

**Three Rivers Local Plan 1996-2011**  
**Word Version following Adoption of the Core Strategy in October 2011**

Updates to the Adopted Local Plan

Policies which were not saved beyond September 2007 are shown ~~struck through in black~~.

Policies which have been replaced by the Core Strategy are shown ~~struck through in red~~ and are annotated with the relevant Core Strategy policy in green underline.

6.61 **Residential Moorings**

6.62 The Grand Union Canal runs the length of the District and is used by many houseboats and leisure craft. Concentrations of houseboats exist at Batchworth Lock, Rickmansworth and to a lesser extent at Cassiobury, in Croxley Green. Unauthorised long term residential moorings can give rise to problems of sanitation, parking and refuse disposal, leading to a decline in the quality of the canal side environment.

6.63 Despite the problems associated with long term moorings, houseboats do provide low-cost accommodation and are counted for the purposes of housing land supply. The Council will work with British Waterways to find a long term solution to the issues, which may involve the provision of residential moorings in a basin or other suitable location. Such a proposal will require planning permission, and the Council is concerned to ensure that any such facility makes provision strictly in accordance with existing need in the District. Residential moorings are not included as appropriate development in the Green Belt by PPG2 (Green Belts), therefore applications for moorings on any part of the canal outside the urban areas will have to be supported by 'very special circumstances'

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**RESIDENTIAL MOORINGS:**

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**(1) Proposals for new residential moorings (whether in a basin or along the canal) should:**

- (i) Be located with good access to local services and public transport, and where there is suitable infrastructure for water supply and proper disposal of waste water.**
- (ii) Be accessible by bicycle wherever possible, and have satisfactory arrangements for parking, access and servicing.**
- (iii) Not be located in or adjacent to areas of importance for nature conservation unless satisfactory measures to mitigate their effects on the species and habitats affected are included.**
- (iv) Not result in a net increase in the number of boats using the residential moorings in the District.**

**(2) The effect of residential moorings on the canal side environment through the erection of temporary structures, loss of trees, rubbish**

**dumping, etc will be carefully monitored and  
where possible, controlled.**

## **TRANSPORT**

Cycling...

9.44 The canal towpath is not included in Figure 8 or on the Proposals Maps. However, the Council and British Waterways will work together to identify opportunities for cycling beside the canal where there is sufficient width to minimise conflict between users, and where partnership funding for construction and maintenance can be secured.

## **SPORT & LEISURE**

### **10.29 Water-based Sport and Leisure**

10.30 Three Rivers contains many surface water resources used for a variety of formal and informal sport and leisure activities. The Grand Union Canal is a major recreation facility in the District. Angling, boating and walking complement each other in an environment which contains much scenic, historical and wildlife interest. The canal is owned and maintained by British Waterways. Proposals for improved recreational mooring and boating facilities will be supported, subject to Policies N.4 (protection of water resources and Policy H.17 (residential moorings)).

10.31 The Council is working in partnership with British Waterways and other bodies to produce a Canal Corridor Study to ensure that the historic character of the canal, the activities associated with it, and the design of new development continue to complement each other in a sustainable and co-ordinated way.....

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**WATER-BASED SPORT AND LEISURE:**

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- (1) The Council will encourage and participate in schemes to enhance the recreational use and potential of the Grand Union Canal, including improvements to recreational mooring and boating facilities, better links between towpaths and public rights of way, the use of towpaths for cycling and where possible, horse riding and other environmental improvements.
  
- (2) When considering proposals for sport and leisure development related to the lakes and waterways of the District, the Council will take into account the Green Belt, the availability of water for lock usage, the safeguarding of natural resources and wildlife, and the desire to increase public access where this will not conflict with the above. The Council expects any new developments adjacent to waterways to respect, and not detract from the character and appearance of the District's historic waterways.