

## Marinas, Moorings and Waterfronts

**23.1** The valleys of the River Severn, River Avon, River Teme and their tributaries significantly define the natural character of South Worcestershire, whilst the canal networks reflect a legacy of the localities industrial heritage. The use of the waterways can provide opportunities for recreational, tourism and commercial activities for the benefit of the community and local economy. In turn there are opportunities to enhance the quality of river frontages within the urban areas and on a wider scale improve access along the length of South Worcestershire's waterways.

### 23.1 SWDP 39: Waterfronts

#### Reasoned Justification

**23.2** The purpose of this policy is to ensure that development proposals are appropriate in their use and design and establish a relationship with the waterway. In order to achieve locations with a strong sense of place it will be expected that new development incorporates a mix of uses, i.e. residential, employment and leisure/retail to create areas of activity and vibrancy as well as ensuring connectivity to the existing main centres.

**23.3** In developing schemes regard should be had to the Worcester City Centre Supplementary Planning Document and other adopted guidance for the river/canal frontages prepared by the relevant Local Authority, e.g. the 'Evesham Riverside Framework', 'Droitwich Canals Supplementary Planning Guidance'.

**23.4** Development proposals along the rivers must also take into account flood risk as well as policies on the protection of the flood plain and flood defences.

#### SWDP 39: Waterfronts

The waterfront locations at Droitwich Spa, Evesham, Pershore, Tenbury Wells, Upton-upon Severn and Worcester will be protected and enhanced by:

- Ensuring development establishes a relationship with the waterway and takes full advantage of its location, addressing the waterway as a frontage, opening up views and access to them;
- Encouraging development which includes a mixture of uses, including uses which enable the public to enjoy the riverside, e.g. leisure especially at ground level in buildings fronting the waterway, public spaces or squares;

- Protecting the history and heritage of the waterway, including landscape features, important structures and archaeological resources associated with the waterway and ensuring new development incorporates existing features; and
- Protecting and improving access points to the waterway, including paths, towpaths, cycle routes, facilities for launching boats.

### Links to the Objectives

**23.5** The Preferred Option policy for Waterfronts supports the following objectives:

- Economic success that is shared by all objectives 1, and 4;
- A better environment for today and tomorrow objectives 1, 2, 3 and 4;
- Improving health and well-being objective 2.

### Alternative Options Considered

**23.6 Development Management decisions could be based upon national planning policy.**

This would result in an absence of local planning policy to compliment strategies by other agencies/organisations, e.g. The British Waterways, Environment Agency.

### 23.2 SWDP 40: Marinas and Moorings

#### Reasoned Justification

**23.7** A marina is an area which can contain a large number of moorings with supporting facilities such as boat sales, repair facilities, chandlery, club house, car parking and sewage disposal points. They may also offer a full range of boat storage and shore facilities for the boat user and provide a focus for waterway traffic. Such development therefore can have an urban appearance and generate significant road traffic movements and is generally considered inappropriate in rural areas. Within or adjoining an existing built-up area, however, a marina can, if well designed, be a positive asset. However, where existing or historical facilities are located in smaller settlements or rural areas it may be appropriate to support the development of larger or more permanent marina facilities in the context of this policy.

### River Severn, near Worcester



### River Festival, Droitwich



**23.8** Boating stations consist of off-river moorings under shore surveillance with facilities concerned with running repairs and the maintenance of boats, together with sewage disposal points, fuel and water supplies.

**23.9** Recreational boat users require short stay or overnight moorings where the only facilities necessary are mooring posts and preferably public footpath access. However, moorings, collectively, can have a negative impact on the landscape of the waterway. It is, therefore, important to restrict the development of permanent or residential moorings to basins, marinas and urban locations or sites used historically for the function. Lines of permanent moorings can be visually intrusive and will not normally be permitted. Off waterway moorings however in basins and 'cuts' may have less visual impact and would aid the flow of waterway traffic and visual appearance of the bank or towpath.

**23.10** The development of moorings, other than overnight stays, will be judged on their merits, having regard to their impact on the landscape, access and parking arrangements and the number of existing moorings in the vicinity. Overnight or short-stay moorings will be permitted where they can be accommodated without harm to the character of the waterway and the local area and, usually, where there is public footpath access.

#### SWDP 40: Marinas and Moorings

Proposals for marinas, boating stations and permanent moorings including new build structures or extensions to existing structures will be permitted where they:

- will meet a proven need;
- are required for the proper functioning of an existing or new facility or to enhance and improve access to the waterway;
- pay regard to all potential users of the waterway and will not result in conflicting uses or unacceptable environmental consequences;
- marinas should be located away from the main navigation channel of the waterway (i.e. in a dock or marina) and the presence of a boat should not interfere with navigation.

- are located within or adjoining a settlement boundary or, in the case of moorings, at a location where there are existing authorised uses for mooring and boating facilities.
- make provision for public access through the delivery of new or enhanced footpaths and cycleways.
- in the case of moorings, are for short stay moorings subject to the number and capacity of existing provision, impact on the landscape and provision for access.
- provision of access, servicing and car parking can be made in a form which would not adversely affect amenity, particularly that of the waterway.
- the site has adequate land-based utility infrastructure and support facilities, including sewage, waste, water, secure storage and washing.

### Mooring facilities at Diglis marina, Worcester



#### Links to the Objectives

**23.11** The Preferred Option policy for Marinas and Moorings supports the following objectives:

- A better environment for today and tomorrow objectives 1, 2 and 4;
- Improving health and well-being objective 2.

#### Alternative Options Considered

**23.12** Development Management decisions could be based upon national planning policy. This would result in an absence of local planning policy to compliment strategies by other agencies/organisations, e.g. The British Waterways, Environment Agency.

### 23.3 SWDP 41: Residential Moorings

#### Residential Moorings

##### Reasoned Justification

**23.13** Residential moorings for 'live aboard' and houseboats (i.e. more permanently moored vessels) may contribute to the overall housing stock. Although the opportunities are limited there are a number of positive benefits that include:

- Being provided for a limited period of time (i.e. running for a fixed term usually 25 years) without necessarily causing a significant impact on the environment;
- Overlooking and thus increasing the safety of otherwise potentially secluded areas.

**23.14** Therefore, there may be scope for a limited number of residential moorings, as part of a marina or basin or on the waterways that run through the main urban areas of South Worcestershire. The acceptability of proposals for such moorings will depend on site circumstances and whether they comply with other policies in the Development Plan.

#### SWDP 41: Residential Moorings

Planning permission will be granted for further residential moorings if:

- they do not conflict with the navigation authority or the Environment Agency's operational requirements;
- there is adequate servicing including water supply, electricity and disposal facilities for sewage and rubbish;
- there is adequate access and parking; and
- there will be no significant effect on the amenity and conservation interest of the waterway.

#### Links to the Objectives

**23.15** The Preferred Option policy for Residential Moorings supports the following objectives:

- Stronger communities objective 1;
- A better environment for today and tomorrow objectives 1, 4 and 5.

#### Alternative Options Considered

**23.16** **Development Management decisions could be based upon national planning policy.** This would result in an absence of local planning policy to compliment strategies by other agencies/organisations, e.g. The British Waterways, Environment Agency.