

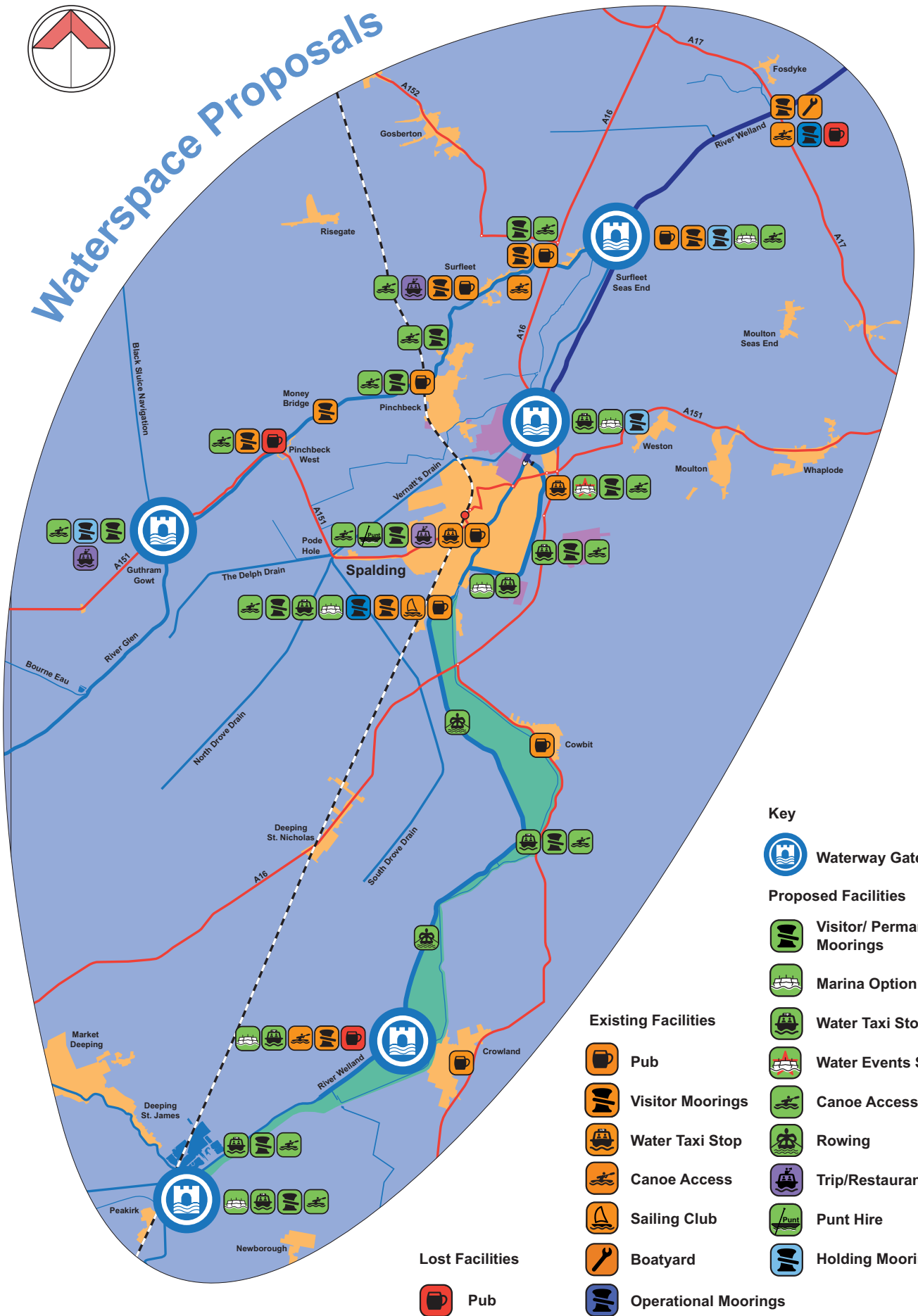


Waterspace Proposals

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Waterspace Proposals



- Key**
- Waterway Gateway
 - Proposed Facilities**
 - Visitor/ Permanent Moorings
 - Marina Option
 - Water Taxi Stop
 - Water Events Space
 - Canoe Access
 - Rowing
 - Trip/Restaurant Boat
 - Punt Hire
 - Holding Moorings
 - Existing Facilities**
 - Pub
 - Visitor Moorings
 - Water Taxi Stop
 - Canoe Access
 - Sailing Club
 - Boatyard
 - Operational Moorings
 - Lost Facilities**
 - Pub

A variety of specific proposals are described on the map opposite (page 26) and in the following sections. A summary table is described on page 33.



Handsam Too, Trip Boat, Evesham



Restaurant Boat, Delft



Baguette Boat, Stratford Upon Avon

Introduction

This Waterspace Study sets out long-term aspirations, which help establish Spalding as a waterway destination, attracting people to the town. The proposals will develop as sites and funding become available along with more detailed consideration of flood risk. Whilst the intention is to promote the waterspace, Government policy on flood risk may have implications for many of the proposals outlined. Consultation with SHDC is paramount in ensuring what proposals will need planning permission. In particular the issue of safe access and egress and the implications for emergency services will need to be considered.

Commercial Moorings

Commercial moorings would include trip boats, restaurant boats and theatre boats. The location and type of moorings will depend on whether adjacent land-based facilities are needed, and if the boat is permanently based on or travelling the waterway network. The degree of access for users and deliveries is important particularly where customers require access to restaurant boats.

Trip/Restaurant Boats

As a centre of agriculture the provision of restaurant boats in Spalding could form a major attraction. This provision can be for a moored boat or for a trip boat operating evening cruises and corporate charter. In both cases overnight moorings need be in a secure location. The opportunity to promote restaurant boats is a way of diversifying uses and stimulating activity, especially in the development of a circular route via the Coronation Channel.

Possible locations will be dependent on a range of factors for example analysis of the market, planning policy and land ownership etc. The positions shown in this study have been chosen only for their proximity to other leisure areas, ease of access and visibility.

If a number of sites can be developed, there is the possibility of joint marketing and promotion similar to Little Venice in London. The restaurant boats could be grouped together (possibly providing different types of food) as a single focus and could be promoted as a night-time leisure venue in conjunction with the South Holland Centre.

Various options exist for siting restaurant boats, which will depend on more detailed urban design and masterplanning. Linked with the water taxi, restaurant boats would reinforce the area as a cluster of different uses and develop as a strong marketing tool for Spalding.

Workshop /Studio/Retail Boats

Floating retail outlets are a common sight on Britain's canal system. There may be an opportunity for a small numbers of these craft to be located within the central Spalding area. These moorings are useful generators of waterfront activity and are more sustainable if moored together in 'clusters' and so contribute to the promotion of a waterway culture.



'Seagull Trust', Trip Boats, Kirkintiloch



'Electric Eel', Hickling Broad, Norfolk



'Jena', Floating Information Boat, London



'Water Spirit', Groningen, Netherlands

Community Boats

The National Community Boats Association (NCBA) encourages community boating organisations to benefit their local communities. They work with youth and disabled sectors to provide education and rehabilitation for wider community cohesion. They are usually registered charities being run by volunteers, relying on donations, fund-raising and sponsorship from within their own communities.

A number of societies or charitable organisations could run boat trips and events from Spalding raising the profile of the Waterways Link. A typical cruise could visit the historical sites of Crowland and the wildlife sites at Deeping Lakes Nature Reserve.

In order to stimulate a boating culture on the Lincolnshire Waterways a society could run a residential vessel for community holidays and outdoor activities which would include canoeing, cycling, water safety and environmental awareness.

Floating Classroom - River Glen

There is the potential for a trip boat to run from Willow Tree Fen to emphasise the ecology of the river network. This could act as a floating classroom for field trips providing guided boat trips on wildlife and heritage with the additional use of catering for corporate charter.

Boat Handling Courses

Accredited training courses endorsed by the Royal Yachting Association, (RYA), and Maritime and Coastguard Agency, (MCA), could be run by the Welland Yacht Club. These courses would include motorboat handling, first aid and diesel engine maintenance to encourage safer and more considerate boating.

Water Events and Festivals

The wide area of waterspace at the northern end of the Coronation Channel next to the Springfields Retail Outlet would provide an attractive location to hold water-based events. The embankments of the flood channel would provide banking for spectators. Car parking and the Springfield facilities are close at hand and the water taxi already services the area. The annual flower parade held on 'floats' could begin at this location before processing to the town centre via the Coronation Channel and River Welland.

To encourage the use of the river, water-based theatre, cinema and performance events could be developed in association with the South Holland Centre. A pontoon/barge capable of being transformed into a variety of formats could be moored at strategic locations along the river. Prime locations might be central Spalding adjacent to the South Holland Centre, the Coronation Channel opposite Springfields, the Welland Yacht Club reach and the slipway at Crowland. This platform could also be reconfigured as a floating stadium for watersport events, fireworks, lasers and acoustic performances.



A punting culture could be developed in advance of the Fens Waterway Link in Spalding



'Raids' - Canoeing and camping would be a way of highlighting the route of the Fens Waterway Link

The Coronation Channel could provide an excellent and flexible venue for water based sports and events. Suggested events could include: an adventure race incorporating various different sports and utilising the surrounding countryside e.g. canoeing, water polo, dragon boat racing and orienteering.

Rowing

The wide, straight and open reaches of the River Welland between Spalding and Crowland provide excellent opportunities for the development of rowing, with a club based at Spalding close to the Welland Yacht Club. Careful management of the waterspace in this area would be required to avoid conflict and incident.

Punting

In advance of the Fens Waterway Link a punting culture could be developed on the River Welland in the centre of Spalding. This would both attract people to the river and animate the waterspace.

Canoeing and Camping

Canoeing and camping on both the Rivers Welland and River Glen should be developed. The Lincolnshire Waterway Partnership has constructed new slipways at Surfleet and Crowland together with canoe access at Pinchbeck West. Access and portage should be further encouraged at pub locations along the River Glen and at Surfleet Seas End. At Guthram Gowt access and portage will be required to link the Black Sluice Navigation and River Glen. Canoe access should be located at Willow Tree Fen providing a waterbourne connection upstream to Windmill Farm, Baston Fen and the 'Gateway to the Fens Tour'. Canoeing should be investigated past the Bourne Eau Pumping Station onto the Bourne Eau and into Bourne.

Associated with these canoe access points camping sites or bunkhouses should be located extending to include cycle hire, particularly at the riverside pubs and nature reserves.

On the River Welland additional canoe access points should be located at Peakirk, Deeping Lakes Nature Reserve, Four Mile Bar Bridge, the Welland Yacht Club and portage around Fulney Lock and Marsh Road Sluice on the Coronation Channel.

Camping sites and bunkhouses should be located within low flood risk areas where possible.

Small Boat 'Raids'

Small boat 'Raids' have in the past been used to highlight a waterway route in need of restoration. These events usually take place over Bank Holiday weekends and comprise: walking the route, paddling the 'in water' sections in canoes and small craft which can be carried around obstacles and lengths requiring restoration. These types of events would highlight the aspirations of the Fens Waterways Link and explore a number of waterway routes and connections.



Short stay moorings will need to cater for a variety of craft



Standing moorings off the bank maintains marginal vegetation and helps improve security



As demand for moorings grows permanent moorings should be located in an off-line marina within the Spalding area



The low 'air draught' of Cowbit Road Sluice will be to be addressed to allow larger craft to navigate on the Coronation Channel

Short-stay/Transit & Overnight Moorings

As boat numbers grow, short-stay mooring provision will be required. Principle locations for overnight or short stay moorings should relate to the main clusters of activity. These moorings are usually basic moorings and are located to accommodate visitors cruising the rivers or transiting the Waterway Link. Visitors will wish to access places of interest within easy reach of the river and access facilities for provisions, water, fuel, pump-out and good transport links.

Boater requirements will vary from those wishing to find a quiet location, to those who want to visit Spalding within easy access to shops, restaurants and leisure attractions. A safe environment is a fundamental need and will often encourage boaters to moor in groups or where there is on-going surveillance.

The profile of the steep sided riverbanks makes mooring and access difficult. The potential for fluctuations in water levels makes rise and fall pontoons with gangways appropriate. Moorings directly against waterway paths are not suitable, due to their lack of security and for the tendency of boat owners to 'occupy' the landside and inhibit path users. Secure access can be achieved by standing mooring pontoons away from the bank and using secure gangways. This is preferable to enclosing compounds as it avoids the negative visual impact of fencing. Marginal planting can then establish between the bank and pontoon. These measures together with overlooking CCTV can achieve a subtle means of security.

Permanent Moorings

As the market for moorings develops the Coronation Channel could provide an initial location for moorings, without compromising its flood risk management role. The proposed locations on the Coronation Channel are between Low Road Bridge and Childers' North and South Drove Bridges. These moorings would cater for the initial expansion of boating activity on the river network. Once this provision has been exceeded an off-line marina should be considered. The moorings are located to take advantage of the bridges across the Channel and the existing public footpath network accessing the town. As plans develop the provision for secure car-parking needs to be considered together with landowner consultation.

These moorings would be accessed from the River Welland via the Cowbit Road Sluice. Some boats wishing to moor on the Coronation Channel could be constrained by their 'air draught' as Cowbit Road Bridge is low and water levels will fluctuate potentially inhibiting navigation. The longer term aspiration of relocating Marsh Road Sluice downstream will permit access via the Channel's northern entrance allowing larger craft to moor near Springfields.



A recently developed hire boat fleet on the reconstructed Forth & Clyde Canal, Falkirk



An example of new residential moorings, London



An example of a floating facilities block, which can be relocated as marina proposals develop

Provision of Marina Facilities

The South Holland Local Plan recognises Spalding as the District's future navigation hub, with the provision for mooring up to 200 boats and ancillary development, to include repair yards and accommodation. Provision is to be made for permanent and visitor moorings. Section 4 Waterspace Study (Marina Locations, page 113) examines the options for locating a marina in the town.

Hire boats

In the future a proposed marina at Spalding could provide an attractive location for a hire boat base. Currently, there are hire boats based at March and Ely together with canoe hire at Irthlingborough on the Great River Ouse. Once the Link has been constructed Spalding will become the natural home and destination for hire boats with good rail links, shopping and leisure facilities.

Residential Moorings

Residential moorings have been used as a method of adding diversity and life into urban centres. Residents usually choose to live on the waterways due to the character, history and ambience of the environment. They have proved an ideal solution for first time buyers, retired people and those on low incomes living in expensive locations. These permanent residents have a vested interest in keeping their environment safe and provide a policing element to the waterway. Inhibiting theft, vandalism, deterring littering and antisocial behaviour, as well as being on hand in case of emergency.

The policy on other waterway navigations has been for residential moorings to be located in properly designed marinas located off the main line of the navigation, leaving on-line moorings free for visitors and overnight stops. Boats require a licence, planning consent for their location and need to comply with local bye-laws. Security is a prime consideration for these moorings. They are best situated close to existing residential areas, such as Little London or as part of Spalding's future expansion to the southwest.

The moorings will benefit from good transport connections with nearby parking together with additional on-shore storage for bulky items such as bicycles. The provision for adequate facilities for the disposal of sewage is essential and should be a central feature in any mooring scheme. Chemical toilets and holding tanks are common on the canals and cruising boats. Direct connection to a main drainage system or a septic tank is more appropriate to permanently moored craft. Direct connection will allow 'grey water' from sinks, baths, showers and washing machines to be pumped into the main drainage system.

The interest generated by houseboat living would be a welcome addition where they are safe and contribute to the overall regeneration of the area.



Encouraging anglers to the river, particularly quieter areas, has the benefit of providing a policing element for general public safety



New housing should be developed to have a direct relationship with their waterway location

Angling

Encouraging anglers to fish the rivers, particularly quieter areas, has the benefit of providing a policing element for general public safety. For anglers, prime considerations are their own personal safety and the provision of safe areas for car parking. Extended periods away from cars while fishing can invite theft and vandalism.

Access requirements to bankside locations for fishing are similar to those for disabled access. Equipment can be bulky and many anglers use wheeled carriers, which are easier to manoeuvre on ramped routes and where there is a reasonable path surface. Car parking close to fishing areas avoids lengthy trips with equipment.

Conflicts can arise where there are competing uses on narrow or busy sections of the bank. At present this is not a significant problem due to the width of the flood banks, but as activity increases, in the medium term, the issue will need to be reviewed. The principle issue is where fishing tackle or the casting of lines impedes pedestrians or cyclists. Where wider areas of land are available, footpaths can be taken away from the water's edge in certain areas to give space for anglers.

As new paths are installed and connections developed, consideration should be given to providing areas where there is a minimum 1.5 metre verge for anglers, which will help reinforce wildlife corridors along the rivers. This will help increase fish stocks by creating fish 'refuges', while continued improvements in water quality should be pursued.

Clearly this strategy will only work if fish stocks are present in these locations and more detailed research is needed to develop the appropriate fish habitats. Locations should build on areas currently popular, which are away from moorings and that allow for opportunities for varying marginal vegetation.

The study suggests increased provision of car parking as a general facility for all users. Ideally small parking areas should be developed which have little impact on the river corridors. These will be used by anglers, local dog walkers and visitors alike and will require new access to riverside paths.

Future Development Quarter

The feasibility of navigation on the Vernatt's Drain and the South Drove Drain via Pode Hole should be investigated. This development of navigation would provide a navigable waterway to the west of Spalding with connection back to the River Welland, south of the town in the vicinity of the A16 bypass bridge. This would have to be carefully managed to ensure existing and future properties were not put at risk of flooding.

This would create an extensive and attractive cruising circuit around which housing could be developed on land already allocated for the town's future expansion.

Activity/ Facility Types	'Waterway Gateways'	Marina Option	Visitor Moorings	Permanent Moorings	Residential Moorings	Trip Boat Moorings	Hire Base Moorings	Tidal Moorings	Operational Moorings	Canoe Access	Slipway	Boat Repairs/Storage	Water Taxi Stop	Boaters Facilities	Water Events Space	Public House/Shop	Place of Interest	Sailing/Rowing/Punting	Camp Site	Access to Trails	Horse Riding	Fishing Area
River Glen																						
Guthram Gowt	✓		✓			✓			✓	✓							✓		✓	✓		✓
West Pinchbeck			✓							✓										✓		
Money Bridge			✓																	✓		
Pinchbeck The Ship			✓							✓						✓	✓			✓		
Pinchbeck Manor Farm			✓							✓									✓	✓		
Surfleet The Mermaid			✓			✓				✓						✓	✓			✓		
Surfleet Riverside Inn			✓					✓			✓					✓	✓			✓		
Surfleet Seas End	✓	✓	✓	✓	✓			✓	✓	✓		✓		✓	✓	✓			✓	✓		
River Welland																						
Peakirk	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓				✓	✓		✓	✓	✓	✓
Deeping Lakes			✓							✓		✓							✓	✓		
Kennulph's Stone	✓	✓	✓	✓			✓			✓		✓		✓						✓		
Crowland	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Four Mile Bar Bridge			✓							✓		✓						✓	✓	✓	✓	
Welland Yacht Club			✓							✓	✓	✓	✓	✓	✓	✓		✓	✓	✓		
Cowbit Washes		✓	✓	✓	✓		✓			✓		✓	✓	✓	✓	✓		✓	✓	✓		
'The Nursery' Site		✓	✓	✓	✓		✓			✓		✓	✓	✓	✓					✓		
Spalding Town Centre			✓			✓				✓		✓			✓	✓	✓	✓		✓		
Coronation Channel				✓					✓	✓		✓			✓			✓		✓		✓
Springfields			✓							✓		✓			✓		✓			✓		
Recycling Centre								✓	✓													
Northern Bypass	✓	✓	✓	✓	✓				✓	✓		✓	✓	✓						✓		
Fosdyke Bridge		✓	✓				✓	✓	✓	✓	✓	✓		✓						✓		

