

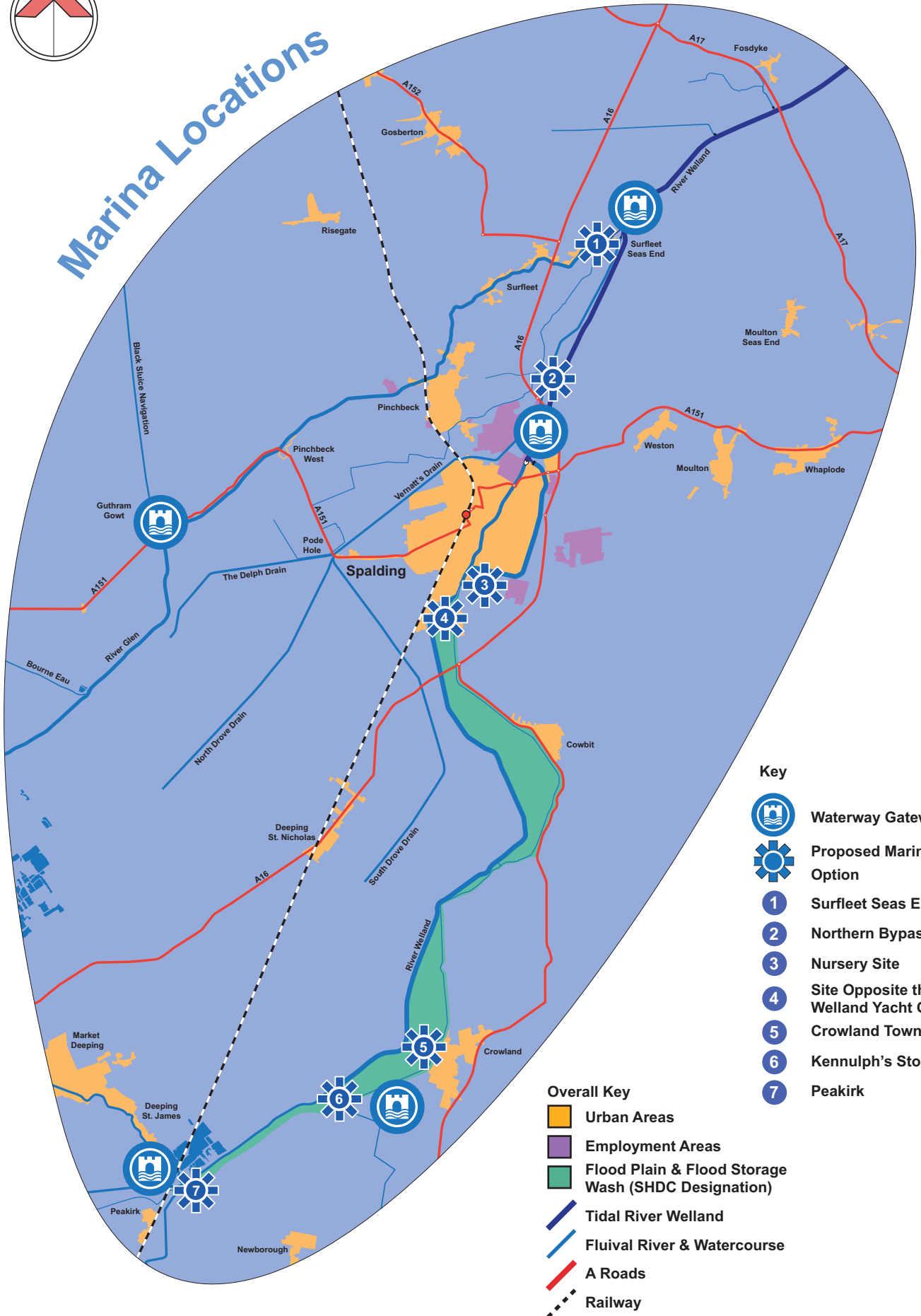


Marina Proposals

4



Marina Locations



- Key**
- Waterway Gateway
 - Proposed Marina Option
 - 1 Surfleet Seas End
 - 2 Northern Bypass
 - 3 Nursery Site
 - 4 Site Opposite the Welland Yacht Club
 - 5 Crowland Town
 - 6 Kennulph's Stone
 - 7 Peakirk

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



Surfleet Seas End
Land to the south of The Reservoir



Spalding
Land to the north of the A16 Bypass



Spalding
Land at northern end of Cowbit Washes
(opposite the Welland Yacht Club)



Crowland
Land at the head of 'The Lakes' canal

Marina Locations

Marina provision on the fluvial sections of the Rivers Welland and Glen is a new market anticipated to rise from the construction of the Fens Waterways Link. The provision of marinas is a long-term aspiration, which will cater for the demand for moorings and the increase in boating once the waterway links to Spalding and the River Nene have been completed.

As Spalding becomes a principle waterway destination, demand for both visitor and permanent moorings will increase. The narrow town centre channel will become congested and the mooring provision at the Welland Yacht Club will reach capacity. Therefore, there is a need to identify potential off-line marina locations to cater for the future demand. Spalding has only a limited number of locations where off-line marinas are possible, due to the topography of the flood banks and adjacent land, the drainage network and existing land uses. These available sites place restrictions on the size and practicality of construction and limits to navigation.

A mooring strategy must be flexible to accommodate a variety of boat sizes and activities to reflect future market changes. Provision for private, residential, hire and transit boats should be considered together with over-wintering facilities. Land-based facilities will be required: toilets, showers, water, refuse collection, fuel, electricity, boat repairs, vehicular access and car parking.

Seven potential marina locations have been identified on both the River Welland and River Glen Navigations. These are:

1. **Surfleet Seas End** - Land to the south of The Reservoir.
2. **Spalding** - Land to the north of the A16 Bypass.
3. **Spalding** - 'The Nursery Site'.
4. **Spalding** - Land opposite the Welland Yacht Club.
5. **Crowland** - Land at the head of 'The Lakes' canal
6. **Kennulph's Stone** – Land at suggested junction with Nene Link
7. **Peakirk** – Land at the confluence with the Folly River

Marina locations 4,5 and 6 are sited within the Crowland/Cowbit flood storage reservoir. This is designated under the Reservoirs Act 1975 and as such all matters relating to it have to be agreed and supervised by a nominated reservoir Panel Engineer. For anything built within the reservoir which 'removes' capacity, it should be expected that as a minimum like for like replacement of this storage capacity is provided on adjacent land. This might mean purchasing additional farmland and constructing flood defences around.

Not all these locations will develop into marinas. It is envisaged that a maximum of three locations would cater for the boating demand once the Fens Waterways Link has been completed. This creates a number of focal points at different areas along the river corridors, allowing a phased approach to respond to market development.

In proposing marina locations the criteria overleaf should be considered.

Method of Assessment

The following criteria have been developed to assist in identifying possible marina locations and guide the suitability of these sites. These criteria address general issues, such as location, infrastructure, support services and their environment.

General	This section looks at a number of key factors which affect the location of a new marina.
Criteria 1	Marina Location: The scoring in this first section is based on an assessment of the general location chosen for the proposed marina site, how it will sit within the local area, its impact to flood risk, accessibility and the likely economic impact that it will create for local communities.
Criteria 2	Proximity to Town Centre: The proximity of a marina to a town centre will determine whether visitors have easy access to the town's facilities, encouraging shopping, eating out and expenditure benefits to local businesses.
Criteria 3	Visibility (Road & River): The site is scored higher if its location is visible; being easily seen and accessed by road & water.
Criteria 4	Overall Site Space Available: The site location should have sufficient space to meet the initial requirement for pontoon berthing.
Criteria 5	Capacity for Marina Expansion: The site must be capable of meeting the long-term development aspirations of the area, with space available to increase the number of pontoon berths and facilities.
Criteria 6	Vehicle Parking: The availability of adequate car parking space with the capacity to expand in the future.
Criteria 7	Land Ownership: The location for the marina will score better if there are fewer landowners or if the owners are supportive of the marina development.
Infrastructure	This section looks at a number of key factors which affect the location
Criteria 8	Accessibility to River System: Scoring is higher where a proposed marina location has ease of access to the river systems without restriction of water levels, such as may exist on the flood drains.
Criteria 9	Road Access: Higher scoring in this section relates to the proximity of existing roads and the access to the site.
Criteria 10	Road Restructuring: Scoring will be lower as the required amount of access road restructuring is increased.
Criteria 11	Bridge Requirements: Scoring will be lowered if a new bridge is required to access the proposed marina site.
Criteria 12	Bundling Requirements: Scoring will be lowered in this section if bunding is required to impound water at a marina location.
Criteria 13	Proximity of Services Drainage: Scoring will be higher if services and drainage are located closer to the proposed marina location. However, the presence of any Combined Sewer Overflows (CSOs) needs to be investigated.
Criteria 14	Marina & Links: Scoring will be higher if the marina is located in an area that benefits from good waterway links.
Criteria 15	Impact on Washland: Crowland/Cowbit Flood Storage Reservoir Scoring will be lower if locating a marina on or close to an existing Washland site.
Criteria 16	Buildability of Project: The scoring in this section is based on a general assessment of how effective the overall development is likely to progress as a project.

Support Services	This section looks at the range of facilities & services available close to the proposed site.
Criteria 17	Food & Drink (Nearby): Scoring in this section will be higher if there is a range of quality restaurants, pubs and shops within reasonable walking distance.
Criteria 18	Transport Infrastructure Links: The location will be scored subject to its links with public transport and availability of other services such as local taxis.
Criteria 19	Local Visitor Attractions: Scoring will be higher if there is a range of visitor attractions in the area, encouraging visitors to stay for longer and travel ashore for visits.
Criteria 20	Accommodation (Nearby): The marina will receive higher scores if local accommodation is accessible, where boat owners have the option to stay when visiting or working on their boats.
Environment	This section looks at a marina's impact on its wider environment
Criteria 21	Impact on Local Environment: Scoring will be higher if less environmental impact is achieved at the proposed marina location.
Criteria 22	Green Infrastructure: Scoring will be higher if the overall project fits into the local environment enhancing the area's green infrastructure targets.
Criteria 23	Network Links (Walking & Cycling): The marina will score higher if it can connect with other outdoor activities, such as walking, cycling, fishing, horse riding and wildlife tourism.

Assessment of Site Options:

Each of the options is likely to result in a differing set of positive and negative outcomes. To balance these outcomes, each site needs to be measured against the identified criteria. Each site should then be given a 'score' out of eight against each of the criteria.

Please note that no marina will be acceptable where it increases flood risk to third parties or reduces flood storage capacity.

The figures presented in the Matrix opposite were scored on results based on several site visits to all seven proposed marina locations. These initial scores should not be solely relied upon for decision making or considered as recommendations. More detailed studies, assessments and feasibility work will need to be undertaken before taking proposed marina developments forward.

The site opposite the Welland Yacht Club was consistently in first place on all four sections. This site clearly presents the most attractive site and is within easy reach of Spalding town centre. The area supports a range of facilities including the base of the water taxi. The marina would be visible to passing traffic and require less road restructuring than other locations. It is recognised the site lies within the northern portion of the Cowbit Flood Storage Reservoir. Further discussions are required between the Environment Agency's own internal departments before clarity over the suitability of the site can be progressed.

The second highest scoring location was at Surfleet Seas End where there is a significant boating presence. A new marina in this location would provide a terminus to Phase 3 of the Fens Waterway Link and, in due course provide an opportunity for boats to access the River Welland and Vernatt's Drain to Spalding. The area around Surfleet Seas End is attractive and already supports existing facilities. This development would provide an opportunity to improve some of the existing moorings which are located below Surfleet Sluice.

Surfleet Seas End was closely followed by the Crowland Town location, which was preferred to a second site located nearer to Kennulph's Stone, further away from the town. This marina development could bring significant economic benefit to the town and local businesses.

The locations of these three preferred sites could provide excellent marinas in peaceful surroundings and at distances which would encourage cruising in the overall area, with Spalding at the centre.

Surfleet would benefit as an early stopover for vessels accessing the River Welland via Fosdyke before moving south to Spalding. The site opposite the Welland Yacht Club to the south of the town would provide overnight mooring facilities. It is very important to recognise cruising patterns and provide offline marinas at regular intervals on the waterways network. Crowland Town would again provide a further stopover for boats heading upstream on the River Welland and in due course cruising on the proposed connection to the River Nene. Of note, the Peakirk location came fourth in preference and this location could clearly be developed once the three other sites have been completed and successfully attracted resident berth holders.

The distances between the three main locations are accessible enough for resident boats to regularly travel between these centres. This would increase boat traffic through Spalding, generate economic benefit and attract new water based business to the region, boosting employment within the local area.

	River Glen	Spalding			River Welland		
	Surfleet Seas End	Northern Bypass	Nursery Site	Cowbit Washes	Crowland Town	Kennulph's Stone	Peakirk
GENERAL							
Marina Location	7	4	4	8	7	5	6
Proximity to Town Centre	5	3	6	7	7	4	6
Visibility (Road & River)	6	4	3	8	6	6	5
Overall Site Space Available	7	8	5	8	7	6	6
Capacity for Marina Expansion	6	6	2	7	6	6	6
Vehicle Parking	6	7	6	7	6	6	6
Land Ownership	8	8	5	6	5	5	5
Sub Total	45	40	31	51	44	38	40
INFRASTRUCTURE							
Accessibility to River System	7	3	3	7	5	6	6
Road Access	5	7	5	7	6	4	5
Road Restructuring	5	5	3	6	6	4	4
Bridge Requirements	7	3	2	6	7	7	7
Bunding Requirements	5	4	2	6	6	6	5
Proximity of Services Drainage	4	3	6	5	6	3	4
Marina & Links	6	3	3	7	5	5	5
Impact on Washland	6	5	5	3	4	4	4
Sub Total	45	33	29	47	45	39	40
SUPPORT SERVICES							
Food & Drink (nearby)	6	2	5	7	6	3	4
Transport Infrastructure Links	6	5	6	7	5	3	4
Local Visitor Attractions	5	4	4	6	7	4	5
Accommodation (nearby)	6	3	6	6	6	4	5
Sub Total	23	14	21	26	24	14	18
MISCELLANEOUS							
Buildability of Project	7	2	3	7	6	6	6
Impact on Local Environment	6	2	5	6	5	5	5
Green Infrastructure	6	5	6	6	6	5	5
Network Links (Cycling/Walking)	7	5	7	7	7	7	7
Sub Total	26	14	21	26	24	23	23
TOTALS	139	101	102	150	137	114	121

