

Navigation Committee

Agenda 02 November 2023

10.00am

Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY

John Packman, Chief Executive – Thursday, 26 October 2023

Under the Openness of Local Government Bodies Regulations (2014), filming, photographing and making an audio recording of public meetings is permitted. These activities however, must not disrupt the meeting. Further details can be found on the [Filming, photography and recording of public meetings](#) page.

Introduction

1. To receive apologies for absence
2. To receive declarations of interest
3. To note whether any items have been proposed as matters of urgent business
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 07 September 2023** (Pages 3 - 11)
6. **Summary of actions and outstanding issues following discussion at previous meetings** (Pages 12 -17)

Reports for information

7. **Chief Executive's report and current issues** (Pages 18 - 26)
Report by Chief Executive
8. **Proposed navigation charges for 2024/25 in the navigation area and adjacent waters** (Pages 27 - 36)
Report by Chief Executive, Director of Finance, and the Collector of Tolls
9. **Construction, Maintenance, and Ecology work programme – progress update** (Pages 37 - 43)
Report by Head of Construction, Maintenance, and Ecology
10. **Integrated Access Strategy – Consultation feedback** (Pages 44 - 53)
Report by Waterways and Recreation Officer

11. **Local Plan - Replacement quay heading and the Local Plan and Navigation section**
(Pages 54 - 91)
Report by Planning Policy Officer
12. **Planning application with implications for navigation – BA/2023/0349 FUL Ribs of Beef Extension of decked area** (Pages 92 - 94)
Report by Planning Officer

Other matters

13. **To note the date of the next meeting – Thursday 11 January 2024 at 10.00am – venue to be confirmed**
14. Exclusion of the public
The Authority is asked to consider exclusion of the public from the meeting under Section 100A of the Local Government Act 1972 for the 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.
15. **To receive the Exempt Minutes from the meeting held on 07 September 2023** (Pages 95 - 96)

For further information about this meeting please contact the [Governance team](#)

Navigation Committee

Minutes of the meeting held on 07 September 2023

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Present

Alan Goodchild – in the Chair, Harry Bathwayt, Stephen Bolt, Mark Collins, Peter Dixon, Leslie Mogford (items 1-10), Bob Neate, Remus Sawyerr, Michael Scott, Simon Sparrow, Daniel Thwaites

In attendance

Dan Hoare – Head of Construction, Maintenance and Ecology, Bill Housden – Head of IT and Collector of Tolls, Emma Krelle – Director of Finance, Angie O'Connor – Asset Officer (items 14 and 15), John Packman - Chief Executive, Rob Rogers - Director of Operations, Sara Utting – Senior Governance Officer, Lorraine Taylor – Governance Officer

Others in attendance

Bill Dickson – Chair of the Broads Authority, and Bill Clark for item 4.

1. Apologies and welcome

The Chair welcomed everyone to the meeting.

Apologies were received from Greg Munford and Paul Thomas.

Openness of Local Government Bodies Regulations 2014

The Chair explained that the meeting was being audio-recorded. All recordings remained the copyright of the Broads Authority and anyone wishing to receive a copy should contact the Governance Team. The minutes remained the formal record of the meeting. He added that the law permitted any person to film, record, photograph or use social media in order to report on the proceedings of public meetings of the Authority. This did not extend to live verbal commentary. The Chair needed to be informed if anyone intended to photograph, record or film so that any person under the age of 18 or Members of the public not wishing to be filmed or photographed could be accommodated.

2. Declarations of interest

Members expressed their declarations of interest as set out in Appendix 1 of these minutes and in addition to those already registered.

3. Matters of urgent business

No items were proposed as a matter of urgent business.

4. Public question time

A question had been received from Bill Clark from the Yare Sailing Club and Mr Clark was invited to read out his question. The Chair provided the Authority's response as set out in Appendix 2 to these Minutes.

Mr Clark asked a supplementary question on whether there was a general concern that the reed habitat was being steadily lost and evolving into woodland habitat in many locations on our river system.

The Head of Construction, Maintenance and Ecology (HCME) responded that, in terms of the habitat of the particular example that Mr Clark had identified, this was not in any of the priorities within the biodiversity and water strategy. However, where there are opportunities to enhance that reed edge habitat, some of the safety work that the Broads Authority undertakes achieves that.

The Chair re-iterated that item 10 of the agenda explained the Broads Authority's approach in relation to bankside management in greater detail.

5. Minutes of last meeting

The minutes of the meeting held on 08 June 2023 were signed by the Chair as a correct record of the meeting.

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.

7. Chief Executive's report and current issues

Members received the report on significant matters relating to the maintenance and management of the waterways from the Chief Executive (CE).

In response to a question on who was responsible for abandoned vessels on Wroxham Broad, the CE advised that in this case, it would be the landowner. The CE explained that sunken and abandoned vessels was an issue that the Broads Authority dealt with on a weekly basis and if the vessel was not causing an immediate pollution risk and was not a hazard to the navigation, the Authority would not attempt to lift them at that point but contact the vessel's owner in the first instance.

A Member questioned item 1.2 of the CE's report in relation to the Authority's five strategic policies for 2024/25 and said that apart from the tolls system replacement, none seemed to be related to navigation. The CE replied that a number of the strategic priorities had an implication for navigation, such as responding to climate change or the Local Plan for the Broads. The strategic priorities were not the only elements of what the Authority was doing, as items such as the operational priorities were not included, which were heavily navigation focused. The CE said that it did not mean that navigation was not a high priority for the Authority.

In response to a request for further information on the Race to Zero campaign and the general direction the Authority would approach the campaign, the CE advised that one of the things was what the Broads Authority could do about its own carbon footprint, such as working on a tender process to put solar panels on the Dockyard buildings. There were practical things that the Authority could do to have a positive benefit, but in a wider society

role was trying to influence outside bodies such as the Authority's District and County Council colleagues.

There was a discussion around several untidy vessels on the rivers, including questions on whether the boats held Boat Safety Certificates and were tolled. The CE responded that the Authority had an obligation to ensure that the boats were fit for purpose and that they were tolled. However, the Authority had no powers over how vessels looked. He added that living on a boat was becoming more common as the cost-of-living rose, and he commended the Rangers for their sensitivity and care in this regard.

The Director of Operations (DO) advised that the Broads Authority did check that boats were tolled and held the Boat Safety Certificate and performed random checks on insurance. If the owner did not comply then the Authority would take action to enforce this. The DO added that the Authority worked with social housing authorities and the Police.

A Member asked whether the Authority had seen an increase in boats being used for homes and the DO replied that this was not data that was collected by the Authority.

The report was noted.

8. Navigation Committee priorities

The Chief Executive (CE) presented the reporting outlining the key strategic priorities which needed to be addressed at future committee meetings. Eight priorities were identified following the meeting on 8 June 2023, and these were presented as a draft programme for the Committee to consider.

In relation to the fourth priority, the future of the hire boat industry, the CE said that since the report was written, he had taken part in a meeting with the Hire Boat Federation and British Marine, and they were both very supportive of the Authority's approach. Following the meeting, the CE had tracked down a 2005 report about the Boat Hire Project and circulated it to the Hire Boat Federation and British Marine. He suggested that the Broads Authority hold a workshop to discuss and plan the future of the industry. Members welcomed the proposal. A Member asked whether the Authority would take any outcome of a workshop forward and the CE replied that the Authority would produce a plan and was something that the Authority could work with British Marine on.

The CE then asked the committee to consider adding an additional priority of plant growth and the challenges that it presented to both the Broads Authority and those who used the Broads. He added that the Head of Ranger Services had raised the issue of plant growth and how it was affecting dinghy sailing and paddle boarding and the effect it was having on the future of young people in using the Broads. He said that it was the intention to engage with all who sailed, not just young people; however, this was a way to get their views about what the future of sailing looked like. The CE suggested also adding a further priority about engaging with sailing clubs.

The Chair added that the sailing club he belonged to had recognised the importance of young people in sailing and had adopted a committee specifically for young sailors and he welcomed the Broads Authority's approach in looking to engage with young sailors as they were part of the future of the Broads.

A Member asked why salinisation was not on the list of priorities, and the CE replied that it was the responsibility of the Environment Agency. Although salinisation was a big issue for the Broads, there was little action that the Authority could take. However, this was a question for the Broadland Futures Initiative to debate in relation to how the Authority responded to climate change and particularly rising sea levels in one of the lowest parts of Britain. He added that the area faced one of the biggest challenges of all the National Parks as it was unknown what climate change would do for the driest part of the country already, so he did not doubt that increase in salt was an issue, but it was part of a much bigger debate.

A Member said that the climate crisis was not reflected in the plan and was it possible to have this as a cross-cutting theme in the priorities. The CE confirmed that this would be a sensible approach.

A Member commented on the sustainable boating priority and asked whether it was much more than putting in charging points. The CE confirmed that it would be a much larger activity than that and the timetable in the report was an initial work programme for the coming year. The Authority would like to bring a report to a future committee meeting with more information on this priority.

There was then a discussion on the use of paddleboards within the Broads and the safety aspect surrounding their use. The CE suggested that this subject was something that should be brought to the committee at a future meeting with a written report.

9. Construction, Maintenance and Ecology work programme – progress update

The Head of Construction, Maintenance & Ecology (HCME) presented his report and gave an overview of some of the key items. He confirmed that the proposals for 2024/25 work priorities had been drafted and included less dredging and more of other activities.

In relation to items 2.4 and 2.5 on the report, a Member asked whether piling would be discussed at a future meeting or was it something to be discussed at this meeting. The HCME replied that the consultation on mooring provision and the structural elements would be brought back to committee at a later date.

There was discussion on mooring and a number of suggestions were put forward including more masting and demasting pontoons being made available, including on Breydon Water, which could be relocated/moved over winter. The Chair added that pontoons were a good safety feature for getting in and out of canoes.

The Chair welcomed new channel marking at Breydon and asked whether the new posts could be numbered to ensure easy identification in an emergency situation. The HCME noted this and said that this should be raised as part of the Hazard Review.

The report was noted.

10. Riverside tree management

Members received the report from the Head of Construction, Maintenance & Ecology (HCME) regarding navigational issues posed by riverside trees and scrub to waterways users, the prioritisation of management actions by the Broads Authority, the consenting and permitting processes involved and how riverside trees are managed. The purpose of the report was to provide clarity on the scope of work on the management of trees close to the rivers' edge and seek Members' views on what were the priorities and what they wished to achieve.

A Member said that it would be good to identify the areas of reed beds that were turning into carr woodlands in order to understand where management was needed. The HCME replied that there were tools available to identify these areas and that the Broads Authority had the necessary data. The Chief Executive confirmed that the Authority would look at engaging with local sailing clubs which would enable the Authority to focus on particular areas of bankside management and added that there may be consents to be obtained before any work was carried out.

A Member commented that there were many areas where overhanging trees was an issue as these could cause damage to boats. The HCME confirmed that the Rangers monitored any protruding branches and anything that was coming over the edge of the water, and these individual hazards were tackled during the winter months. The Member asked whether the Rangers could look at higher branches as they were an issue for the sailing community. The HCME noted this.

The Chair commented that he welcomed the report, and it showed that the Authority was listening to the sailing community.

The CE asked whether this report should be taken to the next Broads Authority meeting for endorsement by the Authority Members, and the meeting agreed.

The report was noted.

11. Income and expenditure

The Director of Finance (DF) presented the report detailing the actual Navigation income and expenditure for the four-month period to 31 July 2023, and provided a forecast of the projected expenditure at the end of the financial year (31 March 2024).

The DF reiterated that the report was to the end of July and that at the end of August the forecast on toll income remained the same. She also pointed out that the performance on interest was doing better than expected.

A member asked for clarification on the reduction in income on tolls and what was driving this, and whether it was the tolls increase or were there less boats on the water.

The Chief Executive (CE) replied that it was thought that it was not the tolls increase that was driving this, but looking at the larger picture it seemed as if many of the smaller boats were not on the water this year as the weather had not been favourable. There was then some discussion on the number of boats on the water this year and how it would have a knock-on effect for 2024. Although it was mentioned that it had not been a good season for the hire boat industry this year, it was noted that September was looking better than August. A Member asked whether there was any data on the demographics of small boat owners.

The CE summarised by saying that this was a complex issue and that it was something to be discussed in greater detail at the tolls workshop and briefing in October.

The DF said that the Collector of Tolls had undertaken some analysis on the number of Broads boat users. At the end of July private crafts was down by 400, but the biggest class was outboard dinghies and rowing boats. Hire boats were up by 180.

A Member asked what information would be helpful to gather before the tolls workshop and briefing and should boat owners be asked what they needed in order to start the discussions on a sensible basis. The CE replied that the critical thing was to understand what would happen with the hire boat industry. The CE suggested that one item that could be looked at was of the boats that had gone, to what extent they were in the ownership of people who owned other boats.

The report was noted.

12. Date of next meeting

The next meeting of the Navigation Committee would be held on Thursday 02 November 2023 at Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY commencing at 10am.

13. Exclusion of the public

Harry Blathwayt proposed, and Michael Scott seconded.

It was resolved unanimously that the public be excluded from the meeting under Section 100A of the Local Government Act 1972 for the consideration of the item below on the grounds that it involves the likely disclosure of exempt information as defined by Paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Part 1 of Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to information) (Variation) Order 2006, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information.

The press and public left the meeting.

14. Bridge Broad lease

Members received the report of the Director of Operations and Asset Officer seeking their views on the renewal of the lease for Bridge Broad.

A summary of the discussion is contained in the exempt minutes.

15. Update on mooring leases

Members received the report of the Director of Operations and Asset Officer providing an update on mooring leases.

A summary of the discussion is contained in the exempt minutes.

The meeting ended at 12:25.

Signed

Chairman

Appendix 1 – Declaration of interests: Navigation Committee, 07 September 2023

Member	Agenda/minute	Nature of interest
Peter Dixon	4 and 10	Owner of a river cruiser and a Member of the river cruiser class. Non-registerable interest and the items under discussion did not directly relate.
Mark Collins	4	Commodore of a Sailing Club. Disclosable interest but the item under discussion did not directly relate to his finances or wellbeing.

Appendix 2 – Public Question Time: Navigation Committee, 7 September 2023

Question submitted by Bill Clark and response from Alan Goodchild, Chair on behalf of the Authority

Following the questions regarding bankside management that I posed to the Navigation Committee at the meeting on 8th June, I am pleased to report that with the assistance of NavComm member Dr Mark Collins, I have now reached an agreement with the Mid Yare RSPB for a schedule of bankside scrub removal on their reserve. The work will be supported by a volunteer force from Coldham Hall sailing club. Importantly, the RSPB has also agreed that several trees on the north bank opposite Langley Dyke should indeed be felled, and we are together seeking additional support to deal with this, including from the Broads Authority.

These are heartening developments, and I believe that with a group of volunteers from Coldham Hall Sailing Club and the Yare Sailing Club along with the active support of the RSPB, the River Yare below Coldham Hall may, in time, once again become a practical sailing area.

I appreciate that funds are limited, but as a member of the local sailing community I am also aware of the potential volunteer force available for this type of work. Like many of my friends, I am concerned and motivated to protect and preserve the character and charm of Broadland, and I would be pleased to help build up the voluntary support required right across the navigation.

My question to the Navigation Committee is this:

Does the committee agree that maintaining the navigation should include protecting the rivers and broads from bankside ecological succession that makes the navigation unsuitable for sailing vessels?

Unfortunately, I cannot attend the Navigation Committee meeting on 7th September as that day is scheduled for bankside management! I expect to be hard at work protecting and supporting the reed environment on the Yare below Coldham Hall.

I would like to take this opportunity to thank you and the Navigation Committee for your support, and I look forward to hearing from you.

Response:

The management of bankside vegetation, especially those trees that present a hazard to those on the water, is an essential part of maintaining the navigation. Item 10 on the agenda sets out the Authority's approach.

A 5-year bankside management plan, consented by Natural England, sets the parameters for the management of 2,000m of river edge vegetation per year.

Navigation Committee

02 November 2023

Agenda item number 6

Summary of actions and outstanding issues following discussions at previous meetings

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
Network Rail Swing Bridge £10 million Refurbishment program	19/10/2017	John Packman	Network Rail Whole Life Strategy planning for swing bridges and replacing Trowse Swing Bridge with fixed bridge.	<p>As expected, swing bridges expanded in July's high temperatures, with periods when they could not open. Somerleyton affected more than Reedham, which is kept cooler by prevailing wind. Following consultation with key user groups, 'High Impact' days (when groups on organised dates and higher usage of swing bridges expected) shared with Network Rail (NR), who had engineering staff on standby to respond to mechanical issues on these key dates. Officers continue to liaise with NR and communicate issues as they arise. Next meeting planned for Oct review performance of swing bridges during summer period.</p> <p>Oct 2019: Need for display of red flags at bridges and Christmas and Boxing Day cover raised at meeting with local NR manager in Oct. Following consultation with NSBA and other stakeholders, officers reinforced importance of retaining red flags and agreed, based on last year's evidence, that bridge operators do not need to be on duty on Christmas Day and Boxing Day.</p> <p>7 Jan 2020: Meeting held with NR, who are to examine business case for any replacement at Trowse bridge. Resignalling of whole system commences in February.</p> <p>4 Feb 2020: BA in phone discussion with Network Rail re Trowse - update to be provided at agenda item 11.</p> <p>May 2020: Following sensor replacement works at Somerleyton, Reedham & Oulton, Network Rail believes operational reliability of these bridges will be improved. As we enter Summer 2020 we will monitor opening and breakdowns to ascertain this reliability. BA and NR continue to discuss swing bridge issues. BA also in Working Group</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>with Norfolk County Council, Norwich City Council, LEP, NR and Greater Anglia working on Trowse Bridge issues and gathering wider support and funding for replacement/ better operational reliability of this bridge.</p> <p>Jul 2020: Trowse Rail Bridge Working Group continuing to meet. Next phase of project is to meet with Train Services Director for Southeastern - meeting to include spokespeople from working group, incl. John Packman. Further updates provided when meeting date confirmed.</p> <p>Sep 2020: BA written officially to Norfolk County Council regarding Haven Bridge, Great Yarmouth.</p> <p>Dec 2020: Update provided in CEO report (14/01/2021): Authority officers are involved in meetings to discuss the future of Trowse Swing Bridge and the development opportunities in East Norwich presented by three large brownfield sites, namely the Carrow Works, the Deal Ground and the Utilities Site. The Chief Executive and Director of Operations are members of a working group looking at the Trowse Bridge (along with Network Rail, Abellio Greater Anglia, Norfolk County Council, Norwich City Council and New Anglia). The Head of Planning and the Senior Planning Officer sit on another group looking at the development sites. There is an important relationship between the two issues and our officers are making sure that navigation interests are considered.</p> <p>Mar 2021: Director of Operations met with Network Rail (NR) to discuss the multi-million pound refurbishment of the swing bridges (Reedham, Somerleyton & Oulton due to commence in 2022. The NR scheme will see the lifting and turning mechanisms replaced to make the operation of opening and closing the swing bridges more reliable. At the start up meeting, the BA asked if the thermal expansion to the bridges in warm weather could also be addressed. This is being considered by NR. The BA is working with NR on communications, work planning and managing the navigation.</p> <p>July 2021: Director of Operations met with Network Rail contractors undertaking the swing bridge refurbishment to discuss the initial navigational requirements of the works. The refurbishment has been</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>further complicated by the timing of the track closure, which will coincide with the school Easter holidays in 2022. The BA continues to advise on construction and navigational matters.</p> <p>Sep 2021: Network Rail's repair work of the swing bridges delayed to October 2022. Design work to commence beginning October 2021. Mar 2022: Dialogue with Network Rails Contractor for the swing bridge refurbishment programmes continues (Murphy's). A date of October 2022 has been agreed for the contractors access and they are planning on 2 x 52hr weekend works and a 16 day blockade. During this time the swing bridge will operate but with 2 x set opening times daily, these will be published nearer the date.</p> <p>May 2022: Senior Operations Officers continue to work with Murphy's to facilitate the delivery of this 10 million pound refurbishment of Reedham & Somerleyton Swing Bridges. Dates of the works have been shared with navigators and regular information will be supplied as the work dates get nearer.</p> <p>Sept 2022: The contractors (Murphy's) reported that due to mechanical parts coming from Ukraine, a change to the work program is required. Swing Bridge works will start in September with weekend closures. Main works will commence in March 2023. A NTM has been issued and swing bridge openings have been agreed during work periods.</p> <p>Oct 2022: The initial phase of the swing bridge refurbishments have been completed, this work was making space within the existing plant room to accommodate the updated mechanical opening gear. Phase two is being planned and will commence in 2023 when parts are available to install.</p> <p>Mar 2023: Recent update from Murphy's (Network Rail's contractors) is that the next phase of the refurbishment has been delayed until November 2023. Swing Bridges will operate (on demand) with no further restrictions in place until the work program commences again in Nov. No explanation has yet been given as to why the delay, The Director of Operations is chasing more information.</p> <p>May 2023: Works completed to date on the swing bridges include:</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>Installed a beam in the control box that houses the swing bridge machinery. This will make the building strong enough for a temporary opening to be made in the wall. The opening will allow the old and heavy machinery to be moved out and replaced with modern equipment during the next stage of the project.</p> <p>Carried out much-needed, extensive brickwork repairs to reinforce the control box.</p> <p>Completed a full renewal and upgrade of the electrical system.</p> <p>Upgraded and replaced the manual winch system. This allows the bridge to be swung open manually by the bridge operator if there are problems with the machinery, keeping trains and boat users moving.</p> <p>Network Rail now expects further work on Reedham and Somerleyton swing bridges to take place in late 2023 and 2024. Boat users will be advised of any changes to the usual operation of the bridges via the Broads Authority.</p> <p>Aug 2023: No further update.</p> <p>October 2023: No further update.</p>	
Carrow Road Bridge Repairs	15/04/2021	John Packman	Briefing provided at Navigation Committee meeting in April, outlining Norfolk County Council's proposals for the repair of Carrow Road bridge. Further information is awaited from the County Council.	<p>10 Jun 2021: Report on the Carrow Road bridge repairs presented to members with the Norfolk County Council (NCC) options report. The Navigation Committee is of the view that NCC's proposal to carry out a minimal repair to Carrow Road bridge, effectively welding it shut so it is unable to open to tall vessels, is totally unacceptable. It would be contrary to NCC's legal obligations under the Norwich Corporation Act 1920, which are to maintain and operate the bridge to allow vessels that require passage to pass. In our view, officers should refuse any Works Licence application for this superficial repair work and NCC should be encouraged to perform repairs in a way that maintains navigation rights to this historic and important gateway to Norwich, in accordance with the legislation. The Broads Authority would like to work with NCC to find a solution that meets the statutory obligations of both organisations.</p> <p>Aug 2021: The Chief Executive and Director of Operations met with officers of Norfolk County Council on 17 August to discuss the road bridge repairs following the report to Navigation Committee and NCC wanting to temporarily seal the bridge close for 5 years. The BA is offering collaborative working to find an agreeable solution that protects the rights of navigation.</p>	10/06/2021

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>Oct 2021: No further update from NCC. RR and JP to arrange a future meeting with NCC (as reported at NC211021).</p> <p>Dec 2021: Norwich City Council, Norfolk County Council and The Broads Authority met on 8 December to discuss the works proposal submitted for licensing. It was a positive meeting with all partners understanding the different issues each organisation faced with the proposed construction method. Norfolk County Council officers agreed to re-look at road deck construction methods and the timing of the repairs to see if these can better link with the City Council's planned route improvements and still maintain the ability to open the Carrow Bascule bridge. An update was made in the Chief Executive's report, item 7 on the 13 January 2022 Navigation Committte agenda.</p> <p>Mar 2022: Following discussion between the Broads Authority and Norfolk County Council a report to 7 March County Council Cabinet meeting will contain the following short statement: Carrow Bridge, NorwichIn last year's Highway Capital Report, the need to establish a longer-term solution for Carrow Bridge was highlighted. Discussions are ongoing with key partners, including the Broads Authority, to agree short-term and longer-term options for improvement at this sensitive part of the transport network. The programme of ongoing maintenance works continues on a regular basis.</p> <p>March 2023: The Authority has not received any further communications from NCC of additional repairs to Carrow Bridge.</p> <p>October 2023: No further update.</p>	
New on-line tolls software	07/09/2023	Bill Housden	Strategic Priority for 2023 and 2024. Scoping work complete.	<p>September 2023: Currently engaged on pre-market engagement on upgrade of internal system. Progress report on viability of updating internal system to the latest software due in January 2024.</p>	24/01/2024
Future of the Hire Boat Industry	07/09/2023	John Packman	Commission study to review 2001 report and examine the prospects for the industry going forward and what actions could be taken to encourage.	<p>October 2023: Engaged with Broads Hire Boat Federation and British Marine. Both supportive of a half day workshop. Awaiting response from British Marine on potential dates.</p>	11/04/2024

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
			Stage 1 – Discuss with the Broads Hire Boat Federation Prepare a brief for the work and consult the Committee on the content.		

Date of report: 20 October 2023

Navigation Committee

02 November 2023

Agenda item number 7

Chief Executive's report and current issues

Report by Chief Executive

Purpose

To provide a briefing on significant matters relating to the maintenance and management of the waterways.

Broads Plan context

All strategic actions under Theme C: Maintaining and enhancing the navigation.

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1. Background

- 1.1. Despite a relatively quiet August, September and October have returned to previous levels on the rivers. Income remains down following delays in the agreement to charge at Reedham, but Ranworth has continued to be a popular location with mooring fees marginally higher than the profiled budget.

- 1.2. Andrew Farrell, currently the Programme Manager for Water, Mills and Marshes, has been appointed in the new role of Partnership and External Funding Manager. This is an important development as the Authority is increasingly being asked to respond at short notice to potential sources of funding and the development of a pipeline of projects will help the Authority respond strategically.

2. Stakeholders Hazard Review and Boat Safety Management Group

- 2.1. The BSMG group met on 5 October, and reviewed the Port Marine Safety Code Hazard logs, an undertaking that is required every three years, or if a significant event occurs. The PMSC had 51 hazards under review and following an assessment of safety trends the BSMG agreed to add 3 further hazards:
- Remote Underwater Vehicles – Similar to the increase in aerial drones, we are seeing small underwater drones being used within our waters, currently these are predominantly professionally operated RUV's to carry out underwater structural surveys.
 - Diving – Again an activity which has seen an increase and again predominantly professional divers working on structural elements below water, but we have had incidents of leisure diving, enough to warrant an additional listing within the risk assessments.
 - Foil Boards - [foil boards - Google Search](#) The Broads is seeing a resurgence in the entry-level vessels (kayaks, Standup Paddle Boards and canoes) and foil boards are also being seen. Using expertise within the BSMG Review Panel this activity has also been assessed.
- 2.2 A report on safety is planned for the January Navigation Committee to take account of the audit of the Port Marine Safety Code and the Hazard Log review.

3. Navigation patrolling and performance targets

- 3.1. The report of the significant use of powers by the rangers is displayed in Appendix 1 and reflects the busy period. The average navigation/countryside splits since April (Appendix 2) are higher on the navigation side as would be expected during the summer when patrolling is a priority.
- 3.2. There have been two successful prosecutions for overstaying on 24-hour moorings and no insurance. The details of the fines are set out in Appendix 5.

4. Sunken and abandoned vessel update

- 4.1. The sunken and abandoned vessels are detailed in Appendix 4. From the last report 3 vessels have been dealt with and a further 3 are being progressed.

5. Planning enforcement update

5.1. There are no further enforcement matters with navigation implications to report.

Author: John Packman, Bill Housden, Lucy Burchnell

Date of report: 23 October 2023

Background papers: None

[Broads Plan](#) strategic actions: C1, C2, C3, C4

Appendix 1 – Rangers exercise of powers analysis

Appendix 2 – Ranger duties total time allocated and actual days

Appendix 3 – Sunken and abandoned vessels current position as at 11 October 2023
11/10/2023

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 07/09/2023

Appendix 5 – Prosecutions dealt with in court for navigation offences since 07/09/2023
07 September 2023

Appendix 1 – Rangers exercise of powers analysis September-October 2023

Table 1

Verbal warnings	Wroxham launch Wroxham and upper Bure	Irstead launch Ant	Ludham launch Hickling, Potter Heigham, upper Thurne	Ludham launch 2 lower Thurne and lower Bure	Norwich launch Norwich and upper Yare	Hardley Launch Reedham, Chet and middle Yare	Burgh St Peter launch Oulton Broad and upper/middle Waveney	Breydon launch Breydon water, lower Waveney and Yare
Care and caution	23	7	7	17	7	9		
Speed	387	232	113	60	33	34	20	2
Other	7	4	3	3	34	3		1

Table 2

Written warnings	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Care and caution	2							
Speed	6	1		1		1	1	
Other	3	11	1			1	4	
Special directions					13	9	77	

Table 3

Launch patrols	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Launch staffed by ranger	35	34	25	34	35	32	34	35
Volunteer patrols								
IRIS reports	1	1	1	1	3	1	2	3

Table 4

Broads Control total calls: September – October 2023

Contact method	Number of calls
Telephone	2253
VHF	386
Total	2639

Appendix 2 – Ranger duties: total time allocated and actual days

Table 1

Broads Authority corporate duties

Work area	Annual allocation (days)	Actual days to date
Training	122	162.36
Broads Control	362	204.16
Team meetings, work planning	318	148.99
Partnership working	76	12.23
Assisting other sections	76	28.68
Billets and boatsheds	25	11.62
Launch – general		3.04
Trailers - general		2.03
Vehicle maintenance		3.92
Other equipment repair		3.51
Total	979	580.54

Table 2

Navigation duties

Work area	Annual allocation (days)	Actual days to date
Patrolling	2136	1426.89
Escorts	44	9.46
Prosecution files		7.84
Bankside tree management	108	12.16
Obstruction removal	26	10.74
Channel markers and buoys	30	10.34
Signs and boards maintenance	34	23.38
Adjacent waters	96	70.14
Reactive mooring maintenance	100.5	14.80
Total	2574.5	1585.75

Table 3

Conservation, recreation, countryside maintenance

Work area	Annual allocation (days)	Actual days to date
Fen management	146	9.66
Lake, riverbank restoration	100	0
Invasive species control	32.5	2.97
Other conservation work	145	31.82
Pollution response		2.03
Visitor site maintenance	194	121.39
Public Engagement	97	36.42
Public footpath work	38	6.49
Education work	69	3.85
Total	821.5	214.63

Team total up to

Percentage Navigation: 88%

Percentage National Park: 12%

Appendix 3 – Sunken and abandoned vessels current position as at 11 October 2023

Description	Location found	Action	Notice affixed	Result
Motor Cruiser	Old River Yare, Thorpe	Vessel sunk at owners moorings	No	Not affecting the navigation
Motor Cruiser	Sutton/Stalham cut	Hull only, marked with yellow posts	No	Not affecting the navigation
Motor Cruiser	River Yare, Thorpe	Vessel Sunk at owners mooring	No	Deadline not met; notice will be issued
Motor Cruiser	River Yare, Trowse	Vessel sunk behind rail bridge wooden fenders	Yes	Unable to raise, seeking quotes from contractors
Yacht	Womack Water	Sunk at owner's mooring	Yes	Deadline not met. Authority removed, seeking funds.
Aux yacht	Womack Water	Abandoned	Yes	Removed
Motor Cruiser	Daisy Broad	Vessel caught fire and sunk	No	Removed
Aux Yacht	Sutton Staithe	Owner deceased	No	Discussing with family

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 07 September 2023

Type of vessel	Fined	Costs awarded	Victim surcharge	Compensation
2 Sailing Boats	£500	£500	£0	£253.79

Appendix 5 – Prosecutions dealt with in court for navigation offences since 07 September 2023

Type of vessel	Offence	Fined	Costs awarded	Victim surcharge	Compensation
Motor Cruiser	Overstaying x4 No Insurance	£800	£410	£320	
Motor Cruiser & Yacht	Overstaying x 7 No Insurance	£1400	£804	£560	

Navigation Committee

02 November 2023

Agenda item number 8

Proposed navigation charges for 2024/25 in the navigation area and adjacent waters

Report by Chief Executive, Director of Finance, Head of IT and Collector of Tolls

Purpose

This report sets out options for the level of charges for 2024/25 and is the formal consultation with the Committee as required by S 13 (3) of the Broads Act. The views of the Committee are requested. The Broads Authority will make the decision on the navigation charges for 2024/25 at its meeting on 24 November 2023.

Broads Plan context

All strategic actions under Theme C: Maintaining and enhancing the navigation.

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1. Introduction

- 1.1. High levels of economic and social uncertainty complicate the preparation of the Broads Authority's draft budget for 2024/25 and the setting of navigation charges.

- 1.2. The most critical factor in calculating the potential income for 2024/25 is the number of registered boats paying a toll. As can be seen from this year's performance a small reduction in boat numbers can have a significant impact on income. The Broads Hire Boat Federation does not anticipate any significant change in the number of hire boats and a similar assumption has been made for the private fleet.
- 1.3. Inflation has remained high in the last few months (as illustrated by the figures for CPI and RPI in Table 1) and recent world events in the Middle East are having an impact on oil prices and consequently inflation in the UK. It is difficult to assess the effects of cost-of-living pressures on domestic tourism and private boat ownership.

Table 1

Three-month inflation

Month	CPI	RPI
July 2023	6.8%	9.0%
August 2023	6.7%	9.1%
September 2023	6.7%	8.9%

- 1.4. The biggest inflationary driver and a further uncertainty is the Authority's salary costs, which now account for 74% of all expenditure. As yet there is no local government settlement covering the Authority's staff for 2023/24. The increase for the current year is likely to equate to 6.45% (1.45% above budgeted amount), and 5.9% is assumed for 2024/25. Other inflationary pressures include increased repairs and maintenance costs for Mutford Lock, new gauge boards requested by the Rangers, increased repair and maintenance costs and fuel for the launches, lower income from moorings than predicted, (caused by a delay completing the lease for Reedham), higher legal and insurance costs and audit fees.
- 1.5. If the Authority wants to continue to deliver its current level of maintenance and patrolling of the waterways, and to contribute to the earmarked reserves for the purchase of vessels and equipment and the maintenance of property and premises (e.g. the Dockyard), then an income of £4.606 million will be required. Assuming no reduction in the number of hire or private boats, this would mean a 10.2% increase in tolls in 2024/25.
- 1.6. Alternative options for lower expenditure with smaller increases in tolls of 8.9%, 8.5%, and 6.9% have been developed for Members to consider.
- 1.7. One of the important factors to take into account when considering these options is that lower toll increases in one year result in the need for higher charges the following year if services are to be maintained.

2. Navigation Income and Expenditure 2023/24

- 2.1. Navigation income from tolls has been lower than expected. At the end of the financial year, it is predicted that income from hire boats will be £13,647 down (-1.02%) and that

from private boats £69,876 down (-2.5%). While 2.5% off target doesn't sound very much, a £70,000 loss of income is significant.

- 2.2. Fortunately, the lower-than-expected income from tolls was offset by higher income from interest on the Authority's balances¹. In addition, the completion of the European CANAPE Programme has delivered a larger return to Reserves because of the positive exchange rate for the Euro against the Pound.
- 2.3. Table 2 shows that anticipated income for the year is £21,023 below the budget. (Note: Appendix 1 contains the figures to 30 September). Expenditure is above projected levels by £34,990 because of inflationary pressures on salaries, fuel, and materials.
- 2.4. The net impact of all these variations means that the current projection for the Navigation Reserves at the end of 2023/24 is £52,084 below the figure in the approved budget. However, they are above the 10% minimum level agreed by the Authority as prudent against risk and supported by internal and external auditors.

Table 2

Navigation Forecast Outturn 2023/24

Navigation Outturn 2023/24 vs Budget	Budget	Outturn	Difference
Income	(£4,327,110)	(£4,306,087)	- £21,023
Expenditure	£4,382,430	£4,417,420	- £34,990
(Surplus)/Deficit	£55,320	£111,333	- £56,013
Transfer of accrued interest to earmarked reserves	£37,500	£75,000	-£37,500
Opening Reserves	(£611,586)	(£611,586)	£0
Closure of CANAPE reserve	(£135,000)	(£176,429)	+ £41,429
Repayment of NP Loan	£50,000	£50,000	£0
Closing Reserves	(£603,766)	(£551,682)	- £52,084
Reserves as % Expenditure	13.8%	12.5%	- 1.3%

3. Options for Charges in 2024/25

- 3.1. The Authority constantly reviews its expenditure and makes savings where possible. In 2024/25 there will be a reduction in overhead costs because of reducing the office area leased at Yare House. National Park Grant is being used to redesign the office layout to achieve c. 60% reduction in space.
- 3.2. Two options for further reducing expenditure have been examined.

¹ Investment interest is allocated at year-end not just to the Navigation Reserve but also to the ear marked reserves.

Changes in the level of patrolling

The Authority decided to increase the number of rangers and the level of patrolling in 2021/22 in response to the MAIB report into the fatal accident at Great Yarmouth and at a time of increased boating activity post lockdown, so that all the launches were out on the rivers every day of the week. This year the rivers and broads have been reported as quieter than usual and therefore, if Members believe this pattern will continue, one option is to reduce patrolling in 2024/25 back to 2020/21 levels to mitigate the rise in tolls.

Deferring payments to the earmarked reserves

The capital grant from Defra has paid for the purchase of equipment and asset improvements that are usually funded by building up earmarked reserves. The annual contributions to these reserves could be paused for a year. The saving to Navigation Expenditure would be £159,225. Appendix 1 sets out the earmarked reserve balances at the end of September 2023. While these balances are currently adequate, a decision not to contribute to them next year may result in the replacement of equipment being deferred with consequent stresses on future budgets.

Table 3

Table of Options

	Option A	Option B	Option C
Expenditure	Maintain current level of patrolling	Maintain current level of patrolling	Reduce patrolling
	Contribute £159,225 to Navigation Earmarked Reserves for property plant and equipment	Nil contributions to Navigation Earmarked Reserves for property plant and equipment	Nil contributions to Navigation Earmarked Reserves for property plant and equipment
2024/25 Toll	10.2%	8.5%	6.9%
Income (excl. interest)	£4,605,930	£4,534,930	£4,468,930
2025/26 Toll *	5.0%	5.5%	6.6%

* Estimated figures dependent on a wide range of factors including the performance of the national economy

An alternative to Option B with similar costs for vessels would be to reduce patrolling and maintain the contributions to earmarked reserves. This would allow an 8.9% increase in tolls in 2024/25 and 5.5% in 2025/26.

4. Social economic, and environmental implications

- 4.1. Toll payer surveys have shown that the Authority's tolls account for less than 10% of the typical costs of owning a boat. While boat ownership may be seen by some as a luxury, we know that this is not always the case. The cost-of-living crisis is having an impact on society and its impact on the boating community using the Broads and those visiting on holiday is difficult to predict. Our community of private boat owners is diverse, and some may face difficult decisions regarding their continuing boat ownership.

5. Risk implications

- 5.1. The risks for Option A are that an increase above inflation could result in a further reduction in the number of registered private boat owners.
- 5.2. Reducing the contributions to earmarked reserves will delay the replacement of key pieces of equipment. Returning patrolling to pre-Covid levels could be seen as a risk to safety.
- 5.3. Loss of income is identified in the Corporate Risk Register under risk number 4. A 1% reduction in income on Option A equates to £46,000.

6. Conclusion

- 6.1. Rapid inflation and the cost-of-living crisis are making budgeting difficult for families, our boat owners, the hire boat companies, and the Broads Authority. The toll increases in this report are important in balancing income and expenditure.
- 6.2. If the assumptions underpinning Option A are realised, for example the number of registered boats is as predicted, then the navigation reserve will be maintained at the minimum level of 10% at the end of 2024/25.
- 6.3. The lower toll increases in 2024/25 under Options B and C will require a larger increase in the following year to maintain the minimum reserve level. This may be less palatable to toll payers if inflation falls.

Author: John Packman, Emma Krelle and Bill Housden

Date of report: 19 October 2023

[Broads Plan](#) strategic objectives: C1, C2, C3, C4.

Appendix 1 – Navigation Income and Expenditure to 30 September 2023

Appendix 2 – Cost per m2 by Category of Vessel for the Three Options

Appendix 3 – Sample Increases for a Selection of Vessel Sizes

Appendix 1. Navigation Income & Expenditure to 30 September 2023

The table below provides a summary of income and expenditure for the Navigation budget up until 30 September.

Table 1

Actual Navigation income and expenditure by Directorate to 30 September 2023

Directorate	Profiled Latest Available Budget £	Actual income and expenditure £	Actual Variance £
Income	(4,131,719)	(4,065,684)	- 66,035
Operations	1,783,035	1,533,515	+ 249,520
Strategic Services	214,437	227,296	- 12,858
Finance & Support Services	602,002	605,817	- 3,815
Projects, Corporate Items and Contributions from Earmarked Reserves	(178,461)	(49,782)	- 128,678
Net (Surplus) / Deficit	(1,710,705)	(1,748,839)	+ 38,134

Core navigation income is below the profiled budget at the end of month six. The overall position as at 30 September 2023 is a favourable variance of £38,134 or a 2.23% difference from the profiled latest available budget. This is principally due to:

- An overall adverse variance of £66,035 within income:
 - Hire Craft Tolls is £18,290 below the profiled budget.
 - Private Craft Tolls is £71,549 below the profiled budget.
 - Short Visit Tolls and Other Toll income is £5,978 above the profiled budget.
 - Investment income is £17,826 above the profiled budget.
- An underspend within Operations relating to:
 - Construction, Maintenance and Ecology salaries is under the profiled budget by £26,668 due to the 5% budgeted pay award not being agreed by the unions.

- Equipment, Vehicle and Vessels is under the profiled budget by £103,638 due to delays in expenditure from the earmarked reserves.
- Water Management is under the profiled budget by £10,764 due to timing differences.
- Practical Maintenance is under the profiled budget by £18,430 mainly due to electricity charges and usage not being as high as predicted.
- Ranger Services is under the profiled budget by £36,237 mainly due to the 5% budgeted pay award not being agreed by the unions. This has offset the overspend on fuel.
- Premises is under the profiled budget by £39,173 due to delays in expenditure at the Dockyard from the earmarked reserves.
- An overspend with Strategic Services relating to:
 - Visitor Centres and Yacht Stations is above the profiled budget by £27,938 due to the lease at Reedham Quay not being finalised so charging cannot commence. This is offset by the underspend on salaries due to the 5% budgeted pay award not being agreed by the unions.
- An overspend within Finance and Support Services relating to:
 - Legal is above the profiled budget by £16,251 due to increased costs for Reedham Quay lease and Monitoring Officer recharges.
 - ICT is under the profiled budget by £10,656 due to timing differences.
 - Premises – Head Office is over the profiled budget by £10,361 due to an increase in service recharges relating to 2022/23.
- An adverse variance within reserves relating to:
 - Premises is under the profiled budget due to delays on Dockyard expenditure.
 - Plant, Vessels and Equipment is under the profiled budget due to delays in vehicle and equipment replacements.
 - Computer Software reserve is under the profiled budget due to delays in the toll system replacement project.

There have been no changes to the Latest Available Budget (LAB) since the last report to this committee. The latest forecast outturn is reflected in table 2 of the main report.

The balances on the earmarked reserves as at 30 September 2023 is set out in Table 2 below.

Table 2

Navigation Earmarked Reserves 30 September 2023

Reserve name	Balance at 1 April 2023 £	In-year movements £	Current reserve balance £
Property	(514,394)	(25,233)	(539,627)
Plan, Vessels and Equipment	(482,308)	(83,217)	(565,525)
Premises	(164,294)	(27,300)	(191,594)
CANAPE	(231,693)	9,764	(221,929)
Computer Software	(110,605)	(6,600)	(117,205)
Total	(1,503,294)	(132,586)	(1,635,880)

The forecast year end closing position is set to decrease to £1,170,691 as the planned expenditure takes place over the remainder of the financial year. The CANAPE reserve will be closed at the end of March and the balance transferred to the Navigation reserve and the earmarked reserves which provided the original loan to create the earmarked reserve.

Appendix 2 Cost per m2 by Category of Vessel for the Three Options

No.	Category – cost per m ² except rowing, canoes etc	Current	Option A	Option B	Option C
1.	Weekly hired motor craft	£38.34	£42.25	£41.60	£40.99
2.	Weekly hired motor craft – electric and hybrid	£26.39	£29.08	£28.63	£28.21
3.	Day hired – petrol/diesel	£58.66	£64.64	£63.65	£62.71
4.	Day hired electric	£40.17	£44.27	£43.58	£42.94
5.	MCA passenger boats and small passenger boats	£50.45	£55.60	£54.74	£53.93
6.	Hired motorised sailing craft – diesel	£31.12	£34.29	£33.77	£33.27
7.	Hired sailing boats & hired motorised sailing - electric	£22.76	£25.08	£24.69	£24.33
8.	Hired houseboats	£19.44	£21.42	£21.09	£20.78
9.	Hired rowing – fixed amount	£85.39	£94.10	£92.65	£91.28
	Hired paddle craft – fixed amount	£42.69	£47.04	£46.32	£45.64
10.	Private motorboats - petrol & diesel	£17.02	£18.76	£18.47	£18.19
11.	Private motorboats electric	£13.01	£14.34	£14.12	£13.91
12.	Private motorised sailing craft - petrol & diesel	£12.59	£13.87	£13.66	£13.46
13.	Private sailing boats & private motorised sailing craft - electric	£10.40	£11.46	£11.28	£11.12
14.	Private houseboats	£6.70	£7.38	£7.27	£7.16
15.	Private rowing, canoes etc. – fixed amount	£42.69	£47.04	£46.32	£45.64

Appendix 3 Sample Increases for a Selection of Vessel Size

Cost per craft

Type of Vessel	Number	Current Charge	Option A	Option B	Option C
5 m ² Private sailing craft	349	£52.00	+£5.30	+£4.40	+£3.60
11 m ² Private sailing craft	124	£114.40	+£11.66	+£9.68	+£7.92
5 m ² Private motor boats	624	£85.10	+£8.70	+£7.25	+£5.85
15 m ² Private motor boats	237	£255.30	+£26.10	+£21.75	+£17.55
22 m ² Private motor boats	307	£374.44	+£38.28	+£31.90	+£25.74
38 m ² Private motor boats	112	£646.76	+£66.12	+£55.10	+£44.46
11 m ² Day hired boats – petrol/ diesel	47	£645.26	+£65.78	+£54.89	+£44.55
11 m ² Day hired boats - electric	23	£441.87	+£45.10	+£37.51	+£30.47
38 m ² Weekly hired motor craft	52	£1,456.92	+£148.58	+£123.88	+£100.70
48 m ² Weekly hired motor craft	57	£1,840.32	+£187.68	+£156.48	+£127.20

Navigation Committee

02 November 2023

Agenda item number 9

Construction Maintenance and Ecology work programme progress update

Report by Head of Construction, Maintenance & Ecology, and Ecology & Design
Supervisor

Purpose

To give an update on the Broads Authority's management activities to maintain public navigation, develop mooring facilities for public use and demonstrate the effective use of available resources in managing the Broads waterways.

Broads Plan context

C1: Maintain navigation water depths to defined specifications, reduce sediment input, and dispose of dredged material in sustainable and beneficial ways.

C2: Maintain existing navigation water space and develop appropriate opportunities to extend access for various types of craft.

C3: Manage water plants, riverside trees and scrub, and seek resources to increase operational targets.

C4: Maintain and improve safety and security standards and user behaviour on the waterways.

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2.	Maintaining safe public mooring facilities	3
3.	Our resources	3
4.	Water plant management	4
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	Appendix 1 – Annual dredging progress 2023-24 (April 2023 to end September 2023)	6

1. Maintaining water depths for navigation

- 1.1. The detailed breakdown in Appendix 1 gives progress and volumes for the dredging programme for 2023/24 (April 2023 to end September 2023). A total of 25,410 m³ of dredged sediment was removed from the prioritised sites. This figure represents 63% of the programmed target of 40,050 m³ for the year.
- 1.2. Since the last meeting in September, all the active dredging and equipment demobilisation from Oulton Broad and Oulton Dyke area has now been completed. Since the initial phase of dredging which started to be off-loaded into the Peto's Marsh habitat creation area in May 2020 at total of 42,440 m³ has been dredged and used. In approximately 18 months' time, once the dredged sediment has dried sufficiently to be worked on by excavators, the final phase of site restoration can begin. This will involve the final raising and levelling of the internal bund wall, which will ultimately become part of Suffolk Wildlife Trust floodbank perimeter to Peto's Marsh. Once this floodbank is completed, the planned network of channels and pools can be created in the 1 ha habitat creation area, with the older outer, river-edge floodbanks then breached to allow water on and off at high tide.
- 1.3. Throughout the Oulton Broad project, from initial conception to final sediment deposition, water vole monitoring and welfare has been a very high priority. The initial construction phases included translocation of water voles out of the works area. This work was carried under licence and supervision of an external ecologist who held the required level of technical competence and breadth of experience. The final monitoring was carried out in September 2023 of the new dyke, created on the adjacent SWT marsh, where voles were moved to (the translocation site). The monitoring showed that the voles were actively using the area and had a small but stable population, where previously there had been none. This demonstrates the feasibility and importance of being able to move these protected species to suitable habitat when the area they were previously living is to be significantly impacted.
- 1.4. The major dredge project from November 2023 until June 2024 is on the Upper Bure, between Wroxham and Coltishall. The lagoon to receive the dredged sediment has been created in agricultural land adjacent to the river between Hoveton and Belaugh. Mobilisation of the pontoons, excavators and pumping equipment is now underway., with dredging due to start in the first week of November, once some site preparation and access work has been carried out.
- 1.5. Part of the planned 2024/25 dredging programme includes removing sediment from the dykes that connect Bargate Broad to the River Yare, and the nominal channel that connects the two across the southern side of the small broad. Water plant cutting has happened in this nominal channel over the past two years, as consented by Natural England in this SSSI. Dredging is also required to meet Waterways Specification depth for this location (1.8 m below mean low water) to maintain a channel for access. This work will also require production of a Habitats Regulations Assessment and assent from

Natural England. To define where these management activities will take place, it is proposed to instal marker buoys to describe a marked channel.

2. Maintaining safe public mooring facilities

- 2.1. Planned work for winter 2023/24 includes contractors repiling the mooring at Womack Island. Other 24-hour mooring sites planned for refurbishment of the capping and waling of the quay heading, are Dilham Staithe, Ranworth Staithe, Ranworth Dingy Dyke, Cantley and Womack Dyke. Some extensive work to replace mooring posts at How Hill is also planned.
- 2.2. Potter Heigham Repps Bank and Great Yarmouth Yacht Station have also been identified for expansion of the available electric charge points this winter. Using some external funding from Norfolk County Council, both sites have some supply infrastructure to be installed, prior to installation of electric pillars.
- 2.3. One of the major issues with installation of electric pillars is that most remaining 24-hour moorings without this provision are often at some distance from the existing electrical grid. Where some sites may be very popular and busy, extending the electrical infrastructure to such moorings can be prohibitively expensive. Sites like Repps Bank are less busy, but installation of charge points is far more feasible. Once this round of installation is completed, a review of the Authority's electric pillar installation programme is required. In terms of traditional connection of pillars to the electrical grid, we are getting close to the point where the costs outweigh the benefits.

3. Our resources

- 3.1. To resolve some on-going issues with lifting operations in the Dockyard, and to provide a route to installing marker posts in Breydon Water, purchase of a replacement 50 tonne capacity crawler crane is planned. The current larger crane in the Dockyard has reached an age where parts are no longer available. Replacement with a more modern crawler crane with a hydraulic system allows for a range of duties and maximising operational safety.
- 3.2. The open tender provision and installation of a 42 KWp solar panel system for the Dockyard roof closed in September. From the 12 competitive tender submissions, the preferred contractor has been selected, with installation to be completed by the end of March 2024.
- 3.3. Parallel to the solar panel generation, the number of electric charging points at the Dockyard is also being doubled, to six. As more of the operational vehicle fleet are now fully electric, utilisation of the in-house generation to charge vehicles, in addition to powering the office and workshop needs, is a key part of our carbon reduction activities.

4. Water plant management

- 4.1. To date, the total number staff days spent on water plant management activities over the 2023 season has finished at 233 days. The planned workdays for the 2023 season were 240 days, so the actual figures were very close. Last year the total days spent cutting water plants was 272. With a similarly high abundance amount of water plant growth this year, the optimistic view is that the level of cutting has remained similar, it has just been achieved in a shorter space of time. Whilst this assumption may be difficult to prove, the addition of the new vessel has certainly assisted in reducing the travel time between cutting sites and allowed more flexibility in deployment to priority areas.
- 4.2. Following an end of season review meeting, with all staff involved in this work area, some learning points and priorities for 2024 have been concluded:-
- The volume of cut material now being regularly offloaded at points around the Upper Thurne is now well over the sustainable capacity of these areas to receive cut water plants. Risks include further loss of bankside habitat, loss of local amenity and negative landscape impacts. Finding locations for offload points with road access and hardstanding are required if positive re-use option (e.g. composting) for the cut vegetative material are to be progressed.
 - Clarity on the consented activity windows and other constraints on the water plant cutting programme needs greater communication, so all staff, stakeholders and the public are aware, e.g. cutting in Hickling between 1 May to 30 Sept inclusive; Yare Broads from 15 July to 30 Sept inclusive; and Thorpe River Green from 15 June to 30 Sept inclusive.
 - Operational mooring points for the water plant harvesters, which reduce our usage of the busiest 24-hour moorings are required in a few key areas.
 - The trial of offloading cut vegetation at Dungeon's Corner near Martham Broad received mainly negative feedback from the public. Despite landowner permission, we shall not use this location in 2024, as other options are explored.
 - The additional capacity to hold cut material in the newest harvester "Amber" means that it has most usefully deployed in the Upper Thurne, where volumes of cut material have been greatest.

5. Channel marking

- 5.1. Planned work for March 2024 includes replacement of up to 30 of the older wooden posts or those entirely missing, with new steel posts in Breydon Water. To spread the materials costs, continuation of this work in April 2024 to add another 20 posts is planned to extend this project into the new financial year 2024/25.

Author: Dan Hoare, Sue Stephenson

Date of report: 16 October 2023

[Broads Plan](#) strategic actions: C1, C2, C3, C4

Appendix 1 – Annual dredging progress 2023-24 (April 2023 to end September 2023)

Appendix 1 – Annual dredging progress 2023-24 (April 2023 to end September 2023)

Project title Dredge site and sediment re-use location	Active Broads Authority dredging weeks completed/ planned	Planned volume removed m ³	Actual volume removed m ³	Planned annual project cost ¹	Actual project cost
River Ant River Ant - Wayford to Barton (Apr '23 - Jul '23)	18/17	12,230	12,920	£115,740	£110,490
<i>COMPLETE – lower actual cost was due to slightly lower staff numbers needed to achieve the targets than planned</i>					
River Waveney Oulton Broad (Apr '23 – Sept '23)	23/16	7,600	12,490	£98,430	£121,170
<i>COMPLETE – final costs reflect extension of time on this project</i>					
River Bure Coltishall to Hoveton Viaduct (Oct '23 – Mar '24)	0/30	13,630	0	£176,510	£15,650
<i>Planned start date delayed owing to mobilisation restrictions. Costs so far are all related to project planning costs and site set up</i>					
River Yare Haddiscoe Cut (Nov '23 – Jan '24)	0/13	6,590	0	£80,630	£1,160
<i>There will be some reduction in dredging duration on this project owing to the extension of time at Oulton</i>					
Site restoration	-	-	-		

¹ project costs include 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.

Project title Dredge site and sediment re-use location	Active Broads Authority dredging weeks completed/ planned	Planned volume removed m³	Actual volume removed m³	Planned annual project cost ¹	Actual project cost
Hardley Flood <i>(yet to be fully completed)</i>				£8,800	£1,200
Future site preparation Survey, mitigation & set-up	-	-	-	£6,810	£3,710
Dredging support activities Maintenance of ancillary dredging kit, etc.	-	-	-	-	£10,990
Total	41/76	40,050	25,410	486,920	264,370

Navigation Committee

02 November 2023

Agenda item number 10

Integrated Access Strategy- consultation feedback

Report by Head of Construction Maintenance and Ecology, and the Waterways and Recreation Officer

Purpose

To update on the Stage 1 consultation of the review of the Integrated Access Strategy and set out the timetable through to the final sign-off of the adopted strategy by the Broads Authority.

Broads Plan context

E1 - Improve the integrated network of access routes and points (with easier access for people with mobility and sensory needs), linked to visitor facilities

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1. Introduction

- 1.1. The current [Integrated Access Strategy](#) (2019) aims to address the issue of access routes, including to and between land and water, and their connections to key visitor facilities and sustainable transport links. To ensure the strategy is truly integrated across the Broads, from April 2024 it will also guide mooring and de-masting provision

on the Broads waterways, as previously covered by the Authority's 2006 Mooring Strategy.

- 1.2. An initial consultation to refresh the basic assumptions of the Integrated Access Strategy (IAS) has been opened to statutory and major stakeholder organisations as part of this five-year review. The IAS review also keeps pace with the refreshed [Broads Plan](#) (2022-27) which has been produced in the interim period. The IAS is one of the sub-strategies that informs how the aims of the Broads Plan will be achieved. Various other relevant sub-strategies also inform the IAS (including the [Local Plan for the Broads](#), [Waterways Management Strategy](#) and [Biodiversity and Water Strategy](#)).
- 1.3. This scoping paper (see Appendix 1) describes the values, principles and aims of the suggested revisions to the strategy. Six questions were asked of responders, relating to whether the list of suggested values, principles and aims reflect the needs and concerns of Broads users.
- 1.4. This Stage 1 consultation was sent to a wide range of stakeholder organisations with involvement in access and boating activity in the Broads. This report gives a summary of the responses received to date for all Values, Principles and the Aims of Theme 2 (Land-Water Access) and Theme 3 (Mooring & Demasting Provision).

2. Summary of responses for the core Values of the Strategy

- 2.1. Other than the generally supporting comments, those which specifically fed back on the consultation text included valuable statements for all the proposed values. Where alterations to the emphasis of the text are likely to be put forward into the Stage 2 consultation (the draft Strategy Document), these are summarised below.
- 2.2. A - Equality, Diversity, and Inclusion. A comment was received that "the values of Inclusivity align with British Canoeing's values and cross cutting themes of Equality, Diversity and Inclusion; being inclusive to help everyone enjoy paddling, regardless of identity, ability or circumstance." Inclusivity in this context largely relates to social inclusion. Inclusivity in terms of stakeholder engagement process will be picked in an additional Principle.
- 2.3. B – Sustainability. Clarity over the definition of "sustainability" as queried. For clarity, the definition intended for this value in the IAS is economic development and social well-being that is conducted without depletion and degradation of natural resources. A comment was received that "the benefits of getting more people active and connecting those people with nature is key" and "our blue spaces should be welcoming, accessible and clean, for the enjoyment of all to connect with nature for the benefit of the environment as people will care for the Broads and also for the benefit of people's mental and physical wellbeing". However, as a counterpoint, another comment was that "having a representation of quiet, no access, limiting/zoning certain activities in a map-based form would overcome future conflict." Both viewpoints can be

accommodated through adopting an evidence-based approach seeking to gain multiple-benefits at the Broads wide scale, thus achieving sustainability.

- 2.4. C - Financial cost effectiveness. Several comments were received that benefits to public health and the local economy should be considered in the wording of this value, as additional benefits that need recognition.
- 2.5. One of the challenges in interpreting the responses on the core values of the Integrated Access Strategy has been that some stakeholders are keen to draw in other wider environmental or navigation issues into a strategy that is not directly focussed on, or able to effectively tackle them. A note needs to be included in subsequent consultation stages to highlight that other, more appropriate statutory consultation mechanisms exist, as well as being already captured under the wider Broads Plan and other Broads Authority sub-strategies (see paragraph 1.2).

3. Summary of the responses for the Principles of the Strategy

- 3.1. Table 1 below summarises the comments where modifications to the strategy text are likely to be put forward into the Stage 2 consultation on the draft strategy document.
- 3.2. Table 1. Summary of comments on the Principles (numbering in table refers to numbering in Appendix 1).

Principle	Comment
5.1	Add that if biodiversity impacts cannot be mitigated effectively, then net gain in benefits off-site or other habitat improvements will be sought
5.2	Clarify definition of “non-powered boating” to include all forms of sailing and paddling
5.4	Add in the concept of "least restrictive option" when considering new or replacement access developments
5.5	Include boaters in the development/ revision of local planning policy
5.6	Add the need to follow the design principles of: coherent; safe; comfortable; and attractive; in new access development to help achieve the greatest range of benefits for all users
5.7	Add sustainable materials to the considerations for conserving local character in access developments
5.9	Publish evidence of no net reduction in mooring length managed by the Broads Authority
5.9	Add no net loss of slipways/launch points to the suite of sites directly managed by the Authority
5.10	Seek advice from professionals to make sure commercial fees associated with moorings reflect up to date data
5.10	Demonstrating best value would allow for greater flexibility in considering some investments

5.13	Add the need to increase the resilience of access provision in the face of impacts from climate change
General Comments	The engagement process needs to be clearly communicated for each new development project

4. Summary of the responses for the Aims of the Strategy

4.1. Table 2 below summarises the comments where modifications to the strategy text are likely to be put forward into the Stage 2 consultation on the draft strategy document.

4.2. Table 2. Summary of Theme 2 – Land to Water Access comments (numbering in table refers to numbering in Appendix 1).

Aim	Comment
6.1.3	Need to import this aim from Theme 1 into Theme 2, as it is about land/water connection
6.2.1	Add that hubs should have adequate facilities including car parking, to facilitate the transport of craft (car sharing encouraged)
6.2.2	Add improve provision of access points
6.2.2	Reword to “improve and expand where possible”
6.2.3	Include paddle launch points to types of facilities that would benefit from improved access to land-based facilities
6.2.3	Expand to include access from moorings to land based activities and footpaths
6.2.5	A query was raised whether establishing public navigation to Filby broad was a consideration? Answer is that in the 1988 Norfolk & Suffolk Broads Act the Trinity Broads were not part of the ‘Navigation Area’, so are not included in the Authority’s navigational management duties
6.2.7	Change emphasis from simply improving car parking, to only targeted parking for those towing boat trailers and adding cycle parking/storage
6.2.7	Should specifically allow for trailer parking at slipways as this can be a significant restriction for small boat users

4.3. Table 3 below summarises the comments where modifications to the strategy text are likely to be put forward into the Stage 2 consultation on the draft strategy document.

4.4. Table 3. Summary of Theme 3 - Moorings and demasting moorings (numbering in table refers to numbering in Appendix 1).

Aim	Comment
6.3.1	It was felt this should carry more weight and be a key principle of this strategy

6.3.1	Comment that involvement of user groups in the design, delivery and ongoing monitoring of provisions to mitigate conflicts between users should be explored wherever possible
6.3.3	Comment that water should be available free at point of use. Other ancillary services should be carefully considered before charging regime is introduced so as to meet core value (A): Inclusivity
6.3.4	Include climate resilience as a consideration in innovative design and development in existing mooring network
6.3.4	Include new designs in engagement process so stakeholder views can be received
6.3.6	Comment that all double-alongside mooring needs to be carefully considered in order to maintain safe navigation
6.3.6	Double alongside moorings are highlighted but stern-on mooring is omitted, this is an inconsistency
6.3.9	Comment that users of the de-masting points should be included in the development of this aim
6.3.9	Include de-masting provision from the Mooring Strategy (several respondents sought to stress the importance of de-masting provision and location)
General Comments	Bring Principles 5.8, 5.9 & 5.10 into Theme 3 as aims, as they are specific to moorings, rather than general Principles of the IAS
	Several comments reflected on the need for a Principle defining and setting out how an engagement approach would work and be implemented

5. Consultation and IAS development timeline

5.1. Table 4 - Dates and milestones for the stages (from consultation to final adoption)

Dates	Stage	Status
2 Nov	Summary of Stage 1 consultation on Themes 2 and 3 with the Navigation Committee	This report
16 Nov – 14 Dec	Stage 2 consultation on Draft IAS text and objectives section with all stakeholders	
11 Jan 2024	Draft IAS document to Navigation Committee	
06 Mar	Draft IAS document to BLAF	
15 Mar	Final draft IAS to Broads Authority	

Author: Dan Hoare, Jo Thompson

Date of report: 17 October 2023

Background papers: [Integrated Access Strategy](#) (2019)

[Broads Plan](#) strategic objectives: **E1** - Improve the integrated network of access routes and points (with easier access for people with mobility and sensory needs), linked to visitor facilities. **C4** - Maintain and improve safety and security standards and user behaviour on the waterways.

Appendix 1 – Stage Consultation and the Integrated Access Strategy

Appendix 1 – Stage 1 Consultation on the Integrated Access Strategy (sections 3-6 only)

3. What will the strategy cover?

The strategy will cover three key themes:

Theme 1: Land-based access – e.g., improve access links to local facilities, settlements, and visitor destination points.

Theme 2: Land-to-water access – e.g., provision of slipways and launch points.

Theme 3: Mooring and de-masting provision e.g., identifying gaps in the mooring network.

4. What will be the core values of the Strategy?

Each of the above themes will have to consider whether both guidance and project proposals are aligned to the IAS values of:

A. Inclusivity – to ensure that access is available to as many people as possible, regardless of their age, ability, and protected characteristic(s). It is based on the principle that providing for the widest range of users creates better places, richer experiences, and benefits. ¹

B. Sustainability – to ensure that access delivery should seek to reduce impact on the environment.

C. Financial cost effectiveness – to ensure that the cost of all projects is evaluated at the outset and the financial viability looks at a broad range of solutions, for example working in partnership to maximise funding potential and long-term outcomes.

5. What will be the guiding principles of the strategy?

The following principles will be used to help guide the development and delivery of access projects in the Broads:

5.1 Project proposals for new or improved access provision will need to demonstrate that negative impacts on the environment and designated sites can be minimised. Where possible, access schemes should be designed to deliver biodiversity and habitat improvement.

5.2 To encourage sustainable travel choices such as public transport, walking, cycling and non-powered boating, and improve links between public transport provision, visitor destination points and access between land and water and to the water's edge.

¹ taken from 'Outdoor Accessibility Guide,' Paths for All & Sensory Trust (2023).

5.3 Where possible, project proposals should demonstrate partnership and community involvement in planning, delivery, and ongoing maintenance liability. Stakeholders will be consulted on the scope and design of project proposals to maximise opportunities for collaborative working.

5.4 Ensure provision of safe, barrier free access is key to encouraging and enabling people of all ages and abilities to experience the Broads' countryside and waterways. Sometimes only minor works are required to make routes and access points easily accessible to a wide range of users.

5.5 Encourage sustainable development of boating and associated infrastructure to be consistent planning policies and other statutory consents. Connecting to local plan and planning documents

5.6 Project proposals should, where possible, provide multiple benefits for users with differing interests, needs and abilities (e.g., creating a new mooring to link to the existing rights of way network and local facilities, or improving surfaces and removing barriers to open up an access point or route to people with mobility problems).

5.7 Project proposals should seek to conserve and enhance the character of the area using materials and construction techniques appropriate to a protected landscape.

5.8 Maintain the free use of Broads Authority unstaffed moorings.

5.9 Maintain a policy of no net reduction in publicly accessible mooring length directly managed by the Broads Authority.

5.10 The Broads Authority should not enter leases for mooring sites that require the payment of annual fees higher than those recommended by the Authority's property adviser.

5.11 When considering acquiring new sites, the Broads Authority should consider the cumulative implications of taken on new liabilities, in particular the potential cost of repairing and relacing piling, duration of tenure when leasing, etc.

5.12 Project design should consider the potential impacts of climate change, including changes in water levels to support climate change resilience and adaptation.

5.13 Encourage provision of access routes that relieve visitor pressure on internationally designated sites, avoid disturbance of protected species and help to accommodate growth.

6. What will be the aims of the strategy?

The proposed aims of the strategy are as follows. They are grouped in to the three themes.

6.1 Theme 1: Land-based access - Aims.

6.1.1 Work with local transport authorities and others to maintain, improve and promote public transport provision in and to the Broads.

6.1.2 Support the development of cycle hire facilities and routes in new locations for the benefit of boaters and land-based visitors.

6.1.3 Support the development of canoe trails with appropriate facilities in suitable areas.

6.1.4 Generate a strategic delivery plan for installation of Electric Charging points.

6.1.5 Provide appropriate information on access to recreational opportunities and interpretation about recreational sites.

6.1.6 Determine where access improvements to land designated as open access land under the CROW Act 2000 would be appropriate.

6.1.7 Identify and promote the development of new access routes to improve the connectivity of the existing public access network, including rights of way, permissive paths, and long-distance routes.

6.1.8 Identify potential new bridleway routes that will allow riders to avoid dangerous road riding – including shared use routes suitable for horse riding, cycling, and walking.

6.2 Theme 2: Land-to-water access – Aims.

6.2.1 The development of access hubs where it would be appropriate to focus access provision.

6.2.2 Improve access points between land and water, including visitor moorings, demasting moorings, safety moorings, isolated moorings, canoe portages, ferries, and slipways.

6.2.3 Improve links from moorings to land-based facilities and visitor destinations.

6.2.4 Improve pedestrian access to the water's edge and alongside water for the purposes of walking, angling (including angling platforms) and bird watching.

6.2.5 Extending access to new areas of navigable water space where appropriate.

6.2.6 Work in partnership to protect, staithes rights and the access benefits they bring.

6.2.7 Identify appropriate locations where improved car parking would benefit users (e.g., at slipways).

6.3 Theme 3: Mooring and demasting provision - Aims.

6.3.1 Reduce potential user conflict through good communication with relevant stakeholders and mitigating through design and alternative provision.

6.3.2 Consider and encourage partnership development / funding opportunities to deliver objectives, such as enhancing existing sites and facilities.

6.3.3 Seek contributions/ establish charges for ancillary services e.g., water.

6.3.4 Ensure new mooring sites and launch points will be assessed for potential impacts in environmentally sensitive localities. Encourage innovative mooring design to provide habitat opportunities and mitigate landscape impacts.

6.3.5 Improve the dissemination of information to users on mooring opportunities, to include location of sites, facilities available.

6.3.6 Promote double alongside mooring at appropriate sites.

6.3.7 Work in partnership with third parties to maximise publicly accessible short-stay mooring provision.

6.3.8 The Broads Authority will work to ensure wherever possible that the distribution of moorings is a maximum 30-minute cruising time (equal to 2 miles distance at 4 mph) apart.

6.3.9 Review de-masting provision in the Broads and develop a prioritisation methodology to guide future investment in new provision.

Navigation Committee

02 November 2023

Agenda item number 11

Local Plan- Replacement quay heading, Navigation section and proposed allocations for residential moorings.

Report by Planning Policy Officer

Purpose

The paper introduces and seeks comments on the navigation section of the Local Plan. It also seeks comments on the Replacement Quay Heading topic paper and policy, and on the proposed allocations for residential moorings.

1. Navigation Section of the Local Plan

- 1.1. The Local Plan contains policies relating to navigation. These have been reviewed and some amendments are proposed (see Appendix 1). The changes are summarised below:
 - 1.1.1. Policy POSP13: Navigable water space – the main change is to refer to ‘banks’ rather than ‘riverbanks’.
 - 1.1.2. Policy PODM31: Access to the water – the main changes are factual as well as reference to hook up points and charging points.
 - 1.1.3. Policy PODM32: Bank stabilisation – the main changes relate to referring to ‘banks’ rather than ‘riverbanks’ as well as factual changes.
 - 1.1.4. Policy POSP14: Mooring provision – the main change is inclusion of general text relating to new or replacement moorings as it previously referred to visitor moorings.

- 1.1.5. Policy PODM33: Moorings, mooring basins and marinas – the main changes relate to amending the threshold and standard for new short stay moorings provided at nil cost to the Authority as well as reference to hook up points and charging points. There are also factual changes.

1.2. **Comments from Members are welcomed.**

2. Replacement Quay Heading/Piling topic paper and policy

- 2.1. Replacement quay heading tends to be placed 10cm to 50cm in front of the old quay heading. Placing new quay heading in front of existing quay heading at a typical distance of 10cm to 50cm reduces the width of the river in that location. This is a particular issue in narrower waterways with high volumes of river traffic. Importantly, reducing navigable space impacts on the ability of users to navigate safely. Ideally, the old quay heading would be removed first, and the new quay heading would then go in its place or new quay heading could go behind the original quay heading which is then removed. This would ensure that there is no encroachment into the river. However, this is not always done because it may be costly and can be technically challenging.
- 2.2. This issue has been researched with internal officers and some local contractors. It was also explored in the first consultation on the Local Plan, towards the end of 2022.
- 2.3. A topic paper has been produced (See Appendix 2) that further explores this issue. It proposes a geographical, case by case basis – depending on the current width of the river, taking into account the likelihood of boats mooring there (as well as how they moor). It may be acceptable for replacement quay heading to be placed in front of old quay heading, or it may need to be in line/behind it.
- 2.4. **Comments from Members are welcomed.**

3. Residential Moorings

- 3.1. The following table shows the sites that are intended to be allocated for residential moorings. It shows a total of 53 residential moorings would be allocated. The need to be addressed in the Local Plan is 48 residential moorings. The proposed policy wording can be found here: [Local Plan - Preferred Options - Bitesize pieces \(broads-authority.gov.uk\)](https://www.barnet.gov.uk/local-plan-preferred-options-bitesize-pieces-broads-authority.gov.uk).

Site	Number of residential moorings
Brundall Gardens Marina – small marina	2
Brundall Gardens Marina – large marina	6
Greenway Marine, Chedgrave	5

Site	Number of residential moorings
Hipperson's Boatyard, Gillingham	5
Loddon Marina	10
Somerleyton Marina	15
Richardson's Boatyard, Stalham Staithe	10
Total:	53

3.2. Comments from Members are welcomed.

Author: Natalie Beal

Date of report: 13 October 2023

Appendix 1 – Navigation section of the Local Plan

Appendix 2 - Quay heading/piling in front of quay heading/piling Topic Paper and proposed policy



**Local Plan for the Broads - Review
Preferred Options bitesize pieces
November 2023**

Navigation section

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

Policy POSP13: Navigable water space

- 1) The water space will be managed in a strategic, integrated way and navigation and conservation interests will be maintained and enhanced.
- 2) Opportunities for the extension or creation of navigable/recreational water space will be promoted, subject to compliance with other policies in this plan.
- 3) Navigable water space will be protected and enhanced through:
 - i) The careful design of flood alleviation/protection projects; and
 - ii) Avoiding development and changes in land management which are detrimental to its use.
- 4) Adequate water depths will be maintained for safe navigation, and the disposal of dredged and cut material will be carried out in ways that avoid adverse impacts on the environment with appropriate mitigation measures implemented as required. Beneficial re-use of dredged materials will be expected where practicable. Opportunities for the disposal of dredged materials to enable the management of the navigation will be sought and promoted. Measures to control sediment input from surrounding land, highways and ~~river~~ banks will be considered in development proposals.

Reasoned Justification

The waterways as a whole are a core resource of the Broads. Promoting the enjoyment of the Broads and protecting the interests of navigation are two of the Authority's statutory purposes, and

19 the water is one of the key attractions for local people and visitors. The waterways will be
20 maintained and protected, and development that would have an adverse impact on the enjoyment
21 of navigable water space will not be permitted.

22 This policy applies to the entire Broads area, not just the navigation area as defined under the
23 Broads Act.

24 There is considerable pressure in certain areas on the use of water space for navigation, recreation,
25 and nature conservation purposes. Its management therefore requires an integrated approach,
26 based on levels of use and importance (for example heads of navigation and ~~Very~~ important sailing
27 areas), and suitability and potential for different uses (such as water-skiing zones). The Authority
28 works with partner organisations and local communities, taking an integrated approach to
29 waterways management, to achieve improvements for people and wildlife.

30 Development proposals close to the navigation will be assessed against their impact on the use and
31 enjoyment of the navigation - for example, avoiding a reduction in the wind required for sailing,
32 and provision for lowering of masts.

33 Parts of the rivers and broads are subject to periodic dredging to keep the waterways open to
34 navigation, not only by the Authority but also by owners of private water space who may require
35 planning consent for disposal. Historically, the dredged materials have been disposed of on land
36 when ecological gain and agricultural benefits could be derived however there is also an increasing
37 awareness that these sediments are organic rich and therefore drying them out has a CO2 impact.
38 Dredging is guided by local and national legislation. Silt from bank erosion is a recurring issue with a
39 number of causes, and once these have been addressed action must be taken to restore and
40 protect banks. The Authority provides advice to landowners on appropriate ~~river~~ bank stabilisation¹
41 methods, encouraging the use of natural or 'soft' engineering techniques wherever possible.

42 The principles for sediment management of 'Reduce/Reuse/Recycle' should be adopted by relevant
43 bodies. Generic principles that should be adopted as a baseline approach are:

- 44 • Reduce – reducing specifications where appropriate or inputs, through varied source control
45 options.
- 46 • Reuse – direct reuse options include habitat creation, flood protection works, combined
47 schemes.
- 48 • Recycle – material can be used in wider construction schemes, but would usually require
49 treatment/reclamation/remediation.
- 50 • Disposal – land fill should only be considered as a last resort, and in any event minimised as
51 far as is possible.

52 **Of relevance are policies DM18 on excavated material and DM17 on land-raising.**

53 The [Water Management Strategy](#) may be of relevance to your scheme to help ensure protection of
54 National Site Network Sites. Any work in the waterways will also likely require an HRA given the
55 potential hydrological links to European sites.

56 **Reasonable alternative options**

¹ [River bank stabilisation guide \(broads-authority.gov.uk\)](https://www.broads-authority.gov.uk/river-bank-stabilisation-guide)

57 a) No policy

58 **Sustainability appraisal summary**

59 The options of no policy and having a policy have been assessed in the SA. The following is a
60 summary.

A: Keep original policy	5 positives. 0 negatives. 0 ? Overall, positive.
B: No policy	0 positives. 0 negatives. 5 ?

61 **How has the existing policy been used since adoption in May 2019?**

62 According to recent Annual Monitoring Reports, the policy has been used and applications have
63 been determined in accordance with the policy.

64 **Why has the alternative option been discounted?**

65 An alternative option is to not have a policy. Navigation is an important aspect of the Broads and
66 can be affected by schemes. To have a policy on navigation is therefore favoured.

67 **UN Sustainable Development Goals check**

68 This policy meets these [UN SD Goals](#):



Policy PODM31: Access to the water

- 1) Developments that support and encourage the use of waterways, including the provision of supporting infrastructure for navigation such as the construction of moorings, jetties and walkways and the provision of electric hook up/charging points, will be permitted (subject to other policies in this Local Plan) provided that they:
 - a) Would not adversely impact navigation;
 - b) Would not result in hazardous boat movements;
 - c) Would not compromise opportunities for access to, and along, the waterside, access to and use of staithes, or for waterway restoration;
 - d) Are consistent with the objectives of protecting and conserving the Broads' landscape and ecology, including the objectives of the ~~Water Framework Directive~~ Water Environment (Water Framework Directive) (England and Wales) Regulations 2017;
 - e) Are consistent with the light pollution policy; and
 - f) Would not prejudice the current or future use of adjoining land or buildings.
- 2) Proposals incorporating staithes or slipways will be permitted (subject to other policies in this Local Plan) where:
 - a) The use of the slipway and any associated uses or facilities, including car parking, would not have an adverse effect on either the waterway or the adjacent riverside, including ecological, biodiversity or flood risk effects and significance and character of the historic environment; and
 - b) Access and other highway requirements for cars and trailers would be adequately provided for (in line with transport policies).
- 3) Development proposals for new freight wharves and for the provision of freight interchange on brownfield sites adjacent to the navigation will be permitted where these are in accordance with the other policies of the Local Plan.

Reasoned Justification

The Broads is one of the most extensive and varied inland waterway systems in the UK. The Government has stated that it expects the Authority to continue to encourage a greater range of people to take up sailing, canoeing and fishing and other water related activities².

Accordingly, development proposals that support and encourage the use of waterways will be permitted where they would not have a detrimental impact on public safety on land or water or an unacceptable impact on other people's enjoyment of the Broads. Proposals should also be consistent with the objectives of the ~~Water Framework Directive~~ Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and with protecting and conserving the Broads' landscape and wildlife. In particular, if a proposal is considered likely to have an effect on internationally designated sites, it will need to be considered in accordance with the Conservation of Habitats and Species Regulations 2017 (The Habitats Directive) and a project level Appropriate Assessment undertaken. **Development that could affect the integrity of a European site would not be in accordance with Policy PODM13 of the Local Plan.**

The waterways of the Broads have the potential to provide a sustainable and efficient mode of transporting freight. However, it is important that the use of waterways for this purpose does not affect the special qualities of the Broads. Consequently, proposals for infrastructure to support the

² [English national parks and the broads: UK government vision and circular 2010 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/english-national-parks-and-the-broads)

110 greater use of the waterways by freight will be permitted provided that they do not have an
111 adverse impact on landscape character, biodiversity, [dark skies](#), tranquillity or other people's
112 enjoyment of the Broads.

113 [The Water Management Strategy](#) may be of relevance to your scheme to help ensure protection of
114 [National Site Network Sites](#). Any work in the waterways will also likely require an HRA given the
115 [potential hydrological links to European sites](#).

116 **Reasonable alternative options**

117 a) No policy

118 **Sustainability appraisal summary**

119 The options of no policy and having a policy have been assessed in the SA. The following is a
120 summary.

A: Keep original policy	11 positives. 0 negatives. 0 ? Overall, positive.
B: No policy	0 positives. 0 negatives. 11 ?

121 **How has the existing policy been used since adoption in May 2019?**

122 According to recent Annual Monitoring Reports, the policy has been used and applications have
123 been determined in accordance with the policy.

124 **Why has the alternative option been discounted?**

125 An alternative option is to not have a policy. Navigation is an important aspect of the Broads and
126 can be affected by schemes. To have a policy on access to the water is therefore favoured.

127 **UN Sustainable Development Goals check**

128 This policy meets these [UN SD Goals](#):



Policy ~~PODM32~~: Riverbank Bank stabilisation

- 1) Development proposals that include ~~river~~bank stabilisation will only be permitted (subject to other policies in this local plan) where the need can be fully justified and it can be demonstrated, through the submission of the Riverbank Stabilisation Checklist³ for Design, that the proposal has been designed to take account of:
 - a) The nature of the watercourse;
 - b) The scale of tidal range;
 - c) Safe navigation;
 - d) The character of the location;
 - e) Existing uses in the area;
 - f) Future maintenance of the ~~river~~bank stabilisation method proposed;
 - g) A changing climate;
 - h) Biodiversity; and
 - i) The requirements of the ~~Water Framework Directive~~ Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.
- 2) 'Soft' engineering techniques shall be used as a first preference where appropriate.
- 3) Piling of banks will only be permitted where it takes account of criteria (a) to (i) and:
 - a) There is a proven need to prevent bank erosion by this method; or
 - b) Where piling/quay heading is part of the character of the area; or
 - c) The proposal is for replacement piling for a site that has been piled in the recent past and where soft engineering techniques are unlikely to provide adequate protection; or
 - d) The piling works are required for:
 - i) navigation purposes (including moorings, but see mooring policies that follow);
 - ii) compliance with the ~~Water Framework Directive~~ Water Environment (Water Framework Directive) (England and Wales) Regulations 2017;
 - iii) the prevention of diffuse pollution to the water environment; or
 - iv) flood defence.
- 4) Mooring on banks that have been piled may not necessarily be permitted. Where mooring is permitted, the number of craft allowed, type of mooring (e.g. private, visitor) and whether stern-on or single alongside only mooring, will be specified.

Reasoned Justification

By leading to an enhanced rate of soil loss from ~~river~~banks, erosion can have a significant impact on the appearance and ecological value of the waterways in the Broads. Bank erosion can also add to the reduction of water quality and loss of open water, and release nutrients into the waterways of the Broads. Bank erosion is expensive to repair and the sediment that enters watercourses increases the amount and frequency of dredging to maintain adequate water depths for navigation. The careful design of new or replacement bank edging is therefore crucial for protecting the special landscape character and conservation value of Broads' habitats and for maintaining the navigation area to the required standard.

The wide variation in depth, width, boating activity, tidal ranges and bank construction on different river sections in the Broads mean that no one ~~river~~bank stabilisation solution will be suitable for the

³ [Bank Stabilisation Pre application questionnaire \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/bank-stabilisation-pre-application-questionnaire)

170 whole area. The appropriate technique will also depend on the objective behind the bank
171 protection. To help design proposals for ~~river~~bank stabilisation, the Authority has adopted guidance
172 and a design checklist. Accordingly, development proposals that include ~~river~~bank stabilisation
173 need to be accompanied by a completed Riverbank Stabilisation Checklist for Design that provides
174 justification for the choice of bank protection solution in relation to the issues listed in the policy
175 and guidance.

176 Some ~~river~~banks in the Broads have been protected using timber or steel piling driven into the
177 ~~river~~bed at the bank edge. However, this approach can damage ~~river~~bank habitats, adversely affect
178 protected species, encourage boat mooring in inappropriate locations and create an urban feel in
179 an otherwise rural area. In many parts of the Broads, particularly those with an open rural location,
180 natural or less intrusive engineering techniques such as alder poles, faggots, willow spilling,
181 biodegradable geotextiles and vegetation will represent a more visually and ecologically
182 appropriate solution and should be used in preference to piling where technically feasible. The
183 Authority will ensure that the piling of banks only takes place where there is a demonstrable need
184 to prevent bank erosion by this means, where it is appropriate to the local character of the area or
185 for the use of the frontage for mooring. If a proposal is considered in the context of this policy to
186 potentially have an effect on an internationally designated site, then it will need to be considered
187 against the Habitats Regulations and a project level Appropriate Assessment undertaken.

188 Proposals relating to piling are directed to the Moorings Guide for information on materials and
189 other considerations.

190 A Works Licence, issued by the Broads Authority, will be necessary for the design and timing of
191 installation of works which affects areas that are publicly navigable. Full details can be found on the
192 Authority's website⁴. It is also important to note that works near a main river may require an
193 environmental permit. Further information is provided in paragraph 31.3. Indeed, other licences
194 (such as from Natural England or the Marine Management Organisation) may be required and
195 applicants should contact relevant authorities for more information.

196 The Water Management Strategy may be of relevance to your scheme to help ensure protection of
197 National Site Network Sites. Any work in the waterways will also likely require an HRA given the
198 potential hydrological links to European sites.

199 Reasonable alternative options

200 a) No policy

201 Sustainability appraisal summary

202 The options of no policy and having a policy have been assessed in the SA. The following is a
203 summary.

A: Keep original policy	6 positives. 0 negatives. 0 ? Overall, positive.
B: No policy	0 positives. 0 negatives. 6 ?

204 How has the existing policy been used since adoption in May 2019?

⁴ [Works Licences \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/works-licences)

205 According to recent Annual Monitoring Reports, the policy has been used and applications have
206 been determined in accordance with the policy.

207 **Why has the alternative option been discounted?**

208 An alternative option is to not have a policy. Navigation is an important aspect of the Broads and
209 can be affected by schemes. To have a policy on bank stabilisation is therefore favoured.

210 **UN Sustainable Development Goals check**

211 This policy meets these [UN SD Goals](#):

14 LIFE
BELOW WATER



15 LIFE
ON LAND



Policy POSP14: Mooring provision

- 1) All proposals for new or replacement moorings will be considered against relevant policies in this Local Plan, as well as the Mooring and Riverbank Stabilisation Guides (or successor documents).
- 2) The provision of a range of additional short term visitor moorings will be encouraged to ensure that visitor moorings are available in appropriate locations, and where they are most needed, and where they contribute to the management of a safe and attractive waterway. Existing short term visitor moorings will be protected.
- 3) The Authority will also ~~encourage~~ support the provision of residential moorings in appropriate locations, in line with details policies in this Plan.
- 4) The Authority encourages the provision of electric hook up points/charging points that are appropriately designed and located and address the dark skies policy.

Reasoned Justification

The provision of a network of moorings throughout the Broads system is essential for local communities, businesses and visitors to the Broads. A lack of moorings can restrict the use and enjoyment of the water, impede the local economy and, by resulting in the concentration of visitors where mooring is most plentiful, have an adverse effect on tranquillity and the quiet enjoyment of the Broads. The Authority will therefore protect existing moorings and encourage the provision of new moorings across the system.

It is important that mooring basins and marinas are provided only in appropriate locations. New moorings support the local economy by protecting the economic viability of marinas and boatyards, thereby protecting ancillary services and facilities which might otherwise be lost. Riverside mooring can constrict the navigable waterways and lead to congestion and overcrowding on the rivers. New moorings will therefore be permitted only where they would not have a negative impact on navigation, for example in an off-river basin or within a boat yard. The quality of the waterways and surrounding landscape is vitally important to the wellbeing of the tourism industry and, by extension, the economy of the Broads. It is therefore essential that proposals for mooring basins or marinas do not impinge on the natural beauty, ecological value and local distinctiveness of the Broads or other people's enjoyment of it.

The [Water Management Strategy](#) may be of relevance to your scheme to help ensure protection of National Site Network Sites. Any work in the waterways may require an HRA given the potential hydrological links to European sites.

Also of relevance is Policy [PODM37: New residential moorings.](#)

Reasonable alternative options

- a) Original policy
- b) No policy

Sustainability appraisal summary

250 The options of no policy, the original policy and amended policy have been assessed in the SA. The
251 following is a summary.

A: Keep original policy	5 positives. 0 negatives. 0 ? Overall, positive.
B: Amended policy	5 positives. 0 negatives. 0 ? Overall, positive.
C: No policy	0 positives. 0 negatives. 5 ?

252 **How has the existing policy been used since adoption in May 2019?**

253 According to recent Annual Monitoring Reports, the policy has been used and applications have
254 been determined in accordance with the policy.

255 **Why has the alternative option been discounted?**

256 An alternative option is to not have a policy. Navigation is an important aspect of the Broads and
257 can be affected by schemes. To have a policy on moorings is therefore favoured. The amendment
258 makes it clear this policy is relevant to all moorings and is favoured.

259 **UN Sustainable Development Goals check**

260 This policy meets these [UN SD Goals](#):



Policy PODM33: Moorings, mooring basins and marinas

- 1) In accordance with the Broads Integrated Access Strategy ([or successor document](#)), new moorings will be permitted where they contribute to the network of facilities around the Broads system in terms of their location and quality.
- 2) Proposals for new moorings, mooring basins and marinas, including changes to existing provision, will be permitted where it can be demonstrated, through the submission of a mooring questionnaire,⁵ that the proposal has been designed to take account of:
 - a) The nature of the watercourse;
 - b) The scale of tidal range;
 - c) The character of the location (including landscape character, features and the historic environment);
 - d) Existing uses in the area;
 - e) Future maintenance of the mooring method proposed;
 - f) Biodiversity; and
 - g) The requirements of the ~~Water Framework Directive~~ [Water Environment \(Water Framework Directive\) \(England and Wales\) Regulations 2017](#); and that
 - h) They would be located where they or their use would not have an adverse impact on navigation (for example in an off-river basin or within a boat yard);
 - i) There is provision for an adequate and appropriate range of services and ancillary facilities, or adequate access to local facilities in the vicinity;
 - j) The proposed development would not prejudice the current or future use of adjoining land or buildings; and
 - k) The proposed development would not unacceptably impact the amenity of adjoining residents.
- 3) In addition, proposals for development at or within commercial mooring basins or marinas shall:
 - l) Not result in the loss of moorings available for visitor/short stay use;
 - m) Provide, manage, maintain and advertise new short stay moorings (visitor, tidal ([layby](#)), or de-masting moorings as appropriate) at nil cost to the Broads Authority as follows. These moorings shall be provided on-site, but in exceptional circumstances the Authority may consider off-site contributions to any type of mooring.

<u>Size of scheme – length of moorings proposed (m)</u>	<u>Alongside and double alongside moorings</u>	<u>Stern on moorings</u>
	<u>Length/% provided and managed for short stay visitor moorings</u>	
<u>Less than 20m</u>	<u>none</u>	<u>none</u>
<u>More than 20m, less than 100m</u>	<u>10m permanent mooring</u>	<u>8m permanent mooring</u>
<u>More than 100m, less than 200m</u>	<u>20m permanent moorings</u>	<u>20m permanent moorings</u>
<u>More than 200m, less than 300m</u>	<u>30m permanent moorings</u>	<u>32m permanent moorings</u>
<u>More than 300m</u>	<u>15% of the length permanent moorings, rounded to the nearest whole number</u>	<u>15% of the length permanent moorings, rounded to the nearest factor of 4m – the</u>

⁵ [Mooring design guide pre-application questionnaire \(broads-authority.gov.uk\)](#)

<u>Size of scheme – length of moorings proposed (m)</u>	<u>Alongside and double alongside moorings</u>	<u>Stern on moorings</u>
	<u>Length/% provided and managed for short stay visitor moorings</u>	
	(less than 0.5, round down, more than or equal to 0.5, rounded up)	Authority calculates the width of a typical stern on mooring as 4m.

Size of scheme – no. of moorings proposed	Number/% provided and managed for short stay visitor moorings
2-9	1 permanent mooring
10-19	2 permanent moorings
20-29	3 permanent moorings
30 or more	15% permanent moorings, rounded to the nearest whole number (less than 0.5, round down, more than or equal to 0.5, rounded up).

- n) Make adequate provision for car parking, waste and sewage disposal and the prevention of pollution⁶;
- o) Provide for the installation of pump-out facilities (where on mains sewer) unless there are adequate alternative facilities in the vicinity; and
- p) Provide an appropriate range of ancillary facilities on site (for example potable water, wastewater pumpout, and electricity) unless there is access to local facilities within walking distance.

The Authority supports the provision of electric hook up and/or charging points where appropriate, subject to the impacts associated with their construction and operation being acceptable (for example, illumination and impact on dark skies and location of electricity supply).

Reasoned Justification

This policy applies to private and public moorings.

Types of moorings

In the Broads, mooring types⁷ traditionally fall under the following general categories:

- **Private Moorings:** A mooring that comprises the usual base for a vessel from which it might or might not go cruising. This type of mooring will often be allocated to or occupied by a single, identifiable vessel. There is no 'residential use'. A charge is usually made for the use of a private mooring unless it forms part of a private dwelling/ leisure plot.
- **Visitor/Short Stay Moorings:** A mooring that is specifically designated to enable boats to stop-off or stay for short periods while cruising, usually for a maximum, specified period. This type of mooring is usually occupied by different visiting vessels in succession (not necessarily continuously). A charge may or may not be made for the use of visitor/short stay mooring.

⁶ Refer to [Water supply, wastewater and water quality - GOV.UK \(www.gov.uk\)](http://www.gov.uk) for information on pollution prevention measures.

⁷ Note: Residential Moorings are addressed separately under Policy DM37.

- **Casual/Informal Moorings:** A mooring where boats moor on a casual basis, anywhere along a ~~river~~ bank, for a short period of time. These do not generally require the benefit of planning permission.
- **Commercial Moorings:** A mooring (usually in a mooring basin or marina) used by a commercial operator on a commercial basis, where boats may be moored for long or short periods between cruising. The vessels may or may not be in the ownership of the commercial operator.
- **Tidal (layby) moorings:** Used to moor a vessel while waiting for the correct state of tide to proceed with the journey. These could be near to bridges for example. They do not have to have access to the land.
- **De-masting moorings:** Used to moor a vessel in order to lower the mast to enable the vessel to continue with the journey. Likely to be near bridges where the air draught (height between water and bridge) means the mast must be lowered. Again, these do not have to access land.

Supply of moorings

The analysis undertaken as part of the Broads Integrated Access Strategy highlighted that the demand for visitor moorings exceeds supply. However, due to the conversion of boatyards to alternative uses and engineering works associated with flood defence works, the quantity of available visitor moorings across the Broads has been in decline for a number of years. To encourage the use and enjoyment of the waterways and to support the valuable contribution made by tourism to the local economy, the Authority will ensure that development proposals for commercial basins and marinas do not result in the further loss of moorings available for visitor use. Proposals for new commercial basins and marinas will also be expected to make an appropriate provision for new visitor moorings.

Short stay moorings – ‘part m moorings’

With regards to the requirement to provide short stay visitor moorings as set out in part m of the policy, the preference is to deliver these short stay moorings on site. ‘On site’ does not have to be part of the development site; it could be elsewhere in an appropriately accessible and suitable part of the marina or boatyard. Indeed, the applicant may wish to provide these moorings in a location easily accessible by novice helms to minimise the potential for accidental damage. It is expected that these moorings will be appropriately advertised, for example ~~perhaps~~ on websites or signed on the river (in accordance with policy PODM49).

In exceptional circumstances, the Authority may accept off-site contributions towards mooring provision. The contribution would be calculated to reflect the cost of delivering the moorings on site. That is to say that the contribution in line with the standards set out in the policy would be equal to the cost of delivering the same amount of moorings as part of that scheme. This reflects that it would cost the Broads Authority this amount to deliver an equivalent provision in the same location.

To support the delivery of the mooring berths contributions, the Authority is willing to consider seasonal usage of moorings. A boatyard or marina may have moorings they only need for their own use in the off-peak season (November to March) and could therefore allow them to be used for short stay moorings, in accordance with ~~as per~~ the policy requirements, in the peak season only (April to October). If this is the case, the Authority would consider this approach subject to agreeing an appropriate and deliverable approach to operating, monitoring, managing and advertising the

359 seasonal moorings and would expect more short stay moorings than set out in part m to be
360 provided in the peak season.

361 Operators may wish to charge a fee for use of these moorings, but this should be commensurate
362 with the average mooring charges in the local area.

363 The table identifies three types of moorings – alongside, double alongside and stern on moorings.
364 The table in the policy uses an average 10m per mooring for alongside and double alongside and
365 4m for stern on moorings. These average lengths/widths are used elsewhere in the Authority and
366 so provides a consistent approach.

367 **Impact of mooring schemes**

368 The quality of the waterways and surrounding landscape is vitally important to the wellbeing of the
369 tourism industry and, by extension, the economy of the Broads. It is therefore essential that
370 proposals for mooring basins or marinas do not impinge on the natural beauty, ecological value and
371 local distinctiveness of the Broads or other people's enjoyment of it. If a proposal is considered in
372 the context of this policy to potentially have an effect on an internationally designated site, it will
373 need to be considered against the Habitats Regulations and a project level Appropriate Assessment
374 undertaken.

375 **Relevant strategies, policies and guides**

376 The Broads Integrated Access Strategy is a starting point in regard to where moorings could be
377 delivered, paid for by the off-site contributions, and other opportunities will come about outside
378 that strategy.

379 The Authority has adopted a Moorings Design Guide, which sets out considerations for different
380 types of moorings.

381 Other policies of particular importance to proposals for new or reconfiguring moorings are:

- 382 ~~• The safety by the water policy, which sets out what the Authority requires in relation to egress~~
383 ~~from the water, life rings and so on.~~
384 • The boat wash down policy is of importance in relation to biosecurity and antifouling paint.
385 • Peat and archaeology policies.

386 The [Water Management Strategy](#) may be of relevance to your scheme to help ensure protection of
387 National Site Network Sites. Any work in the waterways will also likely require an HRA given the
388 potential hydrological links to European sites.

389 **Reasonable alternative options**

- 390 a) Original policy
391 b) No policy

392 **Sustainability appraisal summary**

393 The options of no policy, the original policy and amended policy have been assessed in the SA. The
394 following is a summary.

A: Keep original policy	8 positives. 0 negatives. 0 ? Overall, positive.
-------------------------	---

B: Amended policy	8 positives. 0 negatives. 0 ? Overall, positive.
C: No policy	0 positives. 0 negatives. 8 ?

395 **How has the existing policy been used since adoption in May 2019?**

396 According to recent Annual Monitoring Reports, the policy has been used and applications have
397 been determined in accordance with the policy.

398 **Why has the alternative option been discounted?**

399 An alternative option is to not have a policy. Navigation is an important aspect of the Broads and
400 can be affected by schemes. To have a policy on moorings is therefore favoured. The amendment
401 makes it clear this policy is relevant to all moorings and is favoured.

402 **UN Sustainable Development Goals check**

403 This policy meets these [UN SD Goals](#):

14 LIFE
BELOW WATER



15 LIFE
ON LAND



Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Policy POSP13: Navigable water space

		A: Keep original policy	B: No policy
ENV1	+	Policy relates to navigation of the waterways.	?
ENV2			
ENV3			
ENV4			
ENV5			
ENV6			
ENV7			
ENV8	+	Policy seeks beneficial re use of dredged material.	?
ENV9			
ENV10			
ENV11			
ENV12			
SOC1			
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1	+	Navigable waterways are important to the local economy.	?
ECO2	+		?
ECO3	+		?

Not having a policy does not necessarily mean that navigation would be lost as the Authority does have some legal powers regarding navigation. A policy is another way of protecting navigation.

Policy PODM31: Access to the water

		A: Keep original policy	B: No policy
ENV1	+	Policy relates to navigation of the waterways.	?
ENV2	+	Policy refers to water quality regulations.	?
ENV3	+	Policy refers to impact on biodiversity.	?
ENV4	+	Policy refers to landscape character impact.	?
ENV5			
ENV6	+	Policy refers to flood risk.	?
ENV7			
ENV8			
ENV9	+	Policy refers to impact on the historic environment.	?
ENV10			
ENV11	+	Policy refers to light pollution and provision of electric hook up/charging points that will mean diesel engines not turned on when boats moored.	?
ENV12			
SOC1	+	Reference to hazardous movements is made in the policy.	?
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1	+	Access to the water is important to the local economy.	?
ECO2	+		?
ECO3	+		?

Not having a policy does not necessarily mean that proposals for access to water will affect the sustainability objectives. A policy however provides more certainty.

Policy PODM32: Bank stabilisation

		A: Keep original policy	B: No policy
ENV1	+	Policy relates to navigation of the waterways.	?
ENV2	+	Policy refers to water quality regulations.	?
ENV3	+	Policy refers to impact on biodiversity.	?
ENV4	+	Policy refers to landscape character impact.	?
ENV5	+	Policy refers to a changing climate	?
ENV6	+	Policy refers to flood risk.	?
ENV7			Not having a policy does not necessarily mean that banks cannot be stabilised. Having a policy emphasises the considerations and provides certainty.
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1			
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3			

Policy POSP14: Mooring provision

	A: Keep original policy		B: Amended policy		B: No policy	
ENV1					Not having a policy does not necessarily mean that mooring will not be provided in an acceptable way. A policy provides clarification.	
ENV2						
ENV3						
ENV4	+	Policy refers to an attractive waterway.	+	Policy refers to an attractive waterway.		?
ENV5						
ENV6						
ENV7						
ENV8						
ENV9						
ENV10						
ENV11						
ENV12						
SOC1	+	Policy refers to a safe waterway	+	Policy refers to a safe waterway		?
SOC2						
SOC3						
SOC4						
SOC5						
SOC6						
SOC7						
ECO1	+	Moorings are important to the local economy.	+	Moorings are important to the local economy.		?
ECO2	+		+		?	
ECO3	+		+		?	

Policy DM33: Moorings, mooring basins and marinas

	A: Keep original policy		B: Amended policy		B: No policy
ENV1	+	Policy relates to navigation of the waterways.	+	Policy relates to navigation of the waterways.	?
ENV2	+	Policy refers to water quality regulations.	+	Policy refers to water quality regulations.	?
ENV3	+	Policy refers to impact on biodiversity.	+	Policy refers to impact on biodiversity.	?
ENV4	+	Policy refers to landscape character impact.	+	Policy refers to landscape character impact.	?
ENV5					
ENV6					
ENV7					
ENV8					
ENV9					
ENV10					
ENV11	+	Policy refers to provision of electric hook up/charging points that will mean diesel engines not turned on when boats moored.	+	Policy refers to light pollution and provision of electric hook up/charging points that will mean diesel engines not turned on when boats moored.	?
/ENV12					
SOC1					
SOC2					
SOC3					
SOC4					
SOC5					
SOC6					
SOC7					
ECO1	+	Moorings are important to the local economy.	+	Moorings are important to the local economy.	?
ECO2	+		+		?
ECO3	+		+		?

Not having a policy does not necessarily mean that mooring will not be provided in an acceptable way. A policy provides clarification.

Replacement Quay Heading/Piling Topic Paper

November 2023

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1. Introduction

Across the Broads area, the banks of the rivers, Broads, dykes and inlets vary in terms of the treatment of the edge. Mostly, the banks are natural with the land sloping down to the water, often with a wide, reeded fringe. Where the tidal flow is strong, or there is erosion or protection is required, the bank may be piled. The piling may be steel or timber and the material used often depends on the age of the piling and its primary function. The term ‘piling’ tends to be used where there is primarily an engineering purpose for the piling. Where mooring is required, the bank is often piled so that vessels can be tied alongside the bank, and there is often a walkway constructed parallel to the bank to facilitate access. Where the purpose of the piling is primarily to enable a mooring use, it tends to be referred to as ‘quay heading’. ‘Quay heading’ can cover commercial, visitor, residential, householder and other types of moorings.

Planning permission is usually required to install piling and quay heading as it is an engineering operation. The Broads Authority treats like-for-like replacement of quay heading as ‘maintenance’, subject to a 25m maximum length and the replacement being on the same alignment, height and depth as the previous and being in the same materials.

Landowners may want to improve a quay heading in a particular area to maintain it in a good condition, to enable a change in the way an area is used, or to replace the quay heading at the end of its life. They may do this by placing new quay heading in front of the original quay heading, rather than removing the original quay heading. The new quay heading tends to be placed 10cm to 50cm in front of the old quay heading. Timber quay heading tends to be replaced every 10 to 15 years and steel quay heading every 20 to 30 years.

Placing new quay heading in front of existing quay heading at a typical distance of 10cm to 50cm reduces the width of the river in that location. This is a particular issue in narrower waterways with high volumes of river traffic. Importantly, reducing navigable space impacts

on the ability of users to navigate safely. One of the statutory purposes of the Broads Authority is to protect the interests of navigation. The Local Plan for the Broads has a strategic policy (SP13) that seeks to protect and enhance the navigable water space.

There are some stretches of rivers that are both narrow and have quay heading. In some areas, a small encroachment could have a significant impact on the available channel space. Another issue to consider is how busy a stretch of water is and the typical size of vessels that use that stretch. Therefore, any policy approach could apply to certain areas.

Ideally, the old quay heading would be removed first, and the new quay heading would then go in its place or new quay heading could go behind the original quay heading which is then removed. This would ensure that there is no encroachment into the river. However, this is not always done because it may be costly and can be technically challenging.

This Topic Paper explores the issue as well as proposes a way forward for the Local Plan.

2. Issues and Options

This Issue was discussed in the [Issues and Options Local Plan document](#) that was consulted on at the end of 2022.

In planning terms, we tend to use the strategic policy SP13. Under the Broads Act 1988, certain schemes require a Works Licence and one of the considerations in issuing these licences is the impact on navigation. Taking these together, we usually request that replacement quay heading is not placed more than 30cm in front of the original. However, the reason we are raising this as an issue is that in some areas we are at a critical point and need to safeguard navigation from further encroachment.

The options and related question we included in the Issues and Options document are as follows.

- a. No specific policy approach to address quay heading in front of quay heading.
- b. Geographic risk-based approach. Map areas where the rivers are narrow and where there is already quay heading – through assessment of channel width and river usage, areas where new quay heading being placed in front of old quay heading would impact navigation would be identified. In the areas identified as being most impacted from encroachment, the approach could be to hold the existing line of the quay heading.
- c. Have a policy that applies to all the Broads, regardless of river width. This seeks to minimise the impact through set criteria for how far quay heading could be in front of existing.

Question 23: Do you have any comments on the issue of new quay heading in front of old quay heading?

Here are the responses:

Organisation	Comment
Bradwell Parish Council	We should adopt option C.
Broads Society	The Society favours the 'Geographic risk-based approach' detailed in 'Option b'.
Brooms Boats	Option B however economic viability regarding business needs is vital and hence requires a collaborative approach.
East Suffolk Council	East Suffolk Council's view is that the Broads Authority are best placed to determine which of the options best deliver against the statutory purposes of the Broads Authority in protecting the interests of navigation. However, an approach based on the evidence of risk (option b) would seem sensible as this will allow for the policy to focus on those areas where a critical point has been reached.
Mrs S Lowes	Old quay heading should be removed.
RSPB	Prioritisation for replacement of quay head must go to locations where the heading protects bank integrity first and foremost and provision of mooring facilities second. We recommend the construction cost in terms of CO2 becomes part of the validation process, just as for materials and design of residential developments.
Sequence UK LTD/Brundall Riverside Estate Association	We note the issues that have been raised within the consultation document but are concerned that this is a matter that does need to be considered on a site-by-site basis and therefore the options set out within b) or c) are too prescriptive and inflexible, particularly where navigation matters will also be a factor. Therefore, we would recommend that no specific policy would be more appropriate, although guidance only could be provided within the Design Guide or an SPD (Supplementary Planning Document) to ensure there is some form of assistance on this issue.

3. Research – technical issues and costs

To further understand the impact of placing quay heading in the same place or even behind the existing quay heading, the Authority contacted two contractors who operate in the

Broads and are often hired to replace quay heading. The key information from the contractors is as follows:

- a) To understand the potential for piling to be removed, it is important to understand the piling type (timber, plastic, steel), location (can the quay heading be reached by an excavator? By road or river?), condition of the piling to be removed (is the piling likely to break, particularly at the waterline making extraction difficult) and waste disposal/transport costs.
- b) In many ways the outcomes are very site specific. But in general, there are more risks with piling behind the original line. The chance of encountering debris that hampers or prevents piles being driven behind is greater when you pile behind. It is not unusual to find old revetments, old anchors, services, or aggregate backfill behind the piles. If these items are encountered, then it can add considerable time to the project or change the end results.
- c) If there are no such items behind the piles and the piles drive freely then the additional costs would be the excavation and disposal of the material between the old and new. It will cost less if the material is allowed to be spread on site, but if it must be taken away, assuming a collection vehicle can get to within a few yards for the source, then that would cost more.
- d) The old piles would also need extracting. If they come out freely and intact and a collection vehicle can get close to the site then the scrap metal cost would go some way to covering the cost, but this is an additional cost.
- e) The advantage of piling behind existing piling is that the importing of material needed to fill the void between the old and new piles is not necessary. There is a cost of providing and placing this material.
- f) One consequence of removing old works first is that in most cases, once the old work is removed, the material directly behind the removed quay heading immediately starts to fall away. This does then require the land to be reinstated behind the new quay heading either by dredging the original material back out of the water, or by bringing additional material back to the site. There could be an additional cost because of the material falling away. The likelihood of this happening will depend on the local soil type and conditions as well as the rate of river flow.

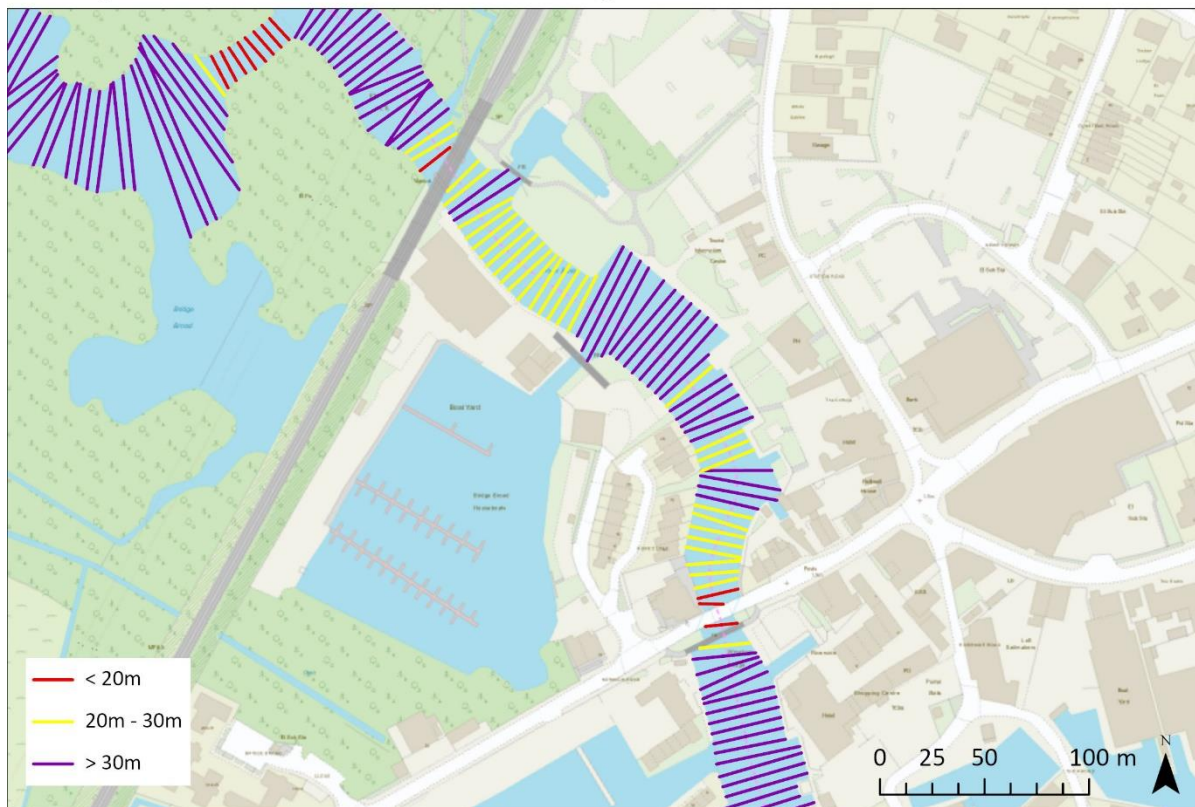
In summary, from a theoretical point of view, if there are no obstacles behind the piles, there is little difference in the cost and work required to place piling in line or behind the existing quay heading. However, given the risk of obstacles and access for vehicles having a potentially pivotal impact, site specific assessment is really needed. The issue of material falling away if piling removed first is another consideration and cost.

Placing quay heading in place of or behind	
Additional costs	<ul style="list-style-type: none"> • Removing piling • Excavation and disposal of material • Material falling away and then being dredged
Potential costs	<ul style="list-style-type: none"> • Encountering debris
Cost savings/offset	<ul style="list-style-type: none"> • Scrap metal value of piling • Back filling of material/importing material

4. Width of waterways

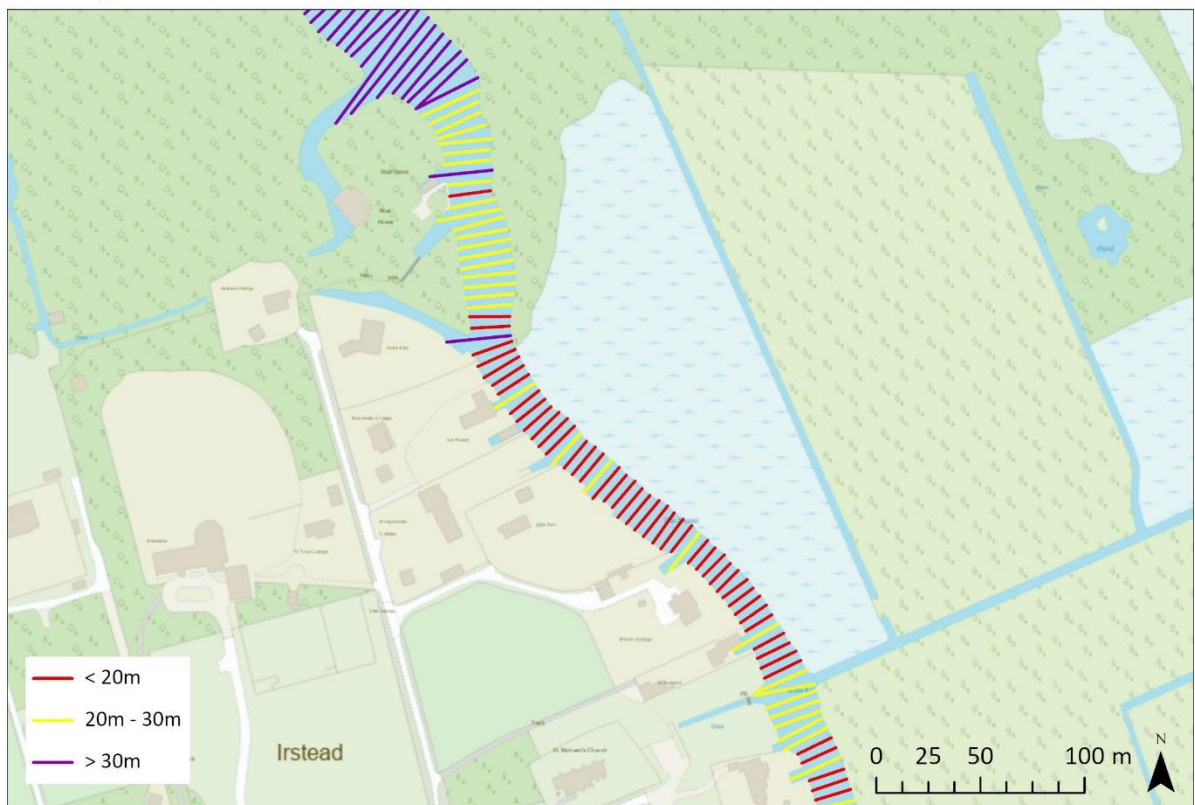
The widths calculated are based on Ordnance Survey MasterMap data which is the most accurate large-scale mapping available. Transects have been created at 5m intervals perpendicular to the Broads Authority centreline dataset and clipped to the extent of the water body. Each transect has been assigned one of the following 3 categories based on the length across. Less than 20m wide, More than 20m wide, but less than 30m, More than 30m. Some examples are included here:

Showing width of the river at 5m intervals though Wroxham/Hoveton



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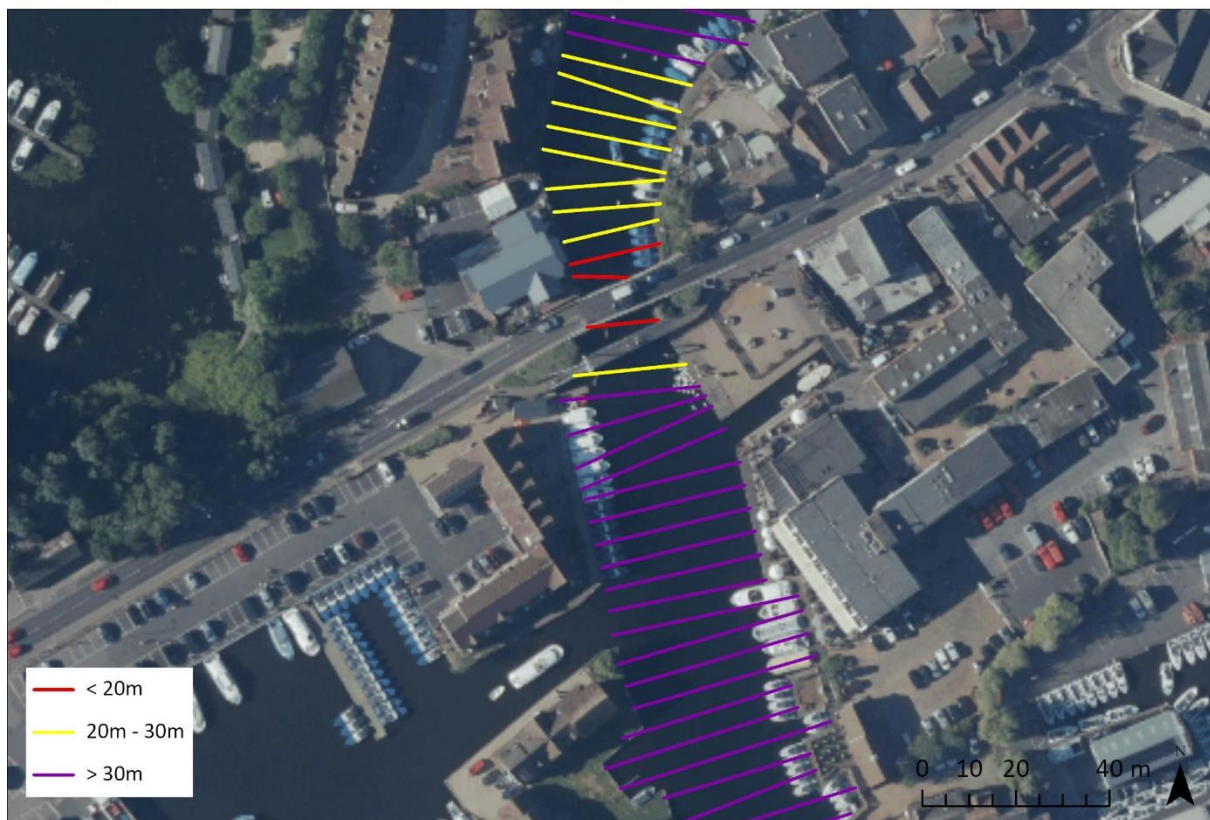
Showing width of the river at 5m intervals though Irstead



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It is not just the width of the channel that we need to consider; we also need to understand if boats do or will moor either on one side or both sides of the stretch of water. The aerial imagery below shows that boats can moor on one or both sides of the waterways.

Showing width of the river at 5m intervals though Wroxham/Hoveton



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Because the areas where stern on moorings are known, they have also been mapped.

Showing width of the river at 5m intervals though Chedgrave



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5. Way forward

It is proposed that there is a policy approach in the Local Plan to address this issue.

It is proposed that the approach is a geographic risk-based approach.

The 5m segments would be a starting point to consider the impact of any proposal, and aerial imagery would be used to indicate if boats are moored at the site in question. The Development Management Officer would then measure the width using GIS, taking into account the boat(s) moored there.

There is potential for the mapping system to be public facing.

In the areas identified as being most impacted from encroachment, the approach would be to hold the existing line of the quay heading.

Appendix 1: Proposed draft policy.



Local Plan for the Broads - Review Preferred Options bitesize pieces November 2023

The impact of replacement quay heading on navigation.

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is a new policy.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

Policy x: The impact of replacement quay heading on navigation.

1. Proposals for replacement quay heading that adversely impact on the navigable waterways will be refused.
2. Replacement quay heading proposals on waterways that are less than 30m in width, as indicated by the navigation transect dataset, will be assessed, on a case-by-case basis, to ascertain whether the replacement quay heading needs to be placed in line with or behind the existing quay heading in order to not erode the width of the navigable waterway.

Reasoned justification

Schemes involving replacement quay heading often place the new quay heading in front of the original quay heading, rather than removing the original quay heading first. The new quay heading tends to be placed 10cm to 50cm in front of the old quay heading. Timber quay heading tends to be replaced every 10 to 15 years and steel quay heading every 20 to 30 years.

Placing new quay heading in front of existing quay heading at a typical distance of 10cm to 50cm reduces the width of the river in that location. This is a particular issue in narrower

waterways with high volumes of river traffic. Importantly, reducing navigable space impacts on the ability of users to navigate safely. One of the statutory purposes of the Broads Authority is to protect the interests of navigation. The Local Plan for the Broads has a strategic policy (SP13) that seeks to protect and enhance the navigable water space.

There are some stretches of rivers that are both narrow and have quay heading. In some areas, a small encroachment could have a significant impact on the available channel space. Another issue to consider is how busy a stretch of water is and the typical size of vessels that use that stretch.

Ideally, the old quay heading would be removed first, and the new quay heading would then go in its place or new quay heading could go behind the original quay heading which is then removed. This would ensure that there is no encroachment into the river. However, this is not always done because it may be costly and can be technically challenging.

Under the Broads Act 1988, certain schemes require a Works Licence and one of the considerations in issuing these licences is impact on navigation.

The **Replacement Quay Heading/Piling Topic Paper** explores this issue in more detail and seeks to justify the policy approach.

Delivering the policy

1. When a proposal for replacement quay heading is received, the Broads Authority will use the Waterway Width Mapping System to ascertain the width of the waterway.
2. The mapping system will also include aerial imagery from the last few years, and these will be used to ascertain if vessels usually moor along the stretch of waterway in question and indeed, how they moor (stern on, alongside or double alongside).
3. The aerial imagery will be used to understand the actual width of the river, considering moored vessels.
4. The Authority will also assess accident data and data relating to how busy a stretch of water is.
5. All this information will be combined to determine whether the new quay heading needs to be in line or behind the existing quay heading.

Reasonable alternative options

- a) No policy.
- b) No quay heading is allowed in front of quay heading across the entire system.
- c) Proposed policy.

Sustainability appraisal summary

The three options have been assessed in the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 3 ?
B: No quay heading allowed in front of quay heading across the entire system	3 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option – proposed policy	3 positives. 0 negatives. 0 ? Overall, positive.

51 **Why have the alternative options been discounted?**

52 Placing new quay heading in front of existing quay heading at a typical distance of 10cm to
53 50cm reduces the width of the river in that location. This is a particular issue in narrower
54 waterways with high volumes of river traffic. Importantly, reducing navigable space impacts
55 on the ability of users to navigate safely. So having a policy is favoured and having a policy
56 that judges schemes on a case-by-case basis is favoured.

57 **UN Sustainable Development Goals check**

58 This policy meets these [UN SD Goals](#):

59 None identified

Sustainability Appraisal

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change.
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings.
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape.
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment.
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Assessment of policy

		A: No policy	B: No quay heading allowed in front of quay heading across the entire system	C: Preferred Option – proposed policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		
ENV2				
ENV3				
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10				
ENV11				
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1	?		+ Navigable waterways are fundamental to many businesses in the Broads.	+ Navigable waterways are fundamental to many businesses in the Broads.
ECO2	?		+	+
ECO3	?		+	+

Navigation Committee

02 November 2023

Agenda item number 12

BA/2023/0349/FUL: Norwich: Ribs of Beef PH: Planning application with implications for navigation: Extension of decked area

Report by Planning Officer

Purpose

A retrospective planning application BA/2023/0349/FUL was submitted in September 2023 for replacement and extension of decked area to the north of the public house adjacent to the River Wensum. The comments of the Navigation Committee are requested.

1. Introduction

- 1.1. The application site forms the northern elevation of the Ribs of Beef Public House, which is located in Norwich on Wensum Street, adjacent to the River Wensum and to the southwest corner of Fye Bridge. There is a narrow jetty extending out from the northern elevation of the building over the water and accessed from the lower floor of the building, this is used as an outside seating area for customers. The site is located within the Norwich City Centre Conservation Area.
- 1.2. The application has been submitted following notification to the Local Planning Authority of works being undertaken at the site in June 2023. Concerns were raised that a subfloor for decking, with uprights for rails, was being installed on top of the existing jetty and this extended significantly beyond the footprint of what had originally been present, therefore impacting the navigable width through Fye Bridge.

2. The planning application

- 2.1. The application is seeking retrospective permission for the replacement of rotten timbers to the existing jetty with oak piling, and a new tanalised timber decking. The decking would be extended by 5 metres to the south-west.
- 2.2. The development, as constructed, has resulted in the replacement decked jetty and support posts projecting approximately 45cm further into the river than the original structure. The overall projection of the decking and balustrading is now approximately 1.3m from the edge of the channel, which is piled.

2.3. Comments have been received from the Head Ranger having visited the site.

Summary of comments:

- From a navigation point of view, no issues with the new extended section of the piling on the upstream end. The addition of a safety ladder is welcome.
- The extension of the balcony out into the river, while only being 280mm, does have an impact so close to the bridge hole.
- Request vessels moored on the downstream end (up to the safety ladder, approx. 5m from the downstream end) restricted to 2m width (including vessels currently moored there) to minimise the impact on vessels navigating through the bridge hole.
- Upstream of the safety ladder - no width restriction.
- Would also like to see the bottom ends of the posts altered (across the whole length of the mooring) so they do not pose a risk to vessels becoming trapped underneath. This had happened to one of the vessels moored alongside when the site was visited.
- If the ends could be made to return to the wooden piling at 45-degree angle or similar this would reduce the risk of vessels becoming caught up.

2.4. The comments of the Navigation Committee on the planning application would be welcomed.

3. Conclusion

3.1. Member's views on any matters of relevance to navigation are sought and will be considered as part of the planning process.

Author: Jane Fox

Date of report: 17 October 2023

Background papers:

[Broads Plan](#) strategic objectives

Appendix 1 – Location Plan

Appendix 1 – Location Plan

BA/2023/0349/FUL - Ribs Of Beef Public House, 24 Wensum Street, Norwich



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