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**Planning Context
A**

Introduction

The importance of our waterways as a historic, landscape, ecological, recreational and community resource is widely acknowledged by policy and strategies at all levels of government. The potential for increasing navigation on Lincolnshire's waterways and the importance of their corridors for tourism and recreational pursuits such as walking, cycling, fishing and the appreciation of nature is recognised in local plans. It is envisaged The Fens Waterways Link will considerably enhance this potential.

NATIONAL WATERWAYS POLICY

Waterways for Everyone. Defra December 2009

This is a consultation draft of the Government's Strategy for the Inland Waterways of England & Wales. The White Paper 'Waterways for Tomorrow', published by the DETR in 2000, provided a blueprint for the development of the inland waterways network, incorporating the principles of sustainable development to ensure that the benefits and opportunities they provide are fully utilised.

Defra published 'Waterways for Everyone' in December 2009. This sets out a vision for how inland waterways can contribute to a wide range of public policy objectives concerning place-making and place-shaping, the natural environment, climate change, cultural heritage, health, well-being and recreation, tourism and business development and fairer, stronger and more active communities.

The Government recognises the multi-functional role of the inland waterways and the need to maintain and improve the waterway resource. Authorities at all levels should consider their potential in strategies and plans.

The main objective of 'Waterways for Everyone' is to increase the range of benefits waterways can provide and, importantly, ensure they are relevant and visible to as many people as possible. Waterway authorities cannot be expected to deliver them on their own, partnerships with public, private and voluntary sectors are essential.

The Fens Waterways Link is highlighted as 'one of the most significant strategic developments of the inland navigation network of the UK in two centuries' and the Lincolnshire Waterways Partnership cited as an important strategic partnership which other areas should emulate.



Creating a Better Place

Environment Agency Corporate Strategy 2010--2015

The Environment Agency's Corporate Strategy aims 'to create a better place by securing positive outcomes for people and wildlife.' It places emphasis on reducing climate change and its consequences, protecting and improving land, air and water, working with communities to create better places, increasing opportunities for water-related recreation and encouraging people to care of their local environment.

Your Rivers for Life

A strategy for the development of navigable rivers.

Environment Agency 2004

'Your Rivers for Life' is the Environment Agency's long term navigation strategy. It provides the framework for the more detailed Waterway Plans produced for each river managed by the Environment Agency, including the Welland and Glen.

It commits the Agency to:

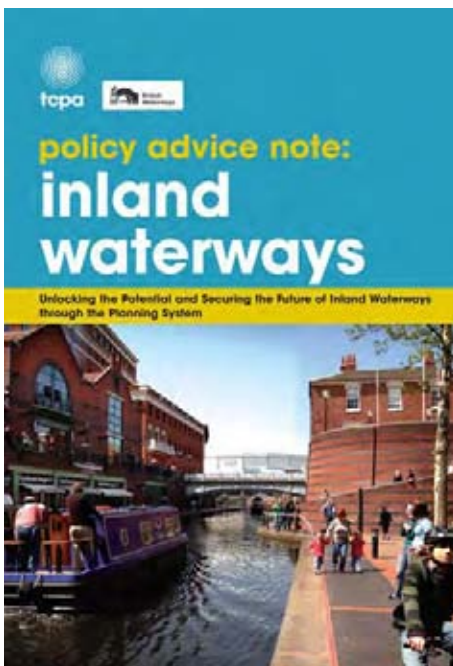
- Promoting waterway use and activity
- Reversing the decline in registered craft
- The Fens Waterways Link, a major rural regeneration initiative
- Achieving waterside revitalisation along its river
- Generating funding to tackle the backlog in maintenance and improve facilities and access

Policy Advice Note: Inland Waterways.

Unlocking the potential and securing the future of inland waterways through the planning system.

**Town & Country Planning Association & British Waterways
July 2009**

The Policy Advice Note emphasises the multi-functional role of inland waterways and the way they cut across a number of policy themes. They can support a range of Government agendas including creating sustainable communities, place-making and place-shaping, urban and rural development, the visitor economy and sustainable tourism, sustainable transport, health and well-being, climate change, social inclusion and cohesion. It highlights opportunities to strengthen planning policy at all spatial levels to support the role of the waterways in these policy areas, and in securing their long term sustainability. It advocates a 'waterway proofing' approach to plans and strategies and a checklist for developments affecting waterways.



NATIONAL PLANNING POLICY

Planning Statements & Guidance Notes

The Governments Planning Statements and Guidance notes (PPSs and PPGs) set out the national planning framework within which local planning authorities are required to draw up their development plans and take decisions on individual applications to secure these objectives.

The following guidance notes and statements relevant to this study include:

PPG 17 – Planning for Open Space Sport and Recreation (2002)

PPG17 states 'open space, sport and recreation are fundamental to delivering broader government objectives which include health and well being'. Paragraph 31 emphasises the need and use of natural features and water, it encourages development of sport and open space near water and promotes the enhancement of the waterscape and environs.

PPG13 – Transport (2001)

PPG13 sets out that by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access job, shopping, leisure facilities and services by public transport.

Paragraphs 12-13, of PPG13, support the reuse of inland waterways for redevelopment 'proposals for waterside development should seek to enhance the use, enjoyment and setting of the adjacent waterway'. Paragraph 45 promotes opportunities for waterways by influencing the location of development.

PPS7 – Sustainable Development in Rural Areas (2004)

PPS7 focuses upon sustainable development in rural areas which seeks to improve the quality of local environments, whilst protecting valued landscapes and natural resources. It takes into account the positive impact tourism can have upon a rural economy and generally supports the use of the countryside as a tourism destination.

PPS9 – Biodiversity and Geological Conservation (2005)

PPS9 sets out that the aim of planning decisions should be to prevent harm to biodiversity and geological interest and where granting planning permission would result in significant harm to those interests, local planning authorities should be satisfied that the development cannot reasonably be located on any alternative sites, if not, mitigation measures should be addressed.



Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider economic, social and environmental objectives and for sustainable communities.

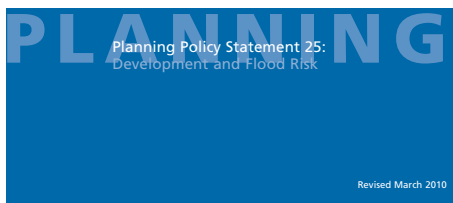


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PPS25 – Development and Flood Risk (revised March 2010)

PPS25 sets out government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to prioritise avoiding inappropriate development in areas at risk of flooding, and to direct vulnerable development away from highest risk. Where new development is exceptionally necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and where possible, reducing flood risk overall.

PPS25 defines water compatible uses such as waterways infrastructure and associated green infrastructure as suitable for the highest risk areas. 'Less vulnerable' use types such as cafes, leisure or retail typically complement water compatible uses by supporting the amenity and recreation focus. Where development is necessary, PPS25 favours less vulnerable uses in higher flood risk areas to 'more vulnerable' uses such as residential, which should be by exception and ensure safety. Highly vulnerable uses such as nursing homes or emergency services are precluded in high flood risk areas.

In medium and high flood risk areas therefore, PPS25 generally complements water-related land uses, and is likely to support 'less vulnerable' uses where development cannot be avoided. Typical land uses that may be supported by linked to recreation, amenity, culture, amenity, and employment. The waterspace study is an opportunity to illustrate how this might be achieved in a coordinated way which meets PPS25.

Any development in flood risk areas would need to take into account the policy guidance outlined in PPS25, and complemented by the Core Strategy. A strategic flood risk assessment (SFRA) has now been completed. This studies sources of flooding and areas at risk. Any potential development in the strategy area would need to have regard to the SFRA and carry out a PPS25 compliant site specific FRA.



Lincolnshire Waterways for the Future

A Development Framework for Lincolnshire Waterways 2008—2018 Lincolnshire Waterways Partnership 2008.

The Development Framework, originally published in 2002 and revised in 2008, sets out a strategy for the work of the Lincolnshire Waterways Partnership (LWP). The major partners are Lincolnshire County Council, British Waterways and the Environment Agency.

The vision of the Framework is to raise the profile of Lincolnshire's waterways as a tourist destination for a variety of users. It is intended to guide the future management and development of the waterways and provide a strategy to support applications for external funding. It is the only comprehensive county-wide strategy for inland waterways.

There are eight key themes:

1. Improving the existing resource
2. Extending the network
3. Developing regional links
4. Developing recreational use
5. Promoting the waterways
6. Urban and rural regeneration
7. Engaging with local communities
8. Developing the Partnership

Major proposals include:

- Creation of a new waterway link to the Fens
- Provision of new boating facilities and waterways infrastructure
- Development of enhanced facilities for walking, cycling, horse riding and canoeing
- Protection and enhancement of the built and historic environment
- Implementation of Biodiversity Action Plan initiatives
- Promotion of the waterways to a wider audience
- Provision of information, interpretation and exhibition facilities
- Provision of new facilities for villages and market towns
- Encouragement of new waterway related businesses
- Encouragement of farm diversification and rural regeneration
- Working with local communities to address social inclusion.
- Incorporation of environmental improvements into flood risk management works

Evaluation of the first five years work of LWP undertaken in 2008 concluded that the Partnership has a high profile in the county; people are satisfied with the work undertaken and believe it has been good value for money. However, more work needs to be done to promote use of the new facilities and to ensure their future maintenance. There is scope to work more closely with Parish Councils, wildlife organisations and voluntary bodies.

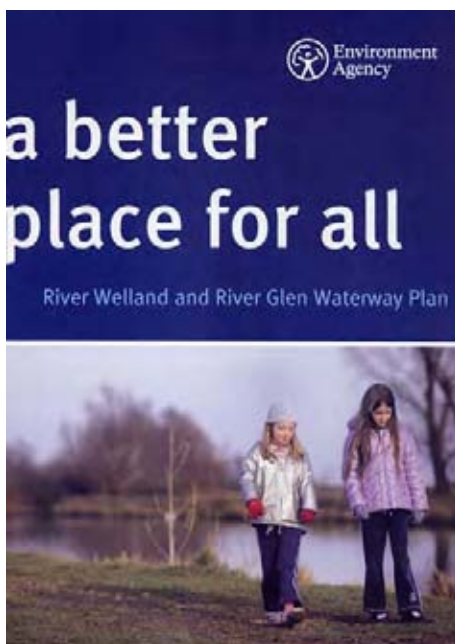
A focus group recognised that the most significant benefits for the Spalding area are likely to be in the future when links on the Black Sluice Navigation and the River Glen and River Welland are complete.

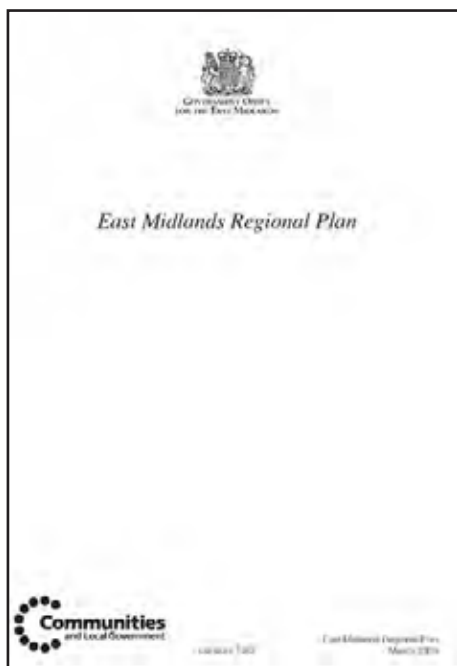
River Welland and River Glen Waterway Plan.

Environment Agency Anglian Region

The Welland and Glen Waterway Plan translates the aspirations of 'Your Rivers for Life' and the Environment Agency's Corporate Strategy into actions for improvement of the navigations for recreational use.

The priority for navigation is to ensure assets and facilities are brought up to 21st Century standards. The opportunities rivers offer for leisure and recreation should be maximised as a catalyst for rural regeneration, for education and for freight transport. The impact of the Fens Waterway Link on future requirements for the Welland and Glen are highlighted. Actions which concern sport and recreation, e.g. canoeing, sailing, angling, walking, cycling and horse riding together with the importance of enhancing the local heritage is emphasised.





East Midlands Draft Regional Plan (RSS8)

East Midlands Regional Assembly 2009

The Regional Spatial Strategy is the principal planning document for the region, providing a broad development strategy up to 2026. All Local Development Frameworks and Local Transport Plans have to comply with it. It identifies priorities for the environment, housing, transport, infrastructure, economic development, agriculture, energy, minerals and waste treatment and disposal. The enhancement of the Welland and Glen corridors can make a contribution to these priorities.

Development is to be concentrated on Principal Urban Areas such as Lincoln, and sub-regional centres such as Spalding perform a complementary role offering a range of services and potential to accommodate growth. Regional priorities for regeneration include 'economically lagging' rural areas such as South Holland

Lincolnshire is part of the region's Eastern Sub-Area and priorities in the Plan for the county include the promotion of sustainable tourism. Policies for tourism promote the provision of additional tourist facilities close to popular destinations and allow for improvement in the quality of existing services and in accessibility by public transport and other sustainable modes of transport.

The regional priorities for the green infrastructure are to contribute to a high quality natural and built environment and the delivery of sustainable communities. There is an emphasis on partnerships between local authorities, environmental bodies, developers, the voluntary sector, landowners and local communities.

Waterways are specifically referenced in the supporting text to this policy:

Strategic river corridors, including the Welland, are identified as an important resource for wildlife and archaeology. They offer opportunities for the restoration and enhancement of wetland landscapes and habitats. They provide a focus for regeneration and the delivery of a green infrastructure. Local authorities and other public bodies should work together across regional boundaries to ensure a strategic approach.

A Flourishing Region - Regional Economic Study 2006 - 2020

East Midlands Development Agency

The regional economic strategy has three main themes:

1. Raising productivity
2. Ensuring sustainability
3. Achieving quality

The Ensuring Sustainability Aim has particular relevance to this Waterspace Study:

Developing and enhancing the region's communities and its assets of physical infrastructure and the natural environment to ensure they contribute effectively to the region's productivity and economic wellbeing, both now and in the future.

COUNTY AND LOCAL PLANNING POLICY

Shaping Lincolnshire Together: Sustainable Community Strategy 2009—2030, Lincolnshire Assembly 2009.

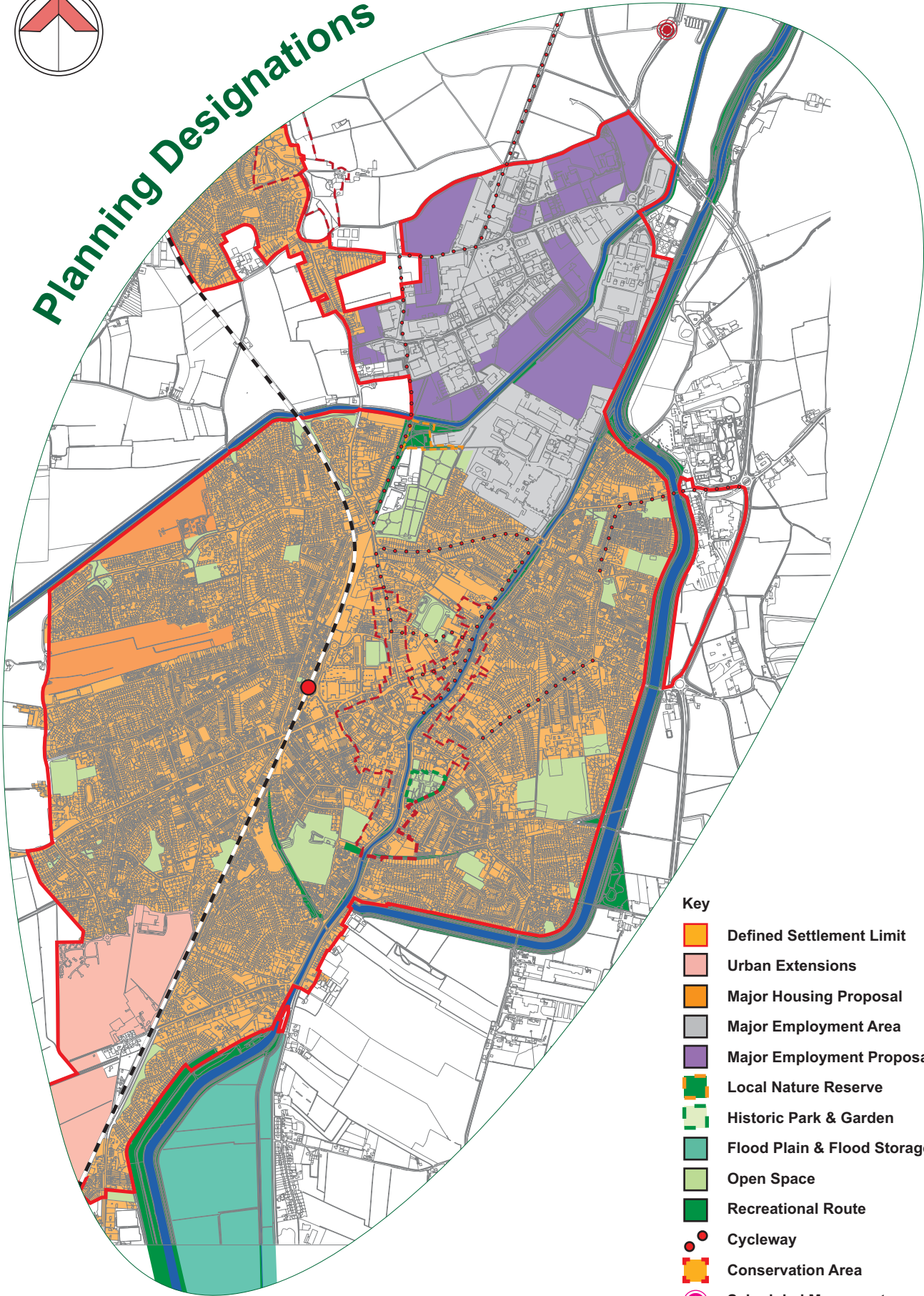
Following public consultation, Lincolnshire Assembly published a revised Sustainable Community Strategy in 2009. This is supported by a three year Local Area Agreement aimed at improving performance in specific services and is agreed with Government. It complements and links to Community Strategies produced by the district authorities.

Its Vision for Lincolnshire includes:

- **Community** - Vibrant communities where people enjoy life.
- **Health** - Opportunities for good health.
- **Connections** - Communities, services and places.
- **Diversity** - Environment including heritage and culture.



Planning Designations



- Key**
- Defined Settlement Limit
 - Urban Extensions
 - Major Housing Proposal
 - Major Employment Area
 - Major Employment Proposal
 - Local Nature Reserve
 - Historic Park & Garden
 - Flood Plain & Flood Storage Wash
 - Open Space
 - Recreational Route
 - Cycleway
 - Conservation Area
 - Scheduled Monument
 - Railway

Ref: South Holland Local Plan, 2006



South Holland Local Plan

Written Statement. Adopted July 2006.

The Local Plan will be replaced by the Local Development Framework (LDF), policies will be saved until that date.

Policies with most relevance to the Waterspace Study are as follows:

- New development is discouraged in areas at high risk of flooding. Development proposed in areas of flood risk will need to be accompanied by a Flood Risk Assessment which demonstrates the development will be safe for its lifetime.
- Water quality will be protected in developments.
- Open spaces, including riverside areas, will be safeguarded for sport, recreation and leisure.
- Particular attention will be given to improving access from built up areas to the countryside.
- Any new access should be available to all sections of society.
- Promoting economic activity whilst maintaining an appropriate environmental balance.
- Encouraging farm diversification to develop the rural economy.
- Market towns as focal points for services and retail. Spalding is designated a Retail Town Centre, Crowland a Retail Local Centre.
- Settlements with Conservation Areas include Spalding, Crowland, and Pinchbeck.
- Cycleways will be protected and enhanced as part of the Community Travel Zone project. A high percentage of cycle usage is used for commuting. There is scope for increasing leisure cycling in rural areas.
- The Council is actively pursuing a regional cycleway linking Fosdyke, Spalding and Peterborough and a link from Crowland to Peterborough, using the riverbanks.

Policies relating specifically to the District's waterways are:

- Protection of the value of river corridors for nature conservation
- Appropriate use of water in rivers, estuaries and drains for informal sport and recreation
- Improve access to rivers
- Extend public rights of way and the use of river corridors and other waterside areas and disused railway lines for recreation and nature conservation
- Support the Fens Waterways Link and the economic and tourism opportunities water-based recreation will bring.

The Plan identifies three navigation hubs for the District:

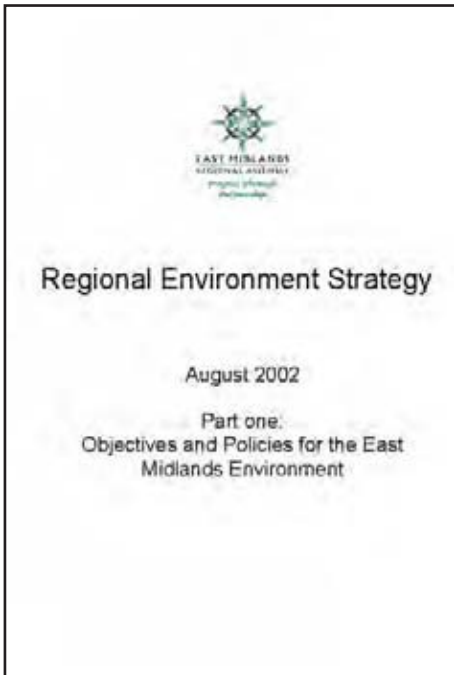
1. Spalding as a major navigational hub providing extensive moorings for up to 200 boats with ancillary development including repair yards and accommodation.
2. Crowland as an intermediate hub with moorings for 20-40 boats, provision of general boating facilities and some accommodation.
3. West Pinchbeck as a minor hub with moorings for 10 boats and 'washout facilities'.

Development ancillary to the Fens Waterways Link will be permitted subject to proposals satisfying other relevant policies and within the following criteria.

Proposals should:

- Have no negative impact on town centres
- Minimise impact on the countryside
- Have suitable road access, not impact negatively on traffic flow and is accessible by a choice of transport means.
- Not prejudice flood defences or increase flood risk.
- Have no detrimental impact on the environment.

The Plan states that allocation of land for a marina at Spalding will best be undertaken as part of preparation for the Local Development Framework, specifically the Spalding Area Action Plan. Potential marina locations are assessed in Section 4 - Waterspace Study.



ENVIRONMENTAL AND BIODIVERSITY STRATEGIES

Regional Environment Strategy

East Midlands Regional Assembly 2002.

The key challenge of this Strategy is to integrate considerations of the environment in all decision making as part of the move towards a sustainable region. It has five components:

1. People and Heritage.
2. Air.
3. Water.
4. Natural Heritage.
5. Land and Land Use.

Issues with a bearing on the Welland and Glen Waterspace Study include:

- Increased tourism is likely to put pressure on the transport infrastructure and on sensitive sites. Tourism should be carefully managed to deal with these pressures
- Increased access to the countryside could impact on other uses such as agriculture
- Access to sensitive sites needs to be carefully managed
- Land uses such as built development and agriculture can cause pollution of water resources.

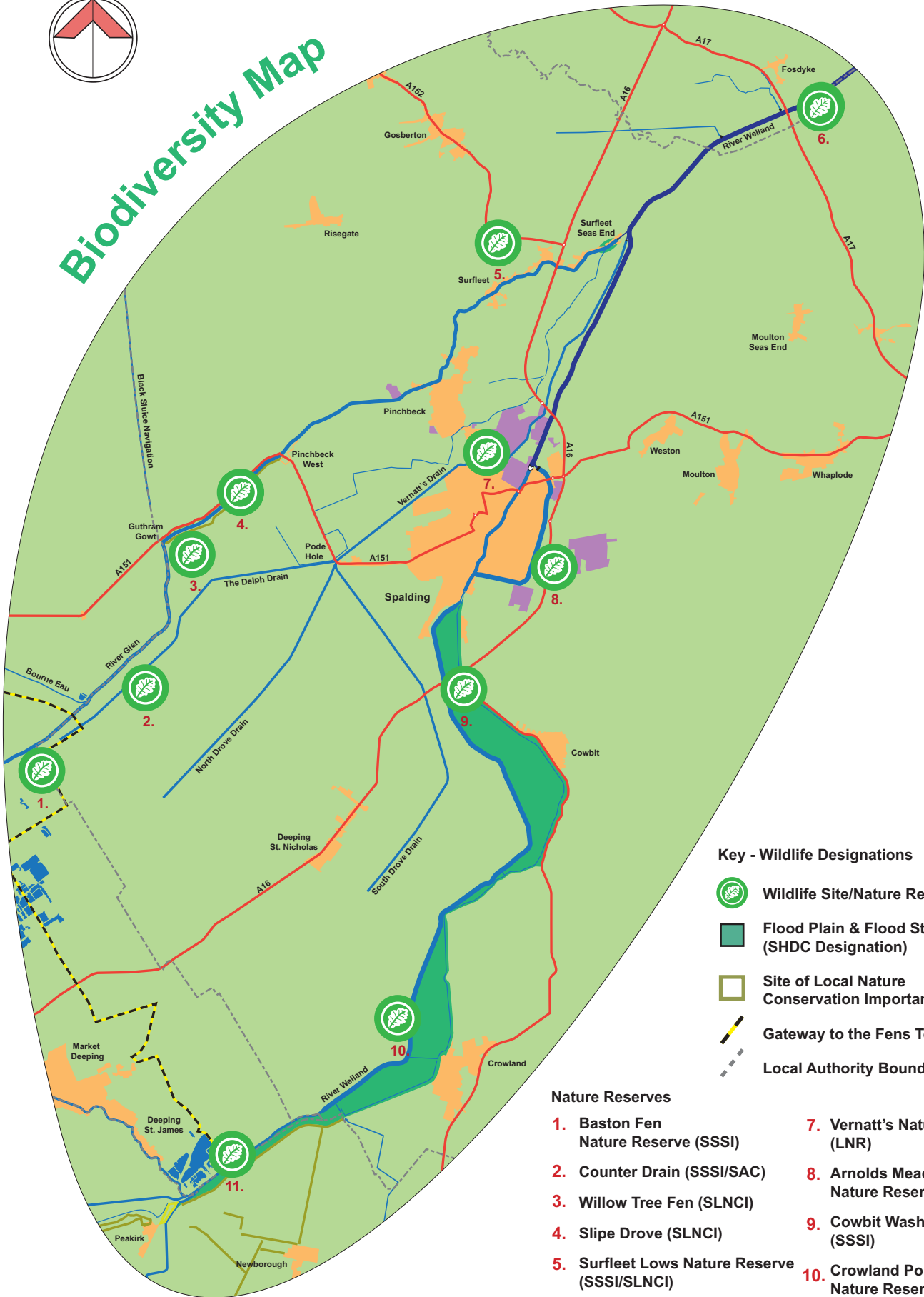
There are specific policies for the water component:

- To continue to protect and improve the quality of the region's natural water resources for all uses
- To continue to protect and improve surface, bathing and groundwater quality
- To protect rivers and their floodplains as a natural resource and to increase floodplain capacity wherever possible
- To ensure the conservation and enhancement of the natural and historic coastal assets by working with natural resources wherever possible.

There are also policies relating to the historic environment, local distinctiveness, access, travel, climate change, built environment, biodiversity, and landscape.



Biodiversity Map

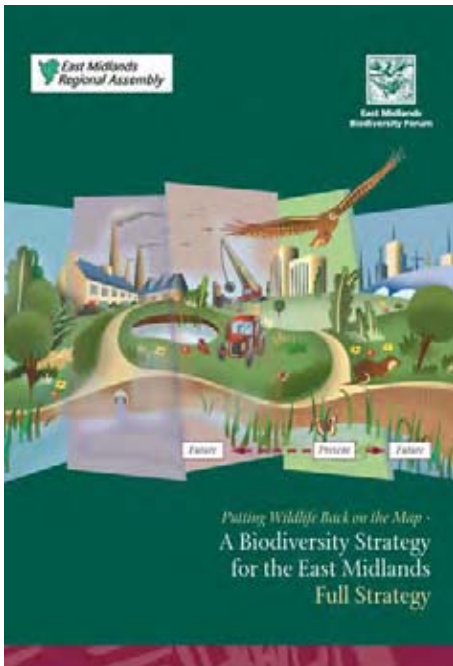


Key - Wildlife Designations

- Wildlife Site/Nature Reserve
- Flood Plain & Flood Storage Wash (SHDC Designation)
- Site of Local Nature Conservation Importance (SLNCI)
- Gateway to the Fens Tour
- Local Authority Boundary

Nature Reserves

- | | |
|--|---|
| 1. Baston Fen Nature Reserve (SSSI) | 7. Vernatt's Nature Reserve (LNR) |
| 2. Counter Drain (SSSI/SAC) | 8. Arnolds Meadows Nature Reserve |
| 3. Willow Tree Fen (SLNCI) | 9. Cowbit Wash (SSSI) |
| 4. Slipe Drove (SLNCI) | 10. Crowland Ponds Nature Reserve (SLNCI) |
| 5. Surfleet Lows Nature Reserve (SSSI/SLNCI) | 11. Deeping Lakes Nature Reserve (SSSI) |
| 6. Moulton Marsh Nature Reserve (SINCI) | |



A Biodiversity Strategy for the East Midlands.

East Midlands Biodiversity Forum 2006.

It is recognised that the East Midlands starts from a low baseline in terms of biodiversity and that enhancement should be as great a priority as protection of existing assets.

Key challenges for wildlife are:

- Keeping wildlife on the map & reinstatement where necessary.
- Interaction between people.
- Wildlife and the economy.
- Keeping record of wildlife.

An important opportunity is the establishment of large scale habitat creation projects in Lincolnshire and its strategic river corridors.

There is a vision to conserve and enhance the biodiversity of rivers and wetlands and ensure water resources are used wisely, to be achieved through the following actions:

- Reconnecting rivers to their floodplains.
- Creating washlands.
- Achieving and maintaining good ecological status in line with the Water Framework Directive.
- Addressing pollution from agriculture, roads and urban run off.
- Promoting Sustainable Urban Drainage Systems (SUDS).

Tourism should make the most of the region’s biodiversity without damaging the quality of the environment that attracts people in the first place. It should recognise the contribution biodiversity makes to its business, build and strengthen those links and put back resources into its conservation and enhancement.

South Lincolnshire Fenlands Partnership

The Partnership aims to restore and re-create up to 800 hectares of Lincolnshire’s lost wild fenlands between Bourne and Market Deeping.

Centred on the Lincolnshire Wildlife Trust Nature Reserves in Baston and Thurlby Fens, habitat restoration will include areas of wet grasslands, utilised for grazing and hay production, reedbeds, swampland, wet woodlands and open water.

Working with local landowners, farm tenants, the mineral industry and local communities, the project partners are seeking to create a sustainably managed landscape in which wildlife and people will thrive.

Aims include:

- To encourage an interest and participation in the Lincolnshire Fens
- To provide information for schools and university students
- To raise awareness of the biodiversity value of the Lincolnshire Fens

Overall Key

-  Urban Areas
-  Employment Areas
-  Tidal River Welland
-  Fluival River & Watercourse
-  A Roads
-  B Roads

Glossary

Nature Conservation Designations

- SSSI** Site of Special Scientific Interest
- SAC** Special Area of Conservation
- SLNCI** Site of Local Nature Conservation Interest
- SINCI** Site of International Conservation Interest
- LNR** Local Nature Reserve

Improving the Environment in Anglian Region

Environment Agency.

This sets out the Environment Agency Anglian Region's contribution to the Agency's Corporate Strategy. The region's waterways bring economic prosperity, regeneration potential, recreation opportunities, and contribute to improving health and quality of life. The Fens Waterway Link will be the most ambitious navigation project in Europe with huge potential for navigation, tourism, inward investment and habitat creation.

Water Framework Directive

The Water Framework Directive is a European Union directive which commits member states to achieving good qualitative and quantitative status for all water bodies by 2015. It requires the production of River Basin Management Plans and the encouragement of active involvement of interested parties in its implementation.

The Directive aims to protect the water environment from diffuse pollution, over abstraction and navigation pressures, and requires mitigation measures where development or alterations are carried out, to improve water quality and maximise ecological potential. It applies to emissions from boats, pollutants in suspended sediment, boat traffic, water management, waterway maintenance, construction of boating facilities and restoration of operational structures – any change which could have a negative impact on the aquatic environment and its ecology.

Water for Life and Livelihoods. River Basin Management Plan

Anglian River Basin District. Environment Agency December 2009

The production of River Basin Management Plans is a requirement of the Water Framework Directive. They set out the objectives and actions needed for the water environment for the next six years. All European Union countries must:

- Protect and improve the ecological condition of waters
- Aim to achieve at least good status for all waters by 2015 (where this is not possible, by 2021 or 2027)
- Promote sustainable use of water as a natural resource
- Conserve habitats and species that depend directly on water
- Progressively reduce or phase out releases of pollutants that present a significant threat to the aquatic environment
- Progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants
- Contribute to mitigating the effects of floods and droughts.

Both urban and rural waters will become more naturalised and will provide a full range of services for people, the environment and the economy. This will be achieved by:

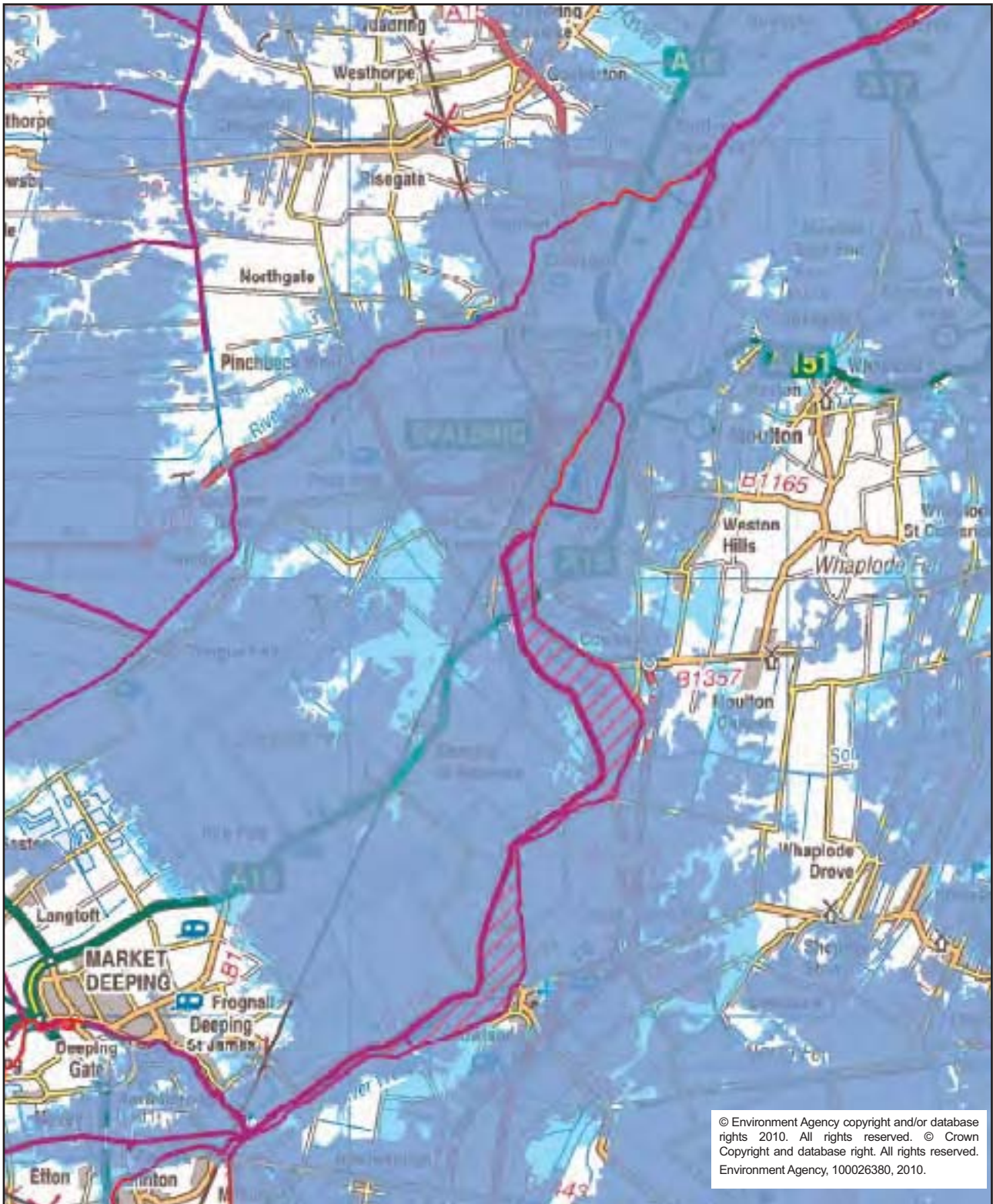
- Addressing point and diffuse sources of pollution
- Improving rural land management. The Welland, in common with many other Anglian rivers, suffers from diffuse source pollution mainly from agriculture and will benefit from strategic partnership work to reduce pollution
- Reducing the impact of transport and built environments. The main impacts are from poorly planned development, leaks and storm water discharges from sewage systems, discharge of industrial waste, inappropriate use of fertilizers and pesticides in parks and gardens, run-off from industrial estates, roads, driveways and car parks, land affected by contamination.
- Securing sustainable amounts of water. The Anglian River Basin District is one of the driest in the UK and has the lowest available water resources.
- Improving wildlife habitats. The Environment Agency will work with planning authorities, conservation groups and others to identify and improve wildlife habitats.

Action Plan Objectives regarding navigation include:






- Provision of 'greywater' tanks on all boating craft to capture phosphates.
- Promotion of design, provision and consent of appropriate moorings, including use of floating structures and open structure jetties to reduce impact on waterside habitats.
- Introduction of speed limits to reduce boat wash
- New links will allow opportunities for the spread of invasive species between catchments. These potential threats and additional spread of invasive species will require assessment, leading to clear mitigation proposals with the appropriate resources.

Specific objectives relating to the River Welland catchment include:

- Currently, 58 km of rivers in the catchment are achieving either good or potentially good status. This should increase to 78 km compliance by 2015.
- Key centres of growth are planned for the catchment area, by 2021 and development actions will be required to achieve good ecological status and prevent deterioration of water bodies.
- The Wash SAC/SPA/Ramsar, and the Nene Washes SAC/SPA/Ramsar and Baston Fen SAC may be affected by changes in flow quantity and quality and an appropriate assessment may be necessary under the Habitats Regulations. If not required the Environment Agency might consider undertaking an assessment on the grounds of best practice.



Key **Scale 1:120,000**

-  **Raised Defences**
-  **Main River**
-  **Flood Storage Areas**
-  **Area at Risk of Flooding from Rivers or The Sea**
-  **Extreme Flood Outline**

Dark blue shows the area that could be affected by flooding, either from rivers or the sea, if there were no flood defences. This area could be flooded:

- From the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year.
- Or from a river by a flood that has a 1% (1 in 100) or greater chance of happening each year.

Light blue shows the extent of the Extreme Flood Outline, which represents the extent of a flood event with a 0.1% chance of occurring in any year, or the highest recorded historic extent if greater. These two colours show the extent of the natural floodplain if there were no flood defences or certain other manmade structures and channel improvements. Sites outside the two extents, but behind raised defences, may be affected by flooding if the defences are overtopped or fail.

Created by the Flood Risk Mapping & Data Management Team, Lincoln

Managing Flood Risk. River Welland Catchment Flood Management Plan, June 2008.

The River Welland is subject to fluvial flooding downstream to Spalding. There is the potential for tidal flooding between the tidal limit at Fulney Lock and Fosdyke Bridge. This would become more acute in the event of any overall rise in sea level due to climate change. Residents in Surfleet and Spalding could be at risk from any breach of sea defences. The cost of flood damage is relatively low throughout the catchment area. However, the sub catchment has the largest damages, particularly to agricultural land. The analysis of potential future flood risk takes into account climate change, changes in land management and urban development.

The Environment Agency has jurisdiction over main river under the Water Resources Act 1991 (WRA) and the Land Drainage and Sea Defence Byelaws. Under the above legislation, Flood Defence Consent is required prior to the erection of any structure in, over or under a watercourse which is part of a main river, (indicated with a red line as part of the Flood Zones held by the Local Planning Authority), and any work carried out within 9 metres of the bank of a main river. This is to ensure that they neither interfere with our work, nor adversely affect the environment, fisheries, wildlife and flood defence in the locality.

Under Section 23 of the Land Drainage Act 1991, Flood Defence Consent is also required for any works which affect the flow, (i.e. culverting, weirs or dams), of an Ordinary watercourse. (i.e. non-main river).

Issues and proposed actions affecting The Fens (Policy Unit 3)

include:

- Formal flood defences include embanked watercourses, training walls and the Cowbit and Crowland Washlands. These defences protect most of the Fens up to a 100 year flood. However there is high residual risk behind the defences particularly as the land may be lower than the water level in the watercourses.
- A flood management strategy should be developed for The Fens with a range of partners.

Issues and proposed actions affecting Spalding (Policy Unit 8)

Include:

- The Coronation Channel and Crowland and Cowbit Washlands provide protection to Spalding.
- The greatest risk is likely to be from tidal flooding and weakening of defences over time.
- The River could be restored to its natural state.
- A lower section of the defences near Fulney Lock, if raised slightly, would offer greater protection to Spalding in a severe event.

- There should be no development within the 1km rapid inundation zone at risk from breached defences. (Note since publication of the CFMP the flood risk information in South Holland has been revised through the 2010 SFRA. Therefore this information should be considered when determining where development is appropriate).
- Elsewhere development should be located in areas of lowest flood risk and must not increase the risk to existing developments.
- Any new development must not restrict access to or operation of the Coronation Channel.

Issues and proposed actions affecting Surfleet Reservoir (Policy Unit 9)

Include:

- 94 people and 39 properties would be affected by a 1% annual flood event.
- There is an opportunity to create a wetland area and improve the floodplain connectivity within the Reservoir in accordance with the Wet Fens for the Future project.
- There should be no further development in the Reservoir area and in the long term the community may have to be relocated.

South Holland District Council

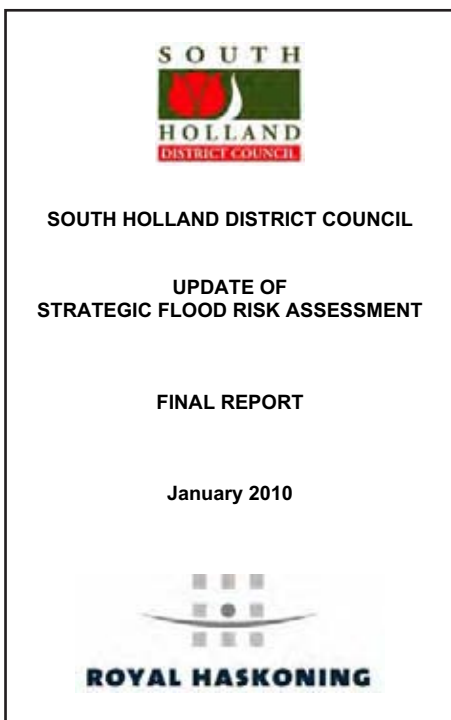
Strategic Flood Risk Assessment (SFRA). January 2010

South Holland District Council prepared a Strategic Flood Risk Assessment, as an aid towards them implementing the intentions of Planning Policy Statement 25: Development and Flood Risk (PPS 25). It defines the extent of the flood zones and provides sufficient further information so the Council have an overall view of present and potential future flood risk for strategic planning purposes. The maps and report enable decisions made in regard of flood risk to be consistent and robust. The SFRA considers flood risk from all sources, including potential flooding from groundwater, sewers, rivers, the sea and from the Internal Drainage Board systems.

The present day situation is evaluated, as is the potential situation in about 50-100 years time (years 2055 and 2115). Consideration of the future scenarios is in line with the PPS 25 emphasis on contingency planning for climate change, notably a prospective rise in sea level and an increase in river flood flows.

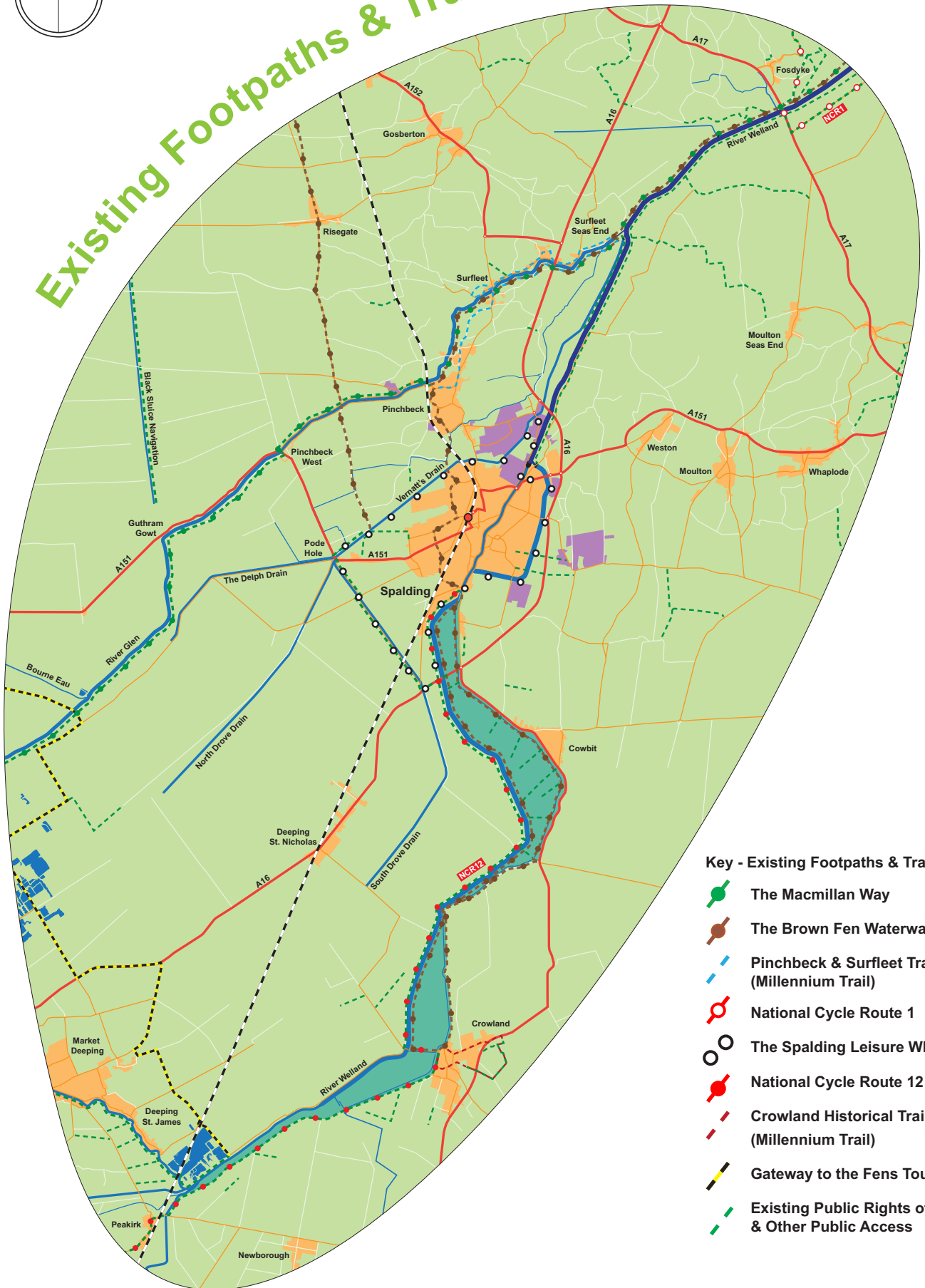
The flood risk has been assessed taking into account the presence, character and operation of the existing flood defences. The consequences arising in the event of local failure of the defences has also been evaluated.

The Hazard Maps created as part of the SHDC SFRA may have implications on the development proposals outlined within this report. The SFRA should be considered thoroughly when these opportunities are considered in greater detail.





Existing Footpaths & Trails



- Key - Existing Footpaths & Trails**
- The Macmillan Way
 - The Brown Fen Waterway Trail
 - Pinchbeck & Surfleet Trail (Millennium Trail)
 - National Cycle Route 1
 - The Spalding Leisure Wheel
 - National Cycle Route 12
 - Crowland Historical Trail (Millennium Trail)
 - Gateway to the Fens Tour
 - Existing Public Rights of Way & Other Public Access



RIGHTS OF WAY STRATEGY

Lincolnshire Rights of Way Improvement Plan 2007- 2012

Lincolnshire County Council 2007.

Required by the Countryside and Rights of Way Act 2000 (CRoW Act), Rights of Way Improvement Plans (ROWIPs) set out how an authority intends to improve the management, provision and promotion of rights of way. They require assessment of:

- The extent to which local rights of way meet present and likely future needs.
- Opportunities they provide for exercise and other outdoor recreation.
- Their accessibility to blind and partially sighted people and others with mobility problems.

There are four key themes in the Lincolnshire ROWIP:

1. Sustainable transport. Rights of way can be a convenient means of travelling short distances on foot or cycle in both urban and rural areas.
2. Health and wellbeing. The rights of way network provides opportunities for increased physical activity and improving both physical and mental health.
3. Rural economy and tourism. Improving the provision, quality and promotion of access can benefit tourism and the local economy through increased visitor spend.
4. Social issues. Improving the network will make it accessible to a wider range of users and abilities, to those on low incomes and without transport.

Key findings and focus for improvements in Lincolnshire to which this Waterspace Study can make a particular contribution include:

- **Linking** - The network is fragmented, especially for cyclists and horse riders. Important links could be created through improved access to riverside and floodbank paths and tracks.
- **Communicating** - There is a need for improved signage, waymarking, information and promotion.
- **Engaging** - Better engagement is needed with local communities, including assisting those who wish to take a more active role in helping to maintain and develop the access network.

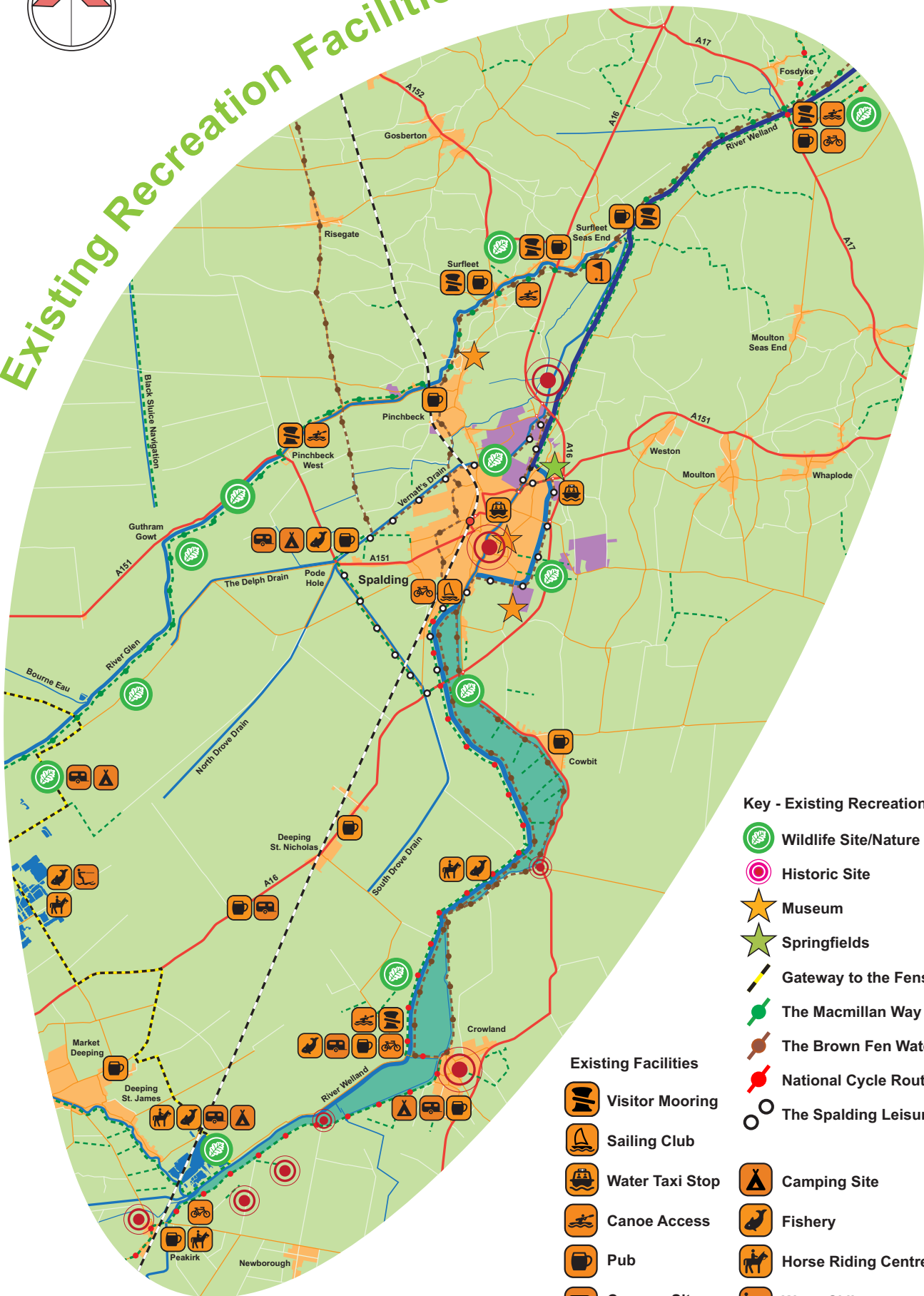
Natural England is funding Discovering Lost Ways to research lost historic rights of way. The CRoW Act imposes a 2026 cut off date for documented evidence-based claims for modifications to the Definitive Map, the legal basis for public rights of way held by each surveying authority.

Overall Key

-  Urban Areas
-  Employment Areas
-  Tidal River Welland
-  Fluival River & Watercourse
-  Flood Plain & Flood Storage Wash (SHDC Designation)
-  A Roads
-  B Roads
-  Railway



Existing Recreation Facilities



Key - Existing Recreation Facilities

- Wildlife Site/Nature Reserve
- Historic Site
- Museum
- Springfields
- Gateway to the Fens Tour
- The Macmillan Way
- The Brown Fen Waterway Trail

Existing Facilities

- Visitor Mooring
- Sailing Club
- Water Taxi Stop
- Canoe Access
- Pub
- Caravan Site
- Camping Site
- Fishery
- Horse Riding Centre
- Water Skiing
- National Cycle Route
- The Spalding Leisure Wheel

TOURISM

Destination East Midlands—the East Midlands Tourism Strategy 2003—2010. East Midlands Development Agency.

The Regional Economic Strategy provides targets for raising visitor expenditure by increasing value rather than volume, this is emphasised by increasing overnight stays. The Strategy sets out a vision for tourism to play a significant role in the region’s prosperity. The region will be famous for the quality of its cities, towns and rural destinations together with the conservation and enhancement of wildlife habitats. The profile and reputation of the region’s major destinations will improve and assist the surrounding destinations in dispersing tourists around the region.

Waterways are identified as a theme where the East Midlands excels. Wetland habitats can offer potential visitor routes and destinations with themed visitor experiences linking heritage and the natural environment.

Building the Visitor Economy: Strategic Plan 2008—2011

East Midlands Tourism 2008

This plan aims to contribute to the delivery of the Regional Economic Strategy by growing the contribution of tourism, improving the quality of the ‘offer’ and increasing visitors to the region. Strategic objectives are to increase the current number of visitors and their expenditure, to improve competitiveness, productiveness and quality to all types of visitor.

Generating Strategic Insight for Lincolnshire. Current and Potential Visitor Profiling. Arkenford 2008.

Lincolnshire Tourism commissioned this research on the types of visitors the county attracts, their views and perceptions. Lincolnshire has a strong and loyal local market but is relatively unknown by the wider market. There is scope to increase the number of staying visitors interested in rural areas. Waterways can clearly play their part with their intrinsic interest, culture and heritage. The improvements for a variety of users already made by LWP and future developments on the Welland and Glen offer considerable opportunities.

Developing and Marketing the Fens as a Visitor Destination

Blue Sail for Lincolnshire Tourism 2007

This report states the Fens is not a mass market destination. It appeals to a series of special interests, relating especially to nature, outdoors, activities such as cycling and boating, to churches and local heritage. It identifies the Fens Waterways Link as highly significant for the visitor economy and that further product development is needed to turn this infrastructure project into a visitor destination.

Overall Key

-  Urban Areas
-  Employment Areas
-  Tidal River Welland
-  Fluival River & Watercourse
-  Flood Plain & Flood Storage Wash (SHDC Designation)
-  A Roads
-  B Roads
-  Railway