116,290	155,128
Land Management	57,000	-	57,000	57,000	-	57,000	62,899	-	62,899
Practical Maintenance	75,000	353,200	428,200	75,000	353,200	428,200	78,269	349,331	427,600
Rangers Salaries	238,744	358,116	596,860	238,744	358,116	596,860	236,418	354,627	591,045
Ranger Services	31,200	140,255	171,455	31,200	140,255	171,455	36,432	158,822	195,254
Safety	50,557	84,043	134,600	50,557	84,043	134,600	52,502	74,754	127,256
Asset Management	59,717	92,564	152,281	61,301	93,860	155,161	57,436	89,679	147,115
Operational Premises	61,451	110,719	172,170	61,451	110,719	172,170	57,806	108,719	166,525
Management & Admin	55,682	70,868	126,550	53,284	67,816	121,100	51,507	66,860	118,367
Operations Income	(127,951)	(53,050)	(181,001)	(127,951)	(53,050)	(181,001)	(148,676)	(78,741)	(227,417)
OPERATIONS TOTAL	1,089,678	2,257,820	3,347,498	1,094,962	2,415,966	3,510,928	1,086,767	2,395,400	3,482,167
PLANNING & RESOURCES									
Development Management	309,550	-	309,550	316,260	-	316,260	364,761	-	364,761
Strategy & Projects Salaries	268,666	21,824	290,490	264,899	21,451	286,350	284,312	21,997	306,309
Biodiversity Strategy	10,000	-	10,000	10,600	-	10,600	16,273	-	16,273
Strategy & Projects	108,849	4,181	113,030	133,838	4,181	138,019	228,617	4,197	232,814
Waterways & Recreation Strategy	100,480	43,980	144,460	100,480	43,980	144,460	100,830	41,302	142,132

DIRECTORATE	Original Budget 2016/17			Latest Available Budget 2016/17			Actual Income and Expenditure 2016/17		
	General	Navigation	Consolidated	General	Navigation	Consolidated	General	Navigation	Consolidated
Project Funding	124,500	-	124,500	124,500	-	124,500	142,761	1,004	143,765
Partnerships /HLF	281,846	-	281,846	281,846	-	281,846	273,985	-	273,985
Volunteers	40,572	27,048	67,620	40,572	27,048	67,620	39,260	26,173	65,433
Finance & Insurance	174,875	162,875	337,750	174,875	162,875	337,750	180,764	168,213	348,977
Communications	204,645	63,605	268,250	228,345	63,605	291,950	235,965	63,114	299,079
Visitor Centres & Yacht Stations	321,595	125,835	447,430	321,595	125,835	447,430	312,779	128,493	441,272
Collection of Tolls	-	122,230	122,230	-	122,230	122,230	-	114,433	114,433
ICT	209,225	90,893	300,118	195,525	90,893	286,418	184,946	85,689	270,635
Head Office Premises	180,729	73,819	254,548	180,729	73,819	254,548	167,617	68,463	236,080
Management & Admin	148,191	66,669	214,860	148,191	66,669	214,860	147,367	66,188	213,555
Planning & Resources Income	(487,447)	(60,400)	(547,847)	(487,447)	(60,400)	(547,847)	(709,178)	(69,986)	(779,164)
PLANNING AND RESOURCES TOTAL	1,996,276	742,559	2,738,835	2,034,808	742,186	2,776,994	1,971,059	719,280	2,690,339
CHIEF EXECUTIVE									
Human Resources	69,461	48,269	117,730	69,722	48,450	118,172	64,205	44,617	108,822
Legal	81,480	28,490	109,970	81,480	28,490	109,970	77,211	46,202	123,413
Governance	82,604	40,686	123,290	82,604	40,686	123,290	79,645	39,228	118,873
Chief Executive	62,630	41,010	103,640	62,630	41,010	103,640	66,552	43,583	110,135
Chief Executive Income	-	-	-	-	-	-	(3,399)	(5,307)	(8,706)
CHIEF EXECUTIVE TOTAL	296,175	158,455	454,630	296,436	158,636	455,072	284,214	168,323	452,537
CORPORATE ITEMS									
Pension Lump Sum Payments	82,200	54,800	137,000	82,200	54,800	137,000	82,200	54,800	137,000
Redundancy and Reorganisation costs	-	-	-	-	-	-	13,203	-	13,203
Contributions from Earmarked Reserves									
Property	-	(8,000)	(8,000)	-	(8,000)	(8,000)	(19,074)	(4,880)	(23,954)
Plant, Vessels & Equipment	(32,140)	(65,648)	(97,788)	(81,940)	(181,848)	(263,788)	(52,320)	(192,376)	(244,696)
Premises	(19,200)	(34,800)	(54,000)	(19,200)	(34,800)	(54,000)	-	(34,611)	(34,611)
Planning Delivery Grant	(134,187)	-	(134,187)	(144,187)	-	(144,187)	(134,297)	-	(134,297)
Section 106 Agreements	-	-	-	-	-	-	31,972	-	31,972
Heritage Lottery Fund	-	-	-	-	-	-	(13,514)	-	(13,514)
Upper Thurne	-	-	-	-	-	-	1,787	-	1,787
CORPORATE ITEMS TOTAL	(103,327)	(53,648)	(156,975)	(163,127)	(169,848)	(332,975)	(90,043)	(177,067)	(267,110)
NET EXPENDITURE	3,278,802	3,105,186	6,383,988	3,263,079	3,146,940	6,410,019	3,251,997	3,105,936	6,357,933
(SURPLUS) / DEFICIT	25,000	(14,653)	10,347	9,277	27,101	36,378	810	1,531	2,341

**Navigation Income and Expenditure:
1 April to 30 June 2017 Actual and 2017/18 Forecast Outturn**
Report by Chief Financial Officer

Summary: This report provides the Committee with details of the actual navigation income and expenditure for the three month period to 30 June 2017, and provides a forecast of the projected expenditure at the end of the financial year (31 March 2018).

1 Introduction

- 1.1 This report provides a summary of the Income and Expenditure for the Navigation Budget up until 30 June and reflects the movement of the monitor lines within the Directorates. These movements are as a result of the changes in line management, the original budget remains the same. It also 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 2017

	Profiled Latest Available Budget	Actual Income and Expenditure	Actual Variance
Income	(2,633,390)	(2,680,104)	+ 46,714
Operations	727,265	665,889	+ 61,375
Planning and Resources	184,393	167,852	+ 16,541
Chief Executive	137,283	132,436	+ 4,847
Projects, Corporate Items and Contributions from Earmarked Reserves	(93,122)	(74,539)	- 18,583
Net (Surplus) / Deficit	(1,677,571)	(1,788,466)	+ 110,895

- 2.1 Core navigation income is above the profiled budget at the end of month three. The overall position as at 30 June 2017 is a favourable variance of £110,895 or 6.61% difference from the profiled LAB. This is principally due to:

- An overall favourable variance of £48,813 within toll income:
 - Hire Craft Tolls £18,221 above the profiled budget.
 - Private Craft Tolls £28,043 above the profiled budget.

- An underspend within Operations budgets relating to:
 - Construction and Maintenance salaries is under profile by £10,379 due to vacancies at the start of the financial year.
 - Water Management is under profile by £21,916 due to outstanding Natural England consent.
 - Practical Maintenance is under profile by £24,152 due to timing differences on various projects.
 - Premises is under profile by £12,925 due timing differences around the Dockyard Wet Shed repairs.
- An underspend within Planning and Resources budgets relating to:
 - Visitor Centres and Yacht Stations is under profile by £11,566 due to timing differences.
- An adverse variance within Reserves relating to the timing differences around the Dockyard Wet Shed 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 2017/18. 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 2017/18 (surplus)	Item 12 27/01/17	(766)
Approved carry-forwards from 2016/17	Item 11 19/05/17	8,995
Virement from ASS to OMA to reflect actual admin support	CEO approved	(474)
LAB at 30 June 2017		7,755

3.2 The LAB therefore provides for a navigation deficit of £7,755 in 2017/18 as at 30 June 2017.

4 Overview of Forecast Outturn 2017/18

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 2017, the forecast outturn indicates:

- The total forecast income is £3,218,923, or £39,423 more than the LAB.
- Total expenditure is forecast to be £3,187,249.
- The resulting surplus for the year is forecast to be £31,674.

- 4.3 The forecast outturn expenditure reflects the following changes from the LAB as shown in Table 3. The forecast surplus represents a favourable variance of £39,429 against the LAB.

Table 3 – Adjustments to Forecast Outturn

	£
Forecast outturn deficit per LAB	7,755
Increase to Hire Craft Toll income	(39,423)
Decrease to Boat Safety income	7,000
Decrease to ICT expenditure to reflect savings on telephone contract	(1,006)
Decrease to Apprenticeship Levy to reflect employer allowance	(6,000)
Forecast outturn surplus as at 30 June 2017	(31,674)

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

5 Reserves

Table 4 – Navigation Earmarked Reserves

	Balance at 1 April 2017	In-year movements	Current reserve balance
	£	£	£
Property	(305,051)	(30,500)	(335,551)
Plant, Vessels and Equipment	(199,010)	(29,804)	(228,814)
Premises	(85,753)	(18,167)	(103,920)
Total	(589,815)	(78,471)	(668,286)

- 5.1 As with last year the Authority's contributions to the reserves have all been made in full at the end of quarter one. 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.
- 5.2 Items funded from the Property reserve at the end of June include the repairs to Irsead Billet whilst the items funded from the Plant, Vessel and Equipment reserve include the linkflotes.

6 Summary

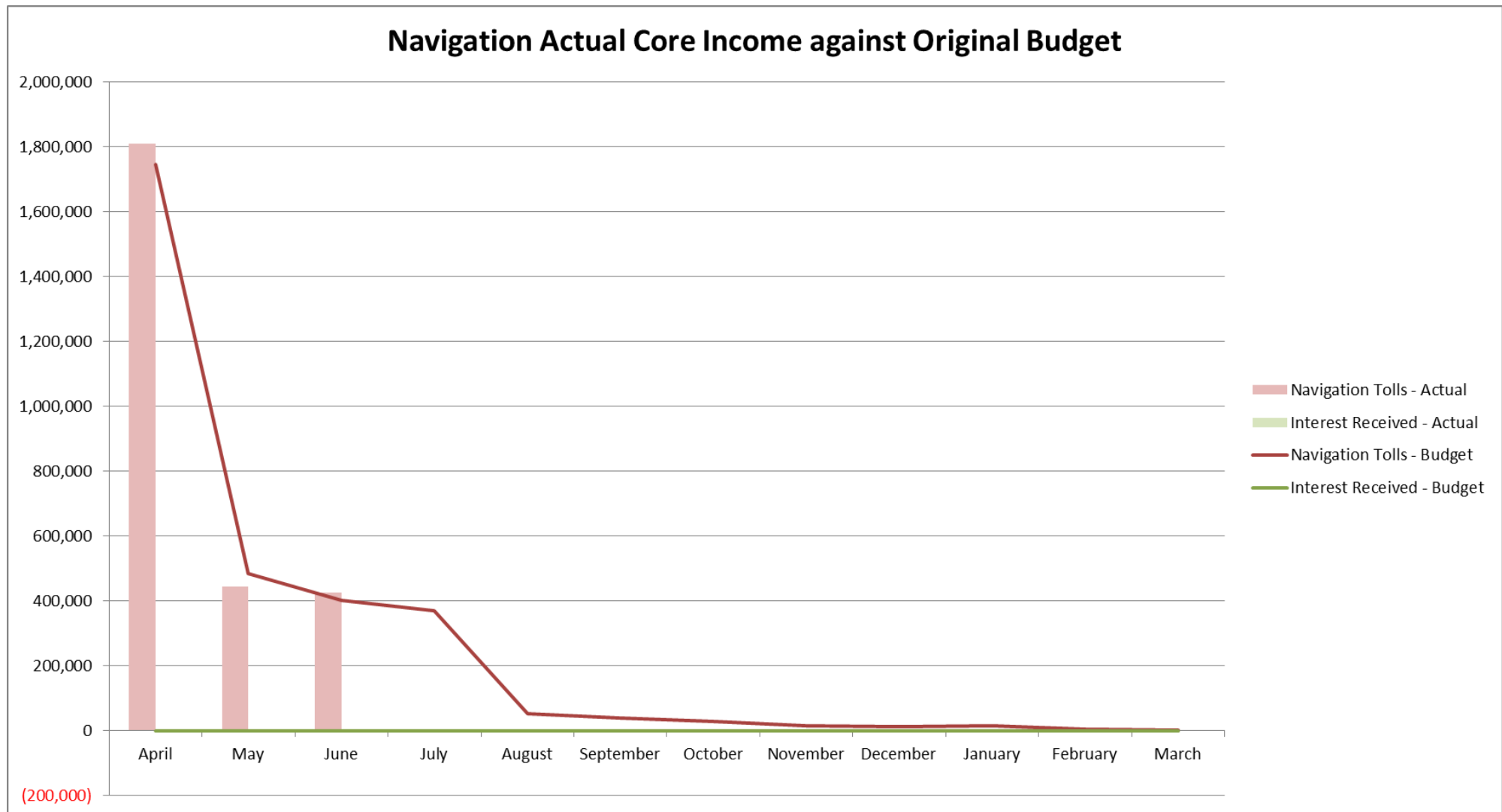
- 6.1 The current forecast outturn position for the year suggests a surplus within the navigation budget which would result in a navigation reserve balance of approximately £357,629 at the end of 2017/18 (before any year-end adjustments). This would mean the Navigation Reserve would be slightly above the recommended 10% at 11.2%. Year-end transfers of interest to the earmarked reserves will mean that it will fall to approximately 11.1%. This will be highly dependent on the actual level of interest received.

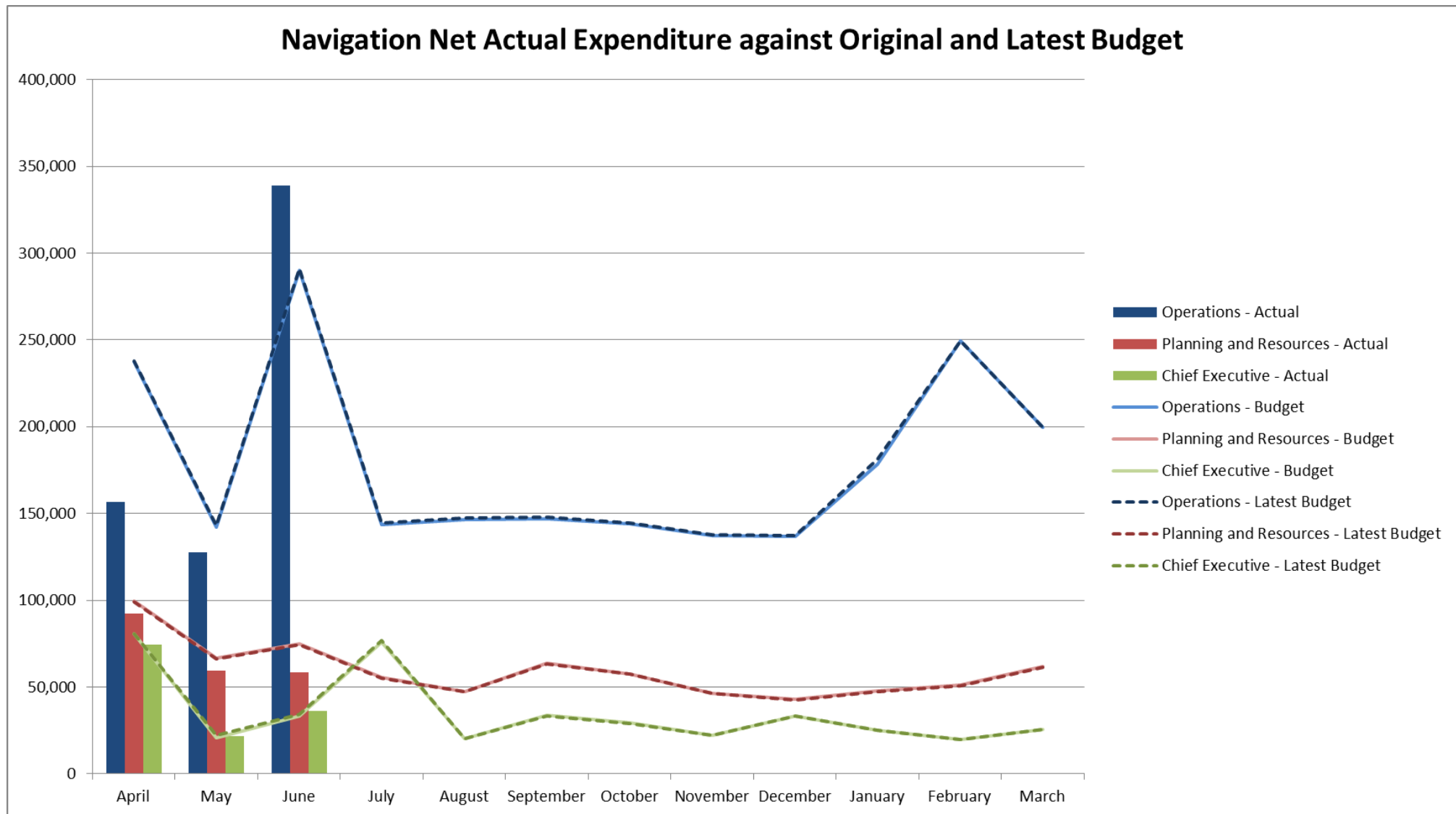
Background Papers: Nil

Author: Emma Krelle
Date of Report: 09 August 2017

Broads Plan Objectives: None

Appendices: APPENDIX 1 – Navigation Actual Income and Expenditure
Charts to 30 June 2017
APPENDIX 2 – Financial Monitor: Navigation Income and
Expenditure 2017/18





To 30 June 2017

Budget Holder

(All)

Values					
Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Income	(3,179,500)		(3,179,500)	(3,218,923)	+ 39,423
National Park Grant	0		0	0	+ 0
Income	0		0	0	+ 0
Hire Craft Tolls	(1,073,400)		(1,073,400)	(1,112,823)	+ 39,423
Income	(1,073,400)		(1,073,400)	(1,112,823)	+ 39,423
Private Craft Tolls	(2,040,000)		(2,040,000)	(2,040,000)	+ 0
Income	(2,040,000)		(2,040,000)	(2,040,000)	+ 0
Short Visit Tolls	(39,800)		(39,800)	(39,800)	+ 0
Income	(39,800)		(39,800)	(39,800)	+ 0
Other Toll Income	(18,800)		(18,800)	(18,800)	+ 0
Income	(18,800)		(18,800)	(18,800)	+ 0
Interest	(7,500)		(7,500)	(7,500)	+ 0
Income	(7,500)		(7,500)	(7,500)	+ 0
Operations	2,288,320	8,247	2,296,567	2,303,567	- 7,000
Construction and Maintenance Salaries	744,102		744,102	744,102	+ 0
Income	(3,094)		(3,094)	(3,094)	+ 0
Salaries	747,196		747,196	747,196	+ 0
Expenditure			0		+ 0
Equipment, Vehicles & Vessels	348,250		348,250	348,250	+ 0
Income			0		+ 0
Expenditure	348,250		348,250	348,250	+ 0
Water Management	112,500		112,500	112,500	+ 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	358,200	2,565	360,765	360,765	+ 0
Income	(10,500)		(10,500)	(10,500)	+ 0
Expenditure	368,700	2,565	371,265	371,265	+ 0
Ranger Services	446,274	4,380	450,654	450,654	+ 0
Income	(76,278)		(76,278)	(76,278)	+ 0
Salaries	374,052	4,380	378,432	378,432	+ 0
Expenditure	148,500		148,500	148,500	+ 0
Pension Payments			0		+ 0
Safety	75,671		75,671	82,671	- 7,000
Income	(9,000)		(9,000)	(2,000)	- 7,000
Salaries	45,046		45,046	45,046	+ 0
Expenditure	39,625		39,625	39,625	+ 0
Volunteers	27,520		27,520	27,520	+ 0
Income	(400)		(400)	(400)	+ 0
Salaries	19,920		19,920	19,920	+ 0
Expenditure	8,000		8,000	8,000	+ 0
Premises	135,119		135,119	135,119	+ 0
Income	(1,600)		(1,600)	(1,600)	+ 0
Expenditure	136,719		136,719	136,719	+ 0
Operations Management and Administration	40,685	1,302	41,987	41,987	+ 0
Income	(1,143)		(1,143)	(1,143)	+ 0
Salaries	34,828	1,302	36,130	36,130	+ 0
Expenditure	7,000		7,000	7,000	+ 0
Planning and Resources	580,216	2,050	582,266	581,259	+ 1,006
Development Management	0	0	0	0	+ 0
Income	0		0	0	+ 0
Salaries	0		0	0	+ 0
Expenditure	0	0	0	0	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Pension Payments			0		+ 0
Strategy and Projects Salaries	26,635		26,635	26,635	+ 0
Income	0		0	0	+ 0
Salaries	24,835		24,835	24,835	+ 0
Expenditure	1,800		1,800	1,800	+ 0
Biodiversity Strategy	0	0	0	0	+ 0
Income			0		+ 0
Expenditure	0	0	0	0	+ 0
Strategy and Projects			0		+ 0
Expenditure			0		+ 0
Human Resources	53,542	2,050	55,592	55,592	+ 0
Salaries	29,147		29,147	29,147	+ 0
Expenditure	24,395	2,050	26,445	26,445	+ 0
Waterways and Recreation Strategy	47,210		47,210	47,210	+ 0
Salaries	38,210		38,210	38,210	+ 0
Expenditure	9,000		9,000	9,000	+ 0
Project Funding	0		0	0	+ 0
Expenditure	0		0	0	+ 0
Pension Payments			0		+ 0
Communications	80,813	0	80,813	80,813	+ 0
Income	(1,360)		(1,360)	(1,360)	+ 0
Salaries	71,673		71,673	71,673	+ 0
Expenditure	10,500	0	10,500	10,500	+ 0
Pension Payments			0		+ 0
Visitor Centres and Yacht Stations	75,765		75,765	75,765	+ 0
Income	(60,000)		(60,000)	(60,000)	+ 0
Salaries	111,765		111,765	111,765	+ 0
Expenditure	24,000		24,000	24,000	+ 0
Collection of Tolls	128,550		128,550	128,550	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Salaries	115,850		115,850	115,850	+ 0
Expenditure	12,700		12,700	12,700	+ 0
ICT	100,604		100,604	99,597	+ 1,007
Salaries	59,849		59,849	59,849	+ 0
Expenditure	40,755		40,755	39,749	+ 1,007
Planning and Resources Management and Administration	67,097		67,097	67,097	+ 0
Income	(458)		(458)	(458)	+ 0
Salaries	43,785		43,785	43,785	+ 0
Expenditure	23,769		23,769	23,769	+ 0
Chief Executive	419,677	(1,775)	417,902	417,902	+ 0
Legal	27,503		27,503	27,503	+ 0
Income			0		+ 0
Salaries	15,503		15,503	15,503	+ 0
Expenditure	12,000		12,000	12,000	+ 0
Governance	41,065	0	41,065	41,065	+ 0
Salaries	23,938		23,938	23,938	+ 0
Expenditure	17,127	0	17,127	17,127	+ 0
Chief Executive	43,911		43,911	43,911	+ 0
Salaries	43,911		43,911	43,911	+ 0
Expenditure			0		+ 0
Asset Management	72,267	(1,775)	70,492	70,492	+ 0
Income	(2,670)		(2,670)	(2,670)	+ 0
Salaries	23,562	(1,775)	21,787	21,787	+ 0
Expenditure	51,375		51,375	51,375	+ 0
Finance and Insurance	164,840		164,840	164,840	+ 0
Income	(3,245)		(3,245)	(3,245)	+ 0
Salaries	74,085		74,085	74,085	+ 0
Expenditure	94,000		94,000	94,000	+ 0
Premises - Head Office	70,091		70,091	70,091	+ 0

Row Labels	Original Budget (Navigation)	Budget Adjustments (Navigation)	Latest Available Budget (Navigation)	Forecast Outturn (Navigation)	Forecast Outturn Variance (Navigation)
Expenditure	70,091		70,091	70,091	+ 0
Projects and Corporate Items	30,720		30,720	24,720	+ 6,000
Partnerships / HLF	0		0	0	+ 0
Income	0		0	0	+ 0
Salaries	0		0	0	+ 0
Expenditure	0		0	0	+ 0
Corporate Items	30,720		30,720	24,720	+ 6,000
Expenditure	6,720		6,720	720	+ 6,000
Pension Payments	24,000		24,000	24,000	+ 0
Contributions from Earmarked Reserves	(140,200)		(140,200)	(140,200)	+ 0
Earmarked Reserves	(140,200)		(140,200)	(140,200)	+ 0
Expenditure	(140,200)		(140,200)	(140,200)	+ 0
Grand Total	(766)	8,522	7,755	(31,674)	+ 39,429

Chief Executive's Report

<p>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.</p>
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1. Broads Authority Membership

Contact Officer/Broads Plan Objective: John Packman/None

- 1.1 At its meeting on 19 May, the Authority confirmed the appointments of Nicky Talbot and Brian Wilkins as the co-opted members from the Navigation Committee to the Authority.

The Authority has one new Member, local authority appointee Melanie Vigo di Gallidoro from Suffolk County Council.

Following the meeting on the 28 July the appointments to the Navigation Committee from the full Authority remain the same as for 2016/17.

- 1.2 Jacquie Burgess and Peter Dixon were re-appointed as Chairman and Vice-Chairman of the Authority respectively at the Annual Meeting on 28 July 2017.

2. BA Follow up: From 19 May 2017 and 28 July 2017

Contact Officer/Broads Plan Objective: Sandra Beckett/None

2.1 Conservation Management

At its meeting on 19 May the Authority received a similar report to that which the Navigation Committee had received at your last meeting in April that provided an update on the practical work and monitoring of our Conservation Management. Dan Hoare, Head of Conservation Management and the Environment in his presentation made very specific reference to Hickling Broad emphasising the Authority's role in accordance with its three purposes. It was emphasised that due to the uniqueness and sensitivities of the site with its international designations under the Birds and Habitats Directives it was required to provide evidence to Natural England, as the designated regulator, in order to obtain consent to carry out any work in a sustainable way and demonstrate that there would be no adverse impacts.

The Authority had also received a public question relating to the role of the Authority on the management of water plants in Hickling Broad and many

of the points raised in that question were addressed. Unfortunately the Questioner was unable to stay for the presentation and therefore the Authority provided him with a further written response, particularly relating to the surveys.

2.2 Staithes Research Project

At its meeting on 28 July 2017, the Authority received an interesting and informative presentation from Professor Williamson on the Staithes Research Project that has been commissioned by the Authority through requests from the Broads Forum and Broads Local Access Forum. He explained the complexities involved and given the definition and evolution over time, it was apparent that the status of individual sites was not straightforward. The final report to include maps and photographs is due to be published later in the year.

2.3 Anti-Social Behaviour

http://www.broads-authority.gov.uk/_data/assets/pdf_file/0004/982957/Anti-Social-Behaviour-ba280717.pdf

Given the recent coverage in the press concerning anti-social behaviour on the Broads, a report was prepared for the Authority on 28 July where it was emphasised that the Authority's priority is to manage safety on the waterways to a reasonable level to enable those using them to appreciate and enjoy the special qualities of the National Park. The Authority's rangers will assist wherever possible in certain instances; however, the prime responsibility for dealing with severe incidences of anti-social behaviour rests with the police. As members are aware, there is a close working relationship between the Broads Authority's Rangers and the Norfolk Constabulary through the police officers seconded to Broads Beat. Members at the meeting were mindful of the sensitivities involved for people witnessing such incidents and also of the need to view the matter proportionately whilst not underestimating the seriousness of the issue. It is recognised that such anti-social behaviour should not be tolerated as it can damage the reputation of the area and it is the Authority's duty to disseminate this message emphasising the special qualities of the area for all to enjoy whilst having consideration for others. The Chief Executive had had a meeting with the NSBA and BHBF on 20 July to discuss such matters and agreed on a number of actions.

As agreed by the Authority a short duration Member working group, supported by Broads Authority Officers engaging with the Broads Hire Boat Federation, the NSBA, Broads Society, and a representative from the Constabulary has been established. The group will meet on Wednesday 4 October 2017.

2.4 Governance

- 2.4.1 Over the two meetings, the Authority received a number of reports concerning governance arrangements which included Ethical Standards, the Protocol on Member and Officer Relations, Code of Conduct for Members on Planning Committee and Officers, Terms of Reference of Committees as well as Amendments to the Standing Orders and Social Media Policy. The paper on Ethical Standards has the key aim to have the Authority's core values of Sustainability, Exemplary, Commitment, Caring and Open and Honest being embedded in all that the Authority undertakes. This was adopted.
- 2.4.2 The Authority also adopted the amendments to the Standing Orders which include those amendments necessary as the result of the recent decision to audio record Authority meetings. As part of this reference is made to the use of handheld electronic devices or tablets within meetings where, again, taking account of the Authority's core values, these should not be used in a discourteous or disrespectful way. There is also clarification on voting.
- 2.4.3 The Protocol on Member and Officer Relations was commended and the Solicitor and Monitoring Officer was delegated to make some minor amendments partly for consistency and for clarification, and to consult Authority members prior to it being published. This has been done and the final version has been published on the Authority's website.
- 2.4.4 In discussions at the May meeting, the use of twitter, Facebook and other forms of social media was raised. These matters have been more fully addressed in a policy on the use of social media developed by the Head of Communications and the Solicitor and Monitoring Officer. At its meeting on 28 July 2017, the Authority adopted the Social Media Policy – Guidelines for Members and Officers and it is intended to hold a training session on social media as part of the Member Development Programme.

It was considered that all the reports were very timely and helpful and all members should be reminded of the contents of these papers. They can be viewed from the website in the Committee section under the Broads Authority meeting for 19 May 2017 and 28 July 2017 and will also be available under the Constitutional Documents section when finalised.

<http://www.broads-authority.gov.uk/broads-authority/committees/broads-authority/broads-authority-19-may-2017>

<http://www.broads-authority.gov.uk/broads-authority/committees/broads-authority/broads-authority-28-july-2019>

2.5 Feedback from Member Annual Reviews

[Feedback-from-Member-Annual-Reviews](#)

Following your one to one discussions with either the Chairman or Vice-Chairman of the Authority or Chairman of the Navigation Committee, the Chairman prepared a report for the Annual Meeting which can be viewed from the website. The Authority welcomed the process and Members considered that the report reflected the views and full range of opinions expressed in a transparent way. The review informed a series of principles which are also reflected in the Member Development Protocol that was adopted and referred to in the progress on the Peer Review.

2.6 Governance and Peer Review

The Peer Review on the Authority's Governance is due to take place on 10 – 12 October 2017 and the Authority received an update on the progress at its meeting on 28 July 2017. The Members Reference Group is comprised of Jacquie Burgess, Louis Baugh, Bill Dickson, Greg Munford, Nicky Talbot and Haydn Thirtle. This has now met on four occasions. It has made recommendations with regard to training for new members and a person specification for local authority appointees as well as giving consideration to a position paper for the review.

[Governance-and-Peer-Review-July2017](#)

2.7 Report on Standards Complaints

The Authority received a report on the complaints dealt with during the past two years under the Members' Code of Conduct. Over the years there have been very few Code of Conduct Complaints. Last year there were only two complaints by the public about the conduct of Members. However, there had been a large number of complaints by members against each other which is of concern. In total there were 15, all of which were dismissed. Eight complaints were made by one person. Due to the confidential nature of the process, it is not appropriate to set out the details of these complaints. There are now procedures and policies in place that build on best which should help to reduce the number and assist in speedy resolution. These procedures incorporate the seven principles set out in the Nolan Report and as required by section 28 Localism Act 2011 as well as the Authority's statutory duty under section 27 of the Act to promote and maintain high standards of ethics and conduct by its Members.

2.8. Health and Safety

In addition to receiving the corporate Health and Safety Annual Report and Annual Safety Marine Audit, which the Navigation Committee reviewed at its last meeting, the Authority also appointed Nicky Talbot as the Authority's lead member for Safety.

3. Standby Review

Contact Officer/Broads Plan Objective: Lucy Burchnall

A draft report detailing potential changes to the 'Stand-By' out of hours service has been agreed by Management Team, the next stage will be for staff to be consulted on the changes. This process is being managed by Head of Ranger Services & Head of Human Resources.

4. Tolls Update

Contact Officer/Broads Plan Objective: John Packman

The Chair Nicky Talbot considered that it would be useful for the Tolls Review Group to have overview of the situation regarding tolls for this last year. This will take place on 19 September 2017 before the Navigation Committee meeting on 19 October 2017 when the Committee will be considering the recommendations for setting of Tolls for 2018/19 prior to the Authority meeting in November.

5. Acle Bridge Update

Contact Officer/Broads Plan Objective: John Packman

The Authority completed the purchase of 620 metres of river frontage at Acle Bridge on 4th August. 200 metres of the river bank is piled and the majority is in reasonable condition. Just over 40 metres will need attention sooner rather than later. The value of this location is that we shall be able to provide free 24 hour moorings for visitors together with a demasting solution for Acle Bridge. The site has further potential, as and when funds become available, to provide additional facilities such as waste disposal, pump-out of chemical toilets, car parking and possibly a slipway. The buildings on the site are tired and in a neglected state, and over the coming weeks we will be assessing what to do with them.

6. Mooring Strategy Update

Contact Officer/Broads Plan Objective: Adrian Clarke

Members suggestions regarding the review of the Mooring Strategy made at the meeting of the Navigation Committee on 20 April (1/10):

"Officers undertook to review suggestions made at the meeting such as the possibility of free 48 hour rather than 24 hour moorings during off peak times on the southern rivers, the remapping of third party moorings as well as examining the existing policy principles as part of the review of the Integrated Access Strategy which would commence later in 2017"

This will be incorporated in the review of the Integrated Access Strategy which will start towards the end of 2017. Further reports will be brought to the committee as this work proceeds.

7. Marine Licensing update

Contact Officer/Broads Plan Objective: Dan Hoare

Following previous reports to Navigation Committee in June 2015 and the Broads Authority in July 2015, regarding the Marine Management Organisations (MMO) implementation of their Marine Licensing scheme in the Broads, there have been developments towards a simpler system for small works. The previous proposal put before members considered the merits of a joint-licensing scheme between the two organisations to streamline and simplify statutory requirements. However, various legal tests of the MMO legislation with other major port authorities have demonstrated that the joint licensing approach cannot work without legislative revision, taking on significant reporting requirements and Secretary of State approval. At the same time, the MMO has overhauled its licensing approach for small works and offers a web-based application system with a sliding scale of fees. Given these developments, officer recommendation was that no further pursuit of a joint-licensing scheme was required. The Authority will reference the separate recommendation for all works licence applicants in the Broads to have direct consultation with the MMO for Marine Licensing purposes, as is done for other statutory obligations.

8. Navigation Patrolling and Performance Targets

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

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 since April (Appendix 2) are higher on the navigation side as would be expected during the summer when patrolling is a priority. This new simplified time recording system for the team which was implemented in April also shows the predicted time to be spent on each element of the role to enable clearer monitoring and prioritisation of workloads.

Mr Barrett who was involved in the incident at Oulton Broad last year has pleaded guilty at Ipswich Crown Court and will be sentenced on 1st September. This case, working alongside with the MGCA, is a good example of organisations working together to promote safety on the Broads navigation. All completed cases are shown in Appendix 3.

9. Sunken and Abandoned Vessel Update

Contact Officer/Broads Plan Objective: Lucy Burchnall/NA4

As shown in Appendix 4, so far this year 5 vessels have been dealt with through the abandoned vessel process with 2 of these being eventually claimed and the appropriate tolls paid. One of these had to be recovered from the navigation having been set on fire. In addition 6 boats have been found/reported as sunk with 3 recovered and 3 ongoing.

10. Planning Enforcement Update

Contact Officer/Broads Plan Objective: Cally Smith/None

No matters currently under action which have a waterways element.

Background papers: None

Author: Sandra Beckett/Sarah Mullarney

Date of report: August 2017

Broads Plan Objectives: Multiple

Appendices:

- APPENDIX 1 - Rangers Exercise of Powers Analysis
- APPENDIX 2 - Ranger Team Activity
- APPENDIX 3 - Report of prosecutions dealt with in court during April 2017 to August 2017
- APPENDIX 4 - Sunken and Abandoned Vessels

APPENDIX 1

Rangers Exercise of Powers Analysis (Bracketed figures are running totals, April 2017 to March 2018)							Date: Apr-Jul 2017	
	Wroxham Launch	Irstead Launch	Ludham Launch	Ludham 2 Launch	Norwich Launch	Hardley Launch	B.St.Peter Launch	Breydon Launch
Launch Patrol Areas	Wroxham and Upper Bure	Ant	Hickling, P.Heigham, Upper Thurne & Womack	Lower Thurne, Lower Bure & South Walsham	Norwich and Upper Yare	Reedham, Chet & Middle Yare	Oulton Broad and Upper/Middle Waveney	Breydon Water, Lower Waveney and Yare
Verbal Warnings								
Care & Caution	65 (65)	38 (38)	54 (54)	75 (75)	1 (1)		13 (13)	13 (13)
Speed	1761 (1761)	545 (545)	353 (353)	275 (275)	96 (96)	99 (99)	137 (137)	94 (94)
Other	34 (34)	29 (29)	12 (12)	38 (38)	7 (7)	4 (4)	5 (5)	6 (6)
Blue Book Warnings								
Care & Caution	9 (9)	3 (3)	2 (2)	2 (2)				7 (7)
Speed	76 (76)	14 (14)	6 (6)	6 (6)	3 (3)	3 (3)	4 (4)	4 (4)
Other	6 (6)	6 (6)	3 (3)	7 (7)	2 (2)	9 (9)	2 (2)	2 (2)
Special Directions	63 (63)	57 (57)				9 (9)	170 (170)	
Launch Staffed (by Ranger)	117 (117)	40 (68)	88 (88)	75 (75)	59 (59)	46 (46)	87 (87)	122 (122)
Best Value Patrol Targets Percentage Compliance	100% (100%)	100% (100%)	100% (100%)	100% (100%)	93% (93%)	100% (100%)	99% (99%)	99% (99%)
Volunteer Patrols	2 (2)	1 (1)	3 (3)	1 (1)		2 (2)	5 (5)	
IRIS Reports	78 (78)	24 (24)	23 (23)	16 (16)	41 (41)	41 (41)	18 (18)	40 (40)
Broads Control Total Calls	TOTAL 15,514 (15,514)			Telephone 12,478 (12,478)		VHF 3,036 (3,036)		

APPENDIX 2

Total Time Allocated/Actual Ranger Team

Up to 22 August 2017

Broads Authority Corporate	Work Area	Annual Allocation	Actual Days To Date
Corporate Time	Training	137	71.78
	Broads Control	39	36.93
	Team meetings / work planning	461	147.64
	Partnership working	66	10.26
	Assisting other sections	94	16.93
	Annual Leave		190.07
	Off Work Sick		86.62
	Time in Lieu		10.74
Premises Maintenance	Billets and boatsheds	19	7.74
Vessel & Equipment Maintenance	Launch - General		1.08
	Trailers - General		0.47
	Vehicle Maintenance		5.20
	Other equipment repair		8.14
Total		816	593.59

Navigation	Work Area	Annual Allocation	Actual Days To Date
Navigation Maintenance	Patrolling	1356	797.63
	Escorts	28	6.99
	Prosecution files	0	21.39
	Bankside tree management	81	8.18
	Obstruction removal	29	15.41
	Channel markers & buoys	35	1.15
	Signs & boards maintenance	78	9.76
	Adjacent Waters		31.17
Mooring Maintenance	Reactive mooring maintenance	129	7.40
Total		1736	899.07

Actual Percentage 81%

Conservation, Rec, C'side	Work Area	Annual Allocation	Actual Days To Date
Conservation	Fen management	14	2.94
	Lake / Riverbank restoration	36	0.00
	Invasive Species Control	33	2.06
	Other conservation work	158	12.97
	Pollution Response		4.39
Recreation/Countryside Maintenance	Visitor Site maintenance	143	84.28
	Whitlingham Country Park	294	86.00
	Public footpath work	11	2.97
Public engagement	Education work	10	10.84
Total		699	206.47

Actual Percentage 19%

Team total	3251	1699.12
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APPENDIX 3

Report of prosecutions dealt with in court during April 2017 to August 2017			
Defendant	Offence	Court	Result
Mr. Lowton	Speeding	Norwich Magistrate	Fined £200 Costs awarded £150 Victim surcharge £30
Mr. Barrett	Joint Prosecution with MCGA under Merchant Shipping Act 1995	Ipswich Crown Court	Pleaded Guilty, Sentencing 1 st Sept 2017.

APPENDIX 4

Sunken and Abandoned Vessels

Description	Location found	Action	Notice Affixed	Result
Sunken cruiser	River Yare Old River Thorpe.	Vessel sunk at owners moorings	No	Not affecting the navigation owner will raise in due course
Abandoned Cruiser	Hickling	Vessel abandoned on Hickling Broad	Yes	Owner registered vessel and paid for this and last year's tolls.
Sunken Catamaran	Oulton Broad	Vessel located and marked with yellow posts	No	Now removed and disposed of
Auxiliary Yacht	Pyes Mill	Overstaying on 24 hour moorings. Investigations into ownership successful	Yes	Owner registered and paid toll, removed from mooring.
Motor Cruiser	Pyes Mill	Overstaying on 24 hour moorings. Investigations into ownership reached dead end	Yes	Found on fire to at moorings, fire service attended, removed from navigation and disposed of. Half costs recovered from SNDC (mooring owners)
Motor Cruiser	Pyes Mill	Overstaying on 24 hour moorings. Investigations into ownership reached dead end	Yes	Abandoned Vessel Notice expired. Removed to Dockyard and disposed of
Motor Cruiser	Beccles	Found floating in navigation, investigations into ownership reached dead end	Yes	Abandoned Vessel Notice expired. Removed to Dockyard and disposed of.
Motor Cruiser	Wayford	Owner was aware. Tried to raise vessel themselves but failed which left it blocking the navigation.	No	Oil spill booms and hazard markers deployed. Arranged for immediate removal and recharged insurance company
Motor Cruiser	Cold Harbour Farm	Vessel found stern underwater tied to fishing platform	No	Owner contacted they were aware of vessel has since been recovered.
Sunken Cruiser	Oulton Broad	Harbour Master liaising with owner	No	Area Ranger team monitoring.
Sunken Cruiser	Beccles	Ranger team investigated, not hazard or pollution threat. Owner aware	No	Owner responsible for raising vessel. Ranger team monitoring.