

SWDP 41: Marinas and Moorings



- A. Proposals for marinas, boatyards and leisure moorings, including new-build structures or extensions will be permitted where:**
- i. They have regard to all potential users of the waterway and do not result in conflicting uses or unacceptable environmental consequences.**
 - ii. They do not interfere with the navigation of the waterway or, in cases of emergency, prevent safe access or egress from the waterway.**
 - iii. They are located within or adjoining a development boundary, or, in the case of moorings, at a location where there are existing authorised uses for mooring and boating facilities.**
 - iv. They make provision for public access on foot and bicycle.**
 - v. The provision of access, servicing and car parking would not adversely affect amenity, particularly that of the waterway.**

vi. In the case of leisure moorings, they are for short-stay and subject to an assessment of the number and capacity of existing provision, impact on the landscape and provision for safe access.

vii. The site has adequate land-based utility infrastructure and support facilities.

B. Proposals for new commercial moorings and wharfs for vessels engaged in transporting cargo, or providing services for tourists and day visitors will be permitted provided that they meet criteria A i, ii, v and vii above.

Reasoned Justification

1. A marina is an area that generally contains a large number of moorings together with supporting facilities such as boat sales, repair facilities, chandlery, club house, car parking, water, fuel and sewage disposal points. Within or adjoining an existing built-up area a well-designed marina can be a positive asset. They may also offer a full range of boat storage and shore facilities for the boat user and provide a focus for waterway traffic. These would normally include sewage, waste, water, secure storage and sanitary facilities. Other types of business may also operate from either a moored boat, e.g. cafes, restaurants and visitor based attractions, or provide boat hire services / cruises for tourists and day visitors bringing economic benefits to the locality.
2. Such development can have an urban appearance and may generate significant road traffic movements; as such they are generally considered inappropriate in smaller settlements and the open countryside. However, it may be appropriate in exceptional circumstances to support the development of larger or more permanent marina facilities outside urban areas.
3. Moorings cumulatively can have a negative impact on the landscape and visual amenity of the waterway. Whilst most development of permanent moorings will be restricted to basins, marinas and urban locations or sites with an established use for the function, where existing land-based facilities are located in smaller settlements or the open countryside, e.g. a waterside public house, it may be appropriate in exceptional circumstances to support the development of new moorings in the context of this policy.
4. In particular the policy looks to support and maintain the transfer of cargo via the waterway as a sustainable means of transport and reducing road haulage trips. This is particularly relevant to the River Severn that still maintains a degree of commercial river traffic but would apply to other waterways in south Worcestershire where applicable.
5. It is also important to ensure that safe access or egress from the waterway to the bank can be maintained in cases of emergency. Therefore, 'breaks' in pontoons / moorings should be included to ensure anyone in the water can sight the bank or be rescued.

Off-waterway moorings in basins and 'cuts' may have less visual impact and would aid the flow of waterway traffic and the visual appearance of the bank or towpath.

6. Recreational leisure boat users require short stay or overnight moorings where the only facilities necessary are mooring posts and preferably public footpath access. This is distinct from permanent residential moorings that are covered by the criteria in SWDP 42.