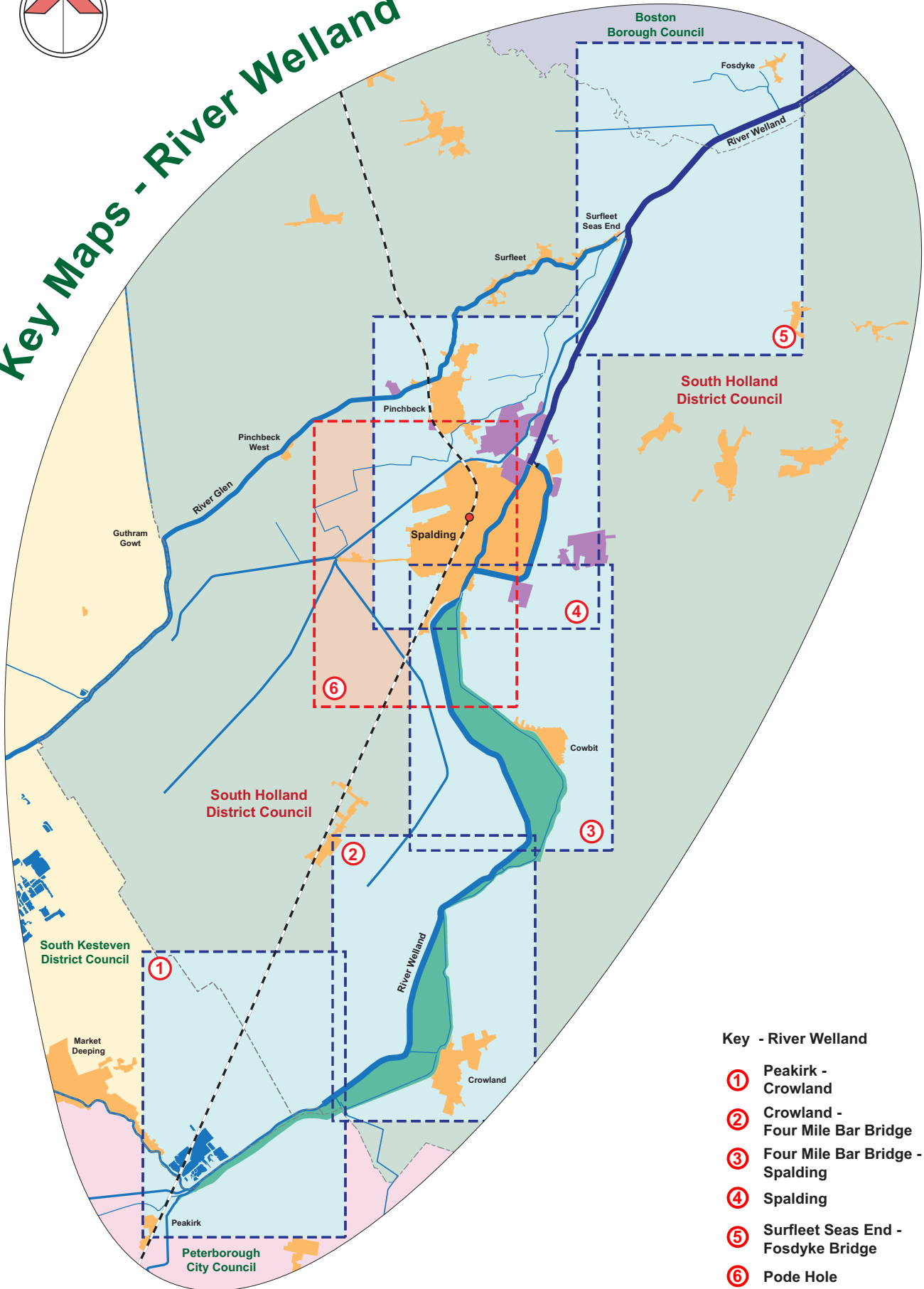




River Welland
6



Key Maps - River Welland



Key - River Welland

- ① Peakirk - Crowland
- ② Crowland - Four Mile Bar Bridge
- ③ Four Mile Bar Bridge - Spalding
- ④ Spalding
- ⑤ Surfleet Seas End - Fosdyke Bridge
- ⑥ Pode Hole



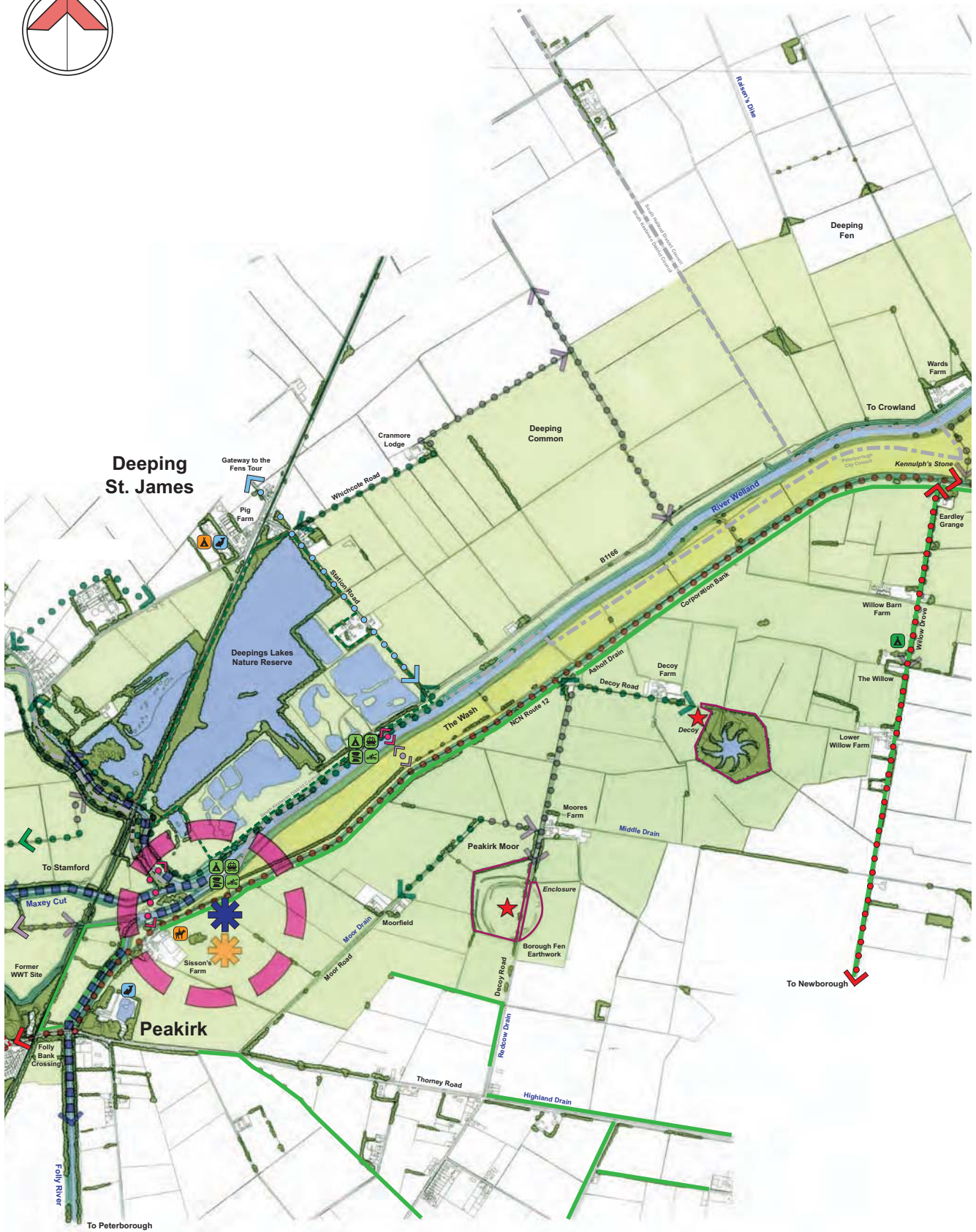
River Welland, Spalding

Introduction

In developing the waterspace study for the wider river network the following maps show proposals for both the River Welland and the River Glen beyond Spalding town centre as part of the overall vision of the Fens Waterway Link project. The proposals describe how the identified 'Clusters of Activity' are both the focus for river activity and accessibility to the broader river corridors.

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, and the EA will need to be consulted further on detailed proposals. 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.

The maps commence with the River Welland at Peakirk and run downstream through Spalding, to include the Coronation Channel, and finish at Fosdyke Bridge. The second series of maps covers the River Glen from Guthram Gowt downstream to the confluence of the River Welland at Surfleet Seas End.



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Key

	Existing Watercourses River Welland, South Drove Drain
	Existing Vegetation
	Existing Agricultural Land
	Local Authority Area Boundary
	Conservation Area
	Scheduled Ancient Monument
	Open Land
	Flood Plain & Flood Storage Wash
	Deepings Lake Nature Reserve (SSSI)
	Site of Local Nature Conservation Importance (SLNCI)
	Existing Public Right of Way & Other Public Access
	Existing Cycleway
	Gateway to the Fens Tour
	Pubs
	Existing Horse Centre
	Existing Camp/Caravan Site
	Proposed Area of Waterfront Focus
	Proposed Navigable Waterway
	Proposed Offline Marina
	Existing Moorings
	Proposed Water Taxi Stop
	Proposed Moorings
	Proposed Camp Site
	Proposed Holiday Lodge Development
	Proposed Canoe Launching Point
	Proposed Public Right of Way Connections
	Place of Historic Interest
	Fishing Area

Peakirk

Peakirk is effectively the current limit of navigation for powered craft on the River Welland with the actual Head of Navigation at Stamford Hudds. The course of the Old River Welland, once navigable, is now only suitable for canoes. It meanders northwards through the Deepings and is a particularly attractive aspect of these villages. The Maxey Cut, managed by the Environment Agency as a flood relief channel, heads west with The Folly River to the south.

The future alignment of the Fens Waterway Link is undecided. However, the confluence of the River Welland, Maxey Cut and Folly River is likely to become an important destination once the Link is constructed. The Deeping Lakes Nature Reserve, managed by the Lincolnshire Wildlife Trust, lies to the north of the River Welland and there is also an opportunity to attract river users to the reserve.

Proposals are:

- Investigate appropriateness of camp site. Develop visitor moorings, canoe access, water taxi stop and, depending on the route of the Link, a marina.
- Investigate potential to extend navigation to Stamford via the Maxey Cut, therefore creating a further demand for moorings.
- Investigate potential of holiday lodges. Peakirk, with a range of facilities is within ½ mile and the existing horse riding, fishing activities could be built on to include a future marina.
- Develop Deeping Lakes Nature Reserve to provide visitor moorings, canoe access and a trip/education boat stop.

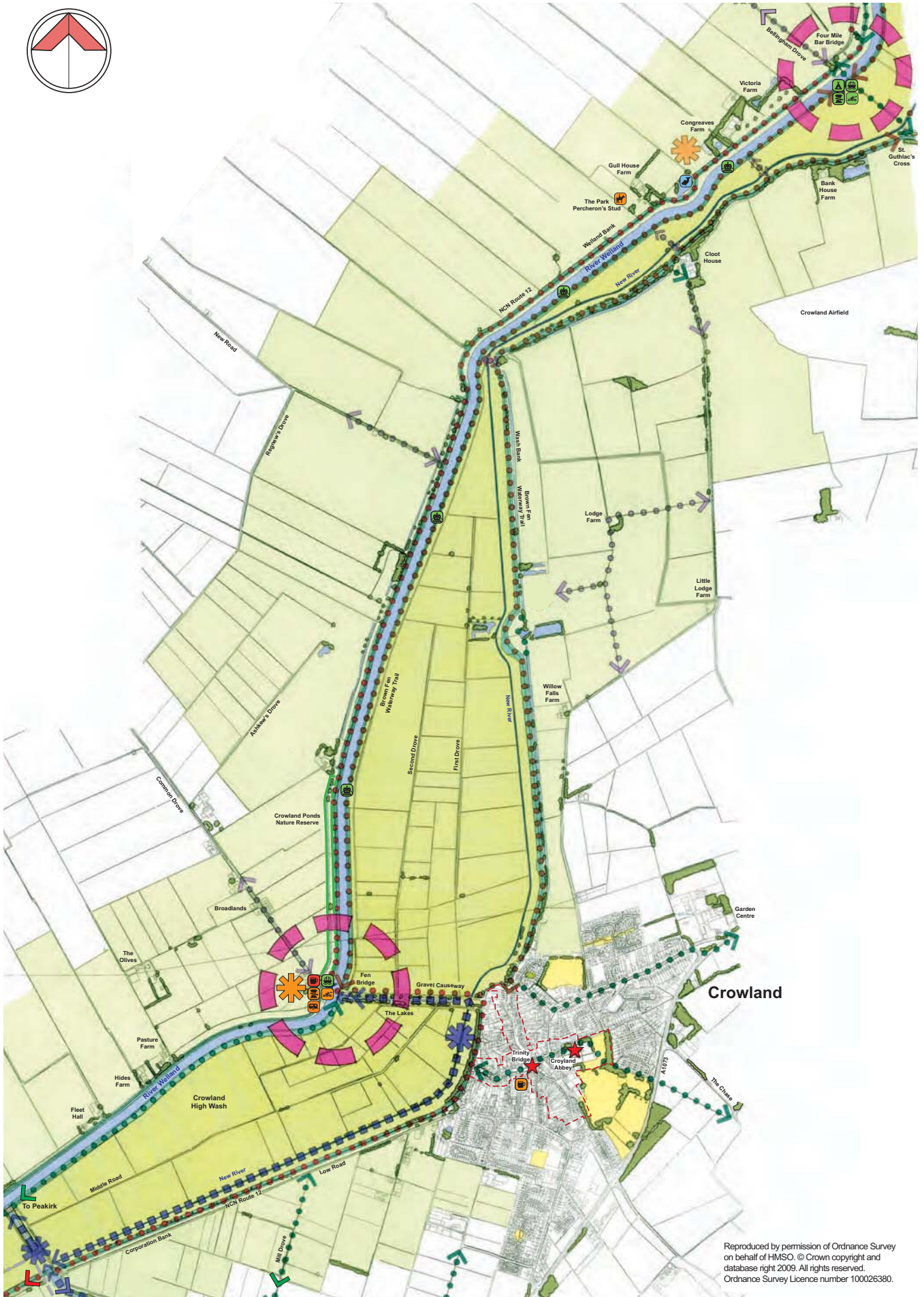
Access

Footpath links to the nearest villages of Deeping St James, Market Deeping and Peakirk are fragmented and hampered by the scarcity of river crossings. Parishes on both sides of the river have joined together to form the Northern Footpaths Group to improve connections and linkages.


































Two river crossings have been proposed:

1. **Deeping Lakes:** This option would need to be a single span similar to the Four Mile Bar bridge in order to prevent obstruction during floods. This would link the Nature Reserve and the 'Gateway to the Fens Tour' with the Peterborough Millennium Green Wheel and NCR No.12 running along Corporation Bank.
2. **Deeping St James:** At the former Lower Lock, where the river can be crossed using the old lock structure.

These bridges should allow for horse riding, an important activity in this area where off road riding opportunities, and particularly circular routes, are scarce. Walks should be extended to connect with the local historic sites. These include: Peakirk Hermitage, Borough Fen Earthwork and the Duck Decoy.



Key

-  Existing Watercourses
River Welland, South Drove Drain
-  Existing Vegetation
-  Existing Agricultural Land
-  Conservation Area
-  Scheduled Ancient Monument
-  Local Authority Area Boundary
-  Open Land
-  Flood Plain & Flood Storage Wash
-  Site of Local Nature Conservation Importance (SLNCI)
-  Existing Public Right of Way & Other Public Access
-  Existing Cycleway
-  The Brown Fen Waterway Trail
-  Pubs
-  Pub (Closed)
-  Existing Horse Centre
-  Existing Fishery
-  Proposed Area of Waterfront Focus
-  Proposed Navigable Waterway
-  Proposed Lock Structure
-  Proposed Offline Marina
-  Existing Moorings
-  Proposed Water Taxi Stop
-  Proposed Moorings
-  Proposed Operational Moorings
-  Proposed Camp Site
-  Proposed Holiday Lodge Development
-  Proposed Rowing Course
-  Proposed Canoe Launching Point
-  Proposed Public Right of Way Connections
-  Proposed Multi-user Route
-  Proposed Cycleway
-  Place of Historic Interest
-  Church

Kennulph's Stone

One option for the Fens Waterways Link is for the River Nene Link to connect with the River Welland near to the ancient site of Kennulph's Stone; an Anglo Saxon boundary marker defining the limits of Croyland Abbey. This remote site is on the NCR No.12 running along Corporation Bank, but currently has limited vehicular access. If the link to the River Nene is made at this point then moorings and possibly a marina might be appropriate in this location.

Crowland

Crowland lies ten miles south of Spalding and is the site of the ancient remains of Croyland Abbey, founded by St. Guthlac in the 7th century. In the Medieval period the River Welland flowed through the town, beneath the three arched Trinity Bridge until the River was diverted to flow half a mile to the west of the town.

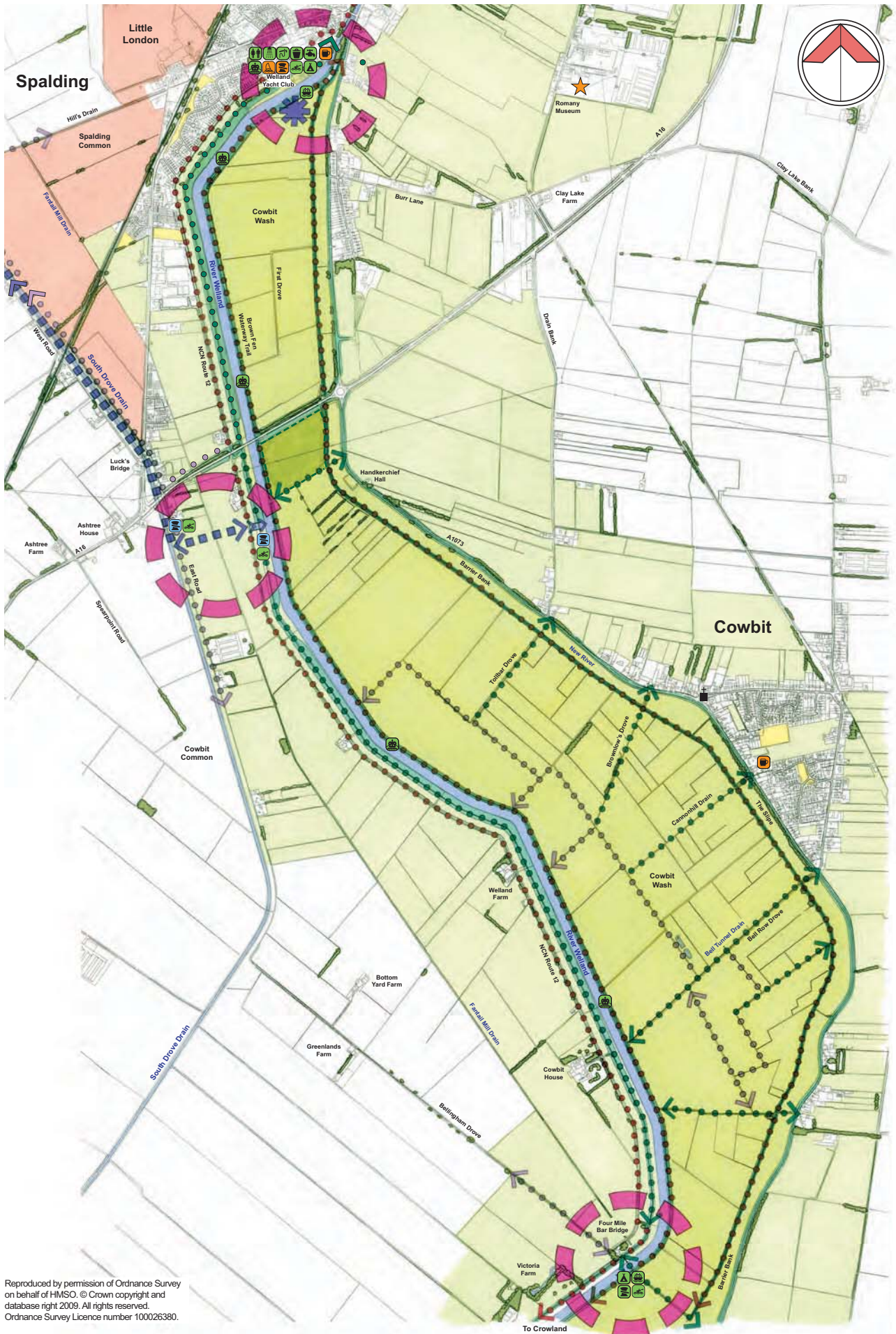
The South Holland Local Plan has identified Crowland as an intermediate size navigation hub with the provision to moor between twenty and forty boats together with general boating facilities and accommodation.

Upstream of Crowland Bridge the LWP has funded the construction of a slipway, which provides access for canoes and small trailable craft, downstream of the bridge there are public moorings. A number of waterway trails and public footpaths cross the River Welland at Crowland Bridge. These include the Crowland Millennium Trail, the Brown Fen Waterway Trail and the NCR No. 12.

One of the potential connections for the Fens Waterway Link is to join the River Welland near Kennulph's Stone (as described above). This location bypasses Crowland. As part of the Link a connection from the River Welland via 'The Lakes', a canal running to the edge of the town, would create a navigable route to the town.





























Proposals are:

- Extend existing public moorings as boat traffic increases.
- Investigate potential to develop a marina at head of 'The Lakes' canal below West Bank, bring boaters to within an easy walk of the town's shops, pubs, teashop and historic attractions.
- Develop Crowland as a waterway destination and an attractive destination for trip boats from Spalding.
- Currently 'Ye Olde Bridge Inn' is closed. The pub, together with the Bridge Caravan Park, could be enhanced to take advantage of its waterway location and could be developed as a potential holiday lodge location, building on the site's existing facilities.
- Opportunity to create wetland habitat as part of the waterway connection and complement with proposals to the north of The Lakes on the New River.



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Key

	Existing Watercourses - River Welland, South Drove Drain
	Existing Vegetation
	Existing Agricultural Land
	Urban Extensions
	Open Land
	Flood Plain & Flood Storage Wash
	Site of National Nature Conservation Interest (SSSI)
	Existing Public Right of Way & Other Public Access
	Existing Cycleway
	The Brown Fen Waterway Trail
	Existing Nature Reserve
	Pubs
	Proposed Area of Waterfront Focus
	Proposed Navigable Waterway
	Proposed Lock Structure
	Proposed Offline Marina
	Existing Moorings
	Proposed Water Taxi Stop
	Proposed Moorings
	Proposed Operational Moorings
	Proposed Camp Site
	Proposed Canoe Launching Point
	Proposed Public Right of Way Connections
	Proposed Multi-user Route
	Proposed Cycleway
	Place of Historic Interest
	Museum
	Church

Four Mile Bar Bridge

A new footbridge has recently been constructed at Four Mile Bar as part of the on going improvements undertaken by the Lincolnshire Waterways Partnership. This pedestrian bridge forms a hub of existing waterway trails and provides an important connection across the river.

To the south west of Four Mile Bar Bridge is Gull House Farm, the home of the Park Percheron Stud, 'one of the most famous studs in England'. The farm is close to the river and includes fishing lakes and holds farm open days featuring the heavy horses.

Proposals are:

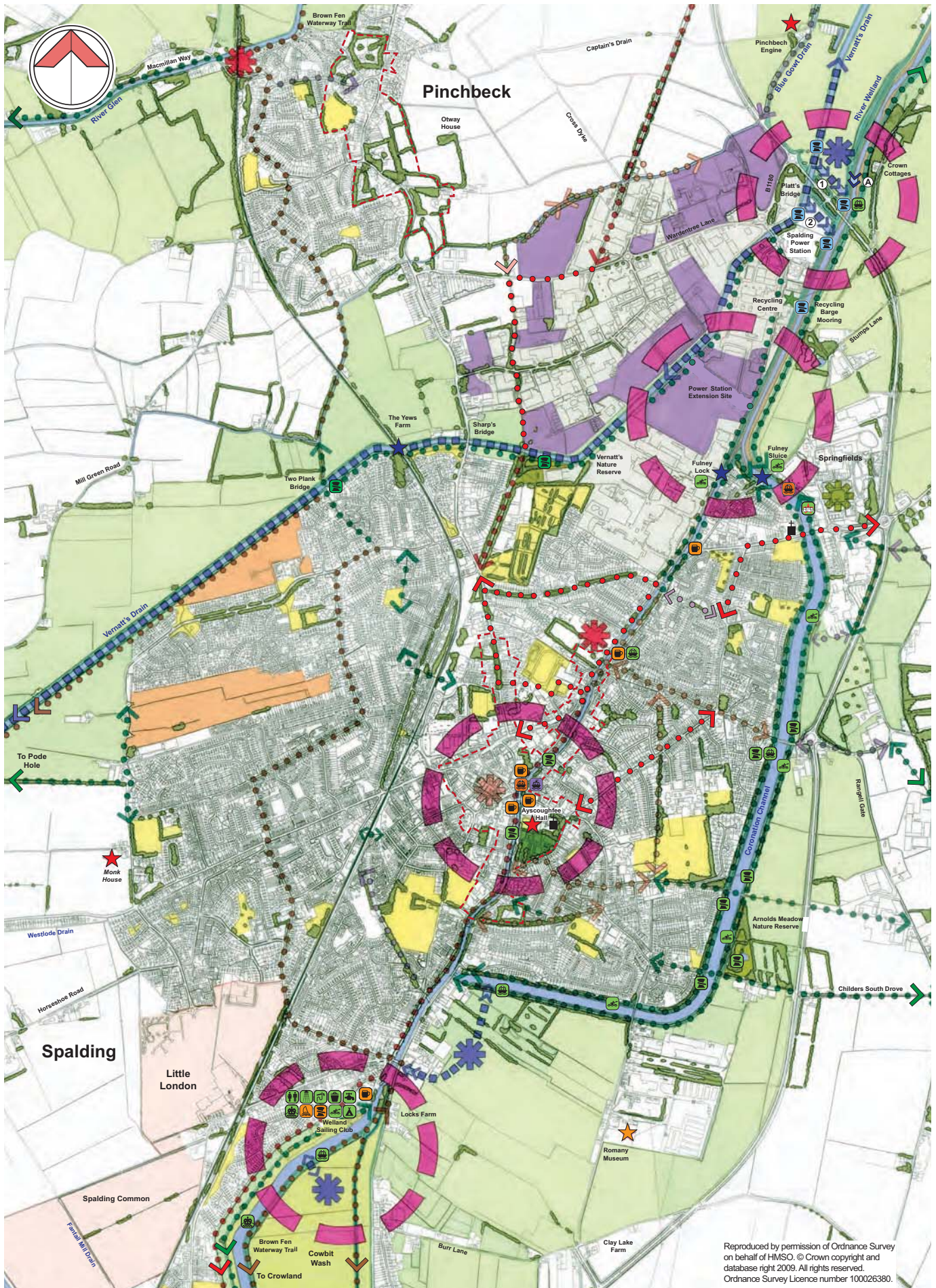
- Develop visitor moorings with canoe access and investigate possibility of camping facilities and a water-taxi stop.
- Investigate scope for further farm diversification into leisure, including self-catering holiday lodge accommodation. The farm is reached via Cradge Bank Road, on NCR No. 12 and close to connections crossing the river at Four Mile Bar Bridge.

Welland Yacht Club

The Welland Yacht Club at Little London sails on the River Welland from its clubhouse southwards to the A16 bypass bridge. This location provides a number of opportunities for development for the waterspace. Currently there are 48 hour moorings managed by the Environment Agency and the existing water taxi base.

Proposals are:

- Investigate creating visitor moorings for the Golden Ball pub.
- Improve waterfront between Welland Yacht Club and the Golden Ball pub to create an attractive waterfront and approach to Spalding.
- Provision of a waterway facilities block including toilet, showers and pump out at the existing Environment Agency moorings.
- Canoe access and camping facilities
- A potential future marina at Cowbit Washes
- The development of a rowing club, utilising the River Welland's wide straight reaches between Spalding and Crowland Bridge.
- Provide facilities to increase waterspace activity e.g. dragon boat racing and a location for a floating theatre/concert boat.



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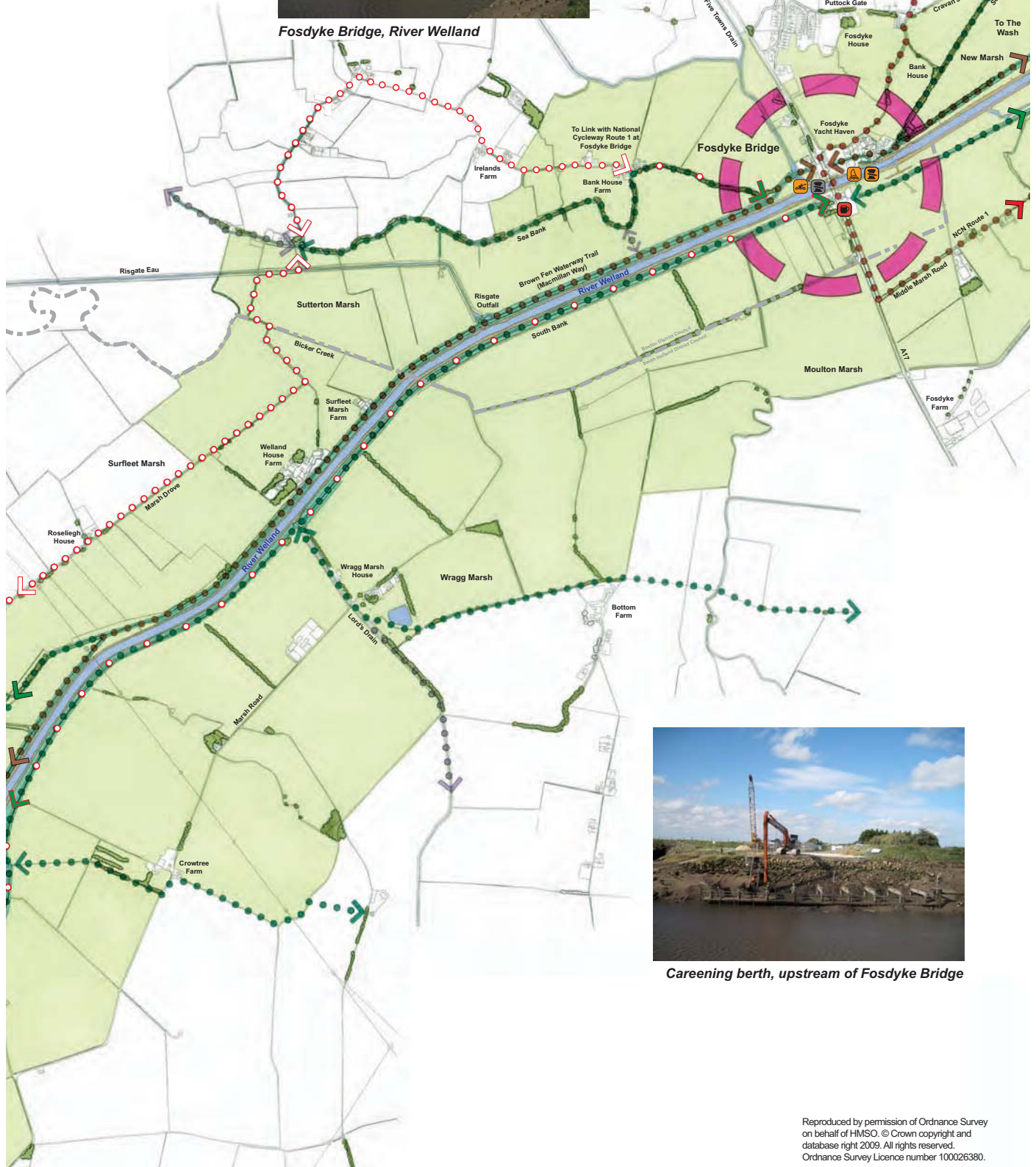
Key

- | | | | |
|---|--|---|--|
|  | Tidal River Welland |  | Proposed Offline Marina |
|  | Existing Watercourses - River Glen, Vernatt's Drain, South Drove Drain |  | Existing Moorings |
|  | Existing Vegetation |  | Existing Water Taxi Stop |
|  | Existing Agricultural Land |  | Welland Sailing Club |
|  | Urban Extensions |  | Proposed Water Taxi Stop |
|  | Major Housing Proposals |  | Proposed Trip/Restaurant Boat |
|  | Major Employment |  | Proposed Park & Glide |
|  | Major Employment Proposal |  | Proposed Moorings |
|  | Conservation Area |  | Proposed Operational Moorings |
|  | Open Land |  | Water Events Space |
|  | Flood Plain & Flood Storage Wash |  | Proposed Rowing Course |
|  | Existing Recycling Centre |  | Proposed Punt Hire |
|  | Existing Public Right of Way & Other Public Access |  | Proposed Canoe Launching Point |
|  | Existing Cycleway |  | Proposed Camp Site |
|  | The Brown Fen Waterway Trail |  | Proposed Toilets |
|  | Existing Nature Reserve |  | Proposed Shower |
|  | Town Centre |  | Proposed Pump Out |
|  | Springfield Centre |  | Proposed Rubbish Disposal |
|  | Pubs |  | Proposed Water Point |
|  | Proposed Area of Waterfront Focus |  | Proposed Public Right of Way Connections |
|  | Proposed Waterfront Development |  | Proposed Multi-user Route |
|  | Indicative Waterway Connection Option |  | Proposed Cycleway |
|  | Proposed Navigable Waterway |  | Place of Historic Interest |
|  | Proposed Lock Structure |  | Museum |
|  | Proposed Lock/Sluice Option |  | Church |
|  | Waterway Structure Requiring Works | | |

Proposals for Spalding are considered in detail in Section 5



Fosdyke Bridge, River Welland



















Careening berth, upstream of Fosdyke Bridge

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Fosdyke Yacht Haven, River Welland

Key

-  Tidal River Welland
-  Existing Vegetation
-  Existing Agricultural Land
-  Local Authority Area Boundary
-  Existing Public Right of Way & Other Public Access
-  Existing Cycleway (NCN Route 1)
-  The Brown Fen Waterway Trail (The Macmillan Way)
-  Pub - (The Ship Inn, Closed)
-  Proposed Area of Waterfront Focus
-  Fosdyke Yacht Haven
-  Existing Moorings
-  Existing Operational Moorings
-  Existing Canoe Launching Point
-  Proposed Public Right of Way Connections
-  Proposed Cycleway
-  Church

Fosdyke Bridge

Fosdyke Bridge is the final road crossing of the River Welland before it enters the Wash. The environs of bridge are industrial in character with fast moving traffic making crossing the road hazardous. The Ship Inn to the south of the river is currently closed and up 'For Sale'.

Fosdyke Yacht Haven is located on the left bank downstream of the bridge and provides a full range of services for both motor cruisers and yachts. Upstream of the bridge a new careening berth has been constructed adjacent to the existing slipway and canoe access.

Access and Signage

As the last crossing of the River Welland Fosdyke Bridge is the 'hub' of several different long distance footpaths, cycle routes and waterway trails. The National Cycle Route (NCR) No.1 crosses the bridge but currently does not connect with NCR No.12 through Spalding.

Proposals are:

- Improve the access for pedestrians and cyclists crossing the bridge by utilising the existing public right of way along the right hand bank of the Tidal River Welland to create a new cycle route connecting to the NCR No.12.
- To the north of the river it is proposed to create a new cycle route via the existing droves and lanes to connect NCR No.1 with Surfleet Seas End and the proposed new cycle route along the River Glen to the west.



Vernatt's Drain, Pode Hole



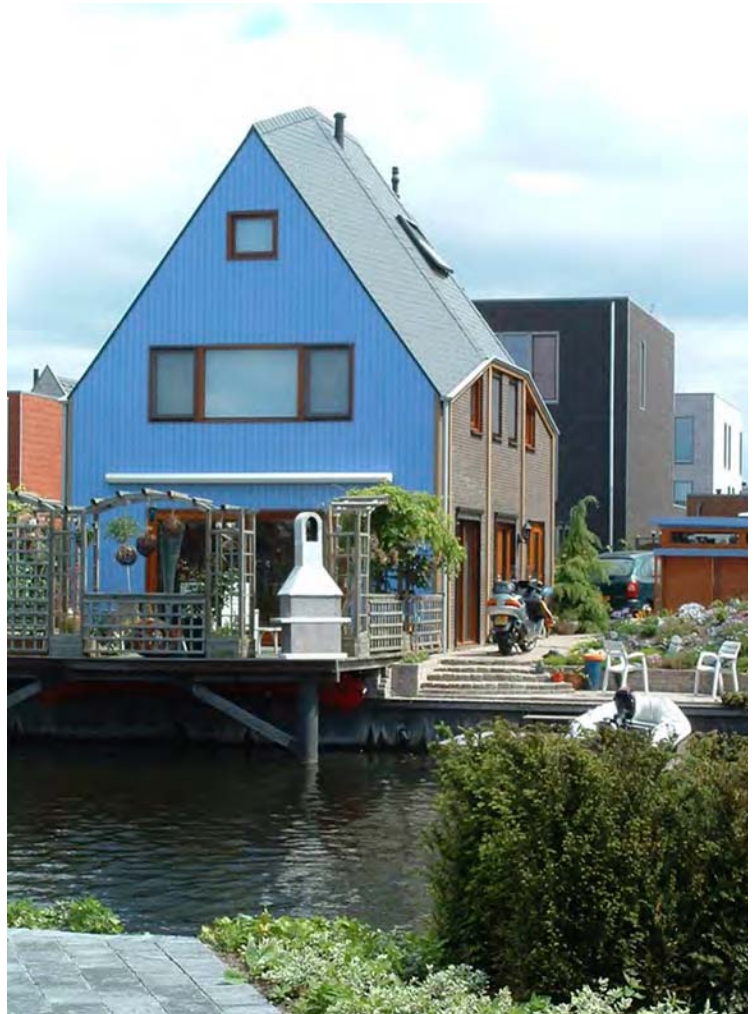
Pode Hole Pumping Station



Welland & Deepings IDB Workshops, Pode Hole



South Drove Drain



Waterfront Development, Almere, The Netherlands



Houseboat development, IJburg, The Netherlands



New waterfront development, Delft, The Netherlands



New development, Barendrecht, The Netherlands



The integration of Urban & Natural environments



Navigable waterways punctuate the development

Future waterway-based residential quarter

South Holland District Council has recently commissioned a Strategic Flood Risk Assessment as an aid towards them implementing the intentions of Planning Policy Statement 25: Development and Flood Risk (PPS 25). It defines the extent of the flood zones and provides sufficient further information so the Council have an overall view of present and potential future flood risk for strategic planning purposes. The land to the south and west of the town is considered to be less prone to flooding and has been earmarked for the town's future expansion.

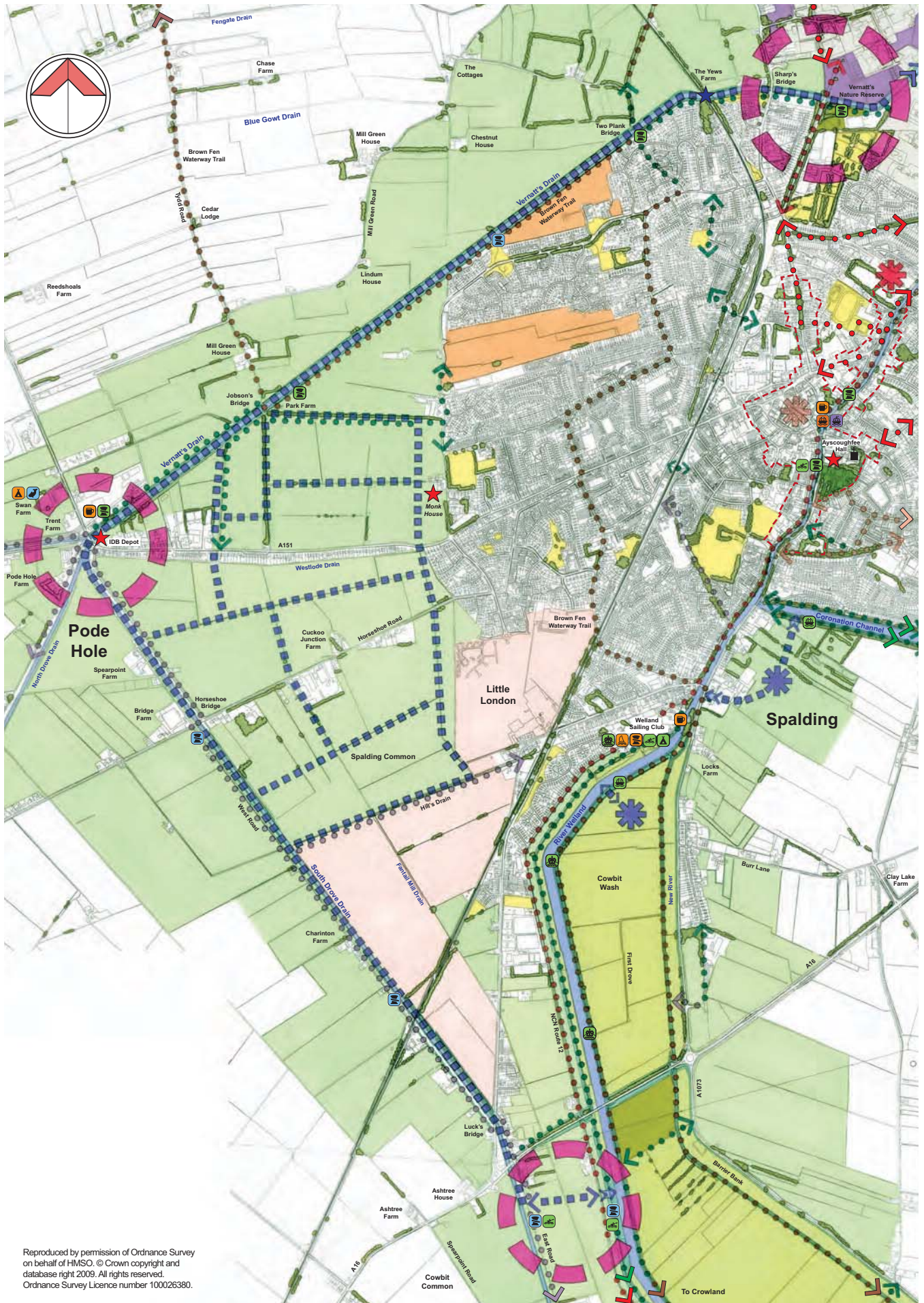
The feasibility of navigation on the Vernatt's Drain and the South Drove Drain via Pode Hole should be investigated. This development of navigation would provide a navigable waterway to the west of Spalding with connection back to the River Welland, south of the town in the vicinity of the A16 bypass bridge.

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

A new residential quarter based on the existing drains and proposed network of waterways would bring much needed high quality housing to Spalding. There are many good examples of this type of development in the Netherlands, where housing and amenity development positively address the waterways. Individual moorings are provided, wetland habitats are created within the development structure and water taxis provide a sustainable means of commuting into town.







































Borneo Island dwellings, The Eastern Islands, Amsterdam



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Key

- | | | | |
|---|---|---|--|
|  | Existing Watercourses - River Welland, Vernatt's Drain, South Drove Drain |  | Existing Moorings |
|  | Existing Vegetation |  | Existing Water Taxi Stop |
|  | Existing Agricultural Land |  | Welland Sailing Club |
|  | Urban Extensions |  | Proposed Water Taxi Stop |
|  | Major Housing Proposals |  | Proposed Moorings |
|  | Major Employment |  | Proposed Operational Moorings |
|  | Major Employment Proposal |  | Proposed Camp Site |
|  | Conservation Area |  | Proposed Rowing Course |
|  | Open Land |  | Proposed Canoe Launching Point |
|  | Flood Plain & Flood Storage Wash |  | Proposed Public Right of Way Connections |
|  | Site of National Nature Conservation Interest (SSSI) |  | Proposed Multi-user Route |
|  | Existing Public Right of Way & Other Public Access |  | Place of Historic Interest |
|  | Existing Cycleway |  | Church |
|  | The Brown Fen Waterway Trail | | |
|  | Existing Nature Reserve | | |
|  | Town Centre | | |
|  | Pubs | | |
|  | Proposed Area of Waterfront Focus | | |
|  | Proposed Waterfront Development | | |
|  | Proposed Navigable Waterway | | |
|  | Proposed Lock Structure | | |
|  | Proposed Offline Marina | | |
|  | Waterway Structure Requiring Works | | |



Waterside Development, Groningen, Netherlands