



**Canal &  
River Trust**

Making life better by water

Planning Policy  
Rushcliffe Borough Council  
Rushcliffe Arena  
Rugby Road  
West Bridgford  
Nottingham  
NG2 7YG

**Your Ref**

**Our Ref** CRTR-POL-2023-39696

**Thursday 5 October 2023**

**Dear Rushcliffe Borough Council,**

**Tollerton Neighbourhood Plan submission version consultation**

Thank you for your consultation on the above document.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Canal & River Trust (the Trust) owns and maintains the Grantham Canal. Approximately 2km of the canal forms the northern boundary of the Plan area, between Lings Bar Bridge (Br. 6A) which carries the A52 over the Canal and the Polser Brook Aqueduct (Aqueduct 3). The Grantham Canal was closed to navigation in 1936 (under Section 38 of the LNER (General Power) Act 1936) with the proviso that a two-foot level of water should be maintained to support agricultural needs. Under the Transport Act 1968, waterways were classified as Cruising Waterways or Commercial Waterways with those not listed as either being designated as 'remainder' waterways. The Grantham Canal is a 'remainder' waterway.

Since then, as a 'remainder' waterway the Grantham Canal has become a valuable wildlife habitat. The canal is designated as a Local Wildlife Site (Grantham Canal- Bassingfield to River Trent) where it runs along the edge of the Plan area. Although such sites do not have statutory protection (i.e.- set out in legislation) they are nonetheless locally important sites that are of substantive value for the conservation of biodiversity and are often home to rare and scarce species.

Inland waterways are acknowledged as significant green infrastructure, but they also function as blue infrastructure, serving as a catalyst for regeneration; a sustainable travel resource for commuting and leisure; a natural health service acting as blue gyms and supporting physical and healthy outdoor activity; an ecological and biodiversity resource; a tourism, cultural, sport, leisure and recreation resource; a heritage landscape; a contributor to water supply and transfer, drainage and flood management. The waterway network forms part of the historic environment, the character, cultural and social focus of the locality.

Please find below the Trust's response to the draft Neighbourhood Plan; we hope that the comments provided are clear and helpful.

We are pleased to note that the Grantham Canal is identified in the list of Heritage Assets within the Plan area in Appendix C. Although the canal is a non-designated heritage asset, it is an important reminder of the industrial

#### **Canal & River Trust Planning Team**

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heritage of the area. The canal network is a prime example of a historic asset that is widely used, and a major aspect of its value is that it is both useable and accessible, as a piece of working heritage.

Measures to protect the historic character and setting of the canal and maintain its value as a tranquil location are important for encouraging people to use this freely accessible resource which enables them to enjoy the local countryside and landscape. As such, Policy 9 should help to minimize the risk of adverse impacts on the canal occurring as a result of new development proposals.

Whilst we consider Policy 10 to be appropriate, we suggest that the Grantham Canal should be specifically identified on Map 4 as a key feature in order to explicitly acknowledge its value as an important green space which should be protected. Similarly, this would also assist in relation to Policy 12 by clearly acknowledging the value of the canal as a green/blue infrastructure corridor.

Policy 11 designates sites as Local Green Spaces. Although the Grantham Canal is not included in the list of sites identified in the policy, we note that the canal does appear in the detailed site assessments contained in Appendix D (Site 12). We therefore ask for clarification as to whether the canal is intended to be designated as a Local Green Space and suggest that, if not, it should be removed from Appendix D.

Although the Grantham Canal sits on the edge of the Plan area, we note that its value as a traffic-free walking and cycling route is acknowledged in the supporting text to Policy 13. We consider that the canal forms an important element of the wider network of walking and cycling routes and provides a connection to the surrounding area, particularly heading eastwards to Cotgrave and Cotgrave Country Park and westwards into West Bridgford. The Trust supports the aims of securing improvements to connectivity to the canal towpath and/or enhancements to the towpath itself to further encourage and facilitate greater use by both walkers and cyclists.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Area Planner

<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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