

## **Navigation Committee**

Minutes of the meeting held on 6 September 2018

### **Present:**

Mrs Nicky Talbot – in the Chair

Mr K Allen

Mr B Dickson

Mr M Whitaker

Mr J Ash

Mr J Knight

Mr B Wilkins

Ms L Aspland

Mr S Sparrow

### **In Attendance:**

Mr S Birtles – Head of Safety Management (item 8)

Mrs L Burchnall – Head of Ranger Services (item 7)

Mr D Harris – Solicitor and Monitoring Officer

Dr D Hoare – Head of Construction, Maintenance and Environment

Ms E Krelle – Chief Financial Officer (item 11)

Miss S Mullarney – Administrative Officer

Dr J Packman – Chief Executive

Ms Ruth Sainsbury – Planning Officer (item 9)

Mrs C Smith – Head of Planning (item 10)

### **Also Present:**

Lana Hempsall.

### **3/1 To receive apologies for absence**

Apologies for absence were received from, Matthew Bradbury, Alan Goodchild, Max Heron and Greg Munford. Max Heron provided the Chair with comments on the agenda; these were read out at the relevant items.

The Chair welcomed Bill Dickson to his first meeting. Bill was appointed to the committee at the Broads Authority meeting on 27 July 2018.

The Chair also announced that the appointment process for the co-opted members of the Navigation Committee for 2019-22 was due to commence. The current co-opted members were reminded that they would need to apply for membership unless they would have completed the maximum 8 year term by March 2019. The deadline for applications is Friday 19 October.

The Chair proposed a variation to the order of the agenda: Item 10 Lake Lothing Third River Crossing to be discussed before item 9 Planning Application with Navigation Implications BA/2018/0312/FUL Marina Quays.

### **Recordings**

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.

James Knight declared that he would be making his own recording.

**3/2 To note whether any items have been proposed as matters of urgent business**

No items were proposed as a matter of urgent business.

**3/3 To receive Declarations of Interest**

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

Simon Sparrow mentioned that he knew the applicant for item 9.

**3/4 Public Question Time**

No public questions were raised.

**3/5 To receive and confirm the minutes of the Navigation Committee meeting held on 14 June 2018**

One member questioned the decision at the last meeting to reduce the number of formal Navigation Committee meetings to five rather than four as the Broads Authority had done. The Chair reminded the committee that this decision was made with the view to reviewing the situation in a year's time.

The minutes of the meeting held on 14 June were signed by the Chairman as a correct record of the meeting.

**3/6 Summary of Actions and Outstanding Issues following Discussions at Previous Meetings**

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

The Solicitor and Monitoring Officer had recently facilitated a meeting with Prof. Williamson and Thorpe Town Council, who were due to meet again soon. Members were informed that the Staithes report was close to being finalised and published.

Members noted the report.

**3/7 Chief Executive's Report and Current Issues**

**Swing Bridges Workshop**

The Chief Executive thanked the Members that attended the workshop. The action list would be followed up at the next meeting with Network Rail. Members were informed that Network Rail had upgraded their telephone system and were in the process of upgrading the signalling system. From next spring this would put the bridge operators in a better position to respond to boat owners. In the meantime Broads Control has been acting as an intermediary.

A Member said the workshop was positive and suggested there be a further meeting for road bridges to discuss access to the Broads.

### **Incident on the River Chet**

Following a serious incident on the river Chet in June which resulted in a hire boat sinking after it had hit an underwater metal obstruction, members were told that following subsequent site visits and surveys, the removal of the dangerous piling and re-profiling of the bank was in the Environment Agency's work programme for October.

The Chief Executive further informed members that BESL had removed the most hazardous of the deformed stone filled gabion baskets at Haddiscoe New Cut and had a rolling programme to attend to those gabions that have lost their stone filling. He added that Broads Authority officers were in the process of looking at all flood defence piling which has deteriorated and presents a navigation hazard. These would be mapped and prioritised to enable the Environment Agency to deal with the greatest hazards.

The Chief Executive added that there was also an issue with areas of piling that were no longer considered part of the flood defence. It was noted that the Environment Agency may not retain responsibility for these. Options for retention would be reviewed for the significant areas; the committee would receive a report on this in the future.

### **Reservation of Moorings**

The Chief Executive explained that there was no formal policy on reserving moorings. It was noted that the requests for sections of moorings to be reserved for particular crafts had increased. A member commented that responses to enquires about reserving moorings in 2018 had not been coordinated very well. It was highlighted that 24 hour moorings were provided for the public and as a result, it would not be appropriate to reserve these at popular locations such as at Ranworth during the main holiday season. A member connected with the Wherry Yacht Charter commented that for 99% of the time there was not an issue. The Broads Authority continued to support the wherries and provisions would be made at the yacht stations to accommodate them. The Broads Authority would be meeting with the Wherry Yacht Charter in the autumn to explore other options.

### **Frequency of Ranger Patrols**

The Chief Executive commented that the number of person days for 2018 was identical to that in 2000, but the Authority was doing more with the same amount of resource. The emphasis was on patrolling at weekends in the summer and some areas, such as downstream of Wroxham and Breydon Water, required greater attention. In addition to the rangers, 50 volunteers assisted with patrols.

One member commented on the risk to small boat owners from speeding boats on the River Yare. He said that a report from the Broads Angling Services Group on this subject was due and proposed this as an item for a future navigation committee meeting. The Chief Executive reminded members that Broads Control was available and advised that speeding boats be reported. The Head of Safety

Management added that the stakeholder hazard review was due in the New Year, which would include speeding boats.

**BA/2018/0149/FUL Broadlands Marina, Oulton Broad**

The Head of Ranger Services provided an update on the development at a members request; members were informed that the application was on hold pending further discussion. A meeting has been scheduled for the end of September with relevant interested navigational parties.

**3/8 New Boat Safety Scheme carbon monoxide alarm requirement**

Members received a report on the Boat Safety Scheme's proposal for the mandatory installation of CO alarms on boats with accommodation spaces. The consultation is live and the Broads Authority has formally consulted bodies which represent boating interests as it is a proposed new requirement of the scheme. The BSS is conducting the consultation on behalf of the navigation authorities.

The Head of Safety Management identified that the sources of carbon monoxide were not just from large petrol engine boats but from normal gas cookers and BBQs. One member stressed the huge risk from BBQs and suggested this be highlighted when the scheme is published.

Members asked for clarification on the installation of the CO alarms and discussed how the new requirement would affect different vessels. The Head of Safety Management explained that the alarm would need to be permanently fixed and said the BSS technical committee had discussed the issue of boats with canopies. It was added that dependent on the size of the boat and the accommodation compartments, multiple alarms would be required.

Members also discussed the boats that do not qualify for Boat Safety Scheme assessments and whether they would be required to install a CO alarm. The Head of Safety Management concluded that the intention wasn't to extend the scope of the BSS but as an additional requirement to the existing checking procedure.

Members were in support of the proposal. The views of the committee would be submitted as part of the consultation process.

***Agenda Item 10 Lake Lothing Third River Crossing was dealt with at this point.***

**3/9 Planning Application with Navigation Implications  
BA/2018/0312/FUL Marina Quays**

The Planning Officer presented Members with the application for the installation of new moorings and refurbishment of the buildings at Marina Quays, Great Yarmouth. The Chair made Members aware that the applicant was present for the meeting.

Members welcomed the proposed development for the area and the additional moorings, however it was noted that some moorings might not be appropriate due

to the high build up of silt and width of the river. Members also highlighted safety issues for visitors who wouldn't be familiar with the tidal flow of the river. Members agreed single alongside moorings would be appropriate, with one member suggesting the applicant consider floating pontoons. Another member expressed concerns with narrowing the river unduly. A member queried the state of the quay heading and if the applicant was taking on the liability of maintaining this.

Members discussed the sediment maintenance of the site and the practicality of dredging. One member noted that there was the potential for boats to sit on a sloped edge at low tide. It was added that the applicant needed to consider how moorings were managed to avoid the dangers of boats sitting at an angle. Another member commented that the sediment pattern was likely to change when boats were moored at the site. The Head of Construction, Maintenance and Environment explained that the main section of the river was dredged to maintain navigation, however dredging closer to the piled edge would need consultation with the Environment Agency.

In response to a question about the condition of the concrete wall it was explained that it ran along the formal flood defence and any repairs or maintenance was the Environment Agency's responsibility.

The Head of Planning summarised that the committee had no in principle objections to the application but raised details around the sediment management, dredging, and safety of the visitor moorings. These views would be considered as part of the planning process.

### **3/10 Lake Lothing Third River Crossing**

#### ***Agenda Item 9 Planning Application with Navigation Implications BA/2018/0312/FUL Marina Quays was dealt with at this point.***

The Head of Planning presented Members with the Suffolk County Council application for a third river crossing at Lake Lothing, Lowestoft. Members watched a fly by video of the site and discussed the implications for the navigation.

Members noted that the proposal facilitated the broads navigation connecting to the sea; it was also noted and that the majority of leisure boaters would not require the bridge to open. One member commented on the importance of layby moorings at the bridge. Members were in favour of the rejuvenation of this part of Lowestoft with one member stating that it would attract new boaters.

Members were in support of the proposal and it was unanimously agreed that the committee did not feel that the proposal impeded navigation to the navigation area. The views of the committee would be reported at the 14 September Planning Committee meeting. A response from the Broads Authority would be fed back to the Planning Inspectorate as part of their consultation.

### **3/11 Navigation Income and Expenditure: 1 April to 30 June 2018 Actual and 2018/19 Forecast Outturn**

The Committee received a report on the details of the actual navigation income and expenditure for the three month period to 30 June 2018, and provided with a forecast of the projected expenditure at the end of the financial year.

The Chief Financial Officer provided members with an update on the income and expenditure at the end of August. She stated that 96% of the private craft toll income had been collected and that the hire craft toll income was £9,300 ahead of the annual budget. There were no changes to the forecast.

The Chief Financial Officer explained that there was a favourable variance of £48,502 due to delayed capital purchases including the purchase of the tree shears. The Head of Construction, Maintenance and Environment confirmed that an excavator and floats had been purchased and the tree shears ordered. Members were invited to view the new tree management equipment from a Ranger launch when it would be used for the first time at Barton Broad.

The Chair thanked the Chief Financial Officer and commented that the updated figures were more favourable than the report suggested. She reminded members that the proposed toll charges would be discussed at the next meeting.

Members noted the report.

### **3/12 Construction, Maintenance and Environment Work Programme Progress Update**

The Head of Construction, Maintenance and Environment provided members with an update on the work programme progress for 2018/19.

Members were informed that the start date for mobilisation and installation of the geotextile tubes onsite at Hickling was due to start in early October. It was noted that a lot of officer time would be required to set the job up but that the work would give 19,000m<sup>3</sup> worth of sediment capacity.

It was also reported that the Broads Authority had purchased its own concrete pump for the work at Hickling. The Head of Construction, Maintenance and Environment explained that this proved to be an effective method for reusing sediment. He further added that a larger yard crane had been purchased to enable work to be completed in house and to reduce the external capital expenditures.

Members noted the report.

### **3/13 To note the date of the next meeting**

The next meeting of the Navigation Committee would be held on Thursday 25 October 2018 at Yare House, 62-64 Thorpe Road, Norwich commencing at 2pm.

The meeting concluded at 15:50

Chairman

## Code of Conduct for Members

**Declaration of Interests**

Committee: Navigation Committee

Date of Meeting: 6 September 2018

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
Bill Dickson	-	-	
Simon Sparrow	All	General	
Linda Aspland		As previously stated	
Kelvin Allen	-	-	
John Ash	7.6	Non pecuniary as trustee Wherry Yacht Chart Charitable Trust	
Michael Whitaker	6-12	No changes from previously	
Brian Wilkins	-	Interests all as previously advised	
Nicky Talbot	7.3	Employee of Norfolk Wildlife Trust – Interest as previously advised	
James Knight	6-12	As previously advised	