

Notice of Meeting

Basingstoke Canal Joint Management Committee



SURREY
COUNTY COUNCIL

Date & time

Wednesday, 26
June 2019 at 10.05
am

Place

Mytchett Canal
Centre, Mytchett Place
Road, Mytchett,
Surrey, GU16 6DD

Contact

Amelia Christopher
Room 122, County Hall
Tel 020 8213 2838

amelia.christopher@surrey
cc.gov.uk

Chief Executive

Joanna Killian



We're on Twitter:
[@SCCdemocracy](https://twitter.com/SCCdemocracy)

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This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Amelia Christopher on 020 8213 2838.

MEMBERS

Hampshire County Council

Councillor Rod Cooper
Councillor Jonathan Glen
Councillor Anna McNair Scott
Councillor Charles Choudhary

Hart District Council

Councillor Simon Ambler
Councillor Wendy Makepeace-Browne

Rushmoor Borough Council

Councillor John Marsh
Councillor Veronica Graham-Green

Fleet Town Council

Councillor Peter Wildsmith

Special Interest Groups

Basingstoke Canal Society

Mr Martin Leech
Mr Philip Riley

Parish Councils

Mr Alastair Clark

National Trust,

River Wey and Godalming Navigations

Mr John Gibson

Surrey County Council

Councillor Mike Goodman
Councillor Ben Carasco
Councillor Paul Deach
Councillor Saj Hussain

Guildford Borough Council

Vacancy

Runnymede Borough Council

Councillor Brian Clarke

Surrey Heath Borough Council

Councillor David Lewis

Woking Borough Council

Councillor Kevin Davis
Councillor Rob Leach

Natural England

Mr Adam Bates

Inland Waterways Association

Mr Gareth Jones

Basingstoke Canal Boating Club

Mrs Liz Murnaghan

Galleon Marine

Mr Arthur McCaffery

TERMS OF REFERENCE

The Committee is responsible for the following areas:

The Committee is responsible for the following areas:

- The oversight of the completion of the restoration of the Basingstoke Canal;
- The management and maintenance of the Basingstoke Canal as an environmental navigational and recreational asset in accordance with the policy and budgetary framework set for the Committee; and
- The balancing of the interests of all users of the Basingstoke Canal and conservation of the natural environment.

AGENDA

118 APOLOGIES FOR ABSENCE

To report any apologies for absence.

218 MINUTES OF PREVIOUS MEETING: 22 NOVEMBER 2018

To agree the minutes of the previous meeting as a true and accurate record of proceedings.

318 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

418 QUESTIONS AND PETITIONS

To receive any questions or petitions.

Notes:

1. The deadline for Member's questions is 12.00 noon four working days before the meeting (*20 June 2019*).
2. The deadline for public questions is seven days before the meeting (*19 June 2019*).
3. The deadline for petitions was 14 days before the meeting, and no petitions have been received.

518 FORWARD WORK PROGRAMME AND ACTIONS TRACKER

(Pages 1
- 6)

To review the actions tracker and forward work programme of the Joint Management Committee.

618 FINANCE REPORT: FINAL ACCOUNTS OUTTURN 2018/19

(Pages 7
- 16)

To brief Members on the financial outturn of the Basingstoke Canal Authority. Members are asked to review and agree the outturn position for the year 2018/19.

- 718 CANAL MANAGEMENT REPORT** (Pages 17 - 20)
To inform the Committee of actions taken by the Strategic Manager and BCA Canal Manager in managing, maintaining and operating the Canal; and report the work of the Conservation Steering Group.
- 818 BASINGSTOKE CANAL SOCIETY REPORT** (Pages 21 - 24)
To update the Committee on the work undertaken by the Basingstoke Canal Society since its last meeting.
- 918 PLANNING GUIDANCE NOTE** (Pages 25 - 50)
The Committee to approve the document that has been produced jointly by the Basingstoke Canal Authority [BCA] and Basingstoke Canal Society [BCS] and for it to be adopted as Canal Partnership policy.
- 1018 DATE OF THE NEXT MEETING**
The next meeting of the Basingstoke Joint Management Committee will be held on 21 November 2019.

Joanna Killian
Chief Executive
Published: Monday, 17 June 2019

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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**Basingstoke Canal Joint
Management Committee
26 June 2019**



**Actions Tracker and Forward Work
Programme**

1. The Committee is asked to review its Action Tracker and provide comment as necessary.
2. The Forward Work Plan is attached for the Board's reference.

Report contact:

Amelia Christopher, Democratic Services Assistant, Democratic Services SCC

Contact details:

Tel: 020 8213 2838

Email: amelia.christopher@surreycc.gov.uk

Annexes

- Annex 1 - Actions Tracker
- Annex 2 - Forward Work Programme

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Annex 1

Basingstoke Canal JMC 2017/18/19 ACTIONS AND RECOMMENDATIONS TRACKER

The recommendations tracker allows Committee Members to monitor responses, actions and outcomes against their recommendations or requests for further action. The tracker is updated following each Committee meeting. Once an action has been achieved and reported to the Committee meeting it will be removed from the tracker.

KEY			
	No Progress Reported	Action In Progress	Action Completed

Date of meeting	Item	Action Ref:	Recommendations/Actions	Achieved/Outstanding?	Deadline/Progress Check	Responsible Cabinet Member/Member /Officer
26 July 2017	Final accounts 2016/17	A7/17	That officers provide a report on potential car parking charges being implemented across all rural, riparian car parks and report back to the JMC in its meeting early 2018.	The Committee will receive an update on this issue in 2019, to provide officers sufficient time to conduct an adequate study of feasibility and results of implementation of Reading Road and Scotland Bridge car parks.	June 2019	Fiona Shipp/James Taylor
26 July 2017	Canal management report	A9/17	That the KRIs contain an explanation as to what the targets set by the BCA and for this information to be circulated to the Committee.	The Committee will be asked to look at targets set as part of the review of the 5 year strategy.	Early 2019	James Taylor
28 June 2018	Final accounts 2017/18	A1/18	That a decision from Surrey County Council regarding the status of houseboat income and its allocation to the BCA or Surrey Property Services be made and presented to the Committee in November 2018.	An update has been requested, and a report regarding this will be considered by Cabinet in the near future. A further update will be provided to the Committee in 2019.	2019/2020	Lisa Creaye-Griffin/Richard Parkinson

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Basingstoke Canal Joint Management Committee

Forward Work Programme 2019/20

Basingstoke Canal Joint Management Committee

Chairman: Cllr Jonathan Glen (Hants); Vice-Chairman: Cllr Mike Goodman (Surrey)

Date of Meeting	Item	Description	Method
Standing Item	Financial Update	To present the financial situation of the Basingstoke Canal Authority to the Committee.	Agenda Item
Standing Item	Risk Register Update	To provide an update of the Basingstoke Canal Authority's key risks	Agenda Item
Standing Item	Canal Society Report	To provide the Committee updates on the work of the Basingstoke Canal Society.	Agenda Item
Standing Item	Canal Management Report	To update the Committee on actions taken by the Strategic Manager and BCA Canal Manager in managing, maintaining and operating the Canal.	Agenda Item
Standing Item	Capital Works Projects Report	To update on the forward programme of capital works funded by Surrey and Hampshire County Councils.	Agenda Item

Business Item 26/06/2019	Planning Guidance Note	The Committee to approve the document that has been produced jointly by the Basingstoke Canal Authority [BCA] and Basingstoke Canal Society [BCS] and for it to be adopted as Canal Partnership policy.	Agenda Item
Business Item TBD	Investment Strategy	Officers briefed to employ consultants to develop a short / medium term Investment Strategy based on the successful visitor attraction model employed at HCC County Parks. The output will be a list of projects and proposals, investments required and identification of strategic land purchases.	Agenda Item

HAMPSHIRE COUNTY COUNCIL

Report

Committee/Panel:	Basingstoke Canal Joint Management Committee
Date:	26 June 2019
Title:	Final Accounts 2018/19
Report from:	Report of Honorary Treasurer and Strategic Manager

Contact name: Jane Lovett, Honorary Treasurer, Hampshire County Council
James Taylor, Strategic Manager Basingstoke Canal

Tel: 01962 847518 / 01483 517538 **Email:** Jane.Lovett@hants.gov.uk / james.taylor@surreycc.gov.uk

1 Executive Summary

- 1.1 The purpose of this report is to brief Members on the financial outturn of the Basingstoke Canal Authority. Members are asked to review and agree the outturn position for the year 2018/19.
- 1.2 Net revenue costs are incurred on behalf of the Joint Management Committee by Hampshire County Council (HCC) and financed through partner contributions from both Hampshire and Surrey County Councils and the Riparian district councils. Capital expenditure is funded by Hampshire and Surrey County Councils.
- 1.3 The final position shows that the Canal made a contribution to reserves of £105,180 compared to a forecast draw from reserves of £6,000 in September, an increase of £111,180. This contribution comprises £99,522 from revenue and £5,658 from interest received. Reserves now stand at £691,509, see Appendix D.
- 1.4 However, there were works totalling £144,750 that were budgeted to be undertaken during the year that have slipped into 2019/20. Had this work been undertaken then the position would have been a £45,229 overspend, reflecting the pressures that underlie the revenue budget. Further details are set out in sections 2 and 5 below.

2 Final Accounts 2018/19

- 2.1 The 2018/19 financial statement is set out in Appendix A alongside the 2019/20 budget which is presented for information.
- 2.2 The final revenue expenditure total shows a reduction of £104,417 from the forecast in the last report. This variance is broken down by category below with underspends shown as negative figures.

- **Employees [-£5,287]**

Further to the previously reported net saving from not filling the Senior Admin role, additional casual hours costing £7,898 were required to cover the busy season and staff leave. A temporary Visitor Services officer joined the team in January incurring an additional spend of £2,551. However, these expenses were more than offset by the saving of £5,453 on the Lock Keeper role which was unfilled from December (it is now filled), training expenses predominantly due to not needing to train the Lock Keeper (the postholder had been in the role and been trained in the previous year) of £5,433 and a reduction in employers past years pension contributions of £3,172. The Senior Admin role saving was also slightly higher than previously estimated, a further reduction in spend of £1,678.

- **Premises [-£2,566]**

Electricity costs were £3,532 over budget following the same trend as recent years. Conversely, the Canal's other premises costs were under budget which can be explained by more efficient usage of gas (£956 underspent) due to a new boiler and lower water/sewerage costs due to adjusted meter readings and a change of supplier totalling £2,908. These budgets will be examined as part of the budget process and any necessary adjustments made. The cost of refuse removal was £2,234 lower than previously forecast as an allowance had been made for additional lifts and fly-tipping which was not required.

- **Canal Maintenance [-£51,319]**

The Inspection of Trees survey will now take place in 2019/20 due to delays with the finalisation of HCC's Tree Care Policy and in arranging the services of a surveyor. A trial survey is currently under way, however the full survey costs of £40,000 and resulting tree works of £41,250 will fall into next financial year. Planned revenue soft bank protection works of £13,500 are now scheduled for next year. These costs will be a draw on reserves of £94,750 in 2019/20.

Offsetting the underspend from project slippage were unplanned Canal Maintenance costs of £43,431 including; additional equipment and tools for rangers and volunteers £10,500; CCTV for the Canal Centre following thefts/vandalism £6,500; compound costs, repairs to the barrier and maintenance costs at the Canal Centre £5,900; principal inspections by SCC engineer and jetty design £5,850; Ash Lock, Deepcut, Woodham pumphouse building costs £3,170; Rosebud and various boat repairs £1,670; embankment survey £1,280; bat survey £1,810 and miscellaneous maintenance costs £3,500.

- **Principal Survey of Sluices & Weirs [-£50,000]**

This survey was not completed as planned in 2018/19 due to difficulties in procuring a supplier with the relevant skills. An eligible supplier has now been found so this expenditure is planned for 2019/20 which will require a draw on reserves of £50,000.

- **Transport [£435]**

A repair cost of £2,785 was incurred due to a vehicle break-in. This expense was partially offset by lower vehicle lease charges following a change of supplier to SCC £2,282.

- **Supplies and Services [£4,529]**

Additional spend of £4,500 is due to 3 years of back-dated payments for people counters at the Canal, a cost that had been incorrectly charged to Hampshire County Council.

- **Campsite Development [-£361]**

Campsite development spend in 2018/19 was £361 lower than forecast. Expenditure was put on hold during the latter part of the year whilst the planning process was underway.

2.3 The final outturn for income was £4,104 greater than the forecast in the last report. This variance is broken down by category below. Negative figures reflect additional income over that which was forecast:

- **General Fees and Charges [£4,360]**

Income from fees and charges is lower than previously forecast. The income from Basingstoke Canal Canoe Club was less than expected as the new agreement with the club will be established in 2019/20 instead of 2018/19, which includes the recovery of costs for the portacabin changing rooms/improvement works in 2018/19. This reduction was partially offset by improved boat licence income due to the long, hot summer with increased online purchases and additional navigation fees of £2,154 and by additional long-term bookings of the function room of £2,814.

Grants & Contributions – Other [£8,054]

The insurance claim for replacing the lower lock gate at Lock 18 was £13,614 less than forecast following an adjustment to allow for the depreciation of the gate. There were additional donations, including contributions towards volunteer uniforms and map boards, of £4,124 from the Canal Society which partially offset this variance. Higher Level Stewardship income of £1,472 was accounted for in 2018/19 which had not been previously forecast as this funding had been expected to fall.

Rental Income [-£3,786]

Additional garden licence income received from Hampshire County Council accounted for £1,704 of this increase, with an additional £250 for a wayleave agreement. New mooring fees of £1,832 were also received.

- **Sales Income [-£12,677]**

There were an additional £2,055 of shop sales at the Visitor Centre due to the long, hot summer in 2018/19. For the same reason there were also more bookings for the Rosebud boat trips (£2,147) and a substantial increase in income from unpowered boat hire generating a further £5,577. There were more Santa Cruise sales which with an uplift in ticket prices resulted in additional revenue of £2,576. There were also more sales of seasonal trail activities this year totalling £161.

3 Capital Expenditure Programme

3.1 Appendix B shows the final capital outturn for 2018/19 and the budgeted expenditure for 2019/20.

Hampshire County Council

- 618 3.2 The Hampshire County Council brought forward balance for capital works was £150,586 with an additional £500,000 capital contribution approved by HCC for financial year 2018/19. During the year £107,117 of this allocation was spent against a forecast in the last report of £480,000.
- 3.3 £41,244 has been spent on general bank protection works throughout the Hampshire section of the Canal with an additional £42,660 expenditure on the Laffan's Road leak repairs. £620 of fees have been charged to the Dogmersfield Landslip Project which was mainly completed in 2017/18. £13,019 has been spent on preparatory surveying and engineering advice at Swan Bridge, North Warnborough, and £9,378 was similarly spent on the Crookham Deep embankment project. £196 has been spent on culvert repair fees.
- 3.4 The underspend of £372,883 compared to September's forecast is due a combination of factors including the available relevant staffing resource; the complex technical nature of the projects being undertaken; the permissions and consents that are required from third parties both regulatory (such as Environment Screening, Planning Consent and EA Environment Permits) and from adjoining owners; and the difficulties in procuring appropriate contractors. For example, at Crookham Deep expenditure was £220,622 lower than forecast due to the need to create a silt lagoon at the site which will require planning permission. Furthermore, £60,000 of planned structural works to Weirs and Sluices have not taken place this year due to difficulties in procuring an appropriate supplier to complete the principal survey (see item 2.2).
- 3.5 A capital budget of £543,469 will therefore be carried forward into 2019/20. A further £500,000 core capital contribution has been made available to the Canal from HCC in 2019/20. If programmed works do go ahead as planned, a balance of £35,469 will remain at the end of 2019/20. However, for the reasons stated in paragraph 3.4 above, it is likely that the Capital Programme will see further slippage. The payments profile will be examined as part of the budget process and reported back to this Committee at its next meeting.

Surrey County Council

- 3.6 The Surrey County Council funded capital programme brought forward a balance of £452,959 in addition to a £25,220 2017/18 revenue transfer funding from the BCA and a further core contribution from SCC of £150,000. Additionally, there were contributions of £96,140 from Woking Borough Council and £12,000 from the Basingstoke Canal Society specifically towards works on the Woking Town Wharf. During the year £426,441 of this allocation was spent against a forecast in the last report of £624,463.
- 3.7 £88,918 has been spent on bank repairs throughout the Surrey section of the Canal. £332,523 has been spent on structural repairs; including £104,949 repairing Locks 18-23 following the principal inspection; £157,876 was spent in year to complete the Woking Town Wharf project – offsetting this are contributions from Woking Borough Council and the Canal Society as noted above; £20,410 for the lock gate cyclical replacement programme; £38,419 of engineering consultancy spend on other projects; £1,500 on culvert repairs and £5,000 for signage works. There was also £5,000 contingency spend on additional repairs to Locks 18-23.

- 3.8 The underspend of £198,022 compared to September's forecast is due to similar factors that delayed the Hampshire County Council capital programme (see paragraph 3.4). For example, the works on Scotland Bridge car park have been deferred, with expenditure £55,000 lower than forecast, as senior staff have all been required to work on other higher priority projects; the planned expenditure of £40,000 did not take place at Deepcut Depot as SCC Estates have not re-secured the lease of the property; additionally, the planned £55,000 spend for Weirs and Sluices did not take place due to difficulties in procuring an appropriate supplier (see paragraph 2.2).
- 3.9 A capital budget of £309,878 will be carried forward into 2019/20 along with a further core contribution of £150,000. Budgeted works for 2019/20 are £380,390 with a balance of £79,488 expected to remain at the end of the year.

4 Special Projects

- 4.1 Odiham Castle – the carried forward balance of funds stood at £2,954 and no further expenditure was made during 2018/19. Therefore, £2,954 will be carried forward to 2019/20.
- 4.2 Higher Level Stewardship (HLS) funding

Surrey - HLS Rural Payments Agency

Annual Grassland Maintenance – £2,519 offset staffing costs incurred on grassland maintenance and will be invoiced to Surrey County Council.

Hampshire - HLS Rural Payments Agency

Annual Grass and Woodland Maintenance – receipts of £5,526 were received in 2018/19 which were offset against the staffing costs incurred by the Canal. Maintenance work on the grassland is expected to continue under the current agreement until 2022.

5 Reserves

- 5.1 A detailed breakdown of reserves is shown in Appendix D.
- 5.2 The opening balances for reserves in 2018/19 were an Unallocated Reserve of £562,251 and a Dredging and Silt Disposal Reserve of £24,078, a combined total of £586,329.
- 5.3 No draw was made against the Dredging Reserve during the year and so the closing balance remained at £24,078.
- 5.4 A draw of £6,000 from the Unallocated Reserve was forecast in the last report however the final outturn was a contribution of £105,180. Most of this increased contribution to reserves was due to project slippage in 2018/19 (see table below) offset by unplanned Canal Maintenance costs of £43,431 (see paragraph 2.2).

	£
Tree inspection survey	40,000
Tree works resulting from the survey	41,250
Soft bank protection works	13,500
Survey of sluices and wiers	50,000
	<hr/>
Total	144,750
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5.5 As at the end of 2018/19, the Unallocated Reserve stands at £667,431. However, the works above must be undertaken and whilst every effort will be made to absorb some within the annual revenue budget it is currently expected that the full £144,750 will be drawn from the reserve during 2019/20. This, after anticipated interest of £5,658, leaves a projected year end balance of £528,339.

6 Conclusion

6.1 Whilst every effort is being made to control expenditure and generate additional income the Authority is under financial pressure and would have overspent had expenditure not slipped into the current financial year.

7 Recommendations

7.1 To review and agree the outturn position for the year 2018/19.

7.2 To note the effect of the slipped expenditure on the Unallocated Reserves.

**BASINGSTOKE CANAL
FINANCIAL OUTTURN 2018/19**

APPENDIX A

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	Original Budget 2018/19 £	Forecast Outturn Sep-18 £	Final Outturn 2018/19 £	Over/ (Under) Forecast £	Over/ (Under) Orig Budget £	Original Budget 2019/20 £
Expenditure						
Employees	456,000	442,000	436,713	(5,287)	(19,287)	462,000
Premises	33,000	33,000	30,434	(2,566)	(2,566)	33,000
Canal Maintenance	196,000	213,000	161,681	(51,319)	(34,319)	189,000
Principal Survey of Sluices & Weirs	50,000	50,000	0	(50,000)	(50,000)	
Transport	50,000	43,000	43,435	435	(6,565)	45,000
Supplies & Services	46,000	45,000	49,529	4,529	3,529	47,000
Campsite Development		4,000	3,639	(361)	3,639	0
Shortfall In Partner Contributions	25,000	25,000	25,151	151	151	25,000
Total Revenue Expenditure	856,000	855,000	750,583	(104,417)	(105,417)	801,000
Income						
General Fees & Charges	105,000	127,000	122,640	(4,360)	17,640	105,000
Grants & Contributions - Partner	548,000	548,000	547,682	(318)	(318)	548,000
Grants & Contributions - other	11,000	55,000	46,946	(8,054)	35,946	11,000
Rental Income	86,000	45,000	48,786	3,786	(37,214)	64,000
Sales Income	66,000	71,000	83,677	12,677	17,677	73,000
Other Miscellaneous Income	0	0	373	373	373	0
Total Revenue Income	816,000	846,000	850,104	4,104	34,104	801,000
Contribution from/(to) Reserves	40,000	9,000	(99,522)	(108,522)	(139,522)	0
Partner Contributions						
Surrey County Council	153,188	153,188	153,188	0	0	153,188
Guildford Borough Council	39,076	39,076	39,076	0	0	39,076
Runnymede Borough Council	16,869	8,000	8,000	0	(8,869)	16,869
Surrey Heath Borough Council	26,282	10,000	10,000	0	(16,282)	26,282
Woking Borough Council	53,276	53,276	53,276	0	0	53,276
Hampshire County Council	153,188	153,188	153,188	0	0	153,188
Hart District Council	30,924	30,924	30,924	0	0	30,924
Crookham Village Parish Council	3,048	3,048	3,048	0	0	3,048
Church Crookham Parish Council	6,750	6,750	6,750	0	0	6,750
Dogmersfield Parish Council	240	240	240	0	0	240
Fleet Town Council	18,309	18,309	18,309	0	0	18,309
Odiham Parish Council	4,036	4,036	4,036	0	0	4,036
Winchfield Parish Council	250	250	250	0	0	250
Rushmoor Borough Council	42,246	42,246	42,246	0	0	42,246
	547,682	522,531	522,531	0	(25,151)	547,682
General Reserves						
Opening Balance	(586,329)	(586,329)	(586,329)	0	0	(691,509)
Contribution from/(to) Reserves	40,000	9,000	(99,522)	(108,522)	(139,522)	0
Interest on Balances	(2,000)	(3,000)	(5,658)	(2,658)	(3,658)	(3,000)
Closing Balance	(548,329)	(580,329)	(691,509)	(111,180)	(143,180)	(694,509)

	Surrey County Council Countryside	Hampshire County Council Capital Fund	Total
	£	£	£
Balance as at 31st March 2018	(452,959)	(150,586)	(603,545)
Adjustment: Transfer from 17/18 BCA Revenue *	(25,220)		
Core Capital Contribution	(150,000)	(500,000)	(650,000)
Contribution from Woking BC**	(96,140)	0	(96,140)
The Basingstoke Canal Society**	(12,000)	0	(12,000)
Expenditure			
Bank Works	88,918	97,543	186,461
Water Management	0	0	0
Equipment	0	0	0
Canal Structure	332,523	9,574	342,097
Contingency	5,000	0	5,000
Total cost of works in 2018/19	426,441	107,117	533,558
Balance as at 31st March 2019	(309,878)	(543,469)	(853,347)
Core Capital Contribution	(150,000)	(500,000)	(650,000)
Expenditure			
Bank Works	59,500	258,500	318,000
Water Management	725	248,600	249,325
Equipment	70,000	70,000	140,000
Canal Structure	233,310	309,100	542,410
Contingency	16,855	121,800	138,655
Total cost of planned starts 2019/20	380,390	1,008,000	1,388,390
Balance as at 31st March 2020	(79,488)	(35,469)	(114,957)
Core Capital Contribution	(150,000)	(500,000)	(650,000)
Expenditure			
Bank Works	50,000	55,000	105,000
Water Management	5,796	302,500	308,296
Equipment	0	0	0
Canal Structure	139,810	93,500	233,310
Contingency	13,031	61,500	74,531
Total cost of planned starts 2020/21	208,637	512,500	721,137
Balance as at 31st March 2021	(20,851)	(22,969)	(43,820)

* Funding from BCA for Soft Bank Works

** Contribution in relation to the Woking Town Wharf

	Odiham Castle Scheme £	HLS Rural Payments Agency SCC £	HLS Rural Payments Agency HCC £	Total £
Balance as at 31st March 2018	(2,954)	0	0	(2,954)
Expenditure				
Grassland Maintenance	0	2,519	5,526	8,045
Special Projects	0	0	0	0
Bank Repairs	0	0	0	0
Consultancy	0	0	0	0
Tree Work	0	0	0	0
Signage & maintenance	0	0	0	0
HLS Grasslands Income	0	(2,519)	(5,526)	(8,045)
HLS Income	0	0	0	0
HLS Match Funding	0	0	0	0
Balance as at 31st March 2019	(2,954)	0	0	(2,954)
Expenditure				
Grassland Maintenance	0	2,519	5,526	8,045
Special Projects	0	0	0	0
Bank Repairs	0	0	0	0
Consultancy	0	0	0	0
Tree Work	0	0	0	0
Signage & maintenance	2,954	0	0	2,954
HLS Grasslands Income	0	(2,519)	(5,526)	(8,045)
HLS Income	0	0	0	0
HLS Match Funding	0	0	0	0
Balance as at 31st March 2020	0	0	0	0

Basingstoke Canal Reserves 2018/19 & 2019/20

APPENDIX D

	Unallocated Reserve	Dredging & Silt Disposal	General Reserves Total
	£	£	£
Balance as at 31st March 2018	(562,251)	(24,078)	(586,329)
Income (Interest on Balances)	(5,658)	0	(5,658)
Transfers From/(To) Reserves	(99,522)	0	(99,522)
Balance as at 31st March 2019	(667,431)	(24,078)	(691,509)
Income (Interest on Balances)	(5,658)	0	(5,658)
Projected use of reserve	144,750	0	144,750
Balance as at 31st March 2020	(528,339)	(24,078)	(552,417)



Canal Management Report

Lead Officers: James Taylor / Fiona Shipp

Tel: 01483 517538/ 01252 370073

Email: james.taylor@surreycc.gov.uk / fiona.shipp@hants.gov.uk

Key Issue

To inform the Committee of actions taken by the Strategic Manager and BCA Canal Manager in managing, maintaining and operating the Canal; and report the work of the Conservation Steering Group.

Operation & maintenance

BCA Maintenance & Inspection Works

Planned

The BCA carried out the following planned maintenance and inspection tasks:

- Santa's jetty replaced, joint project contractor and BCA
- Lower Lock gates replaced at Lock 7
- Winter flail cutting of towpath
- Drain down and fish rescue for principle inspection of Deepcut Lock flight 18- 25
- Support engineer for principle inspection surveys
- Towpath side cutting at Ash Wharf through to Great Bottom Flash
- Re-planking of gates at Lock 25
- Minor repairs to paddles at Lock 11 towpath side and Lock 8 offside
- Handrails replaced on lock tail bridges at locks 1, 2, 7, 18
- Length Inspections, Supplemental Inspections, Reservoir Surveillance Inspections / Reservoir Inspection by the Supervising Engineer, and the Lock General Inspections were all conducted
- Summer towpath cutting, and car park picnic area mowing is all now underway.

Reactive

- Investigations and on-going monitoring of minor issues at Sheerwater and Claycart and Bankside.
- Very small group of Travellers turned up at Colt Hill car park, but HCC quickly served notice to quit. Only 1 bag of rubbish left. Further reinforcements to height barrier are being made.

Events/Visitor Services

- Over 2000 people attended Santa Cruise month long event in December.
- We now have 3,932 followers of our Facebook page and 1,683 followers on twitter. We are also now on Instagram @basingstokecanal.
- Two new volunteer skippers were trained for *Rosebud* and the Boats were all prepared for boating season ahead with *Rosebud* undergoing a full repaint thanks to the volunteers.
- Canal navigation fully re-opened following winter works on 22nd March following timely completion of works programme.
- Improved CCTV system installed at Canal Centre to help prevent further break-ins.

- The Canal Centre businesses had a great start to the year with a booming Easter holidays with boat hires, trips and Easter trails flying out the doors.

Volunteers

- The Patrol Boat carried out 51 Patrols of the canal this last year covering all areas between lock 28 and the castle, fully skippered and crewed by volunteers. As well as clearing litter and tree debris they are also the eyes and ears of the water, checking boat licences and acting as a mobile information source for the public.
- A new 'mini' Patrol boat (called *Bumblebee*) is being set up and will be based in Odiham allowing more frequent checks through this busy area of the Canal. This will utilise a small boat that was kindly donated by Fleet Boys Brigade a few years ago. This boat will also be volunteer led.
- The Workboat based in Woking is now kitted out for volunteers and carried out over 10 independent volunteer led trips last year clearing *hydrocotyle*, and rubbish and carrying out minor works through this area which included a full clean and de-weed of the lock gates and chambers through the Woodham lock flight.
- 30 volunteers regularly attending every Tuesday. This group is now full and running a waiting list. This group spent the winter tackling towpath side vegetation cutting throughout the canal. Deepcut lock flight and Deepcut cutting in particular were "blitzed" with over 8 weeks spent in these areas, clearing back the vegetation through the lock flight and re-coppicing the side of the cutting.
- **Volunteer numbers for 2018-19 BCA and BCS were 23,982 hrs. This is the equivalent to £239,820 (using HLF standard rate of £50/day for unskilled volunteers, based on them working a 5 hour day).** In reality many of our volunteers are now carrying out skilled roles so this could be seen as an underestimate.
- Two canal volunteers were presented with awards (as well as many others being nominated) at the recent HCC Volunteer Award Celebration. Mike Gordon (Head Lengthsman and Boat Manager for *Rosebud* and Patrol Boat as well as Lead Skipper) won the coveted Chairman's Award. Ken Sankey (Tuesday volunteer member, Volunteer leader and committee member for the BCS) received special recognition (runner up) for the Volunteer of the Year Award. Our Canal Ranger - Steve Livsey-Bennett also received a special recognition (runner up) for the Volunteer Leader Award.

Capital Works Programme

The following works from the capital works programmes of Surrey and Hampshire County Councils have been carried out from 2018 programme:

Surrey

- **Woking town wharf** – Completed with opening ceremony on 31st May.
- **Bank protection** – a prioritised list of sites was worked on in conjunction with similar works in Hampshire - mainly in the St Johns and Hermitage areas.
- **Lock inspections / repair** Deepcut Locks 18-24 were drained for Principle Inspection by the SCC Engineer. A contractor immediately carried out the key items of maintenance identified.

Hampshire

- **Swan "cutting"** – HCC engineers are now about to contact residents to request further access to properties to carry out further monitoring works to help come up with a long-term solution.
- **Bank Protection** - a prioritised list of sites was worked on in conjunction with similar works in Surrey – mainly west of Crookham – Barley Mow.
- **Crookham Deeps** – postponed to due to permissions and permits required; Strategic Manager, BCA and SCC and HCC Engineers all employed in preparing for this project to be delivered in winter 2019/20.

The regulatory framework for a protected site such as the Canal is a very significant factor in the ability to deliver big projects such as Crookham Deeps. The amount of preparatory work to make a successful application for Planning Consent or Environmental Permits is a very significant drain on staff resources.

Management Team

The Canal Manager and Strategic Manager have been working on the following matters:

- **Canal Centre Campsite Redevelopment** – Planning permission was received in March from SCC. Crowper Griffiths Architects have been re-employed to complete the detailed design, which should have been completed and issued to contractors to price shortly before the JMC.

The Architects cost estimate has gone up, especially for the landscaping works, but conversely we have been given to understand that the grant giver would be in a position to cover the increased capital costs, providing our grant application is successful.

We have also been informed that the grant giver has extended their final deadline for submission of grant claims by 12 months, however we still have to get the stage 2 application in before the end of September at the very latest. There is still a lot of work before to do but we hope if the grant is successful then we may see contractors on-site before the end of this year with the campsite up and running for next season.

- **Chobham Road turnover bridge** – the Strategic Manager is engaged with design and consents approvals for a Woking Borough Council / SCC project funded by EM3 to provide a new turnover bridge at Chobham Road, Woking. A planning application has now been granted by Woking Borough Council. The bridge will be owned by Woking BC under an agreement with SCC as Canal owner.
- **Water Environment Grant** – We were unfortunately unsuccessful in our application to the Water Environment Grant (WEG) managed by Natural England. The work would have provided a quarter of a million pounds of tree thinning and invasive species removal. This work is now unlikely to take place. Although the canal society have offered to try and plug away at the Rhododendron areas.
- **Abstraction Licensing** – Following from the issue of abstraction licensing raised previously, the Strategic Manager instructed SCC Legal Services to investigate the legal position and obtained Counsel’s opinion on the matter. Counsel concluded that the EA had erred in law with their view of the County Councils not being “navigation authorities” within the statutory definition for water resources. The Strategic Manager wrote to the EA – who have reversed their previous stance and agreed with Counsel’s advice. This means that the County Councils can avail themselves of the concessions available to navigation authorities. The Strategic Manager is now resolving the licensing issues which this raises, assisted by John How and Martin Leech of the Canal Society.
- **Conservation Management Plan** - Natural England “Assented” the Plan which has now been adopted for next 10 years.

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REPORT TO THE JOINT MANAGEMENT COMMITTEE – JUNE 2019

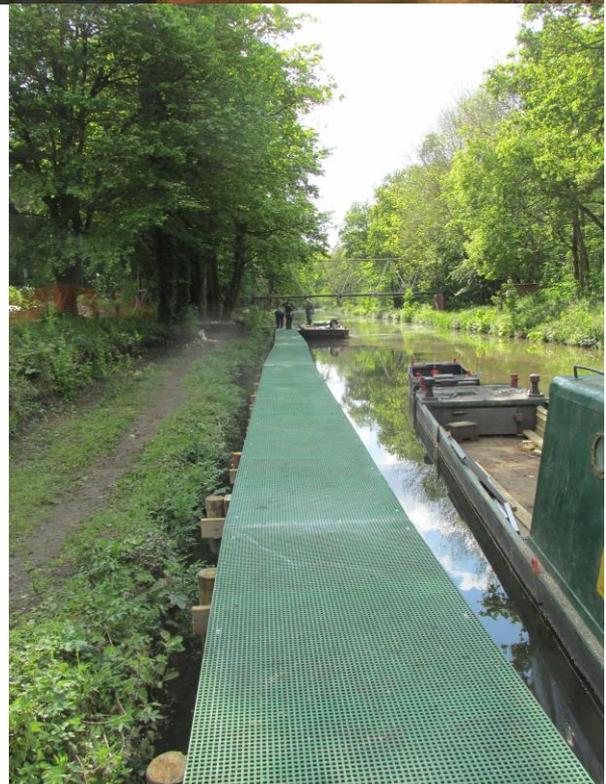
1. Workparty Activities



The BCS regular work party completed the re-building of Crookham Wharf (*above*) at the end of last year. This project, to lower the level of the landing to make it more accessible to boats, had proved more difficult to undertake than was previously envisaged but the final result has been well received by the Parish Council and by boat owners.

Work continues on the planned 200m-long Farnborough Road (the “Holland”) mooring. Half of the supporting posts (around 140) have now been driven but that work has had to be suspended until the autumn at the request of Natural England because of their concerns about turbidity affecting aquatic plants. Meanwhile, fibregrid platforms have been installed as far as possible (*right*).

The team will now return to Ash Lock to continue with the refurbishment of the Society’s workboat *Fly II* and to install a water point more suitable for boaters.





The Society Engineering team was asked to investigate the refurbishment and recertification of the BCA's dredger *Unity* (above). The vessel has languished unused for 4 years, having failed its all-important PUWER (Provision and Use of Work Equipment Regulations) test. The necessary repairs were identified and carried out, including to a faulty stabilisation leg, and as a result certification has again been achieved. A little more work to obtain a boat safety certificate will be all that is necessary to return the craft to full operation.

The team will now look at engaging a contractor to assist with further refurbishment, which would not have been appropriate without first achieving this milestone. The additional work will include potential replacement of some hydraulic components and improvements to the boat propulsion mechanism.

2. Trip Boat Operation

The *John Pinkerton II* cruising season has made a good start. The slight fall in bookings last year seems to have been turned around by a vigorous social media campaign. Some new themed trips are now being offered and the first of these - Murder on the Canal - was very well supported.

The Society's small trip boat *Kitty* (right) has also started the season strongly, with over 600 passengers booked to date. This boat continues to attract an international clientele with passengers coming from many overseas destinations including Russia, Hungary, Brunei and Nepal. There is no doubt that the presence of the boat in Woking has made a significant contribution to the raising of the profile of the canal in the Woking area. The Society is currently examining options for an electrically powered or a hybrid electric boat which would future proof the boat operation when the expected emission controls on boats become a requirement.



3. Woking Wharf

The Society was pleased to make a contribution to the cost of Woking wharf which was formally opened on 31st May. This project was jointly funded by Woking BC, Surrey CC and the Society. The opening ceremony was performed by the Deputy Mayor of Woking in the presence of other councillors including Surrey deputy leader Cllr Colin Kemp, Jonathan Lord MP, and Society and BCA members. The event attracted a number of local boats which made a colourful spectacle in the town centre (*previous page*). The unveiling of a new information panel (paid for from the Surrey CC community fund) also took place (*above*).

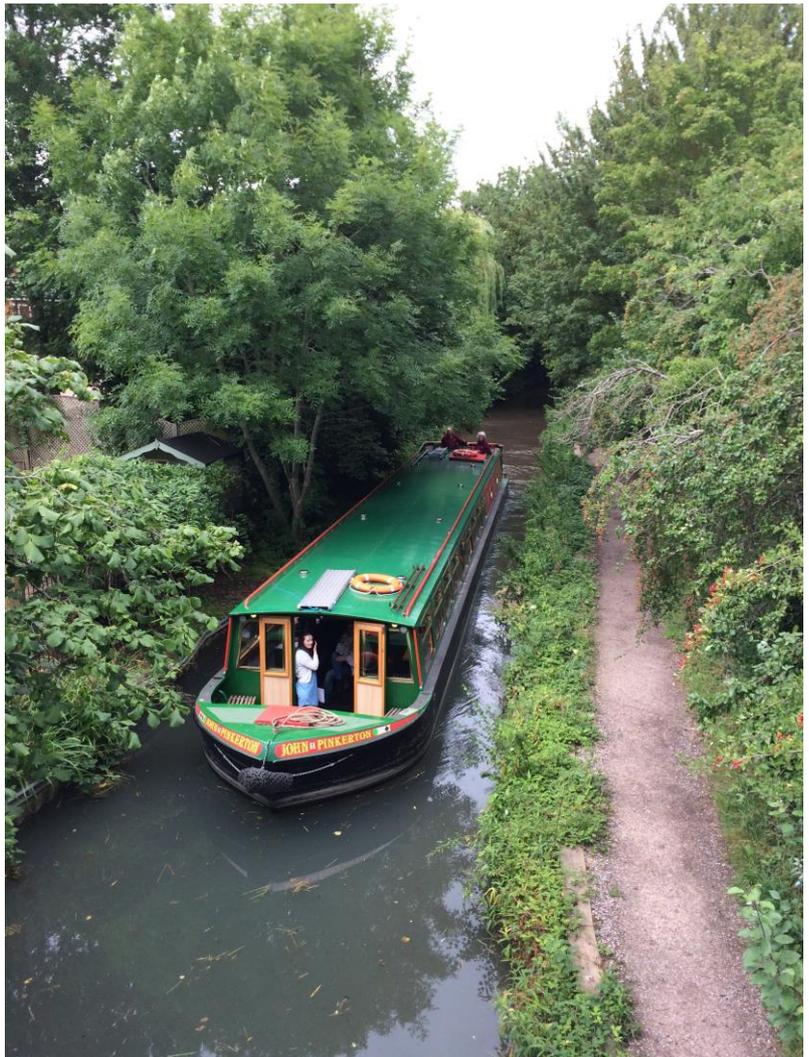


4. Water Supplies

The continuing dry conditions, following a winter and spring with limited rain, is a cause of serious concern, and may result in closures to the navigation later in the year. Already, the level on the Hampshire pound is in decline. The Society is continuing to examine the limited options to supplement the increasingly inadequate water supply, and the project to provide real-time water level data to rangers' phones and PCs continues.

5. Swan Cutting

The Canal Society expressed concerns about the state of Swan Cutting (*right*) at least 3 years ago and, since then, the condition of the cutting has further deteriorated. If the problem continues, the Society is concerned that the *John Pinkerton* trip boat operation (which generates considerable income for the canal) could be prejudiced (the boat when loaded simply cannot get through in low water conditions). The Society would like to see the pace at which the agreement on the solution to this problem accelerated. All aspects of the re-building project - engineering design, funding, relationship with neighbouring properties, Natural England etc, need to be tackled in parallel, not sequentially. The Society would like to see significant progress on this project before the year end.



6. Reinforcing the Canal Partnership

The Canal Society is putting a considerable effort into galvanising their commitment to the canal of the six riparian districts who belong to the Canal Partnership. In particular, we have encouraged the Districts to promote the canal in their publicity material. We have also supported local events including the Woking Food Festival, Dogmersfield show and the Odiham Raft Race etc. On 22nd June we will be hosting a trip on the *John Pinkerton* for councillors (county, district, town and parish) and officers at the Hampshire end of the canal. We are also supportive of the proposal to invite Basingstoke & Deane Borough Council to join the Canal Partnership.

7. Funding

We were very disappointed to learn that the canal is not to benefit from a Water Environment Grant through Natural England. We would seriously question why the canal, which is generally regarded as one of the most important habitats in the country, should not receive grants from the national environmental protection body. We would appreciate an explanation from Natural England for the reasons behind the failure of the canal to qualify for this substantial grant.

8. Commemorative Benches

The Society is pleased to hear that a policy for handling requests for commemorative benches to be installed along the canal has now been agreed, and that offers to individuals who have made such requests will be made shortly.

Philip Riley
4 June 2019



Basingstoke Canal Joint Management Committee

Basingstoke Canal Planning Guidance Document – Decision Paper

26 June 2019

Lead officers: James Taylor – Strategic Manager Basingstoke Canal

Telephone: 01252 370073

Email: James.Taylor@surreycc.gov.uk

1. Summary

To put before the Committee a draft Planning Policy Guidance Note prepared jointly by the Canal Society and BCA as a basis for responses to planning applications which affect the Canal corridor; and seek the Committee's approval for Officers to consult Local Planning Authorities for their views.

Recommendation

That the Committee approve the draft Basingstoke Canal Planning Guidance Note for use as a consultation draft, and authorise Officers to consult with all Local Planning Authorities within the Canal corridor, and other appropriate stakeholders with expertise in planning.

2. Introduction & background

- 2.1.** The Basingstoke Canal passes through 7 Local Planning Authority areas. It is a major heritage and landscape feature in each of those areas.
- 2.2.** The Basingstoke Canal has a great number of existing designations which influence planning controls. Key is nature conservation where 90% is designated as a Site of Scientific Interest [SSSI], for its unusual water chemistry, and the resultant range of aquatic plants and dragonfly species, and where is not designated SSSI it is either designated Site of Nature Conservation Importance [SNCI] or Local Nature Reserve [LNR]. The Canal also runs through large areas of heathland many of which have their own statutory designations and protections.
- 2.3.** Heritage and landscape are also key factors and the entire Canal and a corridor surrounding it was designated as a Conservation Area in the 1970s. Further the majority of the bridges in Hampshire are grade II Listed, and Goldsworth Bridge in Surrey is a Scheduled Monument. The Woodham Lock flight is locally listed by Runnymede Borough Council.
- 2.4.** The Canal is owned by the two County Councils as countryside land for public recreation. Public recreation on foot, cycle or by water is therefore an important part of why the Canal survives as one intact entity today.

3. Discussion

- 3.1. Nevertheless due to the crowded nature of South East England the Canal corridor is under constant pressure from third party development. There have been some large developments near the Canal in recent years and Officers have found difficulty in ensuring that there is always sufficient protection or mitigation for the Canal.
- 3.2. It has been discussed by the Committee that there is no current guidance on the way to respond to developments which may adversely affect the Canal. The Basingstoke Canal Society and Officers have previously drawn to the Committee's attention that the neighbouring River Wey have a policy guidance document. This sets out how the National Trust will respond to applications on that waterway and gives guidance to developers in preparing acceptable plans.
- 3.3. Both the BCA and BCS have regarded the preparation of such an overarching planning document as a desirable, but have not until this point had the resource to bring it to fruition. The BCS have recently recruited, a new volunteer, Graham Corser who has experience in the field who has been able to spend some time researching the project.
- 3.4. The BCS and BCA have agreed that the resulting document should be co-owned; and as a result the document should eventually be ratified by the Committee as Canal partnership policy.
- 3.5. The consultation draft attached to this report as Annexe 1 has been prepared by the BCS and the Strategic Manager. It is heavily influenced by the existing policies of the LPAs along the Canal – most notably Woking Borough and Hart District Councils.
- 3.6. In order to have a document which is ultimately adopted as Canal partnership policy, it must be acceptable to the individual Canal partners many of whom are also LPAs; it is therefore now important for officers to consult with planning officers within the LPAs and other key stakeholders with knowledge or expertise in the field.

4. Consultation in addition to those from the Conservation Steering Group

- 4.1. The draft planning guidance document has been prepared jointly by the BCS and the Canal's Strategic Manager.
- 4.2. No further external consultation has currently taken place to date. The Officer's recommendation is that the draft document before the Committee is used to consult key stakeholders including all of the Canal Partners who are LPAs before bringing a final version back to the Committee for adoption.

5. Financial and value for money implications

- 5.1. The preparation of planning guidance may lead to better involvement for the BCA at earlier stages in development proposals, where designs can be more easily amended to benefit the Canal. The preparation of the *Planning Guidance Note* alongside other documents, such as the proposed *Canal Investment Strategy*, may lead to the unlocking of capital sums from the Community Infrastructure Levy [CIL] or s.106 obligations.

5.2. There is no significant cost implication with the consultation itself, other than some officer time.

6. Equalities & Diversity implications

6.1. There are no equalities and diversity implications for the Canal or its partners in accepting the draft document and carrying out further consultation.

7. Crime & disorder implications

7.1. There are no crime and disorder implications for the Canal or its partners in accepting the draft document and carrying out further consultation.

8. Conclusion and recommendation

8.1. A Planning Policy Guidance Note will improve the effectiveness in engaging early in development proposals. It may help developers and planners mould developments so that they enhance rather than detract or damage the Canal and its environment, and along with other documents in preparation may assist in unlocking funding for key projects from s.106 obligations or CIL

8.2. The Officer **recommends** that:

That the Committee approve the draft Basingstoke Canal Planning Guidance Note for use as a consultation draft, and authorise Officers to consult with all Local Planning Authorities within the Canal corridor, and other appropriate stakeholders with expertise in planning.

What happens next

- Officers will use the draft Planning Guidance Note to consult with LPAs and other experts in planning.
- Officers and the BCS will consider the responses and prepare a final document
- The final document will be submitted to a later meeting of the Committee for approval.

Annexe 1 – Basingstoke Canal Planning Guidance Document (Consultation Draft)

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Planning Guidance Note - development in the Basingstoke Canal corridor

Consultation Draft



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The Basingstoke Canal is an inland waterway, with the navigable section running from Greywell in Hampshire to the River Wey Navigation in Surrey. It follows a meandering 32 mile course west to east through picturesque countryside, parkland, woodland and historic towns and villages, as well as the built up area of Fleet, Aldershot and Woking. The Canal originally continued to Basingstoke (a total distance of 37 miles), but it has not been navigable beyond Up Nately since the early 1900's, and access to the original destination was conclusively severed by the partial collapse of the Greywell Tunnel in 1932.

The Canal was built in the late 18th century to provide easy transport of agricultural produce to Metropolitan markets and its construction opened up the area for farming. Although never commercially successful, the canal's picturesque surroundings made it a notable leisure resource in the mid-19th century, a role it continues to fulfil to the present day. The canal also forms an important feature in the landscape of many of the settlements along its length, some of which it was built to serve, whilst others developed as a result of its construction. During the 20th century, the declining use of the canal and a general lack of maintenance led to a gradual deterioration. During the Second World War, the canal formed part of the GHQ Line, a line of defences running from Somerset to Yorkshire via Aldershot and Essex. Many pill boxes, stockpiles of concrete tank obstacles and other defensive features remain along the line of the canal and in its immediate setting.



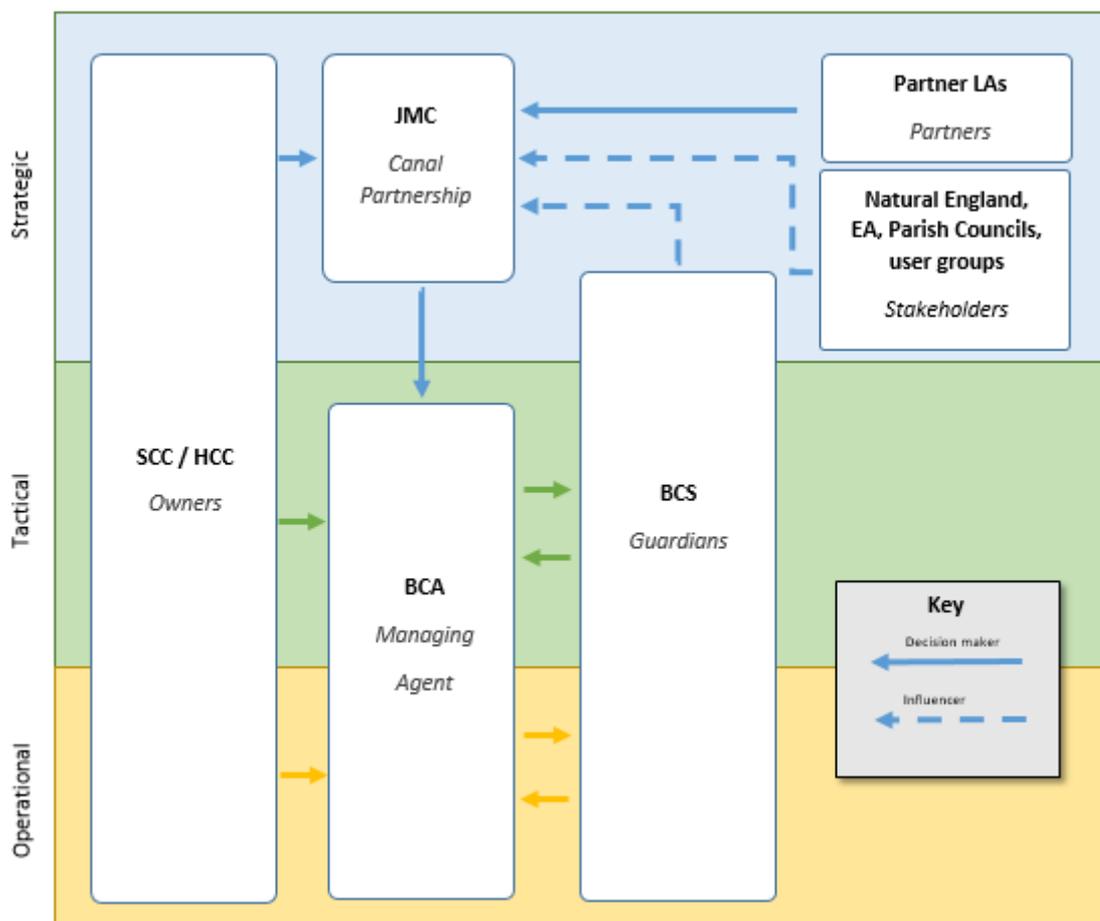
32 miles of the Basingstoke Canal is owned by Surrey and Hampshire County Councils each within their jurisdictions.

The Basingstoke Canal Authority (BCA), was set up in 1990 to manage the operation of the Basingstoke Canal as a local authority partnership – the Canal Partnership - managing the Canal on behalf of the two County Councils.

The BCA has no legal or corporate identity itself and various functions are hosted by the two owning County Councils (staff and finances by HCC, legal and democratic processes by SCC).

The Canal Partnership is governed by the **Basingstoke Canal Joint Management Committee (JMC)**. This comprises the two County Councils and six local Borough and District Councils through which the operational canal passes (Hart, Rushmoor, Guildford, Surrey Heath, Woking and Runnymede) and Fleet Town Council. They provide revenue funding and strategic governance for the BCA.

As well as the BCA paid staff, the volunteer effort led by the BCS is very significant and amounts to more than £250,000 of “free” labour and expertise annually.



Basingstoke Canal Partnership Diagram

Access to the Countryside Act 1949. It is valued as a linear park providing opportunities for walking, running cycling, fishing, canoeing and boating with a wide range of indirect benefits including improved health and wellbeing. The towpath also provides important links between other footpaths and adjacent SANGS as well as providing commuters with an alternative “off road” link. There is estimated to be in excess of 1.75million visits to the towpath or water per annum.

The entire Canal and a corridor of land adjoining is also designated as a Conservation Area, many of the remaining historic structures – notably most of the bridges in the Hampshire portion of the Canal are Listed (grade II) and the Woodham locks locally listed by Runnymede Borough Council. Goldsworth Bridge near Woking, as the last surviving Canal bridge in original form in Surrey, is a Scheduled Monument.

The Purpose of this Document

This document has been produced jointly by the Basingstoke Canal Authority [BCA] and Basingstoke Canal Society [BCS], to be approved by the Basingstoke Canal Joint Management Committee and adopted as Canal Partnership policy.

Individual member authorities of the Canal Partnership who exercise the powers of Local Planning Authority are encouraged to adopt the policies contained in this Guidance Note in an appropriate manner – perhaps as part of their local plans or as supplementary planning guidance.

This document is intended to:

- provide local authorities with an understanding of the way in which the BCA and/or BCS are likely to respond to development proposals affecting the Canal
- assist developers and landowners who wish to promote development which may affect the Canal
- assist members of the general public to a greater understanding of the management policies for the Canal
- promote beneficial, collaborative and productive working partnerships with a variety of interest groups and organisations

Development that may adversely impact upon the canal but lying outside the extent of the Conservation Area is of interest to the BCA and where appropriate the BCA will expect to work with developers, local community groups, organisations and other landowners in implementing this Guidance.



Statement of Principles

Vision & mission statement

The vision for the Basingstoke canal is to create a thriving natural environment for wildlife and public enjoyment and vibrant recreation and heritage resource.

Central to the vision is to create a navigable waterway serving the public. The vision seeks to unlock the potential economic contribution of the canal and its corridor and also to become a focal point for increased community and volunteer involvement and use.

The ambition is to become a well-loved, distinctive and well-known destination for an extended market including day visitors and tourists attracted to discover and enjoy its peaceful setting and unique character.



Response to development proposals

The operational Canal – east of Penny Bridge, Up Nately

In responding to development plans and proposals which affect or could affect the Canal and the waterway corridor the BCA/BCS will have regard to this mission statement.

An effective planning system is essential to the role of protecting the best of the natural and historic environment. The BCA/BCS will seek to work closely with local authorities to explain its aims and obligations and to mitigate the adverse effects of inappropriate development and changes to the Canal

The BCA/BCS monitors planning application lists for each of the seven local authority areas and assesses whether and how proposals are likely to affect the Canal. The BCA/BCS will seek to ensure that it is advised by local authorities of all proposals which will or could affect the Canal, whether or not they have reached the stage of a formal planning application. These will usually be proposals on land adjacent or close to the Canal but they may include development some distance away. For example, if there are implications for traffic generation, recreational pressure, loss of habitat, views, pollution, noise or flooding, or damage to canal structures.

In responding to development proposals, the BCA/BCS will consider each proposal to ensure that:

- both the special historic and landscape character of the Canal and its setting is protected and enhanced
- the historic built assets of the Canal are protected or enhanced in an appropriate manner
- nature conservation and biodiversity interest in the Canal is protected, and where appropriate enhanced, in accordance with national planning policy
- leisure and recreational activity on the Canal is maintained or enhanced in a sustainable manner
- the quality and character of views to and from the Canal are enhanced
- development proposals respect and respond positively to the individually distinctive characteristics of different parts of the Canal
- where appropriate historic development patterns are emulated within new developments
- that water flows into and out of the Canal are maintained and where appropriate enhanced

The BCA/BCS will also have regard to national and local planning policies

The “last 5 miles” – the line of Canal west of Penny Bridge, Up Nately

The final 5 miles of Canal were abandoned by the then owner in 1932, drained and sold off into private ownership. This western end of the Canal is no longer in the same single public ownership as the rest of the Canal, but fragmented amongst many different owners (mostly private individuals and farms), it is also severed by the M3 Motorway and lost under urban development in Basingstoke itself.

Never-the-less the line of the Canal is a significant landscape and heritage feature across Basingstoke & Deane Borough.

The BCS particularly will work closely with Basingstoke & Deane Borough Council to explain its aims, and to mitigate the adverse effects of inappropriate development and changes to the Canal.

Responses to applications which impact on this western section will:

- Support the view that the line should be preserved as a heritage and landscape feature.

- Support the view that surviving heritage assets, such as “Little Tunnel” bridge near Up Nately, should be appropriately preserved and/or enhanced.
- Oppose any developments which remove, or damage the historic earthworks or surviving assets or are unsympathetic to the historic line of the Canal and its setting.
- Support the provision of appropriate interpretation and public access along the line of the Canal.



Slades Bridge, Up Nately

[Pre-application advice](#)

Developers are encouraged to hold early pre-application discussions, with the BCA or relevant County Council Canal owner to ensure that their development proposals will not draw objections. This will include both strategic and practical considerations such as retaining the structural integrity of the canal during and after development, drainage, public access/navigation, nature conservation mitigation and enhancement. Relevant contact details are provided in Appendix B.

At the local plan review stage, the BCA/BCS would seek the inclusion of the following, or similar worded policies to protect and enhance the Basingstoke Canal and its environs;

Council Wide policies

Development will not normally be permitted which would have a detrimental impact upon the landscape quality, ecological value or water quality along the Canal corridor.

All watercourses including the Canal will be protected by ensuring undeveloped buffer zones of 5m – 8m width are maintained alongside watercourses - these will serve as green infrastructure as well as habitats of biodiversity value.

Development Management Policies

Green Space Policies: Development in the Vicinity of Basingstoke Canal

Proposals map:

The NPPF requires Local Plans to indicate broad locations for strategic development on a key diagram and land use designations on a Proposals Map. The Proposals Map should reflect the spatial extent of a Green Space Policy and in particular within the vicinity of Basingstoke Canal.

Green Space Policies - Green infrastructure opportunities:

Green Infrastructure (GI) is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Waterways such as the Basingstoke Canal are GI assets but are also known as “blue infrastructure”. These existing GI assets, and new assets that come forward through development, can be harnessed in an integrated manner to maximise the economic, social and environmental benefits, including biodiversity and habitat enhancement, healthier lifestyles through improved access to green space, reduction of flood risk and mitigation and adaptation to climate change.

Development in the vicinity of Basingstoke Canal

Development proposals which would conserve and enhance the landscape, heritage, architectural or ecological character, setting or enjoyment of the Basingstoke Canal and would not result in the loss of important views in the vicinity of the Canal will be permitted, if all other relevant Development Plan policies are met.

Recreational, navigational and ancillary facilities will be permitted along the Canal where the LPA is satisfied that the proposal would conserve the historic and ecological character of the waterway and its setting.

Development on land adjoining the Canal should not be permitted where it would result in un-attenuated surface water or highway drainage into the Canal.

Developments which can offer attenuated dry-season flows or wet-season water storage will be supported.

Development proposals for sympathetically constructed boat mooring facilities for leisure purposes on land directly adjoining the Canal will be considered favourably provided they:

- (i) respect the historic character of the Canal;
- (ii) will not create a hazard or obstruction along the canal or interfere with the pedestrian usage of the towpath;
- (iii) will not have a detrimental impact on surrounding uses;
- (iv) preserve the predominantly dark setting of the Canal Corridor by avoiding light spillage;
- (v) provide for adequate facilities for refuse storage and collections;
- (vi) provide for satisfactory sanitary facilities;
- (vii) adequate provision of car parking and suitable vehicular access, including access for emergency vehicles and should ensure that all other relevant development plan policies are met.

Permanent residential moorings and proposals for new cuts, lagoons, marinas or basins to provide off-line moorings on land adjoining the Canal will only be permitted in very special circumstances.

Where development proposals directly adjoin the Canal, or could potentially affect it visually, the LPA will seek to ensure that they are designed so that they take advantage of the opportunity to capitalise upon the setting and to relate to the canal rather than turn their back on it. This will include careful design which makes a positive contribution to enhancing the Canal and including, in appropriate cases, the provision of canal-side enhancements such as mooring facilities or landscaping.

The LPA will work in partnership with the Basingstoke Canal Authority, the County Councils and other interested parties to encourage and deliver the aims of the policy. This will include partnership working in identifying suitable silt disposal sites after dredging. The appropriateness of any site for this purpose will be considered on a case by case basis when a need to do so is justified.

Green Space Policies: Reasoned justification:

The Canal is a green oasis through much of its route which underlies its mainly agrarian existence as a working waterway. Buildings should generally be set back from the water with undeveloped buffer zone alongside the watercourse, be constructed using a choice of sympathetic materials, and avoid spilling light into the Canal corridor.

Heritage

Developments should not adversely impact the character of any of the heritage features of the Canal, such as the numerous WW2 defences, or the wharfs, locks, bridges and tunnels.



WW2 Pill Box

Nature conservation

The Canal is designated as SSSI for much of its length with only short sections within Woking and Runnymede Boroughs being designated Site of Nature Conservation Importance (SNCI), and the section within Basingstoke & Deane a Local Nature Reserve (LNR). It is considered to be the most biodiverse freshwater body for aquatic plants within England and Wales.

In order to establish a coherent ecological management policy for the Canal concentrating on the management, restoration and enhancement of the SSSI, the BCA has produced a [Conservation Management Plan](#). This plan is agreed with the statutory regulator, Natural England, as an agreed scheme of management for the SSSI. Responses in relation to nature conservation and water quality will be based on the Conservation Objectives and Conservation Managements contained in this document.

Developments which introduce significant shading of the water, which is generally considered harmful to the health of the aquatic botany - whether by built structures or inappropriate landscaping, will generally not be considered acceptable.

Council wide or Conservation Area specific policies relating to the replacement of trees following felling or woodland management are not appropriate within the Canal corridor; the Canal already has many more trees than it had historically, with leaf litter and shade both significant factors in the decline in condition of the SSSI.

The planting of any non-native species, within the undeveloped buffer zones will not be supported - examples would include any bamboos (*Bambusoideae* spp), rhododendron, or laurel.

Non-native invasive species, even if not strictly controlled (as in the case of Japanese Knotweed *Fallopia Japonica*), must not be introduced to the buffer zone area at all – examples of such species would include Floating Pennywort

(*Hydrocotyle ranunculoides*), or American Skunk Cabbage (*Lysichiton americanus*).

National Planning Policy now requires developers to have an overall net gain in terms of biodiversity. Developments which include biodiversity enhancements such as connected off-line boat free nature reserves will be looked at sympathetically. Any such provision must be appropriately funded and managed in agreement with the BCA and Natural England.

Drainage & Flood risk

Surface Water Drainage - There will be a presumption against the acceptance of un-attenuated surface water or highway drainage into the Canal from development proposals on adjoining land. Highway run-off in particular may contain high levels of salt which can adversely affect the alkalinity gradient and contain sediment which contributes to turbidity levels of the water.

Nutrients and Septic Tank run-off - The Canal ecosystem thrives on being relatively low in nutrients. Developments which are not connected to the mains sewerage network will not be considered appropriate if run-off from septic tanks are routed directly or indirectly into the Canal as this will cause harm to the ecosystem through the presence of raised levels of nitrates and phosphates.

Additional flows creating flood risk - The Canal is a man-made waterway which, in many places is on raised embankments. Water levels are managed by the BCA to ensure that they do not reach unsafe levels. The Canal already acts in a significant surface water drainage capacity receiving un-attenuated water from many historic surface water in-flows. Additional un-attenuated flows might place the Canal into a dangerously surcharged condition, creating increased risk of breach and flooding.

Conversely, the Canal is generally short of water for nature conservation and navigation purposes in dry weather. Developments which can offer attenuated dry season flows or wet season water storage will be supported.

Most of the original earthworks of the Canal are now more than 225 years old. The Canal in common with most canals of this age is not lined throughout most of its length and relies on the natural impermeability of the ground to hold water. Many of the original embankments have no toe drain and rely on the open land below the embankment to drain adequately in order to maintain their structural integrity. Developments proposed downstream of any such embankments must be carefully designed so as not to affect the stability of the historic earthworks, by destabilising ground or significantly altering groundwater flows. Where embankment toe drains exist they are to be preserved and incorporated into the drainage scheme of any development, in other cases new open toe drains may be required as mitigation.

Recreation - towpath

New residential development within easy walking distance of the Canal are likely to increase the recreational use of the Canal towpath. In urban areas the narrow towpath originally designed for a person leading a barge horse is at or over comfortable use levels already. Mitigations such as localised widening may be

required where large residential developments are within easy walking distance (say 1500m) of the Canal. This is to ensure public safety.

Developments which propose new connecting paths to the towpath will be required to provide mitigation in the form of bank protection to protect the banks from erosion. Pet dogs using such paths cause significant erosion at path junctions in a short period of time as they leap in and scramble out of the Canal. This is in order to ensure the built assets and nature conservation interests are not harmed.

Recreation – navigation

The BCA/BCS is supportive of sympathetically constructed private boat mooring facilities for leisure purposes on land directly adjoining the Canal. In each case a mooring will require:

- a licence from the BCA / Canal owner to enable a person to construct and utilise a mooring facility on the Canal. A pre-requisite for the issue of a licence is an engineer's report on the structural integrity of the works, evidence that the construction will not adversely affect the nature conservation interest of the Canal, and that any structures or boats moored at the proposed mooring will not interfere with navigation
- a formal planning consent. A Notice under Article 11 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 must be served on either Surrey County Council or Hampshire County Council as the relevant owners of the Canal
- consultation and agreement from Natural England will be required where the moorings are within the SSSI or in close proximity. Proposals should not introduce chemical or biological contaminants into the channel and should prevent further occurrence of pollution or turbidity in the channel. Applicants should refer to the Basingstoke Canal Conservation Management Plan for further guidance.



The connection of new navigable cuts, lagoons, marinas or basins to provide off-line moorings on land adjoining the Canal will only be permitted in very special circumstances – for example where such installations are part of a scheme to enhance public enjoyment or economic viability of the canal and its environment. Such instances may include the enhancement or provision of a public park, leisure

complex or public basin or provide a navigable basin at the heart of a new mixed use development.

The construction of moorings for commercial use of the Canal may be acceptable in some instances where it can be demonstrated that such use will not harm the character or nature conservation interest, or result in heavy water consumption through excessive use of the locks.

Permanently moored residential boats tend to harm the nature conservation interest through shading, discharging greywater, and the associated parking and domestic paraphernalia is often detrimental to the conservation area character. Additional residential moorings should only be considered in very special circumstances with the agreement of the LPA, BCA / relevant County Council and Natural England and where there are appropriate mitigations are provided to protect both nature conservation and the conservation area interest.

Transportation - towpath

The general public are entitled to wander over Canal land on foot at any reasonable time for recreational purposes. However, with two short exceptions the Canal towpath is not a public right of way. Cycling is a permitted use on signed sections of the towpath, but prohibited elsewhere, horse-riding is prohibited under bylaw. The current enabling legislation is clear that the Canal corridor should remain a recreational rather than transportation resource.

Since the early 2000s sections of the Canal towpath have been paved and signed as cycle routes which has increased both cycle use and speed. The towpath is much narrower than the DfT design guide width for shared use cycle paths, and contains areas of limited forward visibility; this has led to conflict between cyclists using the towpath for commuting, and pedestrians, and other recreational users (boaters, anglers, etc).



Developments which rely on the towpath as part of their transportation strategy or which demonstrably add additional cycle transport pressure to towpath use, especially in the urban sections of the Canal, should be required to mitigate against the effects of their development. Suitable mitigations might include widening of suitable areas of towpath, and measures to slow cycle speed, but proposals should be discussed with the BCA or relevant County Council owner at the earliest opportunity.

Policies for a healthy built environment: Lighting and Illumination:

Proposals for external lighting as part of a new or existing development which require planning permission will be permitted where the applicant can demonstrate that the lighting scheme is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution from glare or spillage.

Particular attention will be paid to schemes close to or within the Canal corridor which is an intrinsically dark landscape important for nature conservation (especially for bats and other nocturnal species).



Policies for a healthy built environment: Contamination

Residual contamination of land from previous uses is an issue throughout the country. By their nature, navigable waterways such as the Basingstoke Canal attracted timber yards, brickworks, tanneries, breweries and print works as well as agricultural related industries along its banks.

Councils have a duty to determine where land is contaminated and hold a database of contaminated and potentially contaminated sites. Development adjacent to the canal which create potential pathways for historical contamination to come into human contact or leach into the navigation will need careful early consideration, appropriate site investigation remediation and applicable conditions on any planning consent granted.



Councils are urged to consult with Natural England on any sites that have been identified within 500m of a SSSI or may be upstream of a wetland or an aquatic SSSI. Natural England should also be consulted on sites adjacent to the undesignated section of the Basingstoke Canal in recognition of the important link between the two sections of the Basingstoke Canal SSSI and its importance as a wildlife corridor.

Councils now have a requirement to consider residential boating in their SHLAA. The Basingstoke Canal is unusual in that there is no public right of navigation, and as a result residing on a boat which does not have a residential berth is prohibited under the current licensing regime; there are currently 22 static “houseboat” berths spread over Runnymede and Woking.

Additional residential moorings should only be considered in very special circumstances with the agreement of the LPA, BCA / relevant County Council and Natural England and where there are appropriate mitigations are provided to protect both nature conservation and the conservation area interests of the Canal corridor.

S106 Contributions and Community Infrastructure Levy (CIL)

The Canal is 225 years old and its infrastructure is in constant need of repair, and in some cases wholesale asset renewal. It is not the job of CIL to largely replace cyclical maintenance funds, principally provided by the County Council owners.

“[CIL] is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development.”
(Community Infrastructure Levy – An Overview: DCLG 2010)

However, in certain areas of the Canal, Local Plans show that there will be very significant increases in residential development, and therefore demand on the existing green infrastructure. In these areas it will be appropriate to bid for CIL funding to off-set increased pressures especially on the towpath and Canal banks, but also for new green/blue infrastructure provision and significant upgrading / renewal of key water retaining assets to ensure that new developments remain safe.

The Canal has very significant community engagement with over 23,000 volunteer hours worked in 2018/19. CIL contributions may be appropriate to support the work of voluntary organisations, or

Councils which have adopted CIL are requested to consider favourably requests from the BCA for inclusion of Canal projects on their Regulation 123 lists.

Developments which show significant reliance on the Canal as part of their transport or drainage strategies should be required to provide suitable mitigation through the existing s.106 “Planning Gain” system as these contributions will be

site specific and can be linked directly to the development – a key requirement of the s.106 system.

Developers are now required to show a biodiversity net gain, and s.106 obligations may be appropriate to support biodiversity enhancements or provide additional habitats. Equally CIL may also be appropriate for biodiversity enhancements.



Contractors carrying out repairing on the Deepcut locks



Volunteers working at Greywell Tunnel Portal

Appendix A – Useful documents and links

[The Basingstoke Canal Authority Website](#)

[The Basingstoke Canal Society Website](#)

[BCA Conservation Management Plan](#)

[Joint Management Committee](#)

Appendix B – Contact details

Basingtoke Canal Authority:

Name:

Phone:

e-mail

Basingtoke Canal Society:

Name:

Phone:

e-mail

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