



Spalding Waterspace Study The Rivers Welland & Glen

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Spalding Waterspace Study The Rivers Welland & Glen

Final Report
January 2011



**ENVIRONMENT
AGENCY**

Prepared by



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Introduction 1

Partners to the Study

South Holland District Council (SHDC) and the Lincolnshire Waterways Partnership (LWP), comprising of Lincolnshire County Council (LCC) and the Environment Agency (EA), commissioned Richard Glen Associates to prepare a waterspace study for the Rivers Welland and Glen. This study is intended to assist partner organisations in delivering river related projects, which will aid the stimulation and long-term regeneration of the Spalding area.

Study Area

The study area has been defined to include:

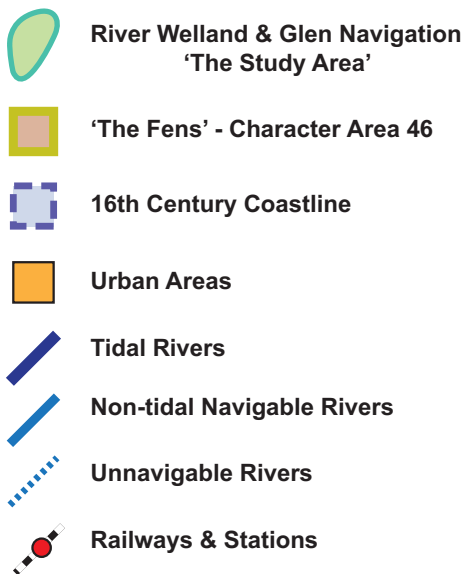
- The River Welland from Deepings Railway Bridge downstream through Spalding, including the Coronation Channel, to the limit of the EA's navigation jurisdiction west of Fosdyke Bridge.
- The River Glen downstream of Guthram Gowt to its confluence with the River Welland at Surfleet Sluice.
- The client body has encouraged an approach which considers the relocation of Fulney Lock and Marsh Road Sluice in order to allow for a non-tidal connection of the Fens Waterways Link and navigation on the Coronation Channel. The client body recognises the Coronation Channel's primary use for flood risk management and acknowledges proposals will need to coordinate with this status.

Study Context – Fens Waterways Link

The Lincolnshire Waterways Partnership recognises that the river network, which comprise the Fens Waterway Link is vital for the area's future and a catalyst for area based regeneration.

The Partnership wishes to encourage the full and sustainable development of the waterways for the benefit of the widest possible range of people. Within Lincolnshire this opportunity has been presented by the development proposals of the Fens Waterways Link. This study will provide the partner organisations and other interested parties with a framework for promoting sustainable river-related development along the waterway corridors of the River Welland and River Glen.

Key



The Brief

The aim of the project is to complement the Lincolnshire Waterways Partnership's vision for the Fens Waterways Link and in particular South Holland District Council's aspirations to promote Spalding as a waterway destination.

The purpose of the study is to provide the partner organisations and other interested parties with a framework for promoting sustainable river-related development along the waterway corridors of the River Welland and River Glen.

Aims and Objectives

The aims and objectives of the study are:

- To promote the River Welland and River Glen as opportunities for water-based leisure activity and, in particular, highlight the potential for developing Spalding as a 'waterway destination'.
- To identify specific opportunities along the river corridors for the development of new or enhanced water-based leisure activities (including associated services and infrastructure).
- To protect and, where possible, enhance the nature conservation, landscape and other environmental interests of the river corridors.
- To inform the preparation of SHDC's Local Development Framework in respect of the Rivers Welland and Glen.
- To support the implementation of the Fens Waterways Link Study insofar as it relates to SHDC's administrative area.
- To support bids for external funding (capital & revenue) and encourage private sector partnership investment in relevant waterway development.
- To promote the river corridors as an integral part of the surrounding district in order to help maximise the economic opportunities.

Use and Status of the Study

The Study is a non-statutory document, which is hoped will:

- Provide a vision to inform future policy formulation.
- Highlight the potential of the waterway corridors by identifying and promoting opportunities in a co-ordinated approach to regeneration.
- Influence future development briefs and designs for waterside sites, to capitalise on the unique assets of the waterway corridors.
- Act as a discussion document to stimulate interest and promote consensus amongst stakeholders in the future of the waterways.
- Have the potential for all or part of the document to inform the Local Development Framework.

Methodology

Research for the study was undertaken between August 2009 and February 2010 through:

- Site survey & appraisal of the river network within the study area.
- A review of published strategies, research material and planning policy documents relating to the waterway corridors, supplied by the Client bodies.
- A desk study of other support information, which focused on:
 - An appraisal of the environmental assets, community use and proposed developments along the river corridors.
 - An exploration of the current role of the two river corridors as linear recreation, tourism and transport resources and consideration of how this resource could be enhanced by a variety of physical, environmental and recreational improvements.
- Identification of opportunities and constraints.
- Discussions with the client bodies in structured interviews and feedback on work in progress.
- This final study document was produced in January 2011, after preliminary drafts had been commented on by the client bodies.

Report Format

The report is divided into ten sections:

Section 1: Introduction

- Aims, Objectives & Methodology of study
- Study Context, Historical Overview & Existing Waterway Facilities

Section 2: Waterspace Study

- Opportunities and Constraints
- Categories of Waterspace
- Study Themes and Clusters of Activity

Section 3: Waterspace Proposals

Section 4: Marina Proposals

- Potential of Marina Locations

Section 5: Spalding: A Waterway Destination

- Potential development of Spalding's waterways

Section 6: River Welland

- Proposals for the wider river network

Section 7: River Glen

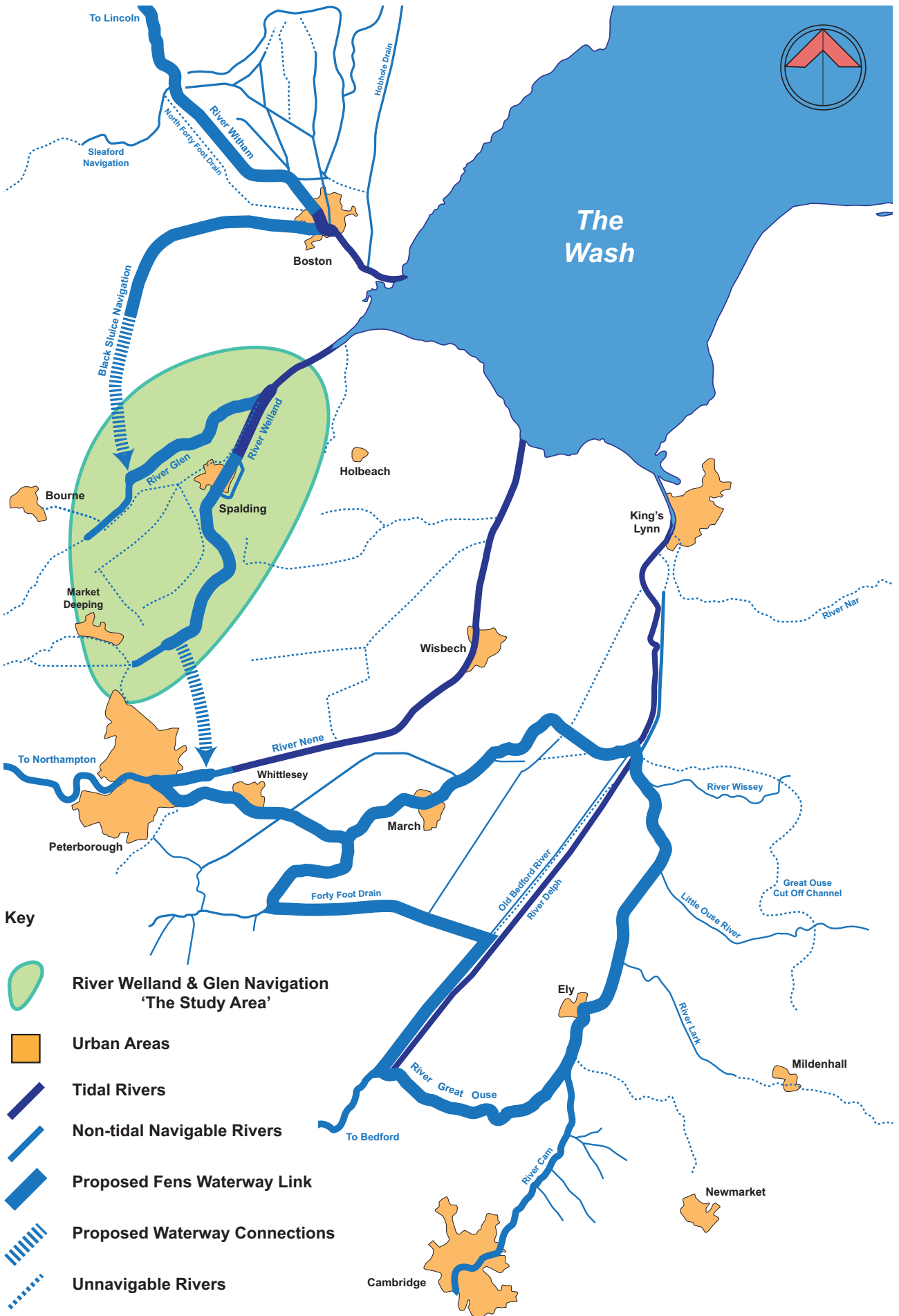
- Proposals for the wider river network

Section 8: Access & Environmental Opportunities








- The waterway corridors within the wider access network.

Section 9: Way Forward

Section 10: Appendix



Key

-  River Wellland & Glen Navigation 'The Study Area'
-  Urban Areas
-  Tidal Rivers
-  Non-tidal Navigable Rivers
-  Proposed Fens Waterway Link
-  Proposed Waterway Connections
-  Un navigable Rivers



Lincoln Cathedral



Peterborough Cathedral



Ely Cathedral

Study Context

The ambition of the Fens Waterways Link is to create a non-tidal navigation joining the cathedral cities of Lincoln, Peterborough and Ely. This new navigation will require the construction of new waterway connections between the existing river navigations and navigable drainage networks. The principle waterways which comprise the Fens waterways link include: The River Witham Navigation, Black Sluice Navigation (formerly known as the South Forty Foot Drain), River Glen, River Welland, River Nene, the Middle Level Navigations, the River Great Ouse and its tributaries.

Once these connections have been made the Fens Waterways Link will create multiple circular routes, joining with the heartland of the canal network via the Fosssdyke Navigation and River Trent in the north and via the Northampton Arm to the Grand Union Canal in the south.

The Lincolnshire Waterway Partnership has secured funding from various sources to improve and provide the recreational facilities along the route through Lincolnshire. This has provided boating facilities and improved access for walkers, cyclists, horse riders and anglers in order to encourage a diverse use of the navigation's proposed route. Further improvements are planned.

The first phase of the Link's major construction works has now been completed with the opening of a new lock at Boston on 20th March 2009. This first phase allows navigation onto the Black Sluice Navigation between Black Sluice Lock, Boston and Donington Bridge.

The second phase of the project, known as the Boston Barrier, will enhance navigation between the River Witham, Boston Haven and the Black Sluice Navigation via a new tidal barrage. Completion of this phase is currently expected in 2017.

The next phase of the project, once known as the Boston – Spalding Link, has been subdivided into two appraisal projects for technical, environmental and geographic considerations.

Phase 3, Donington Bridge to Surfleet Seas End

The appraisal process will consider the options for a waterway connection between the Black Sluice Navigation and the River Glen. This will require the negotiating of major obstacles including the Internal Drainage Board's (IDB) Black Hole Drove Pumping Station and the A51.

Phase 4, Surfleet Seas End to Crowland via Spalding

The appraisal process will consider the options for waterway connections between the River Glen and the River Welland either via the Vernatt's Drain at Surfleet Seas End or the negotiation of Surfleet Sluice onto the tidal section of the River Welland.

The connection back from the Vernatt's Drain to the River Welland will also be investigated together with the upgrading and relocation of Fulney Lock and Sluice in order to maintain the aspiration of creating a non-tidal Fens Waterways Link.



Wet Fenland

Historic Overview

The ancient fenland landscape was created following the retreat of the ice age some 10,000 years ago. The main rivers of the Welland, Nene and Great Ouse together with many other tributaries drained water into the fenland basin. The landscape comprised of huge areas of marshland, mire, lakes, reedswamp, meres, wooded islands and complex river systems supporting abundant fisheries and wildfowl.

Human settlements were confined to the land around the edge of the marsh and on the islands. The recent archaeological surveys along the fenland edge have revealed an active and well preserved Neolithic, Bronze and Iron Age landscape, with trackways, burial mounds and field boundaries. Attempts were made to drain the land, but it was the Romans who first began to control the Fenland waters.

Draining of the Fens

Despite flooding and incursions from the sea following the Roman occupation, Anglo Saxon villages such as Pinchbeck expanded as the land was reclaimed. Many sea banks date from this period, with West Marsh Road forming part of the Anglo Saxon sea bank. During the early part of the Norman Conquest the Fenland area with its marshes, extensive swamps and wooded islands held out against Norman rule giving rise to the legendary exploits of 'Hereward the Wake,' whose family came from Bourne.



Vernatt's Drain, Pode Hole

During the Middle Ages the many small manors and monasteries began to drain the land. It was a time of prosperity and the fine churches of the region reflect this wealth. During the 17th century land reclamation continued. The drainage of Deeping Fen was organised between 1632-1637 by financial 'Adventurers' including Sir Philibert Vernatti. Rivers were straightened, sea banks raised and new river channels were dug, including the Vernatt's Drain, by thousands of itinerant labourers, referred to as 'navvies'. In the early 1800s a number of Enclosure Acts encouraged further investment. However, as the land was drained the peat began to shrink below the levels of the rivers, which meant that the land could no longer be drained by gravity. Windmills had been introduced in the 17th Century to raise the water from the drains. As the land continued to shrink the water had to be lifted higher to prevent flooding. It wasn't until the advances of steam power in the 1820s that the fens were effectively drained. At Pode Hole steam engines were installed in 1826 and the Pinchbeck Engine was built in 1833 to drain into the Blue Gowt Drain.



The Pinchbeck Engine, Pinchbeck Marsh

The Rivers Welland and Glen are, for the majority of their length 'high level carriers' as the water from the upper catchments is carried above the surrounding fenland. Water from parts of the surrounding fen is pumped into the rivers and transferred out to sea. Both rivers now form an integral part of the drainage system of this area.



The confluence of the River Welland & the old Stamford (Lateral Canal) now the Maxey Cut



The Gasworks Wharf, Spalding



Georgian merchant houses, Spalding



Agriculture now dominates the region

Navigations

The River Welland and River Glen Navigation form one of the earliest navigations in England.

The River Welland

The River Welland rises in Northamptonshire and flows through Market Harborough, Stamford, the Deepings, Spalding and Fosdyke before entering The Wash. An Act of 1571, granted the Stamford Corporation powers to improve the River Welland from Stamford downstream to Spalding and on to the sea, creating a 34 mile navigation. In 1663 Daniel Wigmore leased the river from Stamford to carry out more improvements. This included the construction of the 8½ mile Stamford Canal (Lateral Canal) which opened in 1670. This canal bypassed the River Welland from below Stamford to Market Deeping. It is credited with the use of the first mitred lock gate on an English canal, as opposed to a river navigation. Downstream at Spalding the River Welland was made navigable to the town quays for vessels up to 70 tons, trading corn, wool, coal and timber. Today the River Welland is tidal downstream of Fulney Lock which was constructed in 1953 as part of the Coronation Channel flood alleviation works to take flood flows away from Spalding. These major improvement works followed the floods of 1947 and took eight years, being completed in 1955. This vastly increased flood storage capacity and trebled the width of the river from Tallington to Fosdyke, to what we see today.

Spalding

A Roman settlement existed in Spalding when the area was used for salt production. A Benedictine Priory was founded in 1015 and the town is recorded in the Domesday Book as 'Spallinge'. Spalding is the largest market town in the South Holland District. It is an attractive town situated on the River Welland with grand Georgian buildings and terraces reflecting the town's prosperity as an important market town and port.

Known as The Heart of the Fens, Spalding is famous as a centre of the bulb industry, and has close links with the Netherlands. The town was chosen to host the World Tulip Summit in 2008, which coincided with the date of the Spalding Flower Parade. The annual Spalding Flower Festival, which started in 1958 and Spring Fair are held at the beginning of May and is a major attraction for the town. Carnival floats decorated with tulip heads and spring flowers, marching bands, street markets, funfairs, a country fair, music, arts and entertainment are provided. Since 2002 the town has also held an annual Pumpkin Festival in October, which has developed into an attraction. The flower industry has, however, become less important in recent years, and the bright bands of colour, which covered the Fenland landscape, are no more. Agriculture in the region now concentrates on vegetable production for leading supermarkets.



Ayscoughfee Hall, Spalding

The South Holland Centre is an arts centre on Market Place that stages concerts, theatre productions and film showings. The best-known historic building in Spalding is Ayscoughfee Hall, built by Richard Alwyn a wool merchant in the 1430s. The Hall is now a museum on the social history of the Fens, its drainage, its wildlife and the history of the Hall. The Hall is surrounded by grounds, which are on the English Heritage’s Register of Parks and Gardens of Special Historic Interest in England. Other local attractions are the Pinchbeck Engine Museum, the Springfields Shopping Outlet and Gardens, the Bulb Museum and the Gordon Boswell Romany Museum.

The Spalding Gentlemen’s Society founded in 1710 by Maurice Johnson the then owner of Ayscoughfee Hall, is one of the learned societies of Britain and is the second oldest museum in the country. The Society arranges professional lecture series on a wide range of subjects, which are open to the public. Notable members have included: Sir Isaac Newton, Alexander Pope, Sir Joseph Banks, Sir George Gilbert Scott and Alfred, Lord Tennyson.

Crowland



Croyland Abbey, Crowland

Crowland is famous for its magnificent church, which forms part of the ruins of Croyland Abbey, a Benedictine monastery and Trinity Bridge, a unique medieval triangular bridge. Ethelbald, King of Mercia, founded the Abbey in memory of St. Guthlac early in the eighth century. St Kennulph’s Stone is thought to be one of six ancient stones which marked the boundaries between the lands owned by Peterborough and Croyland Abbeys. It takes its name from Kenulph, who became the first Abbot of Croyland in 716. At Peakirk, Saint Pega the sister of Saint Guthlac of Croyland had a hermitage. The name of the village is derived from ‘Pega’s church’. Due to Crowland’s isolated position in the heart of the Fens, its security and peace were comparatively undisturbed leading to a period of prosperity up until the Dissolution.

The 14th century Trinity Bridge has three stairways, which converge at the top. The bridge originally spanned the River Welland and a tributary, which flowed through the town.

Fosdyke



Trinity Bridge, Crowland

Fosdyke serves as a port for Boston and the surrounding area and is where the River Welland enters The Wash. The area is flat Fenland, drained by many small canals with ‘sea banks’ protecting the village from high tides. The legend of the loss of King John’s treasure is thought to have taken place on a crossing of the River Welland in the vicinity of the site of the much later, Fosdyke Bridge. The village now hosts a chapter of the National Council for Metal Detecting!

Fosdyke Wash is defined by the Ordnance Survey as the nearest coastal location to Coton in the Elms in Derbyshire, which is the furthest point from the sea in Great Britain, 70 miles away.



Old warehouses line the waterway, Bourne



St. Laurence's Church, Surfleet



Pode Hole Pumping Station

River Glen

In the 1630's, the Earl of Lindsey drained the land around the River Glen. At this time craft were using the River and the Bourne Eau, but by 1781 navigation had fallen into decay. An Act was passed to revive navigation with wharves being built at Bourne to handle agricultural produce and barley being carried to Surfleet Maltings until the 1920's.

Guthram Gowt is at the southern end of the South Forty Foot Drain at a bend on the River Glen, and as such will be important for the future Fens Waterways Link between these two watercourses.

Originally a drainage engine operated here in the 19th and early 20th Centuries. The word gowt refers to a sluice or outflow. There are several 'gowt' placenames on the fens, including Anton's Gowt and Blue Gowt.

Surfleet

The area around Surfleet has been inhabited since Roman times when the sea banks and salt pans were constructed, signs of which can still be seen today. St Laurence's Church tower and spire leans dramatically, with parts dating back to Norman times. In 1739 a sluice was erected at Surfleet Seas End to control the flow of water at the mouth of the River Glen. The Reservoir was constructed to hold the waters of the River Glen at high tide, which was then released as the tide ebbed. In the 1920's the Reservoir became a popular venue for water sports. Moorings on the River Glen are located at the Mermaid Inn and the Riverside Inn with access at the new public launching point on the south bank, via Park Road.

Pode Hole

Pode Hole is a village at the confluence of several drainage channels and developed to service the pumping stations, which currently date from 1964. Two pumping stations discharge water from Deeping Fen into the Vernatt's Drain together with water from Pinchbeck South Fen. The original pumping station building is a major feature in the village, and is still used by the Welland and Deepings Internal Drainage Board as workshops and a small museum. The by-laws of the original commissioners are prominently posted on the outside of the building.



Crowland Slipway, River Welland



Water Taxi, Spalding



Welland Yacht Club, Little London



Tidal Moorings, Fosdyke Yacht Haven

Introduction

Currently the tidal section of the River Welland between Fosdyke Bridge and Spalding has very limited boat traffic due to its tidal range, the aircraft at Fosdyke Bridge and the operation of Fulney Lock. On the retained water levels at Spalding the water taxi operates between the town centre and Springfields Shopping Village, with the Welland Yacht Club based just south of Spalding at Little London. On the River Glen there exist tidal moorings downstream of Surfleet Sluice and a limited number of small private craft moored at the end of gardens together with the day boats and dinghies associated with the chalets of Surfleet Seas End.

River Welland

Deeping Canoe Club

The Deeping Canoe Club paddles on many of the areas rivers and drains, making use of the public slipways at Crowland and Fosdyke on the River Welland and Surfleet and Pinchbeck West on the River Glen. The Club has many experienced coaches and during the winter paddles upstream of Deeping to Stamford when water levels permit.

Crowland Slipway and Moorings

Upstream of Crowland Bridge on the left hand bank is Crowland slipway. This facility is suitable for the launching of small trailable craft and canoes. There is ample space for the storage of trailers and the Deeping Canoe Club regularly uses the slipway. Downstream of the bridge on the right hand bank is a short stretch of 48 hour public moorings.

Spalding Water Taxi

The Spalding Water Taxi has been successfully operating since 2005, linking the town centre to the Springfields Shopping Outlet and Festival Gardens. It operates between Easter and October and provides a 35 minute trip 7 days a week. The Water Taxi navigates the River Welland and accesses the Coronation Channel via Cowbit Road Sluice. The water taxi's current base is at the Welland Yacht Club where there are dedicated electricity recharging points.

The Spalding Water Taxi project has been part funded by LEADER+, a European Union funding initiative delivered by the Lincolnshire Fenland LEADER+ Local Action Group and other public sector bodies.

Welland Yacht Club

The Welland Yacht Club has been sailing on the River Welland at Spalding for over fifty years. Dinghy racing takes place every Sunday between April and December, with active fleets of Graduates and Solos being sailed. The club has a cruising section, which utilises the tidal moorings at Surfleet Seas End.



Visitor Moorings, River Glen, Pinchbeck West



End of garden moorings on the River Glen



Tidal moorings, Surfleet Seas End

Spalding Moorings

The Environment Agency currently manages the 48 hour visitor moorings at the Welland Yacht Club. The short length of moorings within Spalding upstream of Taku Bridge would appear to have been little used in recent years.

Fosdyke Yacht Haven

Fosdyke Yacht Haven is located on the Tidal River Welland downstream of Fosdyke Bridge. The Haven consists of rise and fall moorings along both banks of the river and has a full range of facilities, which include: toilets, showers, fuel, a 50 tonne lift, winter storage, repairs, fitting out and brokerage.

Upstream of Fosdyke Bridge on the right hand bank there is a public slipway and recently constructed gridiron (careening berth).

River Glen

Pinchbeck West Moorings and Canoe Access Point

These 48 hour moorings and canoe access point have recently been constructed by the Environment Agency. They provide good access to the Macmillan Way and bus routes between Bourne and Spalding. They will provide a valuable resource when the Fens Waterways Link has been constructed.

Surfleet Moorings Adjacent to the Mermaid Inn

These private pub moorings are for patrons. They are well located for accessing the pub garden and provide a destination for river users.

Surfleet Slipway and Canoe Access Point

This recently constructed slipway was funded by the Lincolnshire Waterways Partnership, as part of the Fens Waterways Link. The slipway is similar to the one at Crowland with room for vehicles, boat trailers and a picnic area.

Surfleet Moorings adjacent to the Riverside Inn

These private pub moorings are for patrons. They are well located for accessing the pub terrace and provide a destination for river users.

Surfleet Seas End - Private Moorings

Downstream of the A16 Bridge there are several end of garden moorings opposite Spalding Golf Club. These moorings cater for a variety of small day motor craft and dinghies providing the most concentration of craft using the fluvial section of the River Glen.

Surfleet Seas End Tidal Moorings

The Environment Agency has recently improved these tidal moorings by driving new timber piles for the access staging. These moorings some of which are used by the cruising section of the Welland Yacht Club are set amongst the reeds below the flood banks and provide a wild and remote mooring location.



Fulney Lock, River Welland, Spalding



24 Hour Visitor Moorings, Welland Yacht Club



Permanent Tidal Moorings, Surfleet Seas End



Spalding Water Taxi on the Coronation Channel

Lock Structures

Fulney Lock to the north of Spalding separates the fluvial and tidal River Welland and is the only lock on the River Welland and River Glen Navigation. It is operated by Environment Agency staff with navigation only being possible on a rising tide. Operation needs to be pre-arranged with the River Inspector.

Moorings

The Environment Agency provides 48 hour public visitor moorings, but does not cater for permanent or residential moorings on the River Welland and River Glen Navigation. These public moorings are located on the River Welland at Crowland and the Welland Yacht Club in addition to the local authority moorings within Spalding town centre. On the River Glen public moorings have recently been constructed at Pinchbeck West.

The Mermaid and Riverside Inns both provide moorings for their patrons use while other riparian owners are permitted to seek consent from the Environment Agency to construct their own private mooring.

Rise and fall moorings owned and run by the Fosdyke Yacht Haven are provided on the River Welland. In addition private maritime moorings are located below Surfleet Sluice on the River Glen, which have recently been upgraded by the Environment Agency.

Slipways

Public slipways are provided at Crowland, Fosdyke and Surfleet and are available for licenced boat users.

Headroom

The water levels on both the River Welland and River Glen may fluctuate in response to a rainfall event. Boat skippers need to be vigilant to ensure the air draught is sufficient beneath overhead structures to permit safe passage.

At times of flood when Surfleet and Marsh Road Sluices are discharging floodwater the rivers can experience strong flows and variations in water levels particularly close to the sluices. In these conditions extra care must be exercised when navigating the rivers.

Coronation Channel

The Coronation Channel is a flood channel and is not a Statutory Navigation, it is currently managed to mitigate flood risk. The Spalding Water Taxi has special permission to navigate the Channel, but no other craft are currently permitted.



Waterspace Study 2

Introduction

This Waterspace Study provides a response to the opportunities and challenges posed by the existing boating facilities and the requirement for their development due to the increase of activity the Fens Waterway Link will generate. The proposed waterway connections within the study area are currently at the project appraisal stage and engineering options are yet to emerge. This requires the waterspace study to present a flexible approach in addressing the major issues and evolving opportunities, which the development of the Fens Waterway Link will present. These issues are:

- To act as a catalyst and focus for area regeneration.
- To enhance the range of facilities available for boaters and meet the demand for moorings.
- To promote activity on the rivers and access to the waterway corridors.
- To safeguard waterside sites for the benefit of waterbased activities.
- The assumption of considered waterway connections as guided by the client body.
- The benefits of water based activity for sport, recreation and tourism.
- The contribution of the Fens Waterway Link to the local economy in developing and reinforcing existing community and business connections.
- The impact of proposed marina developments on the surrounding area.
- To promote landscape and ecological enhancement and the relationship between increased water based activities, protection of the environment and reducing flood risk.

These recommendations are designed to support and complement land based activities to create opportunities for greater diversity of mixed use, recreational activity and add to their success

The key aim is to achieve public access and activity on the waterways in a well designed and stimulating environment. This will create tourism opportunities with associated employment, contributing to an increase in the quality of life along the River Welland and River Glen Corridors within South Holland District.

A summary of the top six opportunities and constraints are itemised on the following pages.

Overall Key

-  **River Welland & Glen Navigation
'The Study Area'**
-  **Urban Areas**
-  **Tidal Rivers**
-  **Non-tidal Navigable Rivers**
-  **Unnavigable Rivers**
-  **Railways & Stations**
-  **Motorways**
-  **Dual Carriageway**
-  **Trunk Roads**
-  **A Roads**

Key - Waterway Areas

-  **Boston Waterways**
-  **South Holland Waterways**
-  **River Nene & Morton's Leam**
-  **Middle Level System**
-  **Bedford Rivers**
-  **River Great Ouse, The Ely Ouse**
-  **Old West River, The River Cam**

Designations from the Fens Waterways Map & Directory, produced by Fens Tourism. This map shows the Spalding area in context with the overall Fenland Waterway Infrastructure



Fens waterway Link, Phase 3 will require a connection to be made near Guthram Gowt



Fens Waterway Link, Phase 3 will require a connection to be made at Surfleet Seas End



Waterway development to include expansion of navigation on the Coronation Channel

1. Fens Waterway Link - Connections

- Black Sluice Navigation to River Glen
- River Glen to Vernatt's Drain at Surfleet Seas End
- Vernatt's Drain to River Welland, at Spalding's northern bypass
- River Welland to River Nene at Crowland/Peakirk

The timing of the connections and their implications on the development of boating on the Rivers Welland and Glen are vital. It is important that this study is seen in the context of the completion of the Fens Waterway Link, especially the connection to Peterborough and the River Nene.

2. Navigation Infrastructure

The promotion of the Rivers Welland and Glen for navigation.

- Identify obstructions to navigation: Pumping Stations, Bridges, Locks, Sluices, Drainage Channels, and the Coronation Channel.
- Relocation of Fulney Lock & Marsh Road Sluice downstream of the proposed waterway link, creating a non-tidal navigation.
- Identify the Coronation Channel as providing a circular waterway around Spalding.
- Water management: capacity to manage water storage to ensure sufficient water levels are maintained for navigation.
- Waterway management: dredging, weed management, bank maintenance.

3. Development of the Waterspace

General: Identify potential marinas, visitor and long stay moorings together with boating facility locations.

Spalding: Expand Spalding Water Taxi service, with additional stops and connections to Crowland.

Improve waterside facilities through the town.

Extend navigation on the Coronation Channel with additional mooring locations.

Explore trip/restaurant boat facilities, punting, rowing and boat hire.

Promote Spalding as a major waterway destination.

Crowland: Connect 'The Lakes' canal to the River Welland
Create moorings and potential moorings on the edge of the village

Improve links to village facilities and attractions such as Croyland Abbey and Trinity Bridge

Promote Crowland as a waterway destination.



Increase in activity will lead to a number of competing demands on waterway corridors



Spalding to rediscover its riverside as destination



A variety of events can be held along the waterway corridor to promote the tourism and economic potential of the rivers

(Ref: Our Vision for the Lincolnshire Waterways, LWP, 2008)

4. Demands on the Waterspace

As activity grows there will be a number of competing demands placed upon the waterspace. These are:

- Navigational needs of craft using the river, including: private leisure craft, the water taxi, community/society boats, trip/education boats, water festivals, sailing dinghies, rowing, punting and canoeing together with refuse and maintenance barges.
- Access to the river for events, watersports and informal recreation should be made. This will once again attract a variety of vessels, which will add colour, interest and diversity to the river. These issues are fundamental in developing water activity.

5. Spalding Waterway Corridors

Reaffirm the River Welland and Coronation Channel as the main green corridors in Spalding and improve their integration with the town. Public realm improvements will encourage greater levels of pedestrians to the riverside areas.

- Create a parkland setting for the River Welland corridor.
- Improve pedestrian access from town centre, the parish church, Ayscoughfee Hall and Gardens and local pubs.
- Improve walking and cycle links and ambience along the river.
- Improve bridge access, riverside paths, seating and facilities.
- Improve traffic and parking provision along London Road and Church Gate. Where possible decrease the areas of parking, particularly where there is no riverside footpath.
- Investigate feasibility of navigation to the west of Spalding using the Vernatt's Drain and South Drove Drains.
- Investigate the use of water-based residential development to the south west of town, with the possibility of creating new canals as arteries. Extend the water taxi service to service this new urban quarter.

6. Tourism and Economic Development

Promote Spalding and South Holland District as a major waterway destination for a variety of visitors. These include: boaters, canoeists, walkers, cyclists, horse riders, fishermen and wildlife/wetland interests.

- Identify self-catering holiday opportunities close to waterways, accessible by trails and cycling routes, which comply with PPS25.
- Create destinations and provide visitor moorings at Spalding, river villages, wildlife reserves, places of interest and historic sites.
- Develop the network of trails and cycle routes using the river corridors to connect with nearby facilities and attractions.
- Promote provision of local facilities by local small businesses, accommodation, hospitality, boat hire, cycle hire etc.
- Enhance the visitor economy of towns and villages.



The River Welland in the centre of Spalding



The River Glen skirts the edge of Pinchbeck

Categories of Waterspace

The landscape character appraisal shows the River Welland and River Glen passing through a number of landscape types, which influence the character and quality of the rivers' waterspace.

These waterspace types fall into five main categories:

1. Urban centres where the river provides the focus of the town. e.g. Spalding.
2. Urban centres where the river skirts around the edge and at present does not form a focus to the village. e.g. Crowland, Pinchbeck and Surfleet.
3. Meandering river corridor with enclosing vegetation and flood banks, views are contained within the river corridor. e.g. Majority of River Glen.
4. Engineered river corridor with long straight sections of river, enclosed by flood banks within a wide corridor flanked by open washland, views are contained within the river corridor. e.g. Majority of River Welland south of Spalding between Cowbit and Crowland Washes.
5. Engineered Drainage Channels with long straight sections within enclosing flood banks e.g. Vernatt's Drain and Coronation Channel.



The broad waterway of the Coronation Channel around Spalding's eastern boundary



The completed Black Sluice Lock forms a 'Gateway' onto the Black Sluice Navigation, Boston



The junction between the River Welland and the Folly River could be the 'Gateway' to Peterborough



New marinas will be required to cater for the demand for moorings



The Boston Pendulum on the Water Rail Way creates a destination point along the route
(Ref: Our Vision for the Lincolnshire Waterways, LWP, 2008)

Study Themes

Four delivery themes set the context for the Study. These represent grouped, river-related themes and priorities which support the Fens Waterway Link, National, Regional and Local initiatives, statutory and non-statutory guidance as well as the study's findings.

Theme 1: 'Waterway Gateway'

Waterway Gateways are located at junction between waterways, which are vital for the development of the River Welland and River Glen as part of the wider vision of the Fens Waterways Link.

The concept of the Waterways Gateways develops the initiative of Spalding area becoming a waterway destination supported by a marketing and tourism study.

Navigation and accessibility are essential together with the access to information. Five Waterway Gateways have been identified. Each 'Gateway' has its own distinct character and will act as a place to explore and connect with other forms of transport and obtain information about other attractions within the District.

The five Waterway Gateways identified within the study area are located at:

1. Guthram Gowt
2. Surfleet Seas End
3. Spalding waterway connections
4. Crowland
5. Peakirk

Theme 2: 'River Prosperity'

There is the need to develop commercially active and vibrant waterspace activities. The development of new marinas to cater for the increase in demand for moorings once the Fens Waterways Link has been completed. Strong effective partnerships are required to co-ordinate development of both rivers and associated drains.

Theme 3: 'Recreation and Destination'

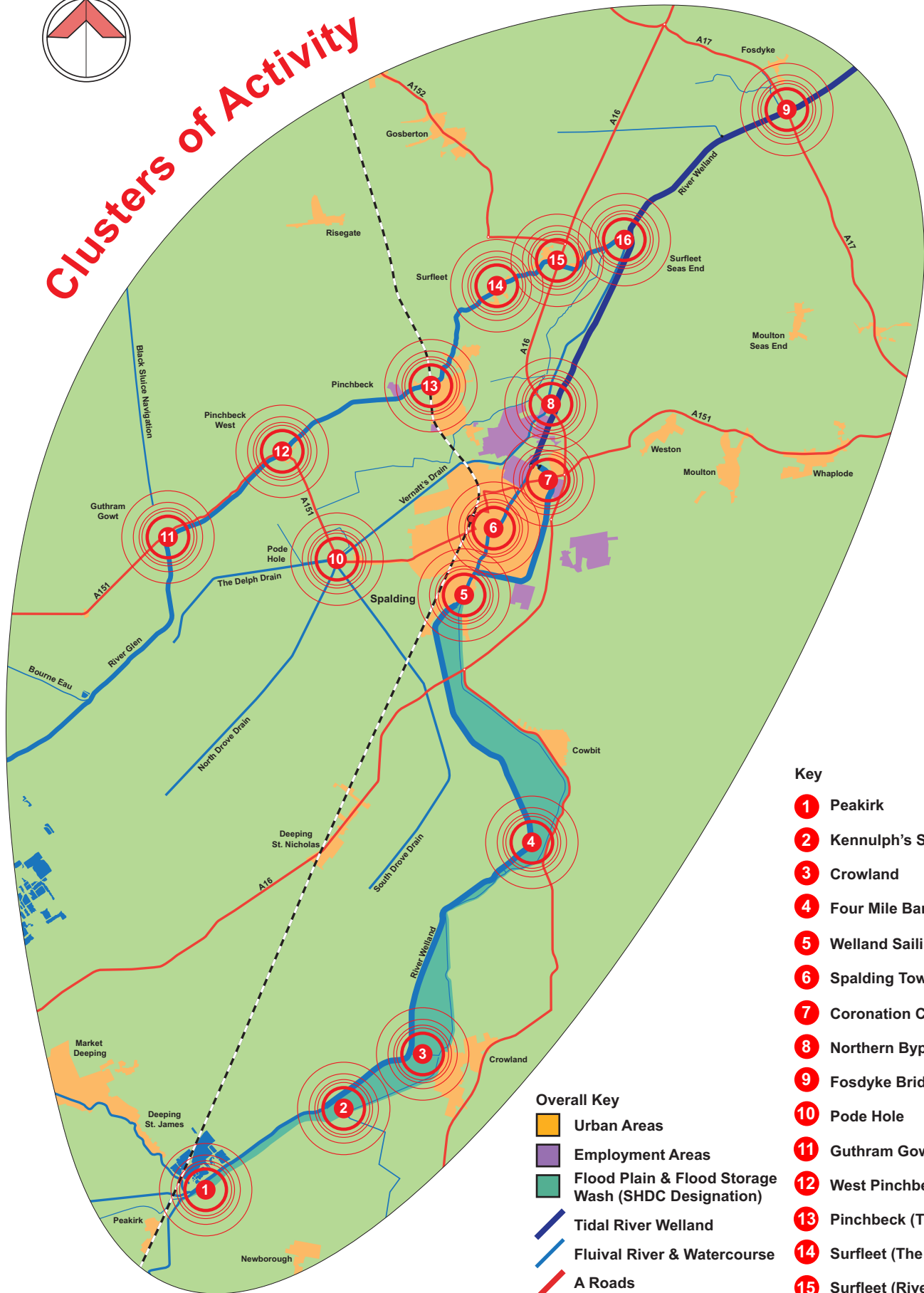
The establishment of a comprehensive network of land and water-based recreational opportunities will contribute to the health agenda within the framework of cultural tourism.

Theme 4: 'Living Environments'

The river corridors have a key role in the promotion of their environment through the development of a new quarter to Spalding, arts, technology and biodiversity.



Clusters of Activity



- Key**
- 1 Peakirk
 - 2 Kennulph's Stone
 - 3 Crowland
 - 4 Four Mile Bar Bridge
 - 5 Welland Sailing Club
 - 6 Spalding Town Centre
 - 7 Coronation Channel
 - 8 Northern Bypass Marina
 - 9 Fosdyke Bridge
 - 10 Pode Hole
 - 11 Guthram Gowt
 - 12 West Pinchbeck
 - 13 Pinchbeck (The Ship)
 - 14 Surfleet (The Mermaid)
 - 15 Surfleet (Riverside Inn)
 - 16 Surfleet Seas End

- Overall Key**
- Urban Areas
 - Employment Areas
 - Flood Plain & Flood Storage Wash (SHDC Designation)
 - Tidal River Welland
 - Fluvial River & Watercourse
 - A Roads
 - Railway



'The Ship Inn', Pinchbeck



'The Mermaid Inn', Surfleet



'The Riverside Inn', Surfleet Seas End



'The Ship', Surfleet Seas End

Clusters of Activity

In deciding where to site the various elements of the Waterspace Study, a key determinant is to propose clusters of future activity which relate to the waterways existing infrastructure and potential usage. These clusters build upon the four study themes and develop a number of benefits:

1. Waterway Gateways

The provision of identifiable focal points which develop their own character assist orientation within the Fenland landscape and bring a richness of experience to the area.

2. River Prosperity

Clusters will provide concentrations of activity to ensure that major centres such as Spalding are developed, which would be diluted if uses were uniformly spread along the river corridors.

3. Recreation and Destination

Points of activity provide access to the river corridors, building on the established footpath network, introducing a rhythm to the corridor by providing facilities at regular intervals.

4. Living Environments

People respond to a visibly active and stimulating environment. The activity, colour and animation of a busy waterway are an essential part of any river experience and are a particular draw for land-based users.

The River Welland

Nine clusters of activity are suggested along the River Welland, which includes both tidal and fluvial sections, the Coronation Channel and the connections with the Vernatt's Drain. On the upstream reaches of the River to the south of Spalding the clusters seek to create Peakirk and Crowland as waterway destinations in advance of the next stage of the Fens Waterway Link, southwards to the River Nene. Clusters located within Spalding seek to develop the town's waterfront, watersport activities in conjunction with the Welland Sailing Club, waterspace development of the Coronation Channel and connections with the Vernatt's Drain close to the Northern Bypass.

The River Welland's - 'Clusters of Activity' are:

1. **Peakirk** – Potential marina development and waterway connection and location for chalet development.
2. **Kennulph's Stone** - Potential marina development and waterway connection.
3. **Crowland** - Potential marina development and waterway connection.
4. **Four Mile Bar Bridge** – Major connection with footpath and cycleway network.



Spalding's waterfront and relationship with the river should be developed



The Coronation Channel should develop as a waterspace venue

5. **Welland Sailing Club** – Marina development and development of watersports centre
6. **Spalding Town Centre** – Development of town's waterfront to include visitor and commercial moorings.
7. **Coronation Channel** – Marsh Road Sluice waterway connection together with mooring, water events and watersports development.
8. **Northern Bypass** - Potential marina development and waterway connection.
9. **Fosdyke Bridge** – Existing boatyard and potentially major connection with the footpath and cycleway network.

These focal points are used to site major elements of the Waterspace Study and come from an assessment of the locations and their intrinsic merit from a waterspace perspective. Further investigation will need to be undertaken at the more detailed design stage to ensure where applicable the proposals comply with planning policy.

Developing a range of uses on both the water and adjacent land will increase activity to maximise the potential of the river corridors. The proposals build on the current provision and suggest new opportunities, some of which will generate land-based requirements.

The River Glen

Six clusters of activity are suggested along the River Glen between Guthram Gowt and Surfleet Seas End. These clusters complement the existing centres of waterspace activity, which are primarily located in the vicinity of the pubs along the river and at Surfleet Sea End, where both tidal and fluvial sections of the river are utilized. River 'Gateways' will also be created near Guthram Gowt and Surfleet Seas Ends where connections with the Black Sluice Navigation and River Welland respectively will be established.

The River Glen's 'Clusters of Activity' are:

10. **Guthram Gowt** – Connection with the Black Sluice Navigation and development in association with Willow Tree Fen Nature Reserve.
11. **Pinchbeck West** – Existing moorings and canoe access.
12. **Pinchbeck** – The Ship and potential development site.
13. **Surfleet** – The Mermaid.
14. **Surfleet** – Village moorings and Riverside Inn.
15. **Surfleet Seas End** – Connection with the River Welland and Vernatt's Drain. Potential marina site and location for chalet development.