

Business Boating Online Moorings Process

July 2021

Explanatory Notes:

The Canal & River Trust's Online Moorings Policy sets out the strategic aims, principles and criteria for considering online mooring sites on the Canal & River Trust's network. The policy is complemented by this Business Boating Online Mooring Process that sets out the criteria for moorings proposals for multiple leisure boats or boats to be used for commercial proposals (e.g. hire boats, cafes etc).

"Online moorings" means those on the main line of the navigation including those that are 'towpath side' and 'offside' (i.e. on the opposite side to the towpath) and does not include basins, laybys or other offline mooring.

Online moorings strategic aims:

1. To effectively manage long-term online moorings along the network (towpath or offside).
2. To effectively manage short-stay moorings fairly for all boaters.
3. To ensure that short-stay moorings are located where needed to meet the needs of cruising boaters and holiday-makers.
4. To support key destinations, other strategic plans and the Trust's vision.
5. Work with the private sector and others to provide a wide choice of moorings to meet the needs of all waterway users.
6. Ensure Canal & River Trust complies with competition law and the Trust's Competition Law Compliance Code of Practice.

Long term online moorings principles

1. Online towpath moorings will generally be retained for 14-day moorings, short stay visitor moorings and occasional temporary moorings such as winter moorings, mooring for boating events or gatherings.
2. All proposals shall be considered against the criteria set out in this process and the Online Moorings Policy. This does not apply to the Kennet & Avon¹ which is subject to the provisions of its conservation plan or the Montgomery Canal which is subject to the

¹ On the Kennet & Avon Canal we will not permit the creation of any further offside moorings against private property. This underlines our commitment to delivering the policies within the Kennet & Avon Canal Conservation Plan (second edition October 2000):

Policy H10: There will be a general presumption for the offside bank to remain non accessible.

Policy H10.2: There is a presumption against the creation of moorings, paths and access on the offside canal bank, although a case may be made for this in some urban locations. The term 'urban' shall be deemed to mean the city of Bath and the towns of Bradford-on-Avon, Devizes, Hungerford, Newbury and Reading.

Conservation Management Strategy². Moorings in River Lee Valley Regional Park are subject to Lee Valley Regional Park Mooring Criteria.

Where permission is granted, it is subject to a commercial lease. Note in particular:

- We do not guarantee water depth at the proposed mooring, and any permission we grant will not include Canal & River Trust responsibility for dredging or clearance of water obstructions.
- The proposed length of mooring must fit within the boundaries of the land property and not overlap onto neighbouring land.
- Any mooring platform or land stage or associated works i.e. service bollards, water, mooring rings will require additional approval via a Works Proposal application. An additional application fee is applicable.
- The sub-division of existing offside land to create multiple single Linear moorings is not supported by this policy.

Criteria for consideration

Creation of online moorings often necessitates works affecting Trust property. These works may include the following activities: dredging, bank protection, the installation of pontoons and services, installation of mooring rings or bollards. Where such works are likely, you will be required to complete a Works proposal in addition to the Operating proposal.

1. Navigational safety

Moorings must not block or impede the navigation. Moorings must not cause a danger or risk to other craft on the navigation, including when craft are accessing or leaving the mooring.

Please note that our [waterway dimensions](#) should act as a guide to where larger craft are limited to navigate safely and as such 'narrow' canals generally cannot accommodate 'wide' craft.

2. Suitability of the location against operational constraints environmental or heritage constraints.

Moorings must not impede on any access required for operation of the waterway. This may include access to service points, locks, tunnels etc. Moorings must not permanently obstruct access required by the Trust to maintain and operate the waterway, for example access to pumps, sluices, weirs or other operating equipment.

Moorings must not impact on flood and water drainage management requirements.

The proposed location will not (under any circumstances) be allowed within the vicinity of a bridge, lock, weir or other asset or control structure (typically 40m).

The moored craft, together with any landing stage or other structure, should not impede the Dredge Trigger Profile (see Fig. 1 below).

The canal edge/washwall should be in good condition. Where access for construction plant and equipment is only available via the water permission will not be granted (under normal circumstance) for new moorings where the existing washwall is unsuitable. This is because the

² 7.4.3 16) Applications for such private moorings will be tested against the boat traffic model and will only be approved where there is capacity to absorb them. [Montgomery Canal Conservation Management Strategy](#).

new bank protection would require the installation of cantilever piles which would be restricted to 4m maximum length from floating pontoon. This is deemed to be inadequate.

There should be sufficient depth of water to accommodate your boat with a minimum depth of water (typically 500mm) below the deepest drafted vessel you wish to accommodate.

The line of sight for those travelling along the main line of the canal should not be obscured by your proposed mooring (typically 40m).

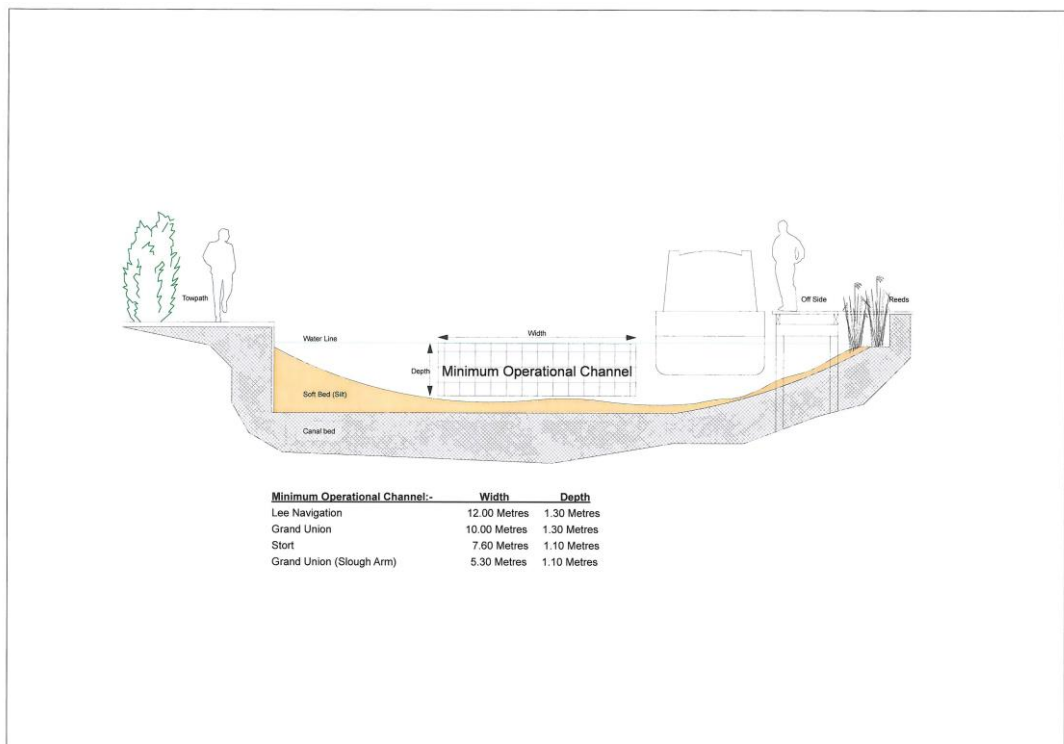


Fig 1: Dredge Trigger Profile (minimum operating channel)

3. Suitability of the location against environmental constraints

Moorings should not negatively impact on habitat important for ecology and biodiversity unless the proposal includes 100%+ compensation for loss (i.e. net gain) in the vicinity.

Moorings should not be located within the boundaries of nationally and locally designated protected areas unless they can demonstrate how any negative impact on the protected site will be managed and mitigated. The trust may be obliged to seek agreement from the relevant regulator (which cannot be guaranteed) before approving such a mooring.

In order to safeguard the environment, we will complete an environmental appraisal of your proposal to highlight any known environmental and heritage issues associated with your proposal.

The information contained in our response to your application is intended to highlight issues that may be of concern to us, local planning authorities and/or other regulatory bodies. It will be necessary for you to address any issues raised before permission is granted.

4. Suitability of the location against heritage constraints

The effect of mooring proposals upon existing heritage assets should be considered. Complex sites or buildings with high heritage value are likely to require a conservation statement or conservation management plan.

5. Water Resource impacts

Where you are intending to provide moorings for 5 or more craft it will be necessary for the Trust to complete a water resource study to determine whether or not there is sufficient water resource available to support your application. Where water resource sensitivities exist, it might be necessary to undertake a more comprehensive Stage 2 Water Resource Study.

Where a Stage 2 Water Resource Study is required, a contribution towards the cost of the study (£2,250 plus VAT) will be paid by an individual applicant OR shared by multiple applicants where appropriate.

6. How mooring would contribute to wider strategic plans for the area.

If there is a local mooring strategy or plan for the area where the proposed mooring would be, does it support the proposal?

7. How the moorings would be serviced (including waste and refuse removal).

The application should include details of how the mooring would be serviced. The details should be set out in an operating proposal for the mooring. If no services are proposed, there should be a clear explanation of why these are not required for the proposal.

The scale of facilities will vary largely from a single boat moored against an existing bank with fixed moorings, safe pedestrian access and no facilities to multiple boats with basic amenities (e.g. refuse compound, elsan disposal, pump out unit, water point, toilet/shower block, laundry, and parking).

It is assumed that any linear moorings could be used as residential moorings at some time in the future (subject to the necessary planning consents). For this reason, the applicant is to advise the Trust how moorers will manage their waste, including bilge oil and sewage.

8. Access to the moorings from land (whether by foot or other forms of transport).

There should be safe pedestrian access to the mooring or mooring platform.

The application must be from the landowner of the proposed mooring location, including consent of the freehold land owner, before any lease agreement can be signed. The mooring agreement must be with the land owner or long-term lease holder (i.e. minimum of 12-month lease).

The applicant should include details of how the proposed moorings would be accessed, whether this is by foot or another form of transport.

9. Whether the creation of the mooring would contribute to undesirable lines of continuously moored boats.

Consideration should be given to whether the application to create would result in the establishment of a continuous line of linear moored boats that would have a detrimental impact on other waterway users.

10. The availability of alternative offline mooring provision in the vicinity.

Consideration should be given as to whether the application to create additional online mooring is appropriate in the context of existing offline provision that is available in the vicinity. For example, would it lead to over provision of moorings.

11. How the applications contribute to the Canal & River Trust's wider charitable objectives and strategy.

Consideration should be given to how the application contributes to the Trust's wider strategic goals, plans and how it impacts on the delivery of the Trust's charitable objectives, which are:

- to preserve, protect, operate and manage Inland Waterways for public benefit:
 - for navigation
 - for walking on towpaths; and
 - for recreation or other leisure-time pursuits of the public in the interest of their health and social welfare
- to protect and conserve for public benefit sites, objects and buildings or archaeological, architectural, engineering or historic interest on, in the vicinity of, or otherwise associated with Inland Waterways.
- to further for the public benefit the conservation protection and improvement of the natural environment and landscape of Inland Waterways;
- to promote, facilitate, undertake and assist in, for public benefit, the restoration and improvement of Inland Waterways;
- to promote and facilitate for public benefit awareness, learning and education about Inland Waterways, their history, development, use, operation and cultural heritage by all appropriate means including the provision of museums;
- to promote sustainable development in the vicinity of any Inland Waterway for the benefit of the public, in particular by:
 - the improvement of the conditions of life in socially and economically disadvantaged communities in such vicinity; and
 - the promotion of sustainable means of achieving economic growth and regeneration and the prudent use of natural resources; and
- to further any purpose which is exclusively charitable under the law of England and Wales connected with Inland Waterways.

12. Positive or negative impacts from the creation of moorings on other waterway users and how these would be mitigated.

Consideration should be given to impact of other users of the waterway and/or towpath in the location of the proposed mooring. How any potential negative impact identified above would be mitigated. If the mooring proposal impacts negatively (as set out in the criteria) the proposal should explain what measures are proposed to mitigate the impact.

13. Boats at new online moorings should possess the recognisable attributes of a boat typical to the Trust's network and be capable of navigation, but exceptions may be made in the context of local mooring strategy.

The 'recognisable attributes' of a boats i.e. recognisable bow, stern, gunwales and rudder. The boat must be kept clean and in good repair at all times. Consideration must be given to the setting, heritage, environment and other planning considerations.

14. Any particular need for moorings suitable for disabled boaters in a particular location as assessed under the Trust's Equality Policy for Customer Service Delivery.
15. The likely cost that might be incurred should a boat or other items ever be abandoned leaving the Trust with a responsibility for removal.

Where approved, we may request a salvage bond to cover the costs of removal should a boat, or other item or structure, be abandoned leaving the Trust with the responsibility for removal. The requirement for a salvage bond would depend on the specific proposal, this would be discussed with the applicant. The cost of the salvage bond would be based on the potential removal costs for the specific proposal.

16. Minimum requirements for supporting infrastructure

In some instances, a landing stage (pontoon) may be required to facilitate mooring. A landing stage might be required where insufficient depth of water prevents craft from getting close enough to the edge of the navigation to allow safe access/egress.

In order to ensure that all structures are fit for purpose, the following data is intended to be used by your designer/contractor to ensure that any proposed structure will be fit for purpose.

Landing stage loading

The recommended minimum design loading for pontoons and fingers is a uniformly distributed load of 2.5kN per sq. m or a concentrated load of 2.5kn (whichever has the most adverse effect)

- Where fingers are proposed to form moorings, the clear width between finger pontoons, allowing for adequate fendering, should be no less than 4.75m (two narrow beam craft).
- The optimum freeboard should be 500mm (distance between water level and walkway).
- Cleats, bollards or mooring rings should be supplied and sited in positions in order that craft may be secured safely.
- You should also consider access ramps, security gates and safety equipment like handrails and life rings where appropriate.

Materials

The most common material for the structural frame of walkways and landing stages is steel (galvanised to current BS EN 150 1461 appropriate standard) with a timber superstructure. The structural frame must be capable of supporting live loading and the design and choice of material should take full account of the site conditions, wind loadings and berthing forces. The desired service life for the structural frame is 60 years.

The Timber Research and Development Association (TRADA) can give advice on appropriate quality and usage.

Hardwood – should be durable and straight grained with minimal knots.

Softwood – should be pressure treated with a suitable preservative in accordance with the suppliers' instructions. Be aware that the strength in bending is less than hardwood so this may impact on your design.

All timber used shall be purchased from sustainable rainforests i.e. Forest Stewardship Council (FSC) certified. The EU Timber Regulation (2013) prohibits placing timber on the EU market if it was illegally harvested.

When specifying the working surface, consideration should be given to:-

- Durability for commercial and public use
- Drainage and ease of cleaning
- Slip resistance
- Ease of replacement
- Resistance to ultra violet light damage
- Local environment conditions

17. Consents

The applicant is responsible for obtaining the necessary planning permission should this be required. Where planning permission is required you must comply with it. We recommend that you gain our in principle acceptance first and undertake a pre-application consultation with the Trust prior to submitting a planning application. It is likely that you will need to serve notice of your planning application on the Canal & River Trust as we will have a landownership interest in the application site and the Local Planning Authority will see our views on your proposal as a statutory consultee.

You may have to provide us with information to demonstrate that all necessary consents are in place OR that consent is not required before our approval is granted and an appropriate agreement entered into.

The applicant is advised to enter into early discussions with the local planning authority in respect of any planning application.

Further Details

Mooring Agreement

A mooring agreement is to be completed upon satisfactory completion of the works. (Proformas can be provided on request).

It would be advisable for the promoters of any scheme to form a company, group, association or other body that can then enter into a formal agreement with the Trust. It would be possible for an individual to do this but as a 'sole trader' they would be personally liable for complying with the terms of any agreement including making the payments. The Business Boating Team does not deal with individuals seeking permission for a single leisure mooring for their own private boat. Please click on the following link for further information on finding a home mooring <http://canalrivertrust.org.uk/boating/mooring/finding-a-home-mooring>

Contractor input

The construction of new linear moorings (including any pontoons/staging and/or provision of services and facilities or dredging) can only be undertaken by competent and experienced contractors. Evidence of competence will be required.

Utilities

It is the applicant's responsibility to take appropriate steps to identify any services in the vicinity of the works and to ensure that all works are planned and executed in accordance with the guidelines set out by the statutory undertakers/service providers. The applicant shall present any proposal for the installation of services in support of the moorings for Trust approval, prior to any works being undertaken on site.

Definitions

- Berth - the area of water that has been allocated to the customer to moor their boat.
- Finger - a fixed or floating projection from a main walkway to which craft are moored.
- Freeboard - the distance from normal water level to the landing stage (can also mean the distance between normal water level and the top of the waterway wall).
- Landing stage - a fixed or floating platform against which craft can be moored.
- Walkway - any form of direct, fixed or floating access to craft lying afloat.
- Dead load - the weight of the pontoon structure including cables, water pipes (full), fuel lines (full) and any other fixtures and fittings.
- Live load - the total load that the structure can sustain to remain afloat.
- Dredge trigger profile - this is the notional box (placed within the cross-section of the canal) that is based in the size of boats normally using the Waterway, with an allowance for a passing margin and extra draught due to down thrust when the boat is in motion, so that two full size boats could pass each other and would have sufficient depth to do so.