

# A Mooring Strategy for the Broads Authority

April 2009



## Contents

1	Background.....	3
2	Scope.....	3
3	Principles.....	3
4	Policy Development.....	4
5	Capacity Policy.....	4
6	Safety Policy.....	5
7	Communication Policy.....	5
8	Funding Policy.....	6
9	Angling at Moorings Policy.....	6
10	Auditing and Monitoring.....	7
11	Criteria for Moorings.....	7
12	Mooring Strategy Action Plan.....	8
13	Appendices.....	8
	1 Mooring Plans	
	1a Mooring Audit Plans as at March 2006	9
	1b Broads Authority 24hr Moorings as at March 2006	10
	1c Priority Matrix (Proposed Moorings) as at March 2006	11
	1d Broads Authority 24hr Moorings as at March 2009	12
	2 Strategy Criteria	13
	3 Draft Policy - LDF 33, Residential Moorings	17
	4 Mooring Leaflet	21
	5 Interpretation Signage	23
	6 Priority Matrix	25
	7 Mooring Gap Analysis	27
	8 Action Plans	
	Action Plan 2008/09	29
	Draft Action Plan 2009/10	30

## **1 Background**

- 1.1 The Broads Authority currently provides a network of free 24hr moorings across the Broads system. As part of the Best Value review of Navigation, the need for a strategy to guide this provision was identified. The need for this work was further supported through the public consultation and development of the Broads Plan 2004.
- 1.2 A Steering Group guided the process throughout the strategy development, with the membership drawn from Broads Authority members. A consultation group was also brought together to include representatives from the Authority's partners and stakeholders in order to ensure a wider perspective was achieved.
- 1.3 Toll payers view have been included, through analysis of the Toll payers Questionnaire (2005), and further consultation and data gathering was completed through questionnaires to mooring providers and also a representative sample of boat hirers, with the assistance of the Broads Hire Boat Federation.
- 1.4 The Strategy was originally published in 2006, and this revision seeks to update the document and identify progress in delivering the objectives.

## **2 Scope**

- 2.1 The scope of the document will include:
  - To collate available baseline data on all moorings in the Broads area, to include permanent, short stay and staithes.
  - To quantify the overall provision of moorings, to include informal moorings, and identify key strategic locations.
  - To determine the percentage of Broads Authority moorings of the total available.
  - To consider, determine and prioritise the necessary provision of short term, de-masting and 24hr moorings by the Broads Authority, with consideration of associated facilities.
- 2.2 Future development of permanent or residential moorings, whilst a key issue for the Broads generally, will not be considered within this strategy and must be addressed through the Local Development Framework. All data gathered through this exercise has been made available to Planning Officers for consideration in the development of the Core Strategy.

## **3 Principles**

- 3.1 The overarching objective for the Strategy is 'to maintain as a minimum the present number of moorings available for visitor use, as identified in the Moorings Audit.' (Appendix 1a - Moorings Audit Map). Appendix 1b shows the Broads Authority moorings at the development of the Mooring Strategy and at Appendix 1d as at the update of the Strategy in March 2009.
- 3.2 In seeking to deliver the above objective within the scope of the Strategy, the Authority has adopted a number of principles, and these have been used to underpin and inform

the strategy and can also be used to guide site specific issues:

- 3.3
- Maintain free use of Broads Authority unmanned moorings
  - Protect and enhance existing sites/facilities including working in partnership regarding third party provision
  - Seek contributions/ establish charges for ancillary services e.g. water/ Ranger etc.
  - Promote double alongside mooring at appropriate sites and review effectiveness of national schemes.
  - Encourage sustainable development of boating and associated infrastructure to be consistent with Water Framework Directive (WFD) and planning policies.
  - Ensure sites have no negative impact in environmentally sensitive localities.
  - Encourage innovative mooring design to provide habitat opportunities and mitigate landscape impacts.
  - Improve the dissemination of information to users, to include location of sites, facilities available and consider a 'Moorings Code' to refer to behaviour.
  - Mitigating user conflict through design and alternative provision, i.e. relocate angling to adjacent facilities.
  - Strategy to be linked to Broads Flood Alleviation Project, Electric Charging Point strategy, angling strategy, slipway strategy and water related sport and recreation strategy, to consider and encourage partnership development/ funding opportunities.
  - Byelaw enforcement will be undertaken to discourage misuse.

Additional issues have been identified through the consultation process that will not be addressed through the Strategy criteria (Appendix 2), but will be forwarded to planning officers for consideration. These include loss of moorings through development (other than Flood Alleviation) and loss of associated infrastructure such as pump out facilities. Additionally, residential boaters and light pollution have also been highlighted as issues of concern.

- 3.4 Other issues such as overstaying, running engines and noise relate to Byelaw offences and are referred to Head Ranger (Navigation).

## **4 Policy Development**

- 4.1 Through discussions the need for consideration of several issues was identified, and a number of principles have been developed to address these, e.g. appropriate development, angling provision, charging etc. However, a clear policy statement was still required in a number of areas and so policies have been developed.
- 4.2 Particularly, further work has been progressed on planning policies in respect of residential moorings, LDF 33 – Residential Moorings, and a draft policy has been released for consultation. (Appendix 3)

## **5 Capacity Policy**

- 5.1 An objective target for the optimum number of mooring spaces has been considered as an important feature of the Strategy that is currently lacking, but was felt without much more detailed research into carrying capacity this could not be soundly proposed. However, a rationale has been developed to consider the Authority's role in provision and type of moorings within the scope of the Strategy.

- 5.2 The Broads Authority are the major provider of 'Wild' category sites, due to the lack of business opportunity offered by its provision, but has also been identified through consultation as desirable to increase. Similarly, the Broads Authority is not best placed to provide 'Urban' or 'Flagship' moorings – these usually being associated with more developed areas, and provide investment and diversification opportunities for local businesses, or local authorities such as the development of Norwich Yacht Station, in partnership with Norwich City Council.
- 5.3 With these aspects in mind it is considered that the Authority should concentrate its efforts on ensuring a high quality, basic mooring facility that is widely available across the system and this is reflected in the proposed category percentages listed within the criteria. The desire for increased 'Wild' moorings is also reflected there.

## **6 Safety Policy**

- 6.1 The Broads Authority has a commitment to ensuring the safety of users of the 24hr moorings network and has developed a 24hr mooring site management plan for each of its sites. This includes an agreed inspection regime, agreed routine maintenance specification, development plans, risk assessment, property holding details and a site plan. A process for the generic risk assessment of all Broads Authority moorings has been developed and this has led to the identification of improved safety measures, which will be incorporated into all new sites when developed.
- 6.2 Additionally The Authority has been working to deliver a five-year programme for the retrospective application of preventative or management measures such as providing safety chains and ladders, as included within the Moorings Strategy Action Plan. Further, the Broads Authority is committed to ensuring moorings are adequately spaced to allow reasonable facilities in the event of emergency and considers 30min spacing appropriate.

## **7 Communication Policy**

- 7.1 The Broads Authority will seek to produce a series of leaflets in partnership with other relevant organisations to identify available moorings, associated facilities, cruising distance between sites, relevant safety messages, access to nearby services (shops, pubs, attractions, walks etc) – linked to a valley approach. This information can be used to widen understanding and availability of existing facilities as well as assist with appropriate promotion. This approach is being trialled with a Dayboat leaflet, due for publication spring 2009. Additionally, a 'Moorings Code' to include plain English explanation of byelaws rules, code of conduct etc will be developed and appropriately distributed.
- 7.2 Leaflets already produced cover the following areas: Mooring, Angling, Canoeing, Safety, Crossing Breydon, Sailing, Bridges, Rowing and Water Skiing. An example can be seen in the appendices (Appendix 4 – Moorings Leaflet)
- 7.3 Mooring interpretation signs have been installed at a number of key mooring sites to trial improved communications regarding local facilities available near to Broads Authority mooring sites. (Appendix 5 – Interpretation Signs)

## 8 Funding Policy

- 8.1 The Broads Authority will seek to carry out works in partnership with other organisations/businesses where possible to accelerate the delivery of the Action Plan. External and match funding opportunities will be regularly reviewed to identify possible relevant applications. Works will be agreed annually through the Business planning and budget setting processes in order to establish appropriate investment from Navigation account.

## 9 Angling at Moorings Policy

- 9.1 While angling takes place on most formal 24-hour moorings in the Broads without conflict arising between boaters and anglers, the Broads Authority became aware that there are a number of sites where conflict between anglers and boaters is continually occurring. The level of complaints from boaters, particularly in relation to anglers refusing to make way for vessels wishing to moor has, in fact, risen over the last two years.
- 9.2 The Broads Authority's current approach is to allow angling to take place on the majority of its 24-hour moorings with the proviso that anglers should make way for vessels wishing to moor. It is likely that in many cases this can continue, particularly where there is no public access from the land. However, officers have reached the conclusion that some regulation of angling should take place in problem sites.
- 9.3 Consultation was undertaken with the Broads Angling Strategy Group (BASG), Broads Forum and Navigation Committee who accepted that the Broads Authority had to take action on problem sites but emphasised that they would expect the Authority to attempt to negotiate alternative access for anglers in locations where restrictions on angling access prove to be necessary.
- 9.4 While accepting that a blanket ban on angling from 24-hour moorings would not be appropriate at this stage, the Broads Authority is proposing to make changes to its existing policy of allowing angling at the majority of the 24-hour moorings all year round apart from the closed season.
- 9.5 In future the Authority is proposing to adopt a time zoning approach to the regulation of angling on 24-hour moorings. In the case of problem sites the Authority is proposing to restrict angling during the main boating season, which is when the majority of problems occur. The proposed new policy is as follows:

**Bank angling will be prohibited from problem 24-hour moorings from 15 March to 30 September. Angling will be allowed from 1 October to 14 March however, the existing condition that anglers should make way for vessels wishing to moor will still apply.**

- 9.6 Time zoning already takes place at Potter Heigham, and given the success of the arrangements it is considered that a similar approach should be an appropriate response to the issue.
- 9.7 The situation may be different in the case of new 24-hour moorings as landowners can specify that they will only lease a mooring site to the Authority if no angling access is allowed. This is already the situation in the case of the new moorings at North Cove on the River Waveney.

- 9.8 A number of moorings have already been identified as being problem sites. These include:  
Worlingham  
Beccles  
Bramerton  
Postwick Wharf  
This list is not exhaustive and officers are currently working to produce a comprehensive list of problem sites.

## **10 Auditing and Monitoring**

- 10.1 The Action Plan has been designed to include SMART targets, which should enable straightforward monitoring of the progress achieved against each project. An annual audit report will be produced to report back to Committee, and also to feed into the following annual business plan and budget setting process.
- 10.2 The Strategy is used to guide the Authority's investment in mooring provision. Additionally, it has been used to inform the development of the Local Development Framework and Core Strategy, and the Development Control Policies development plan document. Further, the Strategy and supporting Audit will be used to test BESL proposals, and has already been recognised by BESL when updating their strategy, with the result that all current informal sites will be retained in the short – medium term where current condition allows.
- 10.3 Finally, it is intended that the Action Plan will prove a useful tool in the Authority's annual funding bid to Defra, to demonstrate the level of additional income required to support this initiative.

## **11 Criteria for Moorings**

- 11.1 The table, Appendix 2, has been devised to reflect the comments received through the consultation process and seeks to provide a framework of targets for the Authority to consider when developing new and existing sites.
- 11.2 These criteria, which include Target, Distribution, Mooring Category, Mooring Quality, Mooring Design and Tenure, have been used in combination with the consultation responses, gap analysis, BESL's work plan, bridge demasting needs and links to other strategies in order to produce a Priority Matrix (Appendix 6)
- 11.3 The Priority Matrix, designed and approved by the Steering Group, has been developed to assist with ranking of the proposed sites and is used as a coarse filter to aid the task of prioritisation. Further site specific consideration is then applied, including value for money, availability of the site etc, before any scheme is promoted as a project.
- 11.4 The Mooring Gap Analysis produced in 2006 demonstrated where the proposed target of no longer than 30 minutes between basic moorings and 90 minutes between Country Park designated moorings was exceeded. Appendix 7 shows the improvements to exceedance grades achieved since 2006.

## 12 Mooring Strategy Action Plan

12.1 The Action Plan, Appendix 8, has been developed to include all the proposed actions from the Strategy, which include

- Provision for existing maintenance requirements of 24hr moorings,
- Retrospective safety installations and
- Proposals for new developments, e.g. upgrade to footpath surfacing, installation of electric charging points etc.
- Development of interpretive material, e.g. Moorings Code etc.

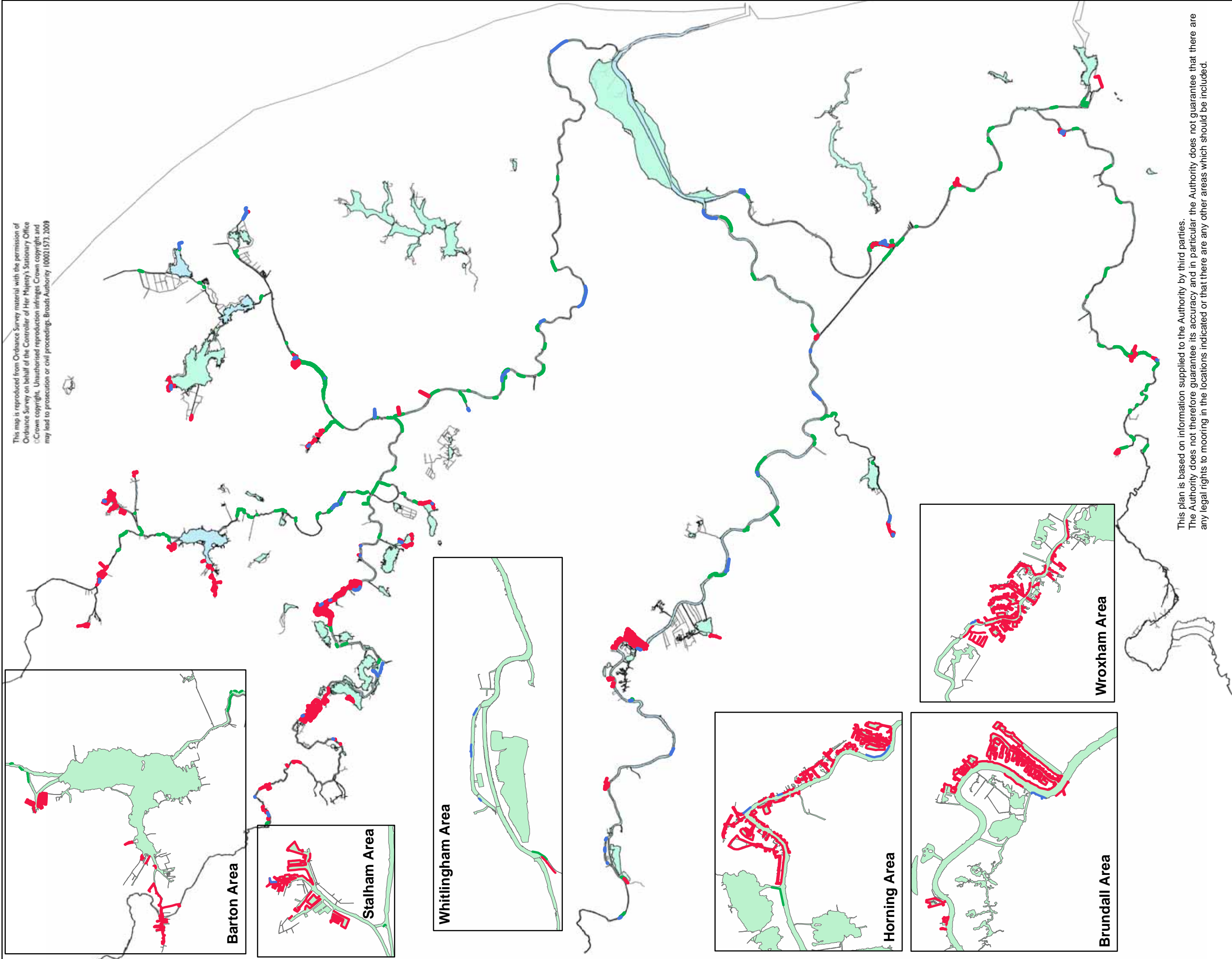
12.2 Approximate costings have been included in the Action Plan as an indicative guide for budget increases. However, these figures do not include costs for securing freehold or leasehold interests in the sites, due to the wide variability in these costs, which will need to be individually negotiated.

12.3 It can be seen that existing budget levels will result in slow delivery of the Plan projects but with a flexible approach enabling partnering opportunities to be fully realised, or an increase in annual budget levels, the delivery of the Plan could be accelerated.

## 13 Appendices

- 1 Mooring Plans
  - 1a Mooring Audit Plans as at March 2006
  - 1b Broads Authority 24hr Moorings as at March 2006
  - 1c Priority Matrix (Proposed Moorings) as at March 2006
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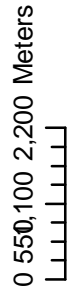
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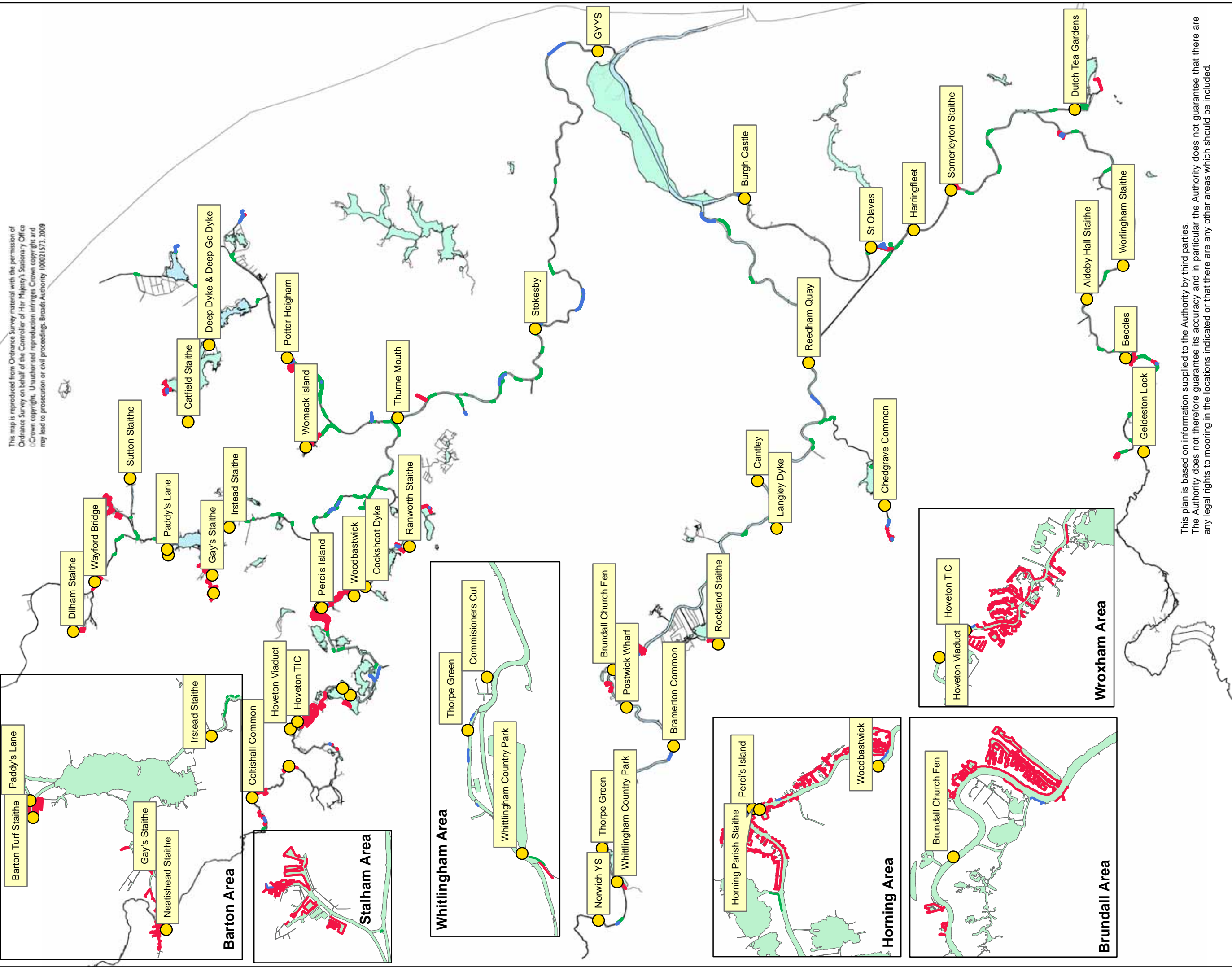
This plan is based on information supplied to the Authority by third parties. The Authority does not therefore guarantee its accuracy and in particular the Authority does not guarantee that there are any legal rights to mooring in the locations indicated or that there are any other areas which should be included.

**Key - excluding BA moorings**

- Private\_Short\_Stay
- Private\_Long\_Stay
- Informal



**Moorings Audit Plans - March 2006**  
**Appendix 1a**



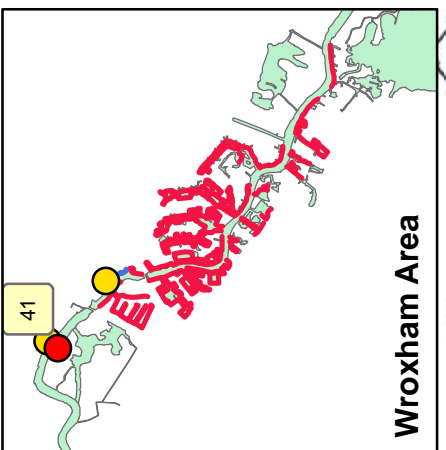
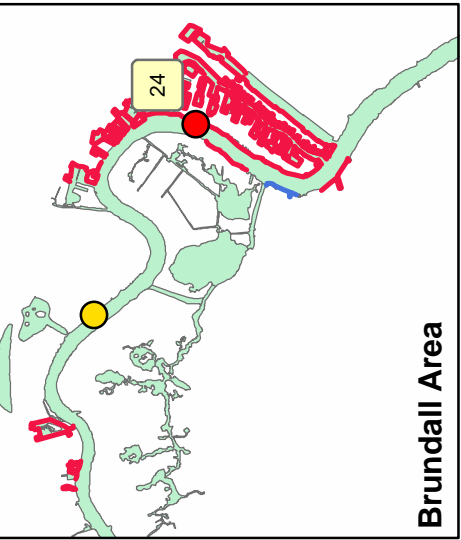
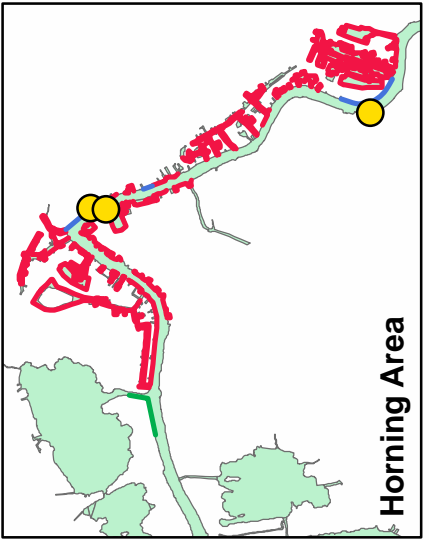
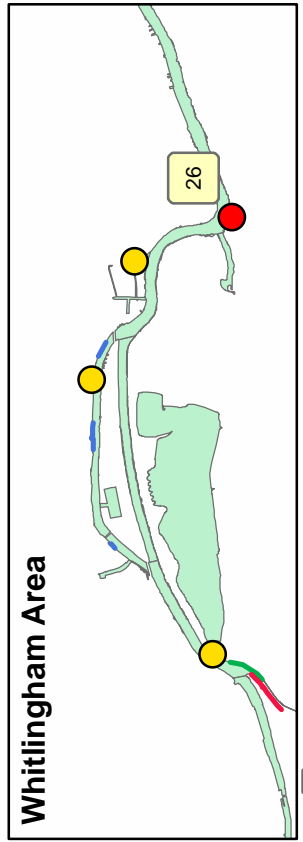
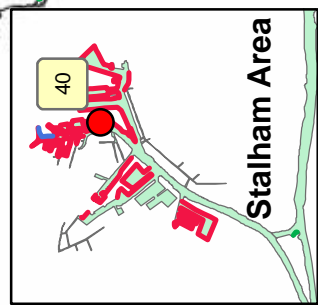
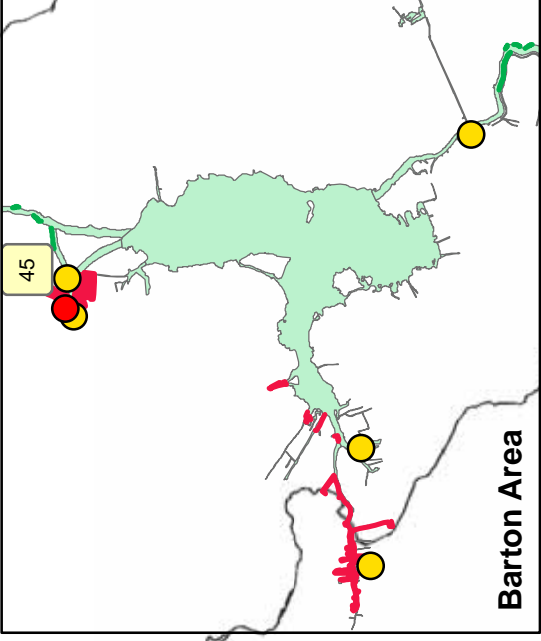
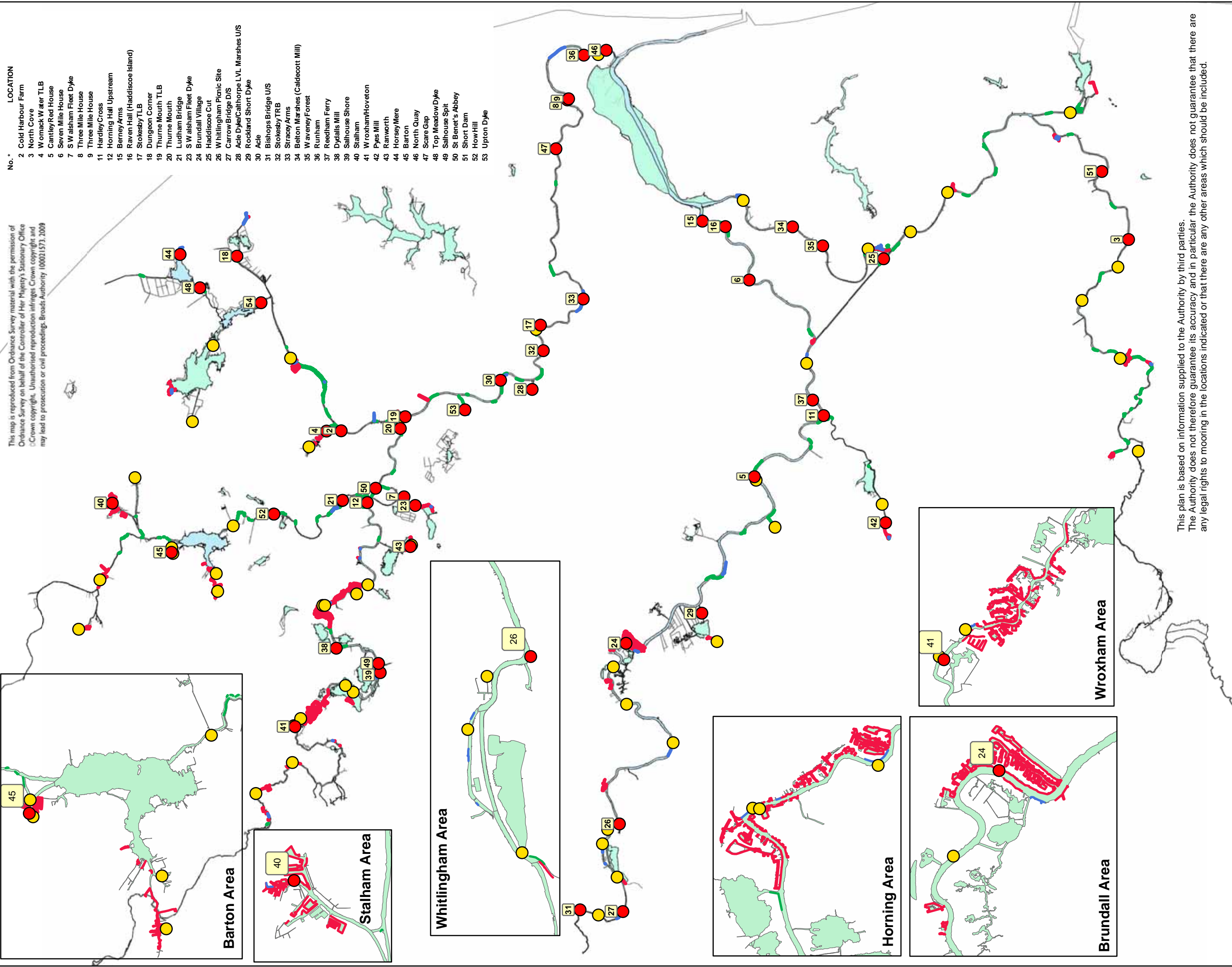
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**Moorings Plans - March 2006**  
**Broads Authority 24 hour Moorings**  
**Appendix 1b**

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No. *	LOCATION
2	Cold Harbour Farm
3	North Cove
4	Womack Water TLB
5	Cantley Red House
6	Seven Mile House
7	SW alsham Fleet Dyke
8	Three Mile House
9	Three Mile House
11	Hardley Cross
12	Horning Hall Upstream
15	Berney Arms
16	Raven Hall (Haddiscoe Island)
17	Stokesby TLB
18	Dungeon Corner
19	Thurne Mouth TLB
20	Thurne Mouth
21	Ludham Bridge
23	SW alsham Fleet Dyke
24	Brundall Village
25	Haddiscoe Cut
26	Whittingham Picnic Site
27	Carrow Bridge D/S
28	Acle Dyke/Calthorpe LVL Marshes U/S
29	Rockliff Short Dyke
30	Acle
31	Bishops Bridge U/S
32	Stokesby TRB
33	Stracey Arms
34	Belton Marshes (Caldecott Mill)
35	Waveney Forest
36	Runham
37	Reedham Ferry
38	Dydalis Mill
39	Salhouse Shore
40	Stalham
41	Wroxham/Hoveton
42	Pyes Mill
43	Ranworth
44	Horsley Mere
45	Barton
46	North Quay
47	Scare Gap
48	Top Meadow Dyke
49	Salhouse Spit
50	St Benet's Abbey
51	Short Dam
52	How Hill
53	Upton Dyke



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**Key**

- Proposed
- BA 24hr at 31 March 06
- Private\_Short\_Stay
- Private\_Long\_Stay
- Informal

0 550,100 2,200 Meters



Criteria Table

Criteria	Consideration	Agreed standard
<p><b>Target</b> How many mooring spaces should the Broads Authority try to provide?</p>	<p><b>Baseline – to retain current levels at minimum (50 sites incl. Yacht stations).</b></p> <ul style="list-style-type: none"> <li>- Current demand exceeds supply.</li> <li>- Adopt differential targets? for :               <ul style="list-style-type: none"> <li>- 24hr moorings;</li> <li>- de-masting moorings</li> </ul> </li> <li>- Dinghy / temp visitor moorings?</li> <li>- Current % supplied by BA?</li> <li>- Private sites to be updated on Audit.</li> </ul>	<p>To be determined, following carrying capacity research – <u>Long term action</u></p>
<p><b>Distribution</b> Where should mooring sites be located? What frequency?</p>	<p><b>High level aim, 30 minutes spacing.</b></p> <ul style="list-style-type: none"> <li>- Increased density in urban areas.</li> <li>- Expansion into under developed areas.</li> <li>- Avoid further intensification at ‘honey pot’ sites.</li> <li>- Consider increased use of 2hr moorings or dingy moorings in urban areas.</li> <li>- Minimum criteria to be adopted in lower reaches for safe and emergency moorings.</li> <li>- Lower development in ‘wilderness’ areas, to protect quality of experience.</li> </ul>	<p><b>Max 30 minutes spacing</b></p> <p>Gap analysis identifies 22 occurrences of criteria exceedance</p> <p><b>Average 90 minutes spacing for Country Park provision with associated facilities.</b></p> <p>Gap analysis identifies 8 occurrences of exceedance</p>
<p><b>Mooring category</b> Different levels of provision in terms of facilities and type of experience? See also ‘quality’ % not including public moorings provided by others, e.g. Staithees</p>	<p>Current moorings provided in 4 categories;</p> <p><b>Wild</b>                    <b>12%</b></p> <ul style="list-style-type: none"> <li>- Good quality provision regularly inspected and maintained which enables boats to safely moor.</li> <li>- Examples such as swinging, trot, pontoon, remote island or remote site with no pedestrian access</li> <li>- BA Byelaw signage as minimum</li> </ul>	<p>Proposed distribution of sites</p> <p style="text-align: center;"><b>21%</b></p>



## Criteria Table

<b>Mooring quality</b>	Site specific management plan produced to identify inspection frequency, routine maintenance standards and site specific risk assessment.	All sites to be inspected at minimum of monthly intervals, with increased frequency during tourist season. Aspire to highest standards to provide “exemplar” to other providers
<b>Mooring design</b> What design is appropriate / desired?	Alternative designs should be considered to minimise environmental impact	Design options to include: Wild – - swinging moorings (buoys); - trot moorings (posts); - pontoon moorings (discrete) Rural/CP/Urban - Pontoons/Jetties with ramp to shore or traditional quay heading
<b>Tenure</b>		Seek to increase freehold sites to secure long term future, on prioritised programme of key strategic sites

## Distribution of Moorings by Category

	Distribution of Moorings in 2006*	Progress for Distribution of Moorings 2009**	5 year Plan target for Distribution of Moorings
<b>Wild</b>	12%	14%	21%
<b>Rural</b>	34%	38%	36%
<b>Country Park</b>	44%	42%	37%
<b>Urban</b>	6%	5%	4%
<b>Flagship</b>	4%	1%	2%

\* Based on 50 Moorings

\*\*Based on 56 Moorings



### Draft Revised Wording for Policy 33 – New Residential Moorings

The following is the proposed revised wording for policy 33 and its related text:

#### “Policy Context

National planning policy in PPS7 – Sustainable Development in Rural Areas aims to deliver sustainable development and prevent urban sprawl; PPG13 – Transport aims to reduce the need to travel to access services and facilities.

The Core Strategy does not allow new residential uses in the open countryside.

	<b>PO 33 – New Residential Moorings</b>
	<p>Applications for permanent residential moorings will only be permitted where all of the following criteria are met:</p> <p>The mooring must:</p> <ol style="list-style-type: none"> <li>a) be the replacement of an authorised residential mooring from elsewhere in the Broads, or otherwise be justified by the achievement of the Broads spatial vision and strategic objectives;</li> <li>(b) be located off river in a marina or boatyard that is clearly part of an established settlement that is identified for further residential development by the relevant planning authority; and if more than one mooring is proposed the number complies with that planning authority’s policies for the scale of development in that settlement;</li> <li>c) be in a position which does not interfere with other users of the waterway;</li> <li>d) not have an adverse impact on: <ul style="list-style-type: none"> <li>• the character or appearance of the surrounding area</li> <li>• or amenity of neighbouring occupiers or</li> <li>• the amenities of the waterway or nearby land, buildings or settlements;</li> </ul> </li> <li>e) incorporate appropriate good quality facilities to allow safe and secure access between vessels and the land without interfering or endangering those using walkways;</li> <li>f) have adequate and safe access and provision for service and emergency vehicles, pedestrians and car parking;</li> <li>g) incorporate mitigation measures to avoid any potential impact on bank erosion caused by scouring;</li> <li>h) not result in the loss or reduction of visitor or other short term moorings, or boatyard services; and</li> <li>i) be subject to an agreement which ensures the continued management of the mooring and surrounding land in accordance with best practice relating to amenity and safety.</li> </ol> <p>Any vessel using the site pursuant to this policy must:</p>

- i. have the ability to be connected to mains water supply and sewage disposal whilst moored and have waste disposal facilities on site. Power supply should be from the mains unless provided by micro generation schemes;  
; and
- ii. be of conventional marine appearance, be capable of navigating under its own power and have a superstructure (the structure above the main deck) of height, length, width, scale, mass and design using external materials appropriate to its setting; and
- iii) avoid adverse impacts on the character of the landscape.

The change of use of the adjacent waterside environment for uses associated with the residential mooring, through the erection of temporary ancillary structures, creation of gardens, storing of associated paraphernalia or dumping of waste materials will not be permitted.

### Supporting Text

Any new residential mooring or change from any other form of mooring to residential use requires planning consent, irrespective of where the mooring is located. The need for planning permission for a mooring arises when boats are moored in one location for more than 28 days in one year. The policy aims to address the demand for living on a boat without allowing further houseboats. The proliferation of houseboats in the 1960s was, in many cases, a particularly intrusive form of development in the Broads. The appearance of houseboats and residential craft, together with the associated use of the adjoining land, can be damaging to the character and appearance of the open Broads landscape and can cause an obstruction to navigation, particularly where navigators require river width and wind. For these reasons, it is proposed that new residential moorings should only be provided off the river in marinas or boatyards. Moorings should be occupied by boats capable of navigating the Broads system. Houseboats without a means of propulsion will not be permitted.

The provision of homes is not an objective of the Broads Authority, or a stated objective in the Core Strategy, other than in relation to specific local needs. The policy therefore aims to avoid the creation of residential areas in locations that do not have adequate facilities, for example appropriate access, public transport, education, recreation and other community facilities and services such as domestic waste collection. The Authority is seeking to allow permanent residential moorings only within the areas where an adjoining Local Planning Authority (LPA) would allow new residential growth. Adjoining LPAs distribute residential growth by way of settlement hierarchies. They could find their hierarchies and local housing markets undermined by a less restrictive policy approach to residential moorings by the Broads Authority. By concentrating new residential moorings in marinas within settlements, the growth of new dwellings in the open countryside and outside sustainable locations will be prevented in accordance with national planning policy. Without the policy criteria there could be a detrimental effect on the character of an area and pressure would be put on the services in the adjoining settlements.

The Broads Authority seeks to protect the number of visitor moorings available around the system to ensure there are still sufficient moorings to allow visitors to enjoy the

Broads. There needs to be a cautious approach in allowing boatyards to change mooring types. The reduction in the amount of visitor moorings available in boatyards could have a detrimental impact on tourism.

The criteria in the policy aim to prevent new sources of diffuse pollution, prevent significant impact on the landscape and protect the quality and width of the navigation. Given that residential moorings are for permanent occupation, in order to prevent new sources of pollution in the Broads, all vessels must be connected to waste disposal and utility services. Flexible connections must be provided for mains services to accommodate tide level variations, and possible future water level changes due to climate change. To facilitate moving the vessel for maintenance, in emergency or for pleasure purposes, these shall be of an approved type for easy releasing. For foul water and waste, a holding tank and appropriate pump-out equipment must be installed on the vessel.

Whilst electricity can be provided by connection to the national grid, micro generation is also a feasible possibility and one that meets planning objectives on reducing the impact on climate change. The running of generators and the noise and disturbance this causes could then be avoided.

The permanent mooring of boats where piling is not in place can cause wash from passing boats in the navigation to disturb the permanently moored vessel and cause embayment erosion and sediment input. Advice on the type of piling, quay heading and mooring posts is published by the Authority.

The Authority will seek the removal of boats which are particularly intrusive or otherwise damaging to policy objectives. This will mainly be done by negotiating their removal to a less intrusive location where possible, or when opportunities for site redevelopment occur.

### Implementation

This policy (as all policies) will not be applied in isolation of other LDF policies and will be applied alongside the whole suite of development plan policies.

The proposed operational management of moorings by the marina and future occupiers to avoid causing unintended adverse impacts needs to be agreed with the Authority at the time of making an application and will inform the determination of the proposal. A management agreement or a code of practice for mooring occupiers should be in accordance with best practice promoted by relevant organisations such as the Residential Boat Owners Association or via a local residents association. It may be appropriate for an applicant to enter into a planning obligation to ensure the overall satisfactory development and/or management of the site.

The Authority will seek appropriate contributions from developers in order to serve the development and its occupants and achieve sustainable development. Broads Authority byelaws apply to boats within the navigable waterway, as does the need for a boat safety certificate. The advice of the emergency services should be sought prior to the submission of an application.”



- At water points, always put the hose neatly back on the storage rack. Don't let the hose fall into the river or on to the ground.
- Always use the designated paths when exploring the surrounding area.
- Please help us keep moorings clean and tidy, as you would hope to find them. **Recycle if possible.** Never leave rubbish on the bank - it is unsightly and harmful to wildlife and the environment.



## Fishing at moorings

- Follow local advice on whether you can fish from your mooring, but remember you need an Environment Agency fishing licence.
- At moorings anglers must give way to boats wishing to moor.
- If fishing close to boats, be considerate and don't scatter bait over their decks. Try using a pole cup to place your bait, rather than a catapult.
- Keep the pathway clear of equipment.

## Help!

Try to take a mobile phone, make sure it is charged and know your number.

### Useful numbers

**Emergencies** ..... 999  
*Coastguard, Police, Ambulance, Fire*

**Problems/advice** ..... Broads Radio  
*Broads Authority*                      Control  
 01692 678459

**Police** ..... 0845 4564567  
*non-emergency number for crime and anti-social behaviour*

If you have to telephone in an emergency be as specific as possible about your location. Give:

- the name of the boat
- how many people are on board
- the name of the river
- the nearest village
- any nearby landmarks/post number
- the nearest 24 hour mooring site - this may include a grid reference



5K0708

Further information, Byelaws and Better Boating DVD available from the Broads Authority, Norwich tel 01603 610734 fax 01603 765710  
 broads@broads-authority.gov.uk  
 www.broads-authority.gov.uk



# Mooring



Appendix 4

## Where to moor

Some moorings are in the open countryside, while others have quay rangers and full facilities such as Great Yarmouth and Norwich yacht stations. You'll find:

- Broads Authority moorings
- Parish moorings
- Moorings at boatyards
- Private moorings

Check out any area before you attempt to moor, allowing particularly for the tide which could make your boat difficult to get on or off at low tide. Beware overhead power cables - LOOK OUT, LOOK UP! **Do not moor where instructed not to do so.**

## Some mooring rules

- Always wear a life-jacket or buoyancy aid when mooring up or casting off.
- Always approach the mooring against the tide and current. Have your crew and lines ready.
- Know your knots and how to use rhond anchors.
- The fittest adult on board should be the one to moor up.
- At staffed moorings, please follow the directions of the quay rangers.



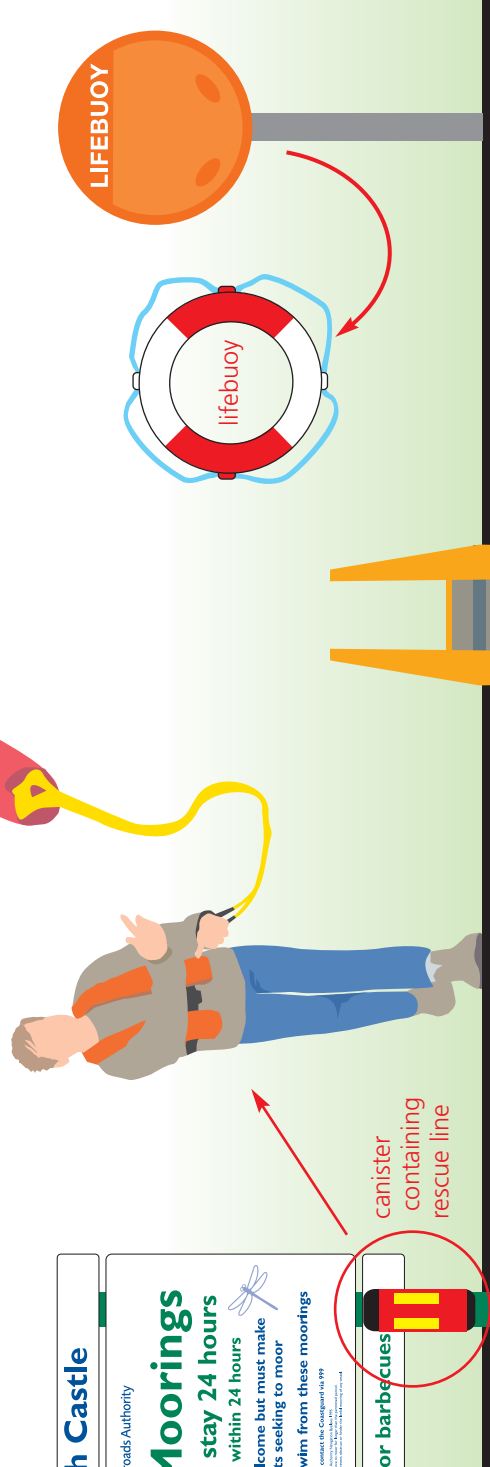
- Allow slack in the mooring ropes for rises and falls in water level due to tidal effect - check the ropes regularly.
- If mooring stern on, where permitted, use your mud weight as added security and to stop the bow swinging around.

Take a torch and spare batteries if you'll be returning after dark

- Be careful getting on and off your boat, especially at night or after drinking alcohol.
- Do not run along moorings - you could trip on ropes or posts.
- Remember - when leaving the mooring - WATCH OUT, GIVE WAY!

## Safety equipment

- **Never jump ashore** - the ground could be slippery. Don't use feet or hands to fend off. Use mooring posts and rings where provided.



safety ladder and chains

## Think of others

- Don't trail mooring lines across footpaths, causing a trip hazard or blocking access for others.
- Only use barbecues on designated concrete areas and not on wooden quay headings, mooring posts, grassed areas or your boat.
- Please give priority to electric boaters at electric charging points.
- Be considerate - don't block off access to facilities or safety equipment.
- Don't run your engine when moored and don't cause a nuisance with other noise.

## 2008 - Interpretation Signage at Broads Authority Moorings

In an effort to encourage boaters to use facilities, within the communities adjacent to the 24 hour moorings, funding was successfully sought from a DEFRA National Parks grant in 2007 to further extend the existing network of signage to a further 9 moorings;

Beccles - South Bank

Coltishall Common

Hoveton Viaduct

Ludham Bridge

Somerleyton Staithe

St Olaves

Sutton Staithe

Wayford Bridge

Whitlingham Country Park



The interpretation signage, in the form of hardwood posts populated with symbols indicating facilities available, are placed at key locations so that boaters at the moorings can find their way to local facilities and equally important, the reverse journey back to the boat.

An example post, sited at Coltishall Common is shown in the photograph below;



It is intended to further expand the network as funding is available.





**Priorities from 2006 Matrix - Completed/Not possible**

9	SEVEN MILE HOUSE	5	3	3	1	1	1	1	3	4	21	Completed now BA 24hr moorings
13	HARDLEY CROSS	4	4	3	1	2	1	5	1	21	Agreed in principle/ In negotiation	
10	SOUTH WALSHAM FLEET DYKE	1	1	3	1	3	5	4	18	Completed, provided by EA, Potential for upgrade		
5	NORTH COVE – TRB	5	3	3	1	2	1	2	1	18	Completed now BA 24hr moorings	
3	SHORT DAM LEVEL	4	3	3	1	1	1	3	1	17	Land owner not amenable to formal moorings	
6	HOW HILL TLB	2	1	2	1	1	5	4	16	Completed now BA 24hr moorings		
15	LUDHAM BRIDGE - TRB upstream	1	1	2	1	5	3	3	16	Agreed in principle/ In negotiation		
21	UPTON DYKE	1	1	2	1	1	3	4	16	Free moorings owned by Parish Council		
1	ST BENETS ABBEY	2	1	3	1	4	3	1	15	Completed now BA 24hr moorings, potential for upgrade		
19	THURNE MOUTH – TLB	3	1	3	1	4	2	1	15	Completed now BA 24hr moorings		
2	COLD HARBOUR FARM	2	1	3	1	4	2	1	14	Land owner not amenable to formal moorings		
32	CANDLE DYKE	1	1	3	1	2	2	1	11	Not wanted by Landowner as formal mooring		

Currently BA 24 hr Mooring	
Under negotiation	
Land Owner not willing to lease/ sell/ or formalise moorings	

## Mooring Gap Analysis

### Exceedance Grade

1 = &lt; 2000

2 = &lt; 3900

3= &lt; 7800

4= &lt;11700

Equivalent to 3900m

Equivalent to 7240m

Equivalent to 10862m

Equivalent to 14480m

30 minutes gap between moorings

1 hour gap between Urban/Country Park Moorings

1½ Hour gap between Urban/Country Park Moorings

2 Hour gap between Urban/Country Park Moorings

Average Speed Limit - 4.5mph

Year	Country Park - Exceedance	30 minutes - Exceedance
2006	8	22
2008	8	21

Additional Mooring acquired	Area	Original Distance between moorings	Distance now
St Benets Abbey	Thurne Mouth – Ludham Bridge	4640m	2800m
North Cove	Dutch Tea Gardens - Worlingham	8820m	7220m
Boundary Farm	Stokesby – Thurne Mouth	7460m	7140m

During the period 2006 – 2009 work has been progressed on the moorings identified in the priority matrix. Six key moorings have been acquired but some key areas identified as exceeding the recommended gaps including, Long Dam, Short Dam etc., negotiations have been undertaken with the landowners but have not resulted in obtaining moorings.

To improve Country Park exceedances several moorings require an upgrade ( from Rural designation) and the additional budget required to action these upgrades has not been available.

Additional moorings acquired during the three year period were identified as priorities in the priority matrix, but however do not improve exceedances in the mooring gap analysis.



## Action Plan 2008/9

Project	Works Elements	Length	Links to other Initiatives	Priority Projects	Reserve Projects	Nav A/C	General Account	Budget Line	Comments
				Indicative Cost	Indicative Cost				
Hardley Cross	Footpath & Safety Works	100m	BFAP	2000		X		General Maintenance	<b>cfwd to 2009/10</b>
Thorpe Green	Repair/Tie Rods	223m		20,000	5000	X		Piling & Maintenance	Completed 70metres of timber refurbishment
Gays Staithe	Refurbishment	81m		5,000	4,000	X		General Maintenance	to be completed March/April 2009
Potter Heigham - Martham Bank	Footpath & Safety Works	144m		3,000	1,500	X		General Maintenance	Phase 1 completed April 08 Phase 2 May 09
West Somerton - Phase 2	Footpath & Safety Works	150m		3,500	2,000	X		General Maintenance	Completed July 08
Somerleyton extension	Footpath & Safety Works	70m	BFAP	5,000	4,850	X		General Maintenance	BESL works complete, BA Barrier complete
Deep Dyke	Additional Mooring and upgrade	20m		3,000	2,500	X		Piling & Maintenance	Completed
Langley Footpath & surfacing	Footpath & Safety Works	98m		1,000	900	X		General Maintenance	Further works planned 2009/10
Rockland	Boardwalk removal and installation of footpath	81m		5,000				Piling & Maintenance	<b>Remedial works completed project cfwd 09/10</b>
Chedgrave	Piling Mooring returns	39m		3,000				Piling & Maintenance	March/April 2009
Percis Island	Piling, maintenance	35m		7,000	3,200	X		Piling & Maintenance	Completed 10/08
Safety Leaflets	Design and publish		PMSC	2,000	1,950		X	Additional Grant Funding (PMSC)	Breydon, Safety, Don't make waves
Dilham	Piling, maintenance	50m					X	Piling & Maintenance	<b>cfwd to June 2009</b>
Stalham	Footpath & Safety Works	50m			1,000			General Maintenance	Not acquired as a BA 24hr mooring/budget restriction
Tree Policy	Develop & publish tree inspection policy for BA property holdings		PMSC	500	230		X	PMSC	Progressing with policy Books Purchase £143 2 x training courses

## Draft Action Plan 2009/10

Project	Works Elements	Length	Links to other Initiatives	Priority Projects Indicative Cost	Reserve Projects Indicative Cost	Nav A/C	Add. Toll income	General Account	Budget Line	Comments
Hardley Cross Phase 1	Footpath & Safety Works	100m	BFAP	2000		X			Aug-09	
Hardley Cross Phase 2	Footpath & Safety Works	100m	BFAP	2000		X			Oct-09	
Potter Heigham - Martham Bank	Footpath & Safety Works	144m		1000		X		General Maintenance	Phase 2 May 09	
Rockland	Remove staging, Install footpath	150m		5000		X		General Maintenance		
Horning Marshes	Footpath & Safety Works	250	BFAP	8000		X		General Maintenance	Phase 1	
Langley Footpath & surfacing	Footpath & Safety Works	98m		1000		X		General Maintenance		
Sutton Staithe	Part refurbishment of mooring	100m		4000				General Maintenance		
Neatishead	Part refurbishment of mooring	80m		4000		X		General Maintenance		
Beccles	Angling Enhancement			2000			X	BFAP Budget	Footpath Surfacing	
West Somerton	Angling Enhancement			3500			X	BFAP Budget	Footpath Surfacing	
Martham/Potter Heigham	Angling Enhancement			4000			X	BFAP Budget	Angling Platforms	
Safety Leaflets	Design and publish			1000			X	Printing/Promotion	Dayboat leaflet, Winter boating,	
St Olaves	Refurbishment				5000	X		General Maintenance		