Canal & River Trust

DETAILED INFORMATION

ONLINE MOORINGS

The 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.

Definitions

Berth - The area of water that has been allocated to the customer to moor his/her 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 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.

Scale of facilities

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.

Choosing an appropriate place to moor your boat

Before we will grant you permission to moor your boat in a particular location we will review the likely impact of your proposal on the following:

1. Compliance with Trust policies
2. Navigational Safety (incl. Dredge Trigger Profile)
3. Environmental impacts
4. Water resource impacts
5. Minimum requirements for supporting infrastructure
6. Consents (external such as planning, land owner, Environment Agency, Natural England etc.)
7. Mooring agreement

Stage 1 - Compliance with Trust policies

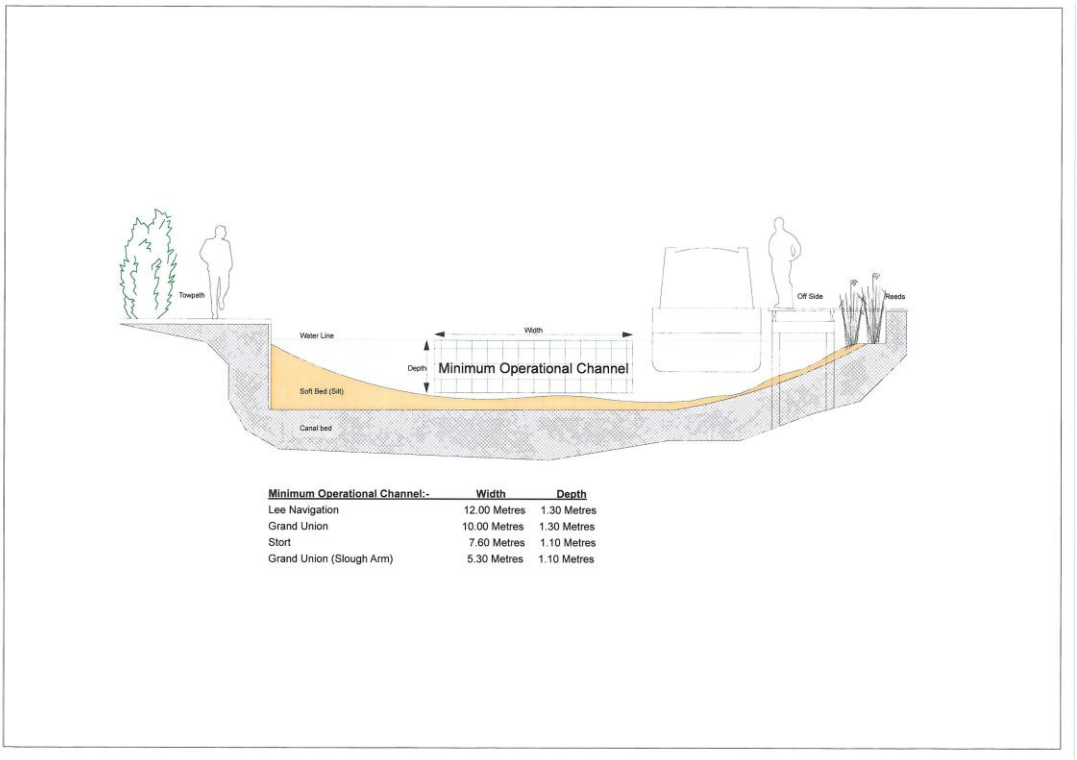
The Trust will review your proposal to ensure your proposal complies with its **Policy relating to offline and online long term moorings**

Stage 2 - Navigational Safety

When assessing the impact of the proposed moorings on navigational safety, we consider the following:

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

Dredge Trigger Profile (Minimum Operating Channel)



Minimum Operational Channel:-	Width	Depth
Lee Navigation	12.00 Metres	1.30 Metres
Grand Union	10.00 Metres	1.30 Metres
Stort	7.60 Metres	1.10 Metres
Grand Union (Slough Arm)	5.30 Metres	1.10 Metres

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 (typically 40m).
5. 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
6. The line of sight for those travelling along the main line of the canal should not be obscured by your proposed mooring (typically 40m)

Note 1: Where access for construction plant & 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 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 3 – 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.

Stage 4 - Water resource impacts (if applicable)

Where you are intending to provide moorings for 5 or more craft (or where a hire boat is proposed) 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.

Note 2: 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.

Stage 5 –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)

1. 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).
2. The optimum freeboard should be 500mm (distance between water level and walkway).
3. Cleats, bollards or mooring rings should be supplied and sited in positions in order that craft may be secured safely.
4. 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

Stage 6 - Consents

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.

Stage 7 – Mooring Agreement

A mooring agreement 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. Business Boating do not deal with individuals seeking permission for a single leisure mooring for their own private boat.

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.

Mooring policies

The following link gives more information on the Trust's mooring policies

http://canalrivertrust.org.uk/boating/mooring/mooring-policies