

## **Moorings**

5.38 Increasing numbers of people now want to own or make their home on a boat and this has resulted in a sizeable increase in the number of boats wanting to moor in Hillingdon. An unmet demand for residential moorings has also led to an increase in the number of people unofficially living on their boats without basic facilities such as water supply, sewage disposal points etc. Residential moorings require planning permission and thus can be regulated by the Local Planning Authority, whilst other moorings are controlled through British Waterways' statutory powers.

### **BE33 PLANNING APPLICATIONS FOR THE ESTABLISHMENT OF RESIDENTIAL MOORINGS WILL BE ASSESSED IN RELATION TO THE FOLLOWING CRITERIA:-**

- (i) RESIDENTIAL MOORINGS SHOULD BE LOCATED ON URBAN STRETCHES OF THE CANAL AND NOT ON RURAL OR OPEN STRETCHES WHERE THEY WOULD BE INCONGRUOUS AND OUT OF PLACE;**
- (ii) THEY SHOULD BE LOCATED SO THAT THEY DO NOT INTERFERE WITH OTHER USES OF THE CANAL, OR USE OF THE BANK OR TOWPATH, AND SHOULD GENERALLY BE LOCATED OFF THE CANAL IN A MARINA OR BASIN, OR ON THE NON-TOWPATH SIDE;**
- (iii) THE NUMBER AND DENSITY OF BOATS AT ANY POINT SHOULD NOT BE SO GREAT THAT THEY ACT AS A BARRIER SEPARATING PEOPLE ON THE BANK FROM THE CANAL, OR EXERT A DETRIMENTAL EFFECT ON THE CANAL SCENE;**
- (iv) PROVISION FOR SERVICE VEHICLES AND CAR PARKING MUST BE MADE IN A FORM WHICH WILL NOT ADVERSELY AFFECT THE AMENITY OF THE CANAL; AND**
- (v) ADEQUATE SERVICE FACILITIES MUST BE PROVIDED.**

5.39 In implementing Policies BE32 and BE33, the Local Planning Authority will also have regard to the visual appearance of boats in the canal scene, to the guidelines for canalside development and residential moorings set out in the document 'The Canal Way: A Review', and the advice of the London Canals Committee.

## **River Corridors**

5.40 The rivers running through the Borough have similar corridor features to those of the Canal which offer potential for environmental improvement. The Environment Agency has a statutory right of access for maintenance to an 8m wide strip of land on each side of the river. At least 6 metres should be kept free of

buildings and landscaped to create and maintain the rivers as important corridors of movement for both wildlife and recreation. Proposals for culverting watercourses will normally be resisted by the Environment Agency. Some river corridors are identified as 'Green Chains' (see para 3.22) and any proposals for development in these areas should have regard to policy OL11 of this Plan. However, any development involving land adjacent to a river will be expected, where possible, to create additional access points to the riverside for the use of the public that link up with the main footpath network. Planting alongside rivers should use appropriate indigenous species and cause as little disturbance as possible to existing wildlife.

**BE34 WHEN CONSIDERING PROPOSALS FOR DEVELOPMENT ADJACENT TO OR HAVING A VISUAL EFFECT ON RIVERS THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SEEK:**

- (i) TO SECURE AND WHERE POSSIBLE ENHANCE THE ROLE OF THE RIVER AND ITS IMMEDIATE SURROUNDINGS AS A WILDLIFE CORRIDOR;**
- (ii) ENVIRONMENTAL IMPROVEMENTS TO WATERSIDE AREAS;**
- (iii) BUILDING DESIGNS WHICH COMPLEMENT THE VISUAL QUALITIES OF THE RIVERSIDE;**
- (iv) PUBLIC ACCESS TO THE WATERSIDE LINKED TO THE FOOTPATH NETWORK IN THE SURROUNDING AREA;**
- (v) A MINIMUM 6 METRES OF LAND RESERVED AND LANDSCAPED ALONGSIDE RIVERS, SUITABLE FOR PUBLIC ACCESS; AND**
- (vi) TO ENHANCE OR CREATE VIEWS THROUGH AND FROM THE DEVELOPMENT, FROM AND TOWARDS THE WATERCOURSE.**

**Road and Rail Corridors**

5.41 Views from the Borough's main roads and railways generally provide Londoners and visitors from elsewhere with their first impression of Hillingdon. Like the rivers and canals, they offer potential for high standards of design and landscape improvement which can enhance this impression. (See Paras. 5.18 and 5.19 and Policies BE16 and BE17). The London Borough of Hillingdon acts as the most important "gateway" into the U.K., London and the South East due to the location of Heathrow Airport. The road and rail connections to Heathrow provide millions of visitors from all over the world with their first impression of London and the U.K. It is thus considered to be of vital importance that this "first impression" is fitting for that of London's status as a World City.