

Comment

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Address	Mather Road Newark NG24 1FB
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Comment by	Canal & River Trust (Mr Ian Dickinson)
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Should the LAPP also include policy to safeguard the following locations from development which would prejudice the ecological, recreational, tourism and commercial potential?

the River Trent	Yes
the River Soar	Yes
the Grantham Canal	Yes

Please provide any comments you wish to make to support your response. If you answered YES, we would be interested to know what policy should be included in the LAPP. If you answered YES in relation to the Grantham Canal, we would be interested to know whether you think a route should also be safeguarded for a new canal link between the existing canal and the River Trent.

The River Trent

The Canal & River Trust is the Navigation Authority for the River Trent where it runs along the northern boundary of Rushcliffe Borough for approximately 25km. The river is designated as a commercial waterway between the tail of Meadow Lane Lock in Nottingham to Gainsborough Bridge. The Trust would therefore welcome the inclusion of a policy which sought to safeguard the river from development which would prejudice its commercial potential, and would be happy to discuss the content of any proposed policy in more detail in order to identify how best to achieve an appropriate level of protection.

Aside from our role as a navigation authority, as a charitable trust, we are keen to promote the wider benefits and amenity value of all inland waterways. We would not wish to see adverse impacts on the leisure, amenity and recreational value of this stretch of the River Trent that could reduce the value of the river as an important ecological habitat or which might serve to discourage it's use by boaters (including canoes and kayaks), anglers or as a leisure/recreational route for walkers to follow. The

Trust would therefore also support the inclusion of a policy to safeguard the river from inappropriate development which would prejudice its ecological, recreational and tourism value, and would be happy to discuss the content of any proposed policy in more detail in order to identify how best to achieve an appropriate level of protection.

The River Soar

The Canal & River Trust is the Navigation Authority responsible for the navigable parts of the River Soar where it runs along the western boundary of Rushcliffe Borough for approximately 11km.

Aside from our role as a navigation authority, as a charitable trust, we are keen to promote the wider benefits and amenity value of all inland waterways. We would not wish to see adverse impacts on the leisure, amenity and recreational value of this stretch of the River Soar that could reduce the value of the river as an important ecological habitat or which might serve to discourage its use by boaters (including canoes and kayaks), anglers or as a leisure/recreational route for walkers to follow. The Trust would therefore also support the inclusion of a policy to safeguard the river from inappropriate development which would prejudice its ecological, recreational and tourism value, and would be happy to discuss the content of any proposed policy in more detail in order to identify how best to achieve an appropriate level of protection.

The Grantham Canal

The Grantham Canal is owned by the Canal & River Trust and is currently designated as a Remainder Waterway. The canal originally connected the town of Grantham to the River Trent, running through some 50km of Lincolnshire, Leicestershire and Nottinghamshire countryside. Nearly half of the canal falls within Rushcliffe Borough.

Although the canal was officially closed in the 1930s, much of it is still in water and it is a valuable wetland habitat, including a Site of Special Scientific Interest (SSSI) at Kinoulton Marshes and various Local Wildlife Sites along its length. The canal is also a popular and well-used recreational resource for walkers, runners, cyclists and naturalists. The Trust therefore considers that as an important ecological, recreational and tourism resource, the canal is worthy of protection through the LAPP and we would welcome the inclusion of a policy to safeguard it from inappropriate development which would prejudice its ecological, recreational and tourism value. We would be happy to discuss the content of any proposed policy in more detail in order to identify how best to achieve an appropriate level of protection.

In response to the supplementary question regarding the potential to safeguard a new canal link between the existing canal and the River Trent through the LAPP, the Trust would support the inclusion of such a policy. The Trust, through the Grantham Canal Partnership, supports the work of the Grantham Canal Society in restoring the canal and its aspirations to fully restore the canal to navigable status. The GCP's membership includes, inter alia, all the strategic local authorities whose areas the canal route follows, including Rushcliffe Borough Council.

The full restoration of the canal and connection of it to the existing navigable waterway network will require the creation of a new link to the River Trent, as the original route has now been lost as a result of new development. The safeguarding of such a route would represent an important step towards facilitating the eventual full restoration of the canal with all the economic, environmental and community benefits this would generate for Rushcliffe and the other relevant local authority areas.

A Feasibility Study Report undertaken by Scott Wilson Group plc was published in 2009 and this document contains a detailed investigation of the preferred option to create a new link. We would suggest that this report could provide a basis for further, more detailed discussion with the Council over the potential to establish a safeguarded route within the LAPP. The Trust would wish to work with the Council to investigate how this could be achieved within the LAPP, and would request that this matter is the subject of further discussion with the Trust, via the Grantham Canal Partnership.

Should we (please choose one option)

Continue to use the guidance in the 6Cs Highway Design Code?