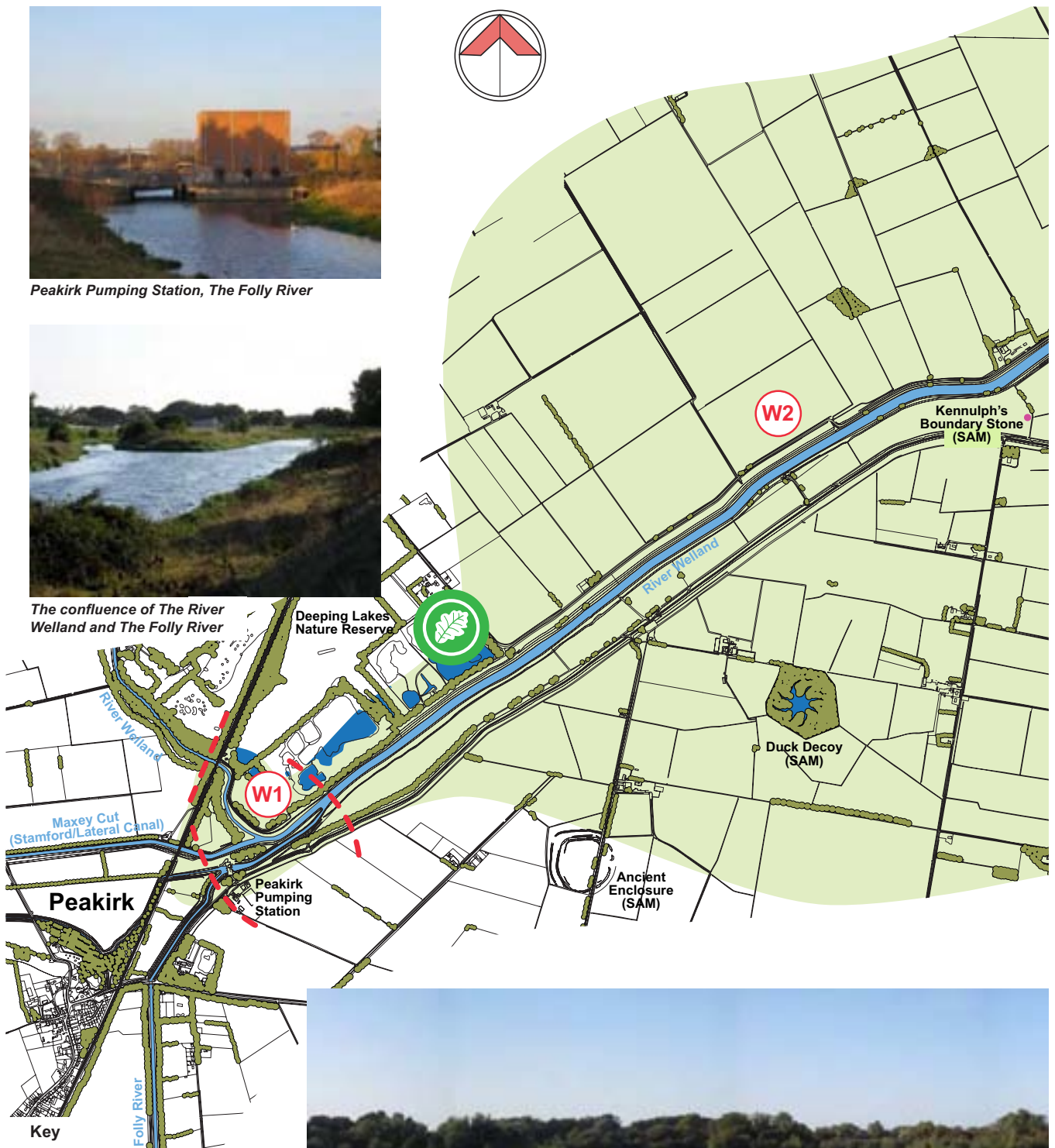




Peakirk Pumping Station, The Folly River



The confluence of The River Welland and The Folly River



- Key**
- W1** Landscape Character Area
 - Landscape Character Area Boundary
 - Deeping Lakes Nature Reserve (SSSI)
 - Visual Envelope



Deeping Lakes Nature Reserve

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W1 Deeping Railway Bridge to Maxey Cut



The course of The Old River Welland

General Landscape Character Type: Peaty Fens

At the edge of the ‘Peaty Fen’ landscape character area, the course of the Old River Welland is below the level of the land, emerging from under a low railway bridge. Fringed with emergent vegetation, a ‘secret’ entrance to the Fens from Market Deeping.

Recommendations:

- Pedestrian access: the overgrown and unwelcoming footpath beneath the railway bridge results in pedestrians using the level crossing, which presents a significant hazard for walkers.
- Pedestrian links to the Deeping Lakes Nature Reserve should be reinforced .

W2 Deeping Lakes to Crowland Bridge



Willows along the River corridor need to be managed



River Welland, above the surrounding land, wide open views across the landscape



Deeping Lakes Nature Reserve

General Landscape Character Type: Peaty Fens

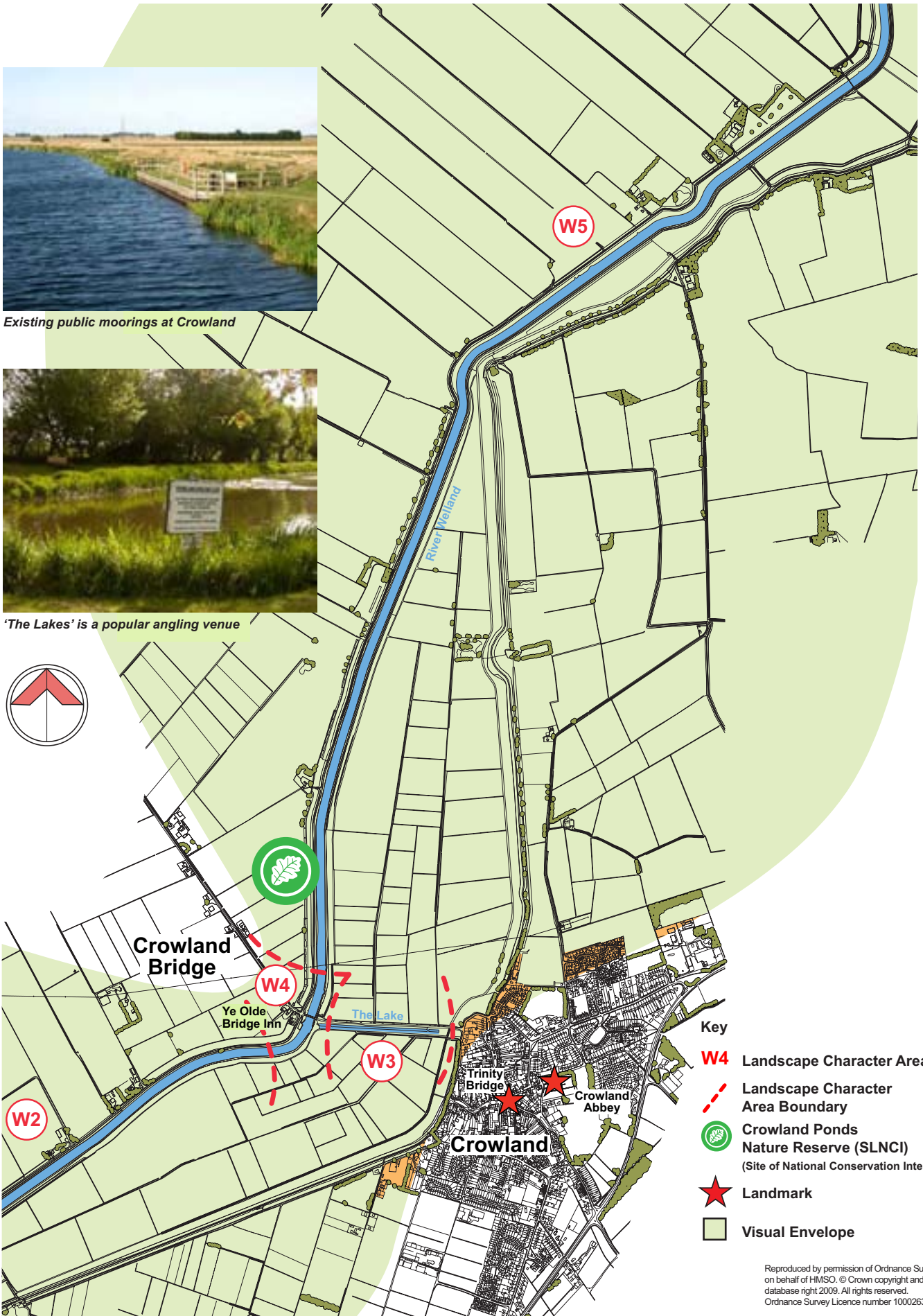
The waterway is high above the surrounding land with wide open views to a fenland landscape with an older, more ‘wild’ character. Traditionally grazed banks with native willow trees containing views. Views to the wetland habitats of Deeping Lakes Nature Reserve, with no pylons or other visual intrusions.

Recommendations:

- Good existing willows along the river need to be retained.
- Continue and extend traditional grazing of the banks and management of the willows.



The Flood Banks of The River Welland are traditionally grazed



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W3 Crowland Canal or ‘The Lakes’



‘The Lakes’ canal visually connects the River Welland to Crowland

General Landscape Character Type: Peaty Fens

A tree lined, reed fringed ‘secret’, unnavigable canal forms a recreational route up to the town of Crowland, with facilities for angling (Crowland Angling Club) and picnicking. The water tower at Crowland Bridge forms a landmark, closing the vista.

Recommendations:

- Trees provide significant enclosure, reinforcing the connection between Crowland and the River Welland. Predominantly ornamental weeping willows line the banks of watercourse.
- Develop a long-term management plan for retaining the tree cover, with gradual replacement of some or all of the Willows with appropriate native willow and osier species.

General Landscape Character Type: Peaty Fens

W4 Crowland Bridge & Slipway



Crowland Slipway and Bridge

The River Welland has been both straightened and widened at this location giving an open and exposed landscape. Views are occasionally broken by shelterbelt trees. The road junction and bridge crossing to Crowland, with moorings, slipway, angling access, pub and caravan site create a waterway destination. The highway infrastructure, railings and the stark environs of the slipway dominate.

Recommendations:

- A variety of fencing and confused signage detracts from the area by adding visual clutter. Rationalise signage and improve visual links to improve pedestrian routes to Crowland via the canal.
- ‘Place making’ for the slipway environs and picnic spot, e.g. Native tree and shrub planting to create a sense of enclosure, a pleasant place to enjoy the river. Tree planting to help soften the buildings and caravan site within their landscape.



Picnic benches and cycle stand should be enhanced to create a sense of place



Fencing and signage detract at Crowland Bridge



W5 Crowland to Cowbit Washes



A broad straight river with wide open views across the landscape

General Landscape Character Type: Peaty Fens

The river follows an exposed, straightened course, with wide open views to classic flat fenland agricultural landscape. Mown or grazed river banks are raised above the surrounding land. A new footbridge (Four Mile Bar) provides access across the Welland connecting the Brown Fen Waterway Trail with National Cycle Route No.12.

Recommendations:

- Stiles and gateways along the banks do not allow access for all. Replace with new designs.
- Native tree planting along the banks e.g. Willows to be managed as pollards

W6 Cowbit Washes to Welland Yacht Club



The Welland Yacht Club enlivens the waterfront at Little London

General Landscape Character Type: Settled Fens

The edge of Spalding and the Settled Fen. The river opens out to washlands with extensive views to Cowbit and shelterbelt trees in the distance. The A16 by-pass bridge forms a significant boundary, separating Spalding and the urban fringe washland from the open fen and broader landscape. The Welland Yacht Club enlivens the waterway scene, with clubhouse, moorings and dinghy park forming significant elements.

Recommendations:

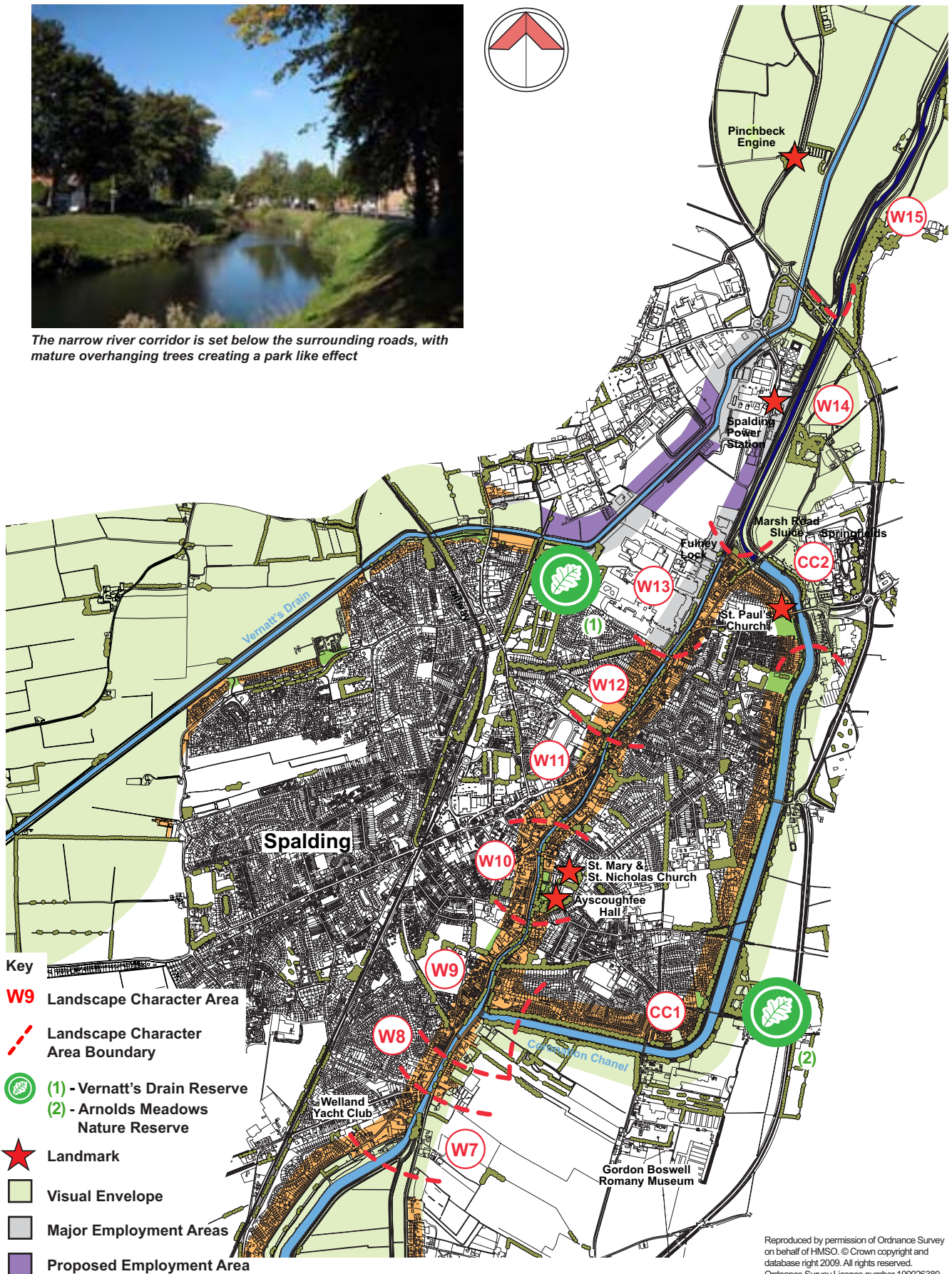
- Suburban character spreading out from Spalding – e.g. Grassland management of yacht club contrasted with the traditionally grazed right bank.
- Re-establish Cowbit Washes as traditionally grazed grassland which floods in the winter, benefits wildlife and creates a distinctive landscape gateway to Spalding.
- Native wetland and wet woodland could be created as part of any proposed marina, reinforcing the above distinctive character.
- Explore improvements to the yacht club associated with any proposals for new mooring/facilities. The environs could be managed more ecologically to benefit the river corridor.



Views across the northern end of Cowbit Washes to properties along B1173



The narrow river corridor is set below the surrounding roads, with mature overhanging trees creating a park like effect



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W7 New River to Little London Bridge

The River Welland narrows considerably as it approaches Spalding

General Landscape Character Type: Settled Fens

The River Welland narrows as it enters the town, buildings, including the Golden Ball Public House and vegetation enclose the channel. Ad hoc development of sheds and parking clutter the river bank. The fencing of Locks Mill Sluice forms a harsh structure on the urban fringe.

Recommendations:

- No connectivity of footpath route along the River Welland. Access to the river from Locks Mill Sluice is not clear.
- Link the pub 'garden' more positively with the river frontage
- Better access and signage onto Welland Bank across the New River by Locks Mill Sluice, using materials and designs that reinforce the local character.

W8 Little London Bridge

No riverside path. This section is part of the Spalding Leisure Wheel

General Landscape Character Type: Settled Fens

An 'edge of town' character with the road infrastructure and traffic dominating the river corridor. Little emergent vegetation to soften the hard piled river banks.

Recommendations:

- Lack of footpath connectivity along the river: Develop a continuous footpath along the riverside and install clear, appropriate signage as part of the existing street fabric.
- Utilitarian highway railings separate the river from its banks.
- Design planting shelves into existing piling to establish native emergent planting whilst increasing the flood capacity of the river corridor.

W9 London and Cowbit Road

There are many fine Georgian buildings set back from the river

General Landscape Character Type: Settled Fens

The river is set below the surrounding roads, with mature overhanging trees creating a park like character. There are many fine Georgian buildings set back from both sides of the river, glimpsed above the banks and through the trees. Fringing emergent vegetation softens the banks in un-shaded areas, contributing to the green corridor through the urban area.

Recommendations:

- Balance between maintaining the green corridor and a visual link with the surrounding town and the river.
- Access: cars dominate both sides of the river and in places the riverside footpath makes way for parked cars. Develop a continuous footpath, reducing road width if necessary. Retain old sluices and other historic river infrastructure
- Seek to extend areas of fringing native emergent vegetation along the river where possible.

W10 Spalding Town Centre



Vegetation and car parking restrict views of the river from Bridge Street



The refurbishment of the existing moorings will need to consider the elegant architecture of Welland Terrace

W11 Spalding Old Waterfront



Merchant houses and the warehouses have lost their connectivity to the river

W10 Spalding Town Centre

Car parking dominates the riverside and inhibits the provision of a riverside path

W11 Spalding Old Waterfront

Narrow multi-user path along the left bank of Spalding old waterfront



Historic river steps are becoming lost and overgrown

General Landscape Character Type: Settled Fens

The river is visually separated by planting from the commercial core of the town when approaching from Bridge Street. The busy traffic 'hub' and parking around High Bridge also separates pedestrian activity from the river. The riverscape at this key location needs to reflect the historic urban form and the context of the original river related activities.

Recommendations:

The town centre is poorly linked to the river corridor.

- Improve access and the linkages between the surrounding urban uses and the river.
- Improving legibility of riverside walks by removal of planting and extending paving to reduce road and parking dominance.
- Review the way town centre buildings front the river, encourage an active edge between the market square and the river corridor.

General Landscape Character Type: Settled Fens

The historic core of Spalding points to the importance of Spalding's history as a port. A tight urban corridor formed by a mix of old brick warehouse buildings and human-scale housing fronting the waterway, with remnants of old wharves, and narrow alley ways into the town. This is one of the few sections through the town without roads on both banks, and buildings have a direct visual link to the river reflecting their former function.

Recommendations:

- Narrow available space for different uses of the river bank, with potential conflict between cyclists and pedestrians.
- Retain old wharves, sluices and other historic river infrastructure.
- Steep bank prevents a direct relationship to the water. Improve legibility for access to riverside walks
- Review priorities and locations for the riverside cycleway.
- Improve legibility of riverside walks through removal of fencing clutter and abutments, and by unifying paving materials and signage.

W12 Spalding Old Waterfront to Twin Bridges General Landscape Character Type: Settled Fens

Narrow Multi-user Riverside path. Opportunity to separate pedestrian and cycle route

The river corridor has a park-like character with mown grass, ornamental trees and picnic benches. The road infrastructure and traffic intrude. Remnants of old timber wharves.

Recommendations:

No continuity of footpath along river, municipal approach to the management of the river environs.

- Seek to create a continuous footpath along the river.
- Existing pub could make more of its waterside setting.
- Differential mowing regime to allow the banks of the river to develop a more bio-diverse vegetation.
- Retain old wharves, sluices and other historic river infrastructure.

W13 Twin Bridges to Fulney Lock

No riverside path, which is part of the Spalding Leisure wheel

General Landscape Character Type: Settled Fens

The river runs between industrial and housing areas, with increasingly fewer trees and the roads becoming more prominent. A large industrial warehouse together with industrial fencing dominate the lock environs.

Recommendations:

No continuity of footpath along the river.

- Existing restaurant could make more of its waterside setting.
- Seek to create a continuous footpath along the river to link with the permissive path along the Coronation Channel.
- Reroute Spalding Leisure Wheel away from industrial area and West Marsh Road.

CC1 Coronation Channel

Mechanically mown banks

General Landscape Character Type: Settled Fens

The Coronation Channel is a broad flood relief channel with open views and high grass banks, which contrast with the narrow, tree-lined corridor of the river through Spalding. There are no views out of the channel at water level. Water birds enliven the scene where fringing emergent vegetation has managed to develop.

Recommendations:

- The Management of flood banks will retain defence integrity whilst looking to encourage ecological diversity.

CC2 Springfields & Marsh Road Sluice



Marsh Road Sluice

General Landscape Character Type: Settled Fens

A broad waterway corridor with views to St. Paul's Church and glimpses of housing at Fulney. Bridges and the engineered sluice structure dominate the scene.

Recommendations:

- The waterway has no direct relationship with Fulney or Springfields.
- The design of navigational infrastructure such as landing stages and moorings should reflect the visual setting rather than simply engineering pragmatism.
- Enhance visibility and access for the water taxi from Springfields.
- Explore feasibility of additional facilities to encourage a more diverse and lively waterscape.

W14 Fulney Lock to A16 Northern Bypass



Fulney Lock, Tidal limit of the River Welland



Spalding Power Station and pylons dominate the view



Broad flood banks of the Tidal River Welland, manage grassland to create a more ecologically diverse sward

General Landscape Character Type: Settled Fens

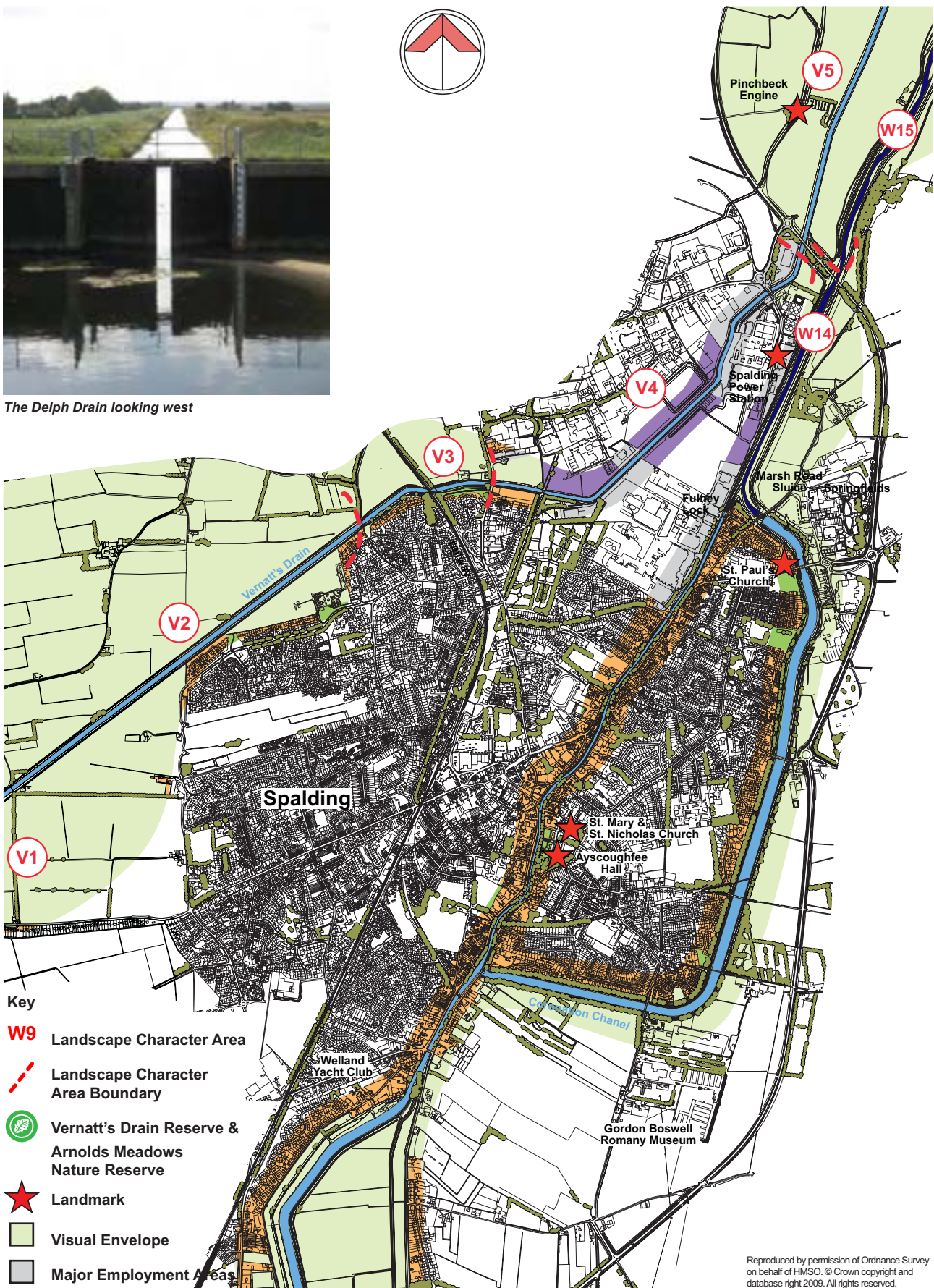
Fulney Lock is the tidal limit of the River Welland, downstream of the lock the tidal river flows in a straightened channel set below the surrounding land. A larger-scale landscape with Spalding Power Station on the left bank and pylons and power lines crossing the river dominate the view. The flood banks are mown, opening out to agricultural land on the right bank, with view broken by groups of shelter-belt trees along the A16 to the north.

Recommendations:

- No direct river access.
- Management of tidal flood defence to retain defence integrity whilst looking to encourage ecological diversity.
- Native tree planting with any further industrial development.
- Signage at the beginning of public right of way, negative and obtrusive.



The Delph Drain looking west



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V1 Pote Hole*IDB Workshops, Pote Hole***General Landscape Character Type: Peaty Fen & Settled Fens**

Waterway sunk below the banks in an artificial landscape. An important location for waterway management, the confluence of many straight drains that stretch far into the distance. Interesting, historic drainage workshop buildings which are still in operation. The busy road, pumping station buildings and infrastructure dominate the scene.

Recommendations:

- Enhance the functional 'hub' of four artificial waterways.
- Existing pub could make more of its waterside setting.

V2 Pote Hole to Railway Bridge*Jobson's Bridge, Vernatt's Drain***General Landscape Character Type: Settled Fens**

The Vernatt's Drain stretches towards Spalding through smaller-scale agricultural fields of the older, settled fenland. Open aspect with mature trees breaking views. Waterway set below the banks. Old waterway structures such as Jobson's Bridge and Two Plank Bridge form important historical references.

Recommendations:

- Bank vegetation managed to encourage ecological interest.
- Harsh visual junction between new housing and agricultural land.
- Opportunity to strengthen urban/rural boundary using the waterways as a focus for ecological enhancement and access.

V3 Railway to Vernatt's Nature Reserve*Vernatt's Drain at The Yews Farm***General Landscape Character Type: Settled Fens**

Suburban/urban fringe, with small-scale paddocks, trees and farm buildings. Private residence and Sharp's Bridge enclosed by mature trees fit comfortably as part of the waterway scene. Waterway sunk below the land – no views out from the waterway level.

Recommendations:

- Good stands of reed and other emergent vegetation fringing the waterway edge.
- Harsh junction between the hospital buildings and waterway.

V4 Old railway line to Industrial Estate*Vernatt's Drain curves Benner Road Industrial estate***General Landscape Character Type: Settled Fens**

A river-like character as the drain curves through industrial landscape. Tall native vegetation bordering the banks and shelterbelt poplar trees screen industrial buildings. Spalding Power Station is a significant landmark.

Recommendations:

More native tree planting could be introduced to break views to the hospital and industrial buildings. The strong pattern of poplars could be continued along the waterway here.

- Improve old railway bridge and the junction with the pedestrian/cycle link to the town centre along the old railway line.



Vernatt's Drain Sluice



Pinchbeck Engine Museum



V5 Industrial Estate to Surfleet Seas End

General Landscape Character Type: Settled Fens



Vernatt's Drain

The waterway is sunk below the intensive large-scale agricultural fields. Good native emergent vegetation fringes the banks. Pinchbeck Engine Museum on the Blue Gowt drain forms a landmark.

Recommendations:

- Future re-evaluation of the drainage and flood regime in this area could look at relaxing the intensive use of the land to create larger areas of wet fen. The waterway could play a part in this with areas of fringing emergent vegetation accompanying marina development.
- Potential to develop a new footpath route via the Pinchbeck Engine to connect with existing public rights of way.

W15 A16 Bypass to Surfleet Seas End



Large-scale landscape with wide open views across intensive farmland

General Landscape Character Type: Settled Fens

Large-scale landscape with wide open views across intensively farmed land broken by shelter-belt trees around clusters of farm buildings.

Recommendations:

- Future re-evaluation of flood regime could look at relaxing the intensive use of the land to create larger areas of wet fen.



The Tidal River Welland constrained by flood banks



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W16 Surfleet Sluice to Fosdyke



'Confluence of the River Welland, River Glen & Vernatt's Drain, Surfleet Seas End



'Fosdyke slipway with new careening berth under construction , Fosdyke Bridge

W17 Fosdyke Bridge



Fosdyke Yacht Haven, Fosdyke Bridge



General Landscape Character Type: Settled Fens/Wash Marshes

Large-scale, open agricultural fields with few trees. Distant shelterbelt trees surrounding clusters of rural buildings.

Recommendations:

- Encourage continued and increased grazing on flood defences.
- Explore feasibility of opening out wash land between the sea bank and the river creating marshland with native emergent planting.

General Landscape Character Type: Settled Fens/Wash Marshes

Open aspect with big sky on the edge of the Wash marshes. Port infrastructure with industrial sheds and wharves, and the busy road crossing dominate the scene. Moorings enliven the tidal waterway. Views to distant pylons and shelter-belt trees. The Ship Inn forms an historic and visual focus.

Recommendations:

- Improve pedestrian access and connections over the bridge.
- Footpath routes along both banks requires better way-marking.

The following List of Consultees was developed from an initial list provided by the client body.

Broadgate Homes Ltd (Spalding Water Taxi)	Ian Canham & Simon Clarke
Crowland Parish Council	Councillors David Kempton, John Parnell, Brian Alcock & Paul Smith
Deeping St. James Parish Council	Sheila Kostyrka (Parish Clerk)
Deeping & Welland Canoe Club	John Fleming
Environment Agency	Steve Lyon
Environment Agency	Roger Valentine
Environment Agency	Andy Wilkinson
Environment Agency	Bryan Woolford
East Midlands Federation of Anglers (Spalding & Bourne Area)	Mr W. Hutchins
Fen Properties Ltd	Petronella & Andrew Keeling
Fosdyke Yacht Haven	David Parkinson
Horticultural Society	David Norton (Ex MD of Fens Tourism)
Lincolnshire County Council	Councillor Eddy Poll
Lincolnshire Sports Partnership	David Carter
Lincolnshire Waterways Partnership	Mary Powell
Lincolnshire Wildlife Trust	Mark Tartelin
Market Deeping Town Council	Councillors Roy Bell, Bruce Tokens, Paul Cosham, Pauline Redshaw & Mandy Ford (Town Clerk)
Northern Footpaths Group	Councillor Sally Jackson and colleagues
Peakirk Parish Council	Mrs Hankins (Parish Clerk)
Peterborough Green Grid Strategy	James Fisher (Peterborough City Council)
Pinchbeck Parish Council	Councillors Judith Withyman & Chris Bettinson
South Holland District Council	Gary Alexander (Planning Policy Team Leader)
South Holland District Council	Bruce Wakeling (Economic Development Manager)
South Holland IDB	Karl Vines
Spalding Town Forum	Councillor George Aley
Springfields Retail Centre	David Wait (Operations Manager)
Surfleet Parish Council	Councillors Mike Chapman, Mary Hurst & Leanne Barlow (Town Clerk)
Sustrans	Nicola Jones
Wash Estuary Strategy Group	Nick Dunnett
Welland & Deepings Internal Drainage Board	Stan Pywell & Nick Morris
Welland Yacht Club	Vanessa Cook (Commodore)

	River Glen	Spalding			River Welland		
	Surfleet Seas End	Northern Bypass	Nursery Site	Cowbit Washes	Crowland Town	Kennulph's Stone	Peakirk
GENERAL							
Marina Location							
Proximity to Town Centre							
Visibility (Road & River)							
Overall Site Space Available							
Capacity for Marina Expansion							
Vehicle Parking							
Land Ownership							
Sub Total	0	0	0	0	0	0	0
INFRASTRUCTURE							
Accessibility to River System							
Road Access							
Road Restructuring							
Bridge Requirements							
Bunding Requirements							
Proximity of Services Drainage							
Marina & Links							
Impact on Washland							
Sub Total	0	0	0	0	0	0	0
SUPPORT SERVICES							
Food & Drink (nearby)							
Transport Infrastructure Links							
Local Visitor Attractions							
Accommodation (nearby)							
Sub Total	0	0	0	0	0	0	0
MISCELLANEOUS							
Buildability of Project							
Impact on Local Environment							
Green Infrastructure							
Network Links (Cycling/Walking)							
Sub Total	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0

Example of marina matrix template

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