

# Residential Moorings Guide

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**Draft for second consultation  
25 September 2020 to 20 November 2020**

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# 1. Introduction

In the current Local Plan for the Broads, the Authority is required to identify a need of 63 residential moorings<sup>1</sup> and subsequently allocate sites for residential moorings to count towards that need. The Local Plan also contains a detailed policy that all proposals for residential moorings are required to address (Policy DM37 – see [Appendix A](#)).

This guide is designed to help implement the policies of the Local Plan relating to residential moorings. It is designed for decision makers as well as applicants and site owners. It contains useful information to help make schemes for residential moorings as successful as possible.

## 2. Consultation

This version is an amended draft version out for its second consultation. Please tell us your thoughts and suggest any changes you think would make the Guide better and set out your reasons.

During the first consultation, movement and access to public venues was restricted due to COVID19. We extended the consultation period twice and it ran for many more weeks than originally intended. We also offered the opportunity to request a hard copy of the document. Despite that, we do not think the consultation was adequate so we are consulting a second time.

This consultation document and consultation process have been developed to adhere to the Broads Authority's Statement of Community Involvement<sup>2</sup>. We have updated our Statement of Community Involvement. The main changes to how we intend to consult on this document are as follows:

- If you wish to discuss the document, you can still call on 01603 610734 and ask to speak to Natalie Beal. You can also contact Natalie Beal to request a video conference appointment to talk about the document.
- No hard copies will be in libraries.
- No hard copies will be in Yare House<sup>3</sup>.
- If you wish to have a hard copy, we can send this to you. This will initially be for free, but if we get many requests, we may have to consider charging for postage and

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<sup>1</sup> [Norfolk Caravans and Houseboats Accommodation Needs Assessment \(ANA\) including for Gypsies, Travellers and Travelling Show people](#)

<sup>2</sup> Current Statement of Community Involvement is here [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0024/209337/Final\\_adopted\\_SCI\\_formatted\\_July\\_2020.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0024/209337/Final_adopted_SCI_formatted_July_2020.pdf)

<sup>3</sup> Whilst this Guide is not a local plan or SPD, we still consult in the same way as we would those documents. The Government recently amended regulations saying that until 31 December 2021, Local Planning Authorities do not need to make hard copies of planning documents available in head offices or other venues.

printing. Please contact the number above to ask to speak to Natalie Beal to request a hard copy.

The second consultation on this document is for 8 weeks from 25 September to 20 November 2020. We will then read each of the comments received and respond. We may make changes if we agree with you. If we do not make changes we will set out why. The final Guide will be adopted at a future meeting of the Broads Authority. Please email us your comments: [planningpolicy@broads-authority.gov.uk](mailto:planningpolicy@broads-authority.gov.uk).

Information provided by you in response to this consultation, including personal data, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 2018 (DPA), and the Environmental Information Regulations 2004). Please see [Appendix B](#) for the Privacy Notice. We will make your name and organisation public alongside your comment.

**Are you satisfied that this consultation has followed the Consultation Principles?** If not, or you have any other observations about how we can improve the process, please contact us at [planningpolicy@broads-authority.gov.uk](mailto:planningpolicy@broads-authority.gov.uk).

### 3. Residential Moorings - definitions

The supporting text of policy DM37 defines a residential mooring as ‘a mooring where someone lives aboard a vessel (capable of navigation), where the vessel is used as the main residence, and where the vessel is moored in one location for more than 28 days in a year. The vessel may occasionally/periodically go cruising and return to base’.

It goes on to say that ‘for the purposes of this policy, it should be noted that there is an expectation that the moorings will be occupied by a vessel of standard construction and appearance and which is conventionally understood to be a boat. For the avoidance of doubt, the policy does not apply to houseboats. Houseboats are considered to be structures without means of independent propulsion and will be dealt with on a case by case basis due to their potential impact on character of the area’.

The Environment Agency agree that all residential boats must be capable of navigation and so function as a boat, in order for residential moorings to be classed as ‘water compatible’ development. In response to the first consultation on this document, the Environment Agency went on to say that If the boat is non-navigable, such as a houseboat, the Environment Agency state that they would be classed as ‘more vulnerable’ residential development, and therefore Table 3 of the NPPF PPG would class them as inappropriate to be located in boatyards or mooring basins, as these areas are usually classed as Flood Zone 3b Functional Floodplain. The Environment Agency state that they would object in principle to any houseboats as they would be an inappropriate ‘more vulnerable’ development in Flood Zone 3b Functional Floodplain. So houseboats are unlikely to be permitted, unless their proposed location is somehow not classed as Functional Floodplain, which would

require the marina or mooring basin to not be at risk of flooding in a 5% (1 in 20) annual probability flood event.

## 4. Acceptable location for residential moorings

### 4.1 Where Residential Moorings could be permitted.

Policy DM37 sets out where residential moorings may be acceptable (criterion a) and would apply to applications for schemes in areas not allocated in the Local Plan. This section breaks that down and provides some more information.

i) 'Is in a mooring basin, marina or boatyard...'

The reason for this requirement is to remove any potential impact on navigation because of residential moorings as well as ensure access to boating facilities such as pump outs and maintenance.

ii) '...that is within or adjacent to a defined development boundary...'

The development boundary could be one of the four in the Local Plan for the Broads<sup>4</sup> or could be set out in the adopted Local Plan of one of our 5 district councils (see below for Norwich City). Development boundaries are areas within which housing (and in this case, residential moorings) are generally supported in principle (but subject to other policies in the Local Plan) because they have good access to key services and are well related to the existing built up area of a settlement.

iii) '...or 800m/10 minutes walking distance to three or more key services...'

Key services are set out in the supporting text for the policy and copied below. They reflect the Housing and Economic Land Availability Assessment methodology:

- A primary school
- A secondary school
- A local healthcare service (doctors' surgery)
- Retail and service provision for day to day needs (district/local shopping centre, village shop)
- Local employment opportunities which are defined as follows, which reflect areas with potentially a number of and variety of job opportunities:
  - Existing employment areas allocated/identified in our districts' Local Plans; or

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<sup>4</sup> These are in Wroxham/Hoveton, Thorpe St Andrew, Oulton Broad and Horning. See policy DM35 of the Local Plan and see the maps here: [DMS35: Residential development within defined development boundaries Maps](#)

- City, Town or District Centre as identified in the Local Plan for the Broads or our District's Local Plan. We note that this means such centres count towards two of the three key services test; or
- These sites that are allocated in the Local Plan for the Broads: BRU2, BRU4, CAN1, HOR6, POT1, STA1, TSA3.
- A peak-time public transport service to and from a higher order settlement (peak time for the purposes of this criterion will be 7-9am and 4-6pm)

Applications will need to submit supporting information about the location of these key services.

- '...and the walking route is able to be used and likely to be used safely, all year round...'  
The walking route that is 800m or 10 minutes' walk to the key services needs to be available and attractive for use all year round. In practice this will more likely mean surfaced footways rather than rural public rights of ways. This will be judged on a case by case basis in liaison with the Highways Authority. Norfolk Police recommend that the route to the site should, where possible, be straight and have a width of 3m wide, with vegetation maintained to prevent fear of crime (removal of potential hiding places), and to consider lighting if appropriate (taking into account the dark skies policy of the Local Plan and the location of residential moorings). Applications will need to submit supporting information about the quality and experience of the routes used to travel between residential mooring and services.
- '...or is in Norwich City Council's Administrative Area'  
Norwich City Council requested this addition as there are no mooring basins, marinas or boatyards in Norwich; this change now, ~~in theory,~~ allows for residential moorings in the City (subject to the normal planning application process) and is consistent with the policies of the River Wensum Strategy, a partnership document adopted by both the Broads Authority and Norwich City Council (and other partners).

It is important to note that applications in Norwich will need to be determined by Norwich City Council and the Broads Authority. Norwich City Council are the Local Planning Authority for the land. The Broads Authority is the Local Planning Authority for the river. Policies of both adopted Local Plans will be relevant to schemes in Norwich.

## 4.2 Location of residential moorings within a site/marina/boatyard/basin.

An applicant may want certain specific moorings to be permitted for residential moorings or may want an area to be permitted with a maximum number of residential moorings within that area, to reflect the operations of the marina or boatyard or site. This will need to be discussed and agreed with the Local Planning Authority. It will be for the operator of the site to control which moorings are used for residential moorings in line with the permission

granted. The operator will need to produce a management plan (see section 6), and will also need to record the details of the residential moorings in a register (see section 7).

## 5. Flood Risk and climate change

The Authority will require site specific flood risk assessments including a flood response plan<sup>5</sup>. See policy DM5 of the Local Plan for the Broads as well as the Flood Risk SPD<sup>6</sup>.

Whilst the Authority appreciates that at times of flood the boat which is lived in will be already on water and is able to float, the issue is more to do with the risk arising because of flooding in this instance. The supporting text of DM37 identifies some issues that need to be addressed.

- a) The technique/method of mooring the vessel. The Flood Risk Assessment (FRA) should show how the boat will be moored to prevent it being too tight or too loose. If the vessel is moored too tightly it could list, and by being too loose it could float onto the landside of the quay heading or be cast adrift at times of flooding. Both scenarios have safety concerns for occupiers, possessions and other objects or vessels that could be hit by a loose boat, and should be addressed within the FRA.
- b) A Flood Response Plan needs to be produced. While it is acknowledged that residential boats will float, the access to the boat could be disrupted at times of flood, causing the occupier to be stranded on board the boat. The Flood Response Plan needs to advise what the occupier should do at times of flood to ensure their safety - whether they should evacuate the boat in advance of flooding or take refuge in the boat and therefore have supplies to help them sit out the flood.
- c) Finally, the FRA should include consideration of how the boat moored at the residential mooring will be monitored at times of flood to make sure it does not cause damage to other vessels, and to prevent damage to the belongings on board and the boat itself.

If the FRA and Flood Response Plan proposes refuge within the boat in times of flood then the Environment Agency states that the boat will need to be capable of rising up above the extreme 0.1% (1 in 1000) climate change flood level. The FRA will need to detail what the required height of rise will be and demonstrate that the boat's mooring can enable it to rise that high without posing a hazard to the occupants of the boat. If the FRA and Flood Response Plan does not propose refuge, but instead proposes evacuation in advance of a flood, then the FRA and response plan will need to show how the occupants will be able to

<sup>5</sup> A guide/template can be found here: [https://www.broads-authority.gov.uk/data/assets/word\\_doc/0032/298850/Appendix-D-Flood-Response-Plan-Guidance.docx](https://www.broads-authority.gov.uk/data/assets/word_doc/0032/298850/Appendix-D-Flood-Response-Plan-Guidance.docx)

<sup>6</sup> See guidance for best practice Broads Flood Risk Supplementary Planning Document: [https://www.broads-authority.gov.uk/data/assets/pdf\\_file/0019/236404/Broads-Flood-Risk-SPD-2020.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0019/236404/Broads-Flood-Risk-SPD-2020.pdf)

receive advanced warnings and where they will be able to evacuate to in time. The Environment Agency go on to say there is always a residual risk of warnings not being received, so the FRA will need to address this risk. The ability to take refuge within the boat, as described above, is a valuable fall-back measure and, if possible, the mooring should be designed to provide this refuge as a precaution, even if the preferred option is evacuation in advance of flooding.

Turning to climate change, you will be required to fill out a [climate change checklist](#)<sup>7</sup>. This identifies various effects that could arise in a changing climate. Flood risk may be one of them, but there are others. Filling out the checklist may ~~make~~ [help](#) you consider how you run and develop your site [in a changing climate](#). For example, how will you address risks associated with a changing climate? How will you manage high winds as a result of storms for example?

## 6. Management plan

You will be required to produce a plan that sets out how the residential moorings will be managed.

The management plan will help ensure the site as a whole is appropriately managed. The management plan will be a condition on the permission given to an application for residential moorings. A breach of this management plan would then be a breach of condition and could be enforced.

It is expected that a Management Plan will cover the following. This list is not exhaustive and there may be other aspects that need to be covered. You may already address these issues in some way [on your site](#).

- a) Site rules and/or terms and conditions.
- b) Noise – expectations relating to noise. This could cover aspects such as generators, when engines will run and generally any noise that could be considered a nuisance [such as boat maintenance and generally socialising at unsociable hours](#). Please note that there is a bye-law that could be of relevance: [Byelaw is 85 'Noise Nuisance' of Broads Authority Navigation Byelaws 1995. Local Council guidance on noise would also be relevant and](#) so too will the amenity policy of the Local Plan for the Broads will be of relevance.
- c) Waste management – sewerage and rubbish and recycling. Methods for storage and removal need to be clearly identified.
- d) Management of increased vehicular movements.

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<sup>7</sup> Climate Change checklist: [https://www.broads-authority.gov.uk/\\_data/assets/word\\_doc/0033/259917/Climate20change20checklist20template.docx](https://www.broads-authority.gov.uk/_data/assets/word_doc/0033/259917/Climate20change20checklist20template.docx)



- e) Storage provision for residential boaters – bicycles and residential paraphernalia. Details of any storage provision needs to be included. Need to consider the impact on the character of the area.
- f) Details of water safety provisions – see policy in Local Plan and any related guidance produced.
- g) Contact details of who to contact if the management requirements of the site are not adhered to.
- h) Detail how the mooring will be managed. For example, who will be the point of contact and will they be on site 24/7 or 9-5 weekdays for example.
- i) State requirements on how vessels will meet the requirements of the bye-laws and legislation for example the need for boat safety certificates and appropriate insurance.

## 7. Register

A register of those boats being lived on will be required. The register of who lives on which boat will be maintained at all times and needs to be made available for inspections by the Broads Authority as part of monitoring of conditions set on any permission. The reason for keeping this register is to ensure that only the permitted number of boats are being lived on.

## 8. Council Tax

The Broads Authority is the Local Planning Authority and does not collect Council Tax. Residential moorings may be liable for Council Tax. The British Waterways Marinas Ltd (BWML) has produced this information on residential moorings and Council Tax: <https://bwml.co.uk/council-tax-for-residential-moorings/> and the Residential Boat Owners Association (RBOA) also have information on Council Tax: <https://www.rboa.org.uk/q-a/>

**You should contact your District Council to confirm the approach to Council Tax.**

## 9. Facilities, services and other considerations

The policy, [DM37](#), refers to the provision of facilities. This section provides some further information about [the facilities and services set out in DM37 and other relevant policies of the Local Plan and how](#) you may wish to make [them](#) available at residential moorings.

### Policy DM37 says:

- b) Provides an adequate and appropriate range of ancillary facilities on site to meet the needs of the occupier of the residential moorings (for example potable water, wastewater pump out (see j below), and electricity) or provides adequate access to these ancillary facilities in the vicinity of the residential mooring;
- g) Has adequate car parking and makes provision for safe access for service and emergency vehicles and pedestrians;
- i) Makes adequate provision for waste, sewage disposal and the prevention of pollution; and
- j) Provides for the installation of pump out facilities (where on mains sewer) unless there are adequate facilities in the vicinity.

Proposals need to set out how provisions will be made for facilities associated with residential uses (such as rubbish, amenity space, external storage and clothes drying for example).

### 9.1 Potential ways to address policy DM37 requirements for facilities and services

Please note that the following are examples from elsewhere in England to give you an idea of how these issues are addressed. The approach of others who provide and manage residential moorings may not necessarily be [suitable](#) ~~relevant~~ to the Broads or may not be [suitable](#) ~~relevant~~ to your site or may not be how you want to run your site. We strongly suggest you contact us to talk through your proposed approach in advance of putting it in place.

[We also need this kind of information shows on plans with details included in planning applications to help us to assess the application. There is a checklist at Appendix D that applicants can work through to address the topics raised in this section.](#)

#### 9.1.1 Electricity

By providing electricity, there will be no need for boat engines or generators to be run (which have associated noise and fumes). Some electric units come with lights on the top

228 which can cause light pollution so providing these at sites in more rural areas or on edge of  
229 settlements will need careful consideration.

230 **Q: How will you provide the residential moorings with electricity?**

231 **Q: How will the electricity unit impact on/add to light pollution?**



232 **Electricity meter cards dispenser and electricity (and water) unit at Cowroast Marina.**

233 9.1.2 Water

234 The Environment Agency are keen to emphasise that applications should include details of  
235 early consultation with the relevant water company to ensure there is sufficient capacity in  
236 their network to supply water to moorings in that specific location. The abstraction of 20  
237 cubic metres or more a day from either surface or groundwater source would require an  
238 abstraction licence from the Environment Agency. If the chosen site for the additional  
239 moorings already holds an abstraction licence, there would need to be consideration of the  
240 impacts from additional needs as a result of the new moorings.

241 **Q: How will you provide the residential moorings with potable water?**

242 Case Study – Cowroast Marina

243 Residential moorings are provided with one water tap per two boats. They use trace heating  
244 on water taps to prevent freezing in winter.

245 9.1.3 Sewerage

246 Toilets on boats may require pumping out or somewhere to empty cassettes. Your marina  
247 or boatyard may have a system or process to deal with this already. We would assess this  
248 part of the application against policy DM2 and as set out in that policy and connection to

249 the public sewer network is the preferred approach. When considering how to address foul  
250 water, you will need to consider the potential for boats to release foul water directly to the  
251 waterbody. The Environment Agency also highlight that there is a byelaw that is relevant to  
252 the disposal of sewage from boats within the Broads which makes it illegal for boats to  
253 discharge their sewage straight to the rivers (Water Resources Act 1963, Rivers (Prevention  
254 of Pollution) Acts, 1951-1961, BYELAWS Regulating the use of boats fitted with sanitary  
255 appliances).

256 **Q: How will you deal with sewerage arising from the boats on residential moorings?**

257 Case Study – BWML moorings

258 BWML sites tend to include one pump out per month in their residential mooring contract.

259 9.1.4 Rubbish collection

260 You will need to address how waste arising from those living on the boats is dealt with. Your  
261 marina or boatyard may have a system or process to deal with rubbish already. We  
262 recommend that you contact your District/Borough/City Council to discuss waste  
263 management.

264 **Q: How will you deal with rubbish (including recyclable materials) arising from the boats**  
265 **on residential moorings?**

266 9.1.5 Cycle and Car parking

267 You need to ensure ample car and cycle parking for those who are using residential  
268 moorings. Again, you may have car parking or cycle parking on site already. We defer to the  
269 parking standards of the relevant district. The standards at the time of adoption of the Local  
270 Plan (May 2019) are at Appendix J, page 239, of the Local Plan for the Broads. Norfolk Police  
271 recommend that parking spaces be marked to help with correct usage (assists with rule  
272 setting) and suggest that you consider collapsible bollards/chain and lock, and where  
273 possible have some capability of surveillance over the area.

274 **Q: How will you address car and cycle parking for those who are using residential**  
275 **moorings?**

276 9.1.6 Amenity space and landscaping

277 The Amenity policy of the Local Plan (DM21) requires schemes to provide a ‘satisfactory and  
278 usable external amenity space to residential properties in keeping with the character of the  
279 surrounding development’. It may also be appropriate to provide landscape enhancements  
280 of the land associated with the Residential Mooring to improve the amenity of the area in  
281 connection with the development.

282 **Q. How will you address amenity space and landscaping?**

### 9.1.7 Storage

Scheme promoters/operators are required to address storage of residential paraphernalia. Unless a system for storing kit and possessions is put in place, the residential moorings could become cluttered with residential paraphernalia which will alter the character of the area. Norfolk Police recommend storage is of robust construction with secure locks (e.g. Sold Secure or equivalent). If possible consider fencing off the area (with lockable gate for residents only) to provide an additional layer for what is to be stored within – these items will no doubt be portable with possible value to an offender).

**Q: How will you provide storage for those who are using residential moorings?**



**Storage lockers at Priory Marina**

### 9.1.8 Light pollution

Schemes for residential mooring may include lighting. But sites for residential moorings may be on the fringe of settlements, where there is a transition from urban to rural and so the impact of lighting may be significant. The Authority also seeks dark waterways to protect the wildlife in the area. The need for such lighting needs to be justified in line with Local Plan for the Broads policy DM22. If lighting is justified and agreed, then the design needs to ensure no impact on the dark skies of the Broads. The Authority plans to produce light pollution guidance, but in the meantime, the policy requirements of the Local Plan will guide how applications are determined and assessed.

**Q: How does your scheme address light pollution? How does your scheme maintain dark skies?**

### 9.2 Other facilities/extras

Depending on your specific circumstances, you may wish to provide other facilities for those who are living on the residential moorings at your site. This may depend on the location of your site as well as what buildings you already have on site. Examples include drying of clothes, post boxes and communal facilities. You will need to consider the impact on the character of the area. You may wish to ensure you have a fire or emergency evacuation procedure too.



311 **Case Study - Cowroast Marina**

312 There is a communal lounge with kitchenette. The lounge tends to be used once a month for  
313 functions.

314 **Case Study – Priory Marina**

315 Facilities on site for those living on boats include toilets, showers, library, post boxes  
316 (reception collects the parcels), large storage boxes, launderette, parking, cycle parking,  
317 electricity and water.

318 Part of contract includes 6 weeks out of water on hard standing for anti-fouling. The marina  
319 organises a crane company to come and remove boats and put them back in. The marina  
320 coordinate crane and dates – probably five boats at a time. Boats are lived on outside of the  
321 water.



**Post boxes**

322  
323 In relation to post boxes, Norfolk Police say that there is an increasing rise in crime  
324 associated with post-delivery so post boxes should be of robust construction with max  
325 aperture size of 260mmx40mm and have anti-fishing properties (Secured by Design  
326 recommends letter boxes certificated to TS 009).

327 **9.3 Other considerations**

328 **9.3.1 Informative – Environmental Permit for Flood Risk Activities**

329 An environmental permit for flood risk activities will be needed for any proposal that wants  
330 to do work in, under, over or within 8 metres (m) from a fluvial main river and from any  
331 flood defence structure or culvert or 16m from a tidal main river and from any flood  
332 defence structure or culvert. Application forms and further information can be found at:  
333 <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Anyone carrying  
334 out these activities without a permit where one is required, is breaking the law.

335 **9.3.2 Security**

336 You should ensure you consider security at your site. This may already adequately be in  
337 place.

338 **9.3.3 Low Impact Life on Board**

339 In response to the consultation on this guide, the RBOA were keen to emphasise Low Impact  
340 Life On Board and, through RBOA, there is a wealth of advice in that respect. Low impact life  
341 on board is an expression from UK waterways boaters who care about the environment.

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## 10. Key messages

- a) You need to consider flood risk through a flood risk assessment and flood response plan.
- b) You need to consider the impacts of Climate Change.
- c) A management plan is required that details how you will manage the residential moorings. A template is included at [Appendix C](#).
- d) You need to keep a register of those who are living on the residential moorings.
- e) You should contact your District Council to confirm the approach to Council Tax.
- f) You need to provide adequate facilities for those living at the residential moorings. You may already have many of these in place.
- g) There are many permitted residential moorings around the country who have systems in place. They may not necessarily be relevant to the Broads or may not be relevant to your site or may not be how you want to run your site. But they give you an idea of how to do things. We strongly suggest you contact us to talk through your proposed approach in advance of putting it in place.
- h) A template to address many of the requirements in the policy and guide is included at [Appendix D](#).

## 11. Helpful links and where to go to get advice

The Residential Boat Owners' Association (RBOA), the British Waterways Marinas Limited (BWML) and Canal and Rivers Trust (CRT) have many useful webpages that cover a variety of topic areas or issues that may be relevant to you.

**Please note that just because the BWML, CRT or RBOA suggest a certain approach, it may not necessarily be acceptable in the Broads or indeed it may not be how you wish to run your site. The point of sharing these websites with you is to give you information on how things are done elsewhere. We strongly recommend that you contact us to talk about any specific approach you wish to take to make sure it is acceptable here in the Broads.**

This webpage **covers many aspects** of living on a boat: <https://bwml.co.uk/guides/a-guide-to-residential-living/>

This webpage talks about **Council Tax**. <https://bwml.co.uk/council-tax-for-residential-moorings/>

**You should contact your District Council to confirm the approach to Council Tax.**



373 This webpage shows **where the BWML residential moorings are**. It also states what you get  
374 when you stay at one of their Marinas. <https://bwml.co.uk/residential-moorings/>

375 Life Afloat; Ever wondered what life is like living on a boat? This webpage has **videos about**  
376 **life afloat**: <https://bwml.co.uk/life-afloat/?src=residential>

377 This webpage shows how BWML approach **charging for electricity**:  
378 <https://bwml.co.uk/electricity/>

379 This website contains **BWML's Terms and Conditions and policies**:  
380 <https://bwml.co.uk/customer-info/>. And this website contains the **Terms and Conditions for**  
381 **the Canals and Rivers Trust**:  
382 <https://www.watersidemoorings.com/Home/TermsAndConditions>

383 This website talks about **insurance**. It talks about a specific deal that BWML have with one  
384 particular policy provided. You may or may not be entitled to that deal, but the webpage  
385 may contain advice useful for those who live on boats: [https://bwml.co.uk/marine-](https://bwml.co.uk/marine-insurance-for-bwml-berth-holders/)  
386 [insurance-for-bwml-berth-holders/](https://bwml.co.uk/marine-insurance-for-bwml-berth-holders/).

387 **The Residential Boat Owners' Associations (RBOA)**. Their website says: 'Established in 1963  
388 the Residential Boat Owners' Association is the only national organisation which exclusively  
389 represents and promotes the interests of people living on boats in the British Isles. We  
390 represent all those who have chosen to make a boat their home'. The RBOA ensure they  
391 liaise with Navigation Authorities like the Broads Authority. <https://www.rboa.org.uk/>

392 **RBOA Code of Good Practice**. The Association would encourage all boaters who live afloat  
393 to follow this Voluntary Code of Good Practice: [https://www.rboa.org.uk/code-of-good-](https://www.rboa.org.uk/code-of-good-practice/)  
394 [practice/](https://www.rboa.org.uk/code-of-good-practice/)

395 **BOATSHIELD (& Outboard Engine Cover)**. This weblink from Norfolk & Suffolk Police offers  
396 advice on boat safety and security, also information about the Boatshield Scheme.  
397 <https://www.norfolk.police.uk/advice/roads-and-vehicles/boats>

398 **AWEIGH App**. Thousands of people enjoy the Broads throughout the year and the AWEIGH  
399 app has been designed to help those on and around the waterways.  
400 [apps.apple.com>app>aweigh](https://apps.apple.com>app>aweigh) Or [play.google.com>store>apps>details>id=com.aveigh](https://play.google.com>store>apps>details>id=com.aveigh)

401 **BOAT SECURITY ADVICE - NORFOLK & SUFFOLK POLICE**. Norfolk & Suffolk Police advice on  
402 water safety and boat security:  
403 [https://www.norfolk.police.uk/sites/norfolk/files/boatshield\\_v1.pdf](https://www.norfolk.police.uk/sites/norfolk/files/boatshield_v1.pdf)

## Appendix A – Adopted Policy DM37 – New Residential Moorings

### Policy DM37: New residential moorings

The Authority will endeavour to enable delivery to meet its assessed need of 63 residential moorings.

Applications for permanent residential moorings will be permitted provided that the mooring:

- a) Is in a mooring basin, marina or boatyard that is within or adjacent to a defined development boundary or 800m/10 minutes walking distance to three or more key services (see reasoned justification) and the walking route is able to be used and likely to be used safely, all year round or is in Norwich City Council's Administrative Area.
- b) Provides an adequate and appropriate range of ancillary facilities on site to meet the needs of the occupier of the residential moorings (for example potable water, wastewater pump out (see j below), and electricity) or provides adequate access to these ancillary facilities in the vicinity of the residential mooring;
- c) Would not result in the loss of moorings available to visitors/short stay use;
- d) Would not impede the use of the waterway;
- e) Would not have an adverse impact upon:
  - i) the character and appearance of the site or the surrounding area arising from the moorings and the use of adjacent land incidental to the mooring;
  - ii) protected species, priority habitats and designated wildlife sites;
  - iii) the amenities of neighbouring occupiers; or
  - iv) bank erosion.
- f) Provides safe access between vessels and the land without interfering with or endangering those using walkways;
- g) Has adequate car parking and makes provision for safe access for service and emergency vehicles and pedestrians;
- h) Would not prejudice the current or future use of adjoining land or buildings;
- i) Makes adequate provision for waste, sewage disposal and the prevention of pollution; and

435 j) Provides for the installation of pump out facilities (where on mains sewer) unless  
436 there are adequate facilities in the vicinity.

437 If more than one residential mooring is proposed, the proposal must be commensurate with  
438 the scale of development proposed for that settlement (as a whole).

439 Converting an entire basin, marina or boatyard to residential moorings would be judged on  
440 a case by case basis to assess and take account of the impact on infrastructure in the area  
441 (such as highways) and the impact on neighbouring uses.

442 Whilst the policy contains a general presumption in support of residential moorings in  
443 Norwich, the cumulative impact resulting from any proposal will be considered, along with  
444 the impact on the infrastructure and amenity of the area.

445 The economy policies of the Local Plan will also be of relevance and in Norwich, so too will  
446 the City Council's policies for proposals in Norwich.

447 Conditions will be used to restrict the number, scale and size of boats using the residential  
448 moorings. A management plan for the site and a register of those who live on boats will be  
449 required and will be covered by a planning condition imposed on any planning permission  
450 granted.

451 Proposals need to set out how provisions will be made for facilities associated with  
452 residential uses (such as rubbish, amenity space, external storage and clothes drying for  
453 example).

454 All such development will meet the requirements of the Water Framework Directive.

455 (Note: Refer to [www.gov.uk/guidance/pollution-prevention-for-businesses](http://www.gov.uk/guidance/pollution-prevention-for-businesses) for information  
456 on pollution prevention measures)

#### 457 Reasoned Justification

458 The Authority acknowledges that the high environmental quality of the Broads and wide  
459 range of opportunities it offers for boating make the area a popular location. As a  
460 consequence, there is a significant associated demand for residential moorings. The  
461 provision of residential moorings must, however, be carefully managed to make sure the  
462 special qualities of the Broads and their enjoyment are protected.

463 Tourism makes a valuable contribution to the local economy, and a statutory purpose of the  
464 Broads is to provide opportunities for the understanding and enjoyment of the special  
465 qualities of the area by the public. To make sure there are sufficient facilities to allow  
466 visitors to enjoy the Broads, the Authority will resist proposals for permanent residential  
467 moorings where they would result in the loss of visitor/short term moorings or boatyard  
468 services.

To ensure that people living on boats have access to adequate facilities and services such as education, recreation, and domestic waste collection, and to minimise impact of new development on landscape character, the Authority will require new residential moorings to be directed to mooring basins, marinas or boatyards within walking distance of at least three of the key services listed below or in or adjacent to defined development boundaries (which could be within the Broads Authority Executive Area or in the planning area of our constituent districts). Residential moorings may also be appropriate on parts of the river in Norwich, subject to other policy considerations in particular the impact on neighbouring uses and impact on navigation of the river. Proposals for residential moorings will be expected to be commensurate in scale with the size of the settlement and the level of residential development proposed for the settlement by the relevant Local Planning Authority. Furthermore, converting an entire marina, basin or boatyard, or in Norwich the entirety of the river banks, may not be appropriate because of the potential impact on neighbouring uses and infrastructure in the area, as well as the consequences of the loss of the facility for non-residential boaters; the Authority will consider such proposals on a case by case basis.

The key services referred to in the policy could be three or more of the following. These key services reflect the Housing and Economic Land Availability Assessment methodology:

- A primary school
- A secondary school
- A local healthcare service (doctors' surgery)
- Retail and service provision for day to day needs (district/local shopping centre, village shop)
- Local employment opportunities which are defined as follows, which reflect areas with potentially a number of and variety of job opportunities:
  - Existing employment areas allocated/identified in our districts' Local Plans; or
  - City, Town or District Centre as identified in the Local Plan for the Broads or our District's Local Plan. We note that this means such centres count towards two of the three key services test; or
  - These sites that are allocated in the Local Plan for the Broads: BRU2, BRU4, CAN1, HOR6, POT1, STA1, TSA3.
- A peak-time public transport service to and from a higher order settlement (peak time for the purposes of this criterion will be 7-9am and 4-6pm)

502 Residential moorings that have the potential to affect a protected site or species will only be  
503 permitted where a project level Appropriate Assessment (under the Habitats Directive) can  
504 successfully demonstrate that there are no adverse effects on qualifying features on the site  
505 or a detrimental impact on the species.

506 Where permission is granted for a new permanent residential mooring, planning conditions  
507 and/or obligations will be used to secure agreements for the management of the mooring  
508 and surrounding land. This will be done to protect visual and residential amenity and make  
509 sure the use of residential moorings does not compromise public safety. The use of  
510 surrounding land for incidental purposes such as storage and seating can have a negative  
511 impact if incorrectly managed. Proposals will need to set out how they will address areas for  
512 the drying of clothes and amenity space, as well as any other related facilities for those  
513 living on the boats. The Authority does not expect marinas and boatyards to subdivide or  
514 demarcate areas of land to be associated with residential moorings.

515 Policy DM50 provides guidance on the forms of development permissible on the adjacent  
516 waterside environment associated with a mooring.

517 For the purposes of this policy, a 'residential mooring' is a mooring where someone lives  
518 aboard a vessel (capable of navigation), where the vessel is used as the main residence, and  
519 where the vessel is moored in one location for more than 28 days in a year. The vessel may  
520 occasionally/periodically go cruising and return to base.

521 For the purposes of this policy, it should be noted that there is an expectation that the  
522 moorings will be occupied by a vessel of standard construction and appearance and which is  
523 conventionally understood to be a boat. For the avoidance of doubt, the policy does not  
524 apply to houseboats. Houseboats are considered to be structures without means of  
525 independent propulsion and will be dealt with on a case by case basis due to their potential  
526 impact on character of the area.

527 The policy requires a management plan for the site as well as a register of those boats being  
528 lived on. These will be required through conditions on planning application(s). The  
529 management plan will help ensure the site as a whole is appropriately managed. This would  
530 normally cover things like noise, waste, delivery times etc. and would have contact details of  
531 who to contact if the management requirements of the site are not adhered to. A breach of  
532 this management plan would then be a breach of condition and could be enforced. The  
533 register of who lives on which boat will be maintained at all times.

534 Proposals for residential moorings must ensure they have adequately considered the  
535 following:

- 536 a) The technique/method of mooring the vessel. The Flood Risk Assessment (FRA)  
537 should show how the boat will be moored to prevent it being too tight or too loose.  
538 If the vessel is moored too tightly it could list, and by being too loose it could float

539 onto the landside of the quay heading or be cast adrift at times of flooding. Both  
540 scenarios have safety concerns for occupiers, possessions and other objects or  
541 vessels that could be hit by a loose boat, and should be addressed within the FRA.

542 b) A Flood Response Plan needs to be produced. While it is acknowledged that  
543 residential boats will float, the access to the boat could be disrupted at times of  
544 flood, causing the occupier to be stranded on board the boat. The Flood Response  
545 Plan needs to advise what the occupier should do at times of flood to ensure their  
546 safety - whether they should evacuate the boat in advance of flooding or take refuge  
547 in the boat and therefore have supplies to help them sit out the flood.

548 c) Finally, the FRA should include consideration of how the boat moored at the  
549 residential mooring will be monitored at times of flood to make sure it does not  
550 cause damage to other vessels, and to prevent damage to the belongings on board  
551 and the boat itself.

552 The Authority intends to produce a guide for residential moorings as well as a template to  
553 assist with the production of management plans. The Authority is aware of guidance being  
554 produced by other organisations on residential moorings and we will ensure we are involved  
555 with those guides and reflect them in our own guide.

556 Development proposals for residential moorings should provide a biodiversity net gain as a  
557 result of the development as there are likely to be significant opportunities for waterside  
558 biodiversity enhancement.

#### 559 Meeting the need for residential moorings

560 The Accommodation Needs Assessment completed in 2017 identifies a need for 63  
561 residential moorings. This figure needs to be interpreted with some caution, as it is based on  
562 limited interviews with boat dwellers and on anecdotal estimates rather than a  
563 comprehensive count or survey of the people who live on boats.

564 The study also indicates that those living on boats do so from choice, rather than from an  
565 ethnic background, and that most are single people or childless couples.

566 The Local Plan seeks to address the need for residential moorings in several ways:

- 567 • Ten residential moorings have been permitted on appeal at Waveney River Centre  
568 and six sites have been allocated for residential moorings amounting to around 41  
569 residential moorings. See Appendix K for the residential moorings trajectory which  
570 shows the total identified supply as 10 residential moorings.
- 571 • Some areas of the Broads have been identified in this Local Plan as suitable in  
572 principal for residential moorings and these are policies STA1 and HOR6. Although  
573 they are potentially suitable in principle, deliverability is not confirmed, therefore  
574 they are not allocated in the Plan and do not appear in the identified supply figures.

575       • The Authority also intends to meet with marinas and boatyards that meet the  
576       locational criteria of the policy to discuss the potential for residential moorings.

577 The [Residential Moorings Topic Paper](#) (revised 2017)<sup>8</sup> and its [addendum](#)<sup>9</sup> has more  
578 information on meeting the need for residential moorings.

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<sup>8</sup> [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0019/1020475/Assessment-of-resi-moorings-nominations-update-and-topic-paper-July-2017.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0019/1020475/Assessment-of-resi-moorings-nominations-update-and-topic-paper-July-2017.pdf)

<sup>9</sup> [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0010/1356778/EPS20-Assessment-of-residential-moorings-nominations-received-during-the-Publication-Consultation-January-2018-Amended-July-2018.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0010/1356778/EPS20-Assessment-of-residential-moorings-nominations-received-during-the-Publication-Consultation-January-2018-Amended-July-2018.pdf)

## Appendix B – Privacy notice

### Personal data

The following is to explain your rights and give you the information you are entitled to under the Data Protection Act 2018. Our [Data Protection Policy](#) is available on the Broads Authority website..

The Broads Authority will process your personal data in accordance with the law and in the majority of circumstances this will mean that your personal data will be made publicly available as part of the process. It will not however be sold or transferred to third parties other than for the purposes of the consultation.

1. The identity of the data controller and contact details of our Data Protection Officer  
The Broads Authority is the data controller. The Data Protection Officer can be contacted at: [dpo@broads-authority.gov.uk](mailto:dpo@broads-authority.gov.uk) or (01603) 610734.

#### 2. Why we are collecting your personal data

Your personal data is being collected as an essential part of the consultation process, so that we can contact you regarding your response and for statistical purposes. We may also use it to contact you about related matters. We will also contact you about later stages of the Local Plan process.

#### 3. Our legal basis for processing your personal data

The Data Protection Act 2018 states that, as a Local Planning Authority, the Broads Authority may process personal data as necessary for the effective performance of a task carried out in the public interest, i.e. a consultation.

#### 4. With whom we will be sharing your personal data

Your personal data will not be shared with any organisation outside of MHCLG. Only your name and organisation will be made public alongside your response to this consultation.

Your personal data will not be transferred outside the EU.

#### 5. For how long we will keep your personal data, or criteria used to determine the retention period.

Your personal data will be held for 16 years from the closure of the consultation in accordance with our [Data and Information Retention Policy](#).

#### 6. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have considerable say over what happens to it. You have the right:

a) to see what data we have about you

b) to ask us to stop using your data, but keep it on record



- 613 c) to ask to have all or some of your data deleted or corrected
- 614 d) to lodge a complaint with the independent Information Commissioner (ICO) if you
- 615 think we are not handling your data fairly or in accordance with the law. You can
- 616 contact the ICO at <https://ico.org.uk/>, or telephone 0303 123 1113.
- 617 7. Your personal data will not be used for any automated decision making.

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## Appendix C – Residential Moorings management plan checklist

It is expected that a Management Plan will cover the following. This list is not exhaustive and there may be other aspects that need to be covered.

Checklist	✓
1. Site rules and/or terms and conditions.	
2. Noise – expectations relating to noise.	
3. Waste management – sewerage and rubbish and recycling.	
4. Management of increased vehicular movements.	
5. Storage provision for residential boaters.	
6. Details of water safety provisions.	
7. Contact details of who to contact if the management requirements of the site are not adhered to.	
8. State requirements on how vessels will meet the requirements of the bye-laws and legislation for example the need for boat safety certificates and appropriate insurance.	

## Appendix D – Residential moorings questionnaire

This simple questionnaire template covers most of the policy and guide requirements. It should be filled in and accompany applications for residential moorings.

Question	Answer
1. Have you completed a flood risk assessment?	
2. Have you completed a flood response plan?	
3. Have you completed a management plan?	
4. How will you provide the residential moorings with electricity? <a href="#">How will the electricity unit impact on/add to light pollution? Please mark on a plan of the site.</a>	
5. How will you provide the residential moorings with potable water? <a href="#">Please mark on a plan of the site.</a>	
6. How will you deal with sewerage arising from the boats on residential moorings? <a href="#">Please mark on a plan of the site.</a>	
7. How will you deal with rubbish (including recyclable materials) arising from the boats on residential moorings? <a href="#">Please mark on a plan of the site.</a>	
8. How will you address car and cycle parking for those who are using residential moorings? <a href="#">Please mark on a plan of the site.</a>	
9. How will you address amenity space and landscaping? <a href="#">Please mark on a plan of the site.</a>	
10. How will you provide storage for those who are using residential moorings? <a href="#">Please mark on a plan of the site.</a>	
11. <a href="#">How does your scheme address light pollution? How does your scheme maintain dark skies?</a>	