



DETAILED INFORMATION

SLIPWAYS

Definitions

Freeboard - The distance from still water to the main deck level

Dredge Trigger Profile – This is a notional box (placed within the cross-section of the canal) that is based on 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.

Choosing an appropriate place for a slipway

The most appropriate location may be within an existing marina or offline mooring basin. This will ensure that impacts on the Trust's property are minimal.

Before we will grant you permission to create a slipway in any location which affects Trust property we will review the likely impact of your proposal on the following:

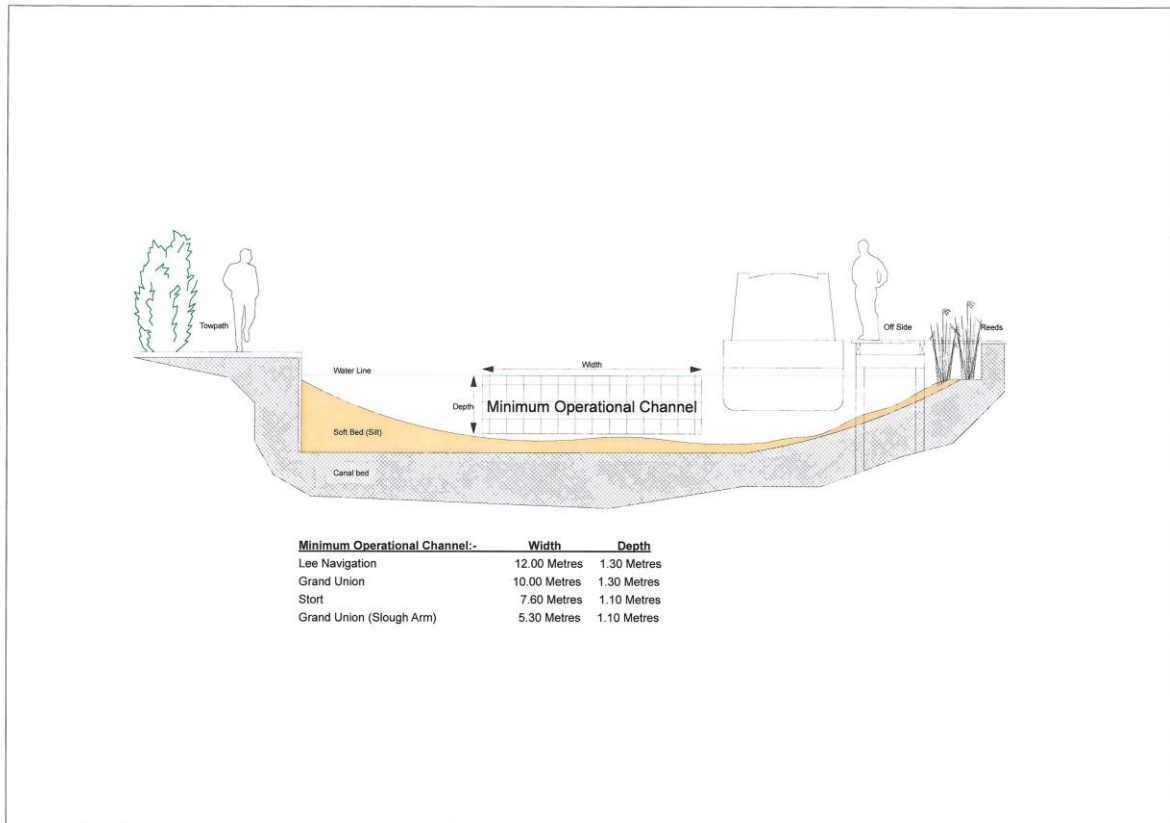
1. Navigational Safety (incl. Dredge Trigger Profile)
2. Environmental impacts
3. Consents (external such as planning, land owner, Environment Agency, Natural England etc.)

Stage 1 - Navigational Safety

When assessing the proposed slipway's impact on navigational safety, we consider a number of factors including the following:

1. The slipway should not impede the Dredge Trigger Profile

Dredge Trigger Profile (Minimum Operating Channel)



2. The canal edge / washwall should be in good condition (*see note 1 below*)
3. There should be safe pedestrian access to your mooring or mooring platform
4. The proposed location will not (under normal circumstances) be allowed within the vicinity of a bridge, lock, weir or other asset or control structure.
5. There should be sufficient depth of water to accommodate your boat (typically 400mm minimum depth of water below the deepest drafted vessel you wish to accommodate)
6. The line of sight for those travelling along the main line of the canal mooring should not be obscured by your proposed mooring

Note 1: Where access for construction plant & equipment is only available via the water permission will not be granted for new moorings where the existing wash wall is unsuitable. This is because the 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.

Stage 2 – Environmental Impacts

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.



Canal &
River Trust

Stage 3 - Consents

You may have to provide with information to demonstrate that all necessary consents are in place OR 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 Council in respect of any planning application.

Contractor

The construction of new slipway in a location deemed to be affecting Trust property only be undertaken by competent and experienced contractors, who will need to demonstrate this competence and experience to the Technical Manager.

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 slipway for Trust approval, prior to any works being undertaken on site.