APPENDIX A

Draft Local Plan
(second deposit)
Policies L13 and L14

A1. EXCERPT FROM LOCAL VALE PLAN (SECOND DEPOSIT)

10.64 The Wilts and Berks Canal was constructed between 1785 and 1810 and linked the River Thames at Abingdon with the Kennet and Avon Canal at Semington near Melksham. The canal enjoyed profitable years until the development of the railways in the 1840s. It was finally abandoned in 1914 by an Act of Parliament. This returned the canal to the neighbouring landowners.

10.65 The canal crosses the Vale from south of Shrivenham in the west of the district, passing by Uffington, West Challow, East Challow, Wantage and Grove to Abingdon. At the western end of the Vale it winds gently across the flat valley floor. Between Acorn Bridge (Shrivenham) and the road from Kingston Lisle to Baulking the canal is remote from settlements and runs through open countryside with distant views of the Berkshire Downs. In this area the canal is bounded by hedgerows and standard trees.

10.66 From Kingston Lisle to the A338 east of Grove the canal winds close to the bottom of the greensand escarpment of the Downs. Views to the south are restricted by these hills but the slight elevation of the canal gives good views across the open countryside of the Vale to Faringdon Hill. The rural setting of the western section of the canal is modified by the canal's proximity to Wantage and Grove.

10.67 From the A338 at Grove to its junction with the Thames at Abingdon, the canal runs straight across a wide flat section of the Vale. It is extremely remote with distant views of the Berkshire Downs and Boars Hill. At the eastern end Didcot Power station becomes more dominant.

10.68 East of the A34, the historic route of the canal has been built over and an alternative route needs to be found to the south of Abingdon if the restored canal is to link up to the Thames.

10.69 The canal is an important historic feature in the landscape and when close to settlements provides a well-used recreational amenity. Where the canal is undisturbed or has been restored it provides a valuable ecological and nature conservation resource. Reinstatement of the towpath and its identification as a long-distance footpath, and if appropriate cycle route, would greatly enhance the route's recreational value, perhaps eventually linking up with the Ridgeway and Thames Path.

10.70 The Wilts and Berks Canal Trust (2001), successor to the Wilts & Berks Amenity Group (1977), is working towards the restoration of the canal, its historic features and towpath. The Trust has already carried out extensive restoration works on the sections of canal at Shrivenham, Wantage, Grove and Drayton. Some lengths are now in water. In the future British Waterways intend to oversee the restoration of the canal and will be keen to work in partnership with the District Council and other inland waterways organisations to reinstate the canal to full navigational use.

10.71 The District Council welcomes this activity and recognises the amenity and recreational and economic value of restoring sections of the canal, particularly close to urban centres. This Local Plan, in addition to protecting the historic route of the canal, seeks to safeguard a route for a new stretch of canal to the south of Abingdon as indicated on the proposals map.

10.72 The historic line of the Wilts and Berks Canal and the proposed new route to the south of Abingdon should be safeguarded from development, which would prejudice the canal's restoration. The Council will welcome small-scale schemes which help to improve, restore and enhance the footpath and landscape features along the route of the canal and if appropriate provide a cycleway. As it becomes more intensively used there is likely to be growing pressure for

facilities associated with the canal, for example, buildings, car parking areas, moorings and picnic sites. These facilities will be limited to sections of the canal where they do not restrict through-navigation, detract from the canal's environment, adversely affect wider views from the surrounding countryside or detract from the amenities of residential properties. The Council recognises that, thanks to the concerns of present owners, many sections of the canal already offer environmental and nature conservation benefits to the locality. In the process of seeking reinstatement, it will be important for all concerned to acknowledge the rights of the owners and these benefits.

10.72a In considering any planning applications for the restoration of the historic route or creation of the new route of a canal south of Abingdon, concerns such as the disturbance to the existing ecology and water supply will need to be addressed in an environmental impact statement.

10.73 The District Council will resist any proposals for development in association with the canal, which would be in conflict with the restraint policies expressed elsewhere in this Plan.

POLICY L13
DEVELOPMENT WHICH WOULD CAUSE DEMONSTRABLE HARM TO THE ESSENTIAL CHARACTER OF THE WILTS AND BERKS CANAL OR TO ITS SETTING, OR WOULD BE LIKELY TO PREVENT OR IMPAIR THE RESTORATION OF THE CANAL, OR WOULD RESULT IN THE LOSS OF ANY BUILDINGS, LOCKS OR OTHER STRUCTURES ASSOCIATED WITH THE ORIGINAL WATERWAY FUNCTION OF THE CANAL ~~WILL BE RESISTED~~. WILL NOT BE PERMITTED.

~~THE DISTRICT COUNCIL HAS EXPRESSED ITS SUPPORT FOR THE PRINCIPLE OF THE CONSERVATION AND RETORATION OF THE CANAL AND WILL WELCOME THE INCLUSION IN DEVELOPMENT PROPOSALS OF MEASURES WHICH WILL:~~

~~i) DEVELOP THE CANAL'S RECREATIONAL POTENTIAL PARTICULARLY CLOSE TO BUILT-UP AREAS; AND/OR~~
~~ii) PROTECT THE CANAL'S NATURE CONSERVATION IMPORTANCE.~~

DEVELOPMENT ON OR CLOSE TO THE ROUTE OF THE CANAL WILL BE REQUIRED TO FACILITATE DEVELOPMENT OF ITS RECREATIONAL POTENTIAL AND/OR PROTECT ITS NATURE CONSERVATION VALUE.

~~ANY DEVELOPMENT THAT WOULD AFFECT THE HISTORIC ALIGNMENT OF THE CANAL WILL ONLY BE PERMITTED IF ARRANGEMENTS FOR THE REINSTATEMENT OF THE CANAL ON A VIABLE ALTERNATIVE ROUTE CAN BE SECURED BY THE DEVELOPER.~~

DEVELOPMENT THAT WOULD PREVENT THE RESTORATION OF THE CANAL ON ITS HISTORIC ALIGNMENT AS SHOWN ON THE PROPOSALS MAP WILL ONLY BE PERMITTED IF ARRANGEMENTS FOR THE REINSTATEMENT OF THE CANAL ON A VIABLE ALTERNATIVE ROUTE CAN BE SECURED BY THE DEVELOPER.

POLICY L14
DEVELOPMENT WHICH WOULD PREVENT THE IMPLEMENTATION OF THE PROPOSED NEW ROUTE FOR THE CANAL SOUTH OF ABINGDON AS SHOWN ON THE PROPOSALS MAP WILL BE REFUSED.

[Note: ~~strikethrough script~~ has been deleted from draft first deposit and shaded script is new text added to the draft second deposit.]

Vale of White Horse Local Plan 2011

Second Deposit Draft

PM/8 & PM/19

June 2004

Proposals Map: **Eastern Vale and Abingdon Inset**

Policy: **L14**

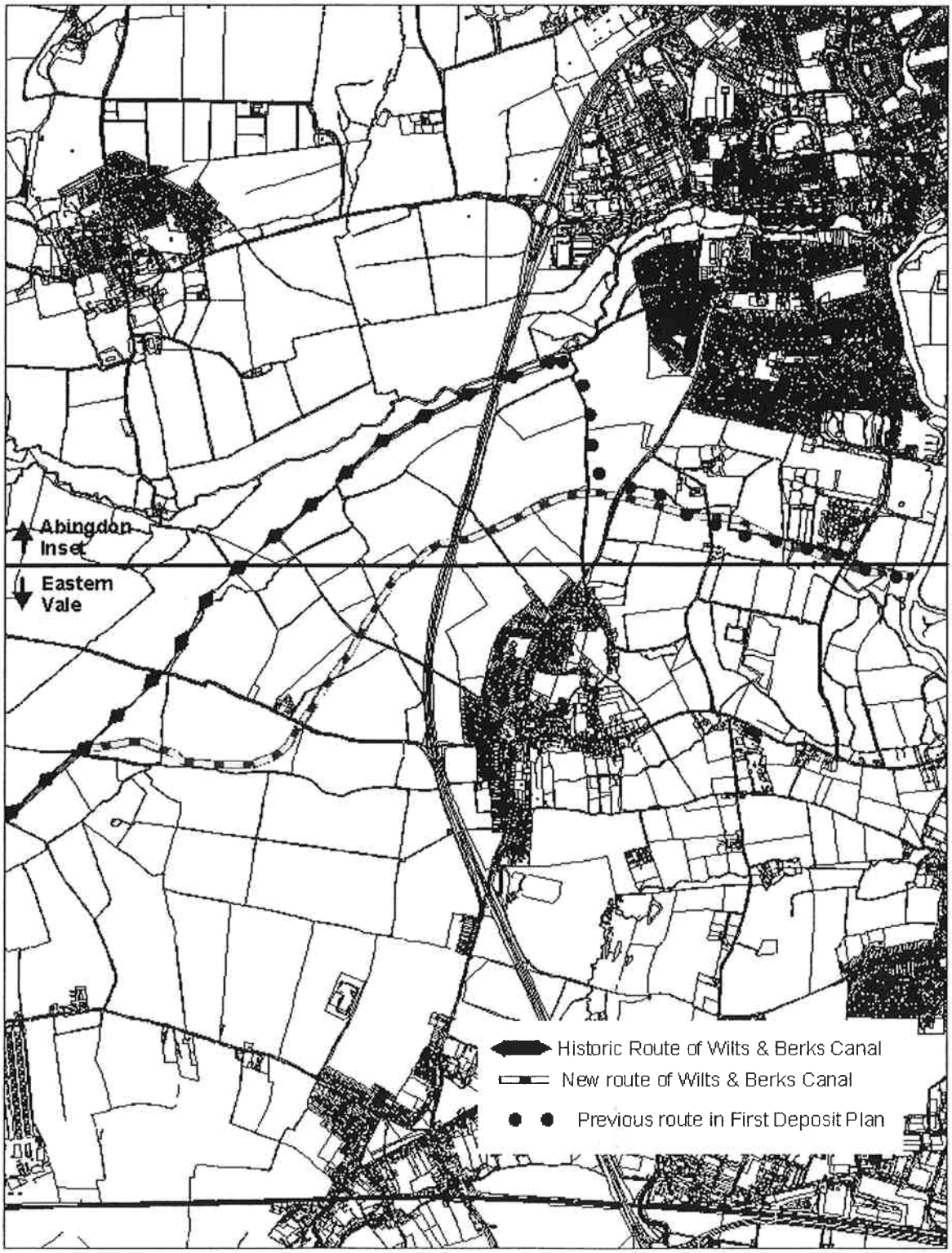
Change: **New route for Wilts & Berks Canal South of Abingdon**

Site: **Land South of Abingdon**

Area:

N

1:30,000



B1. DRAFT LOCAL PLAN (FIRST DEPOSIT) COMMENTS

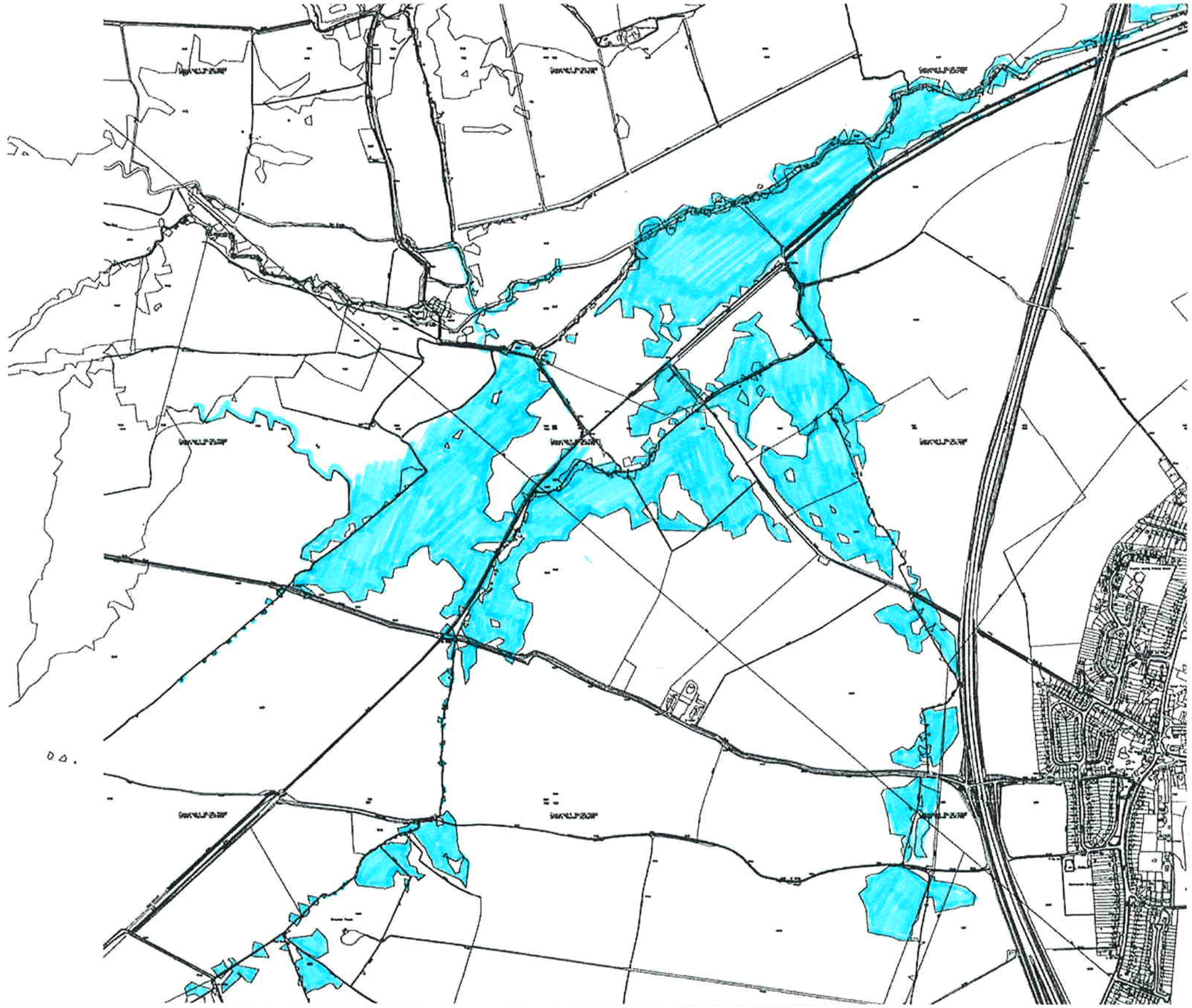
Person/ Body	Reference	Comment	Types
Tom Smailes Environment Agency	L13/5/403/7	Supports but requests that ecological concerns are answered satisfactorily in and EIA	Support
	L14/5/403/8	Supports L14 as being and excellent robust policy	Support
	L13/5/403/12	Supports and agrees with the District Council, however felt that economic benefits should be added into the text	Support
	L13/5/403/12	Support safeguarding of route	Support
Sue Lockley	L13/5	Support all measures for the canal	Support
	L14/5	Support all measures for the canal	Support
Conal Stewart British Waterways	117/3/L14	Support to all of L14	Support
	117/4/L13	Support to all of L13 but want advantages of recreational and commercial aspects more emphasised	Support
	117/5/L13	Supports and says that BW will support the Council in refusing development that threatens route	Support
DPDS Consulting Crown Cork and Seal	L13/0/334/8	Object because it the Plan Development Boundary excludes the Crown, Cork and Seal site. In relation to the canal, the canal alignment goes between Grove and Wantage, and does not provide enough emphasis in that area.	Object
W. Falkenau Wantage Town Council	WPF 4.12.02	Support linking the Wharf to the canal to be included	Object
Simon Pratt SUSTRANS	L13/0	Supports in condition that the route of the canal is recognised as a potential walking and cycling route in advance of the canal restoration	Support
Kevin Brown Berkshire, Oxfordshire & Buckinghamshire Area Planning Team	299	Objected to unclear, ambiguous or vague statements	Objects
Persimmon Strategic Land	L13/0/397/44	Objection to aspiratory language used, rather than a policy	Objects
Rob Dance Oxfordshire County Council	298/53/L14/0	The route south of Abingdon runs across land identified in the County Council's Minerals and Waste Local plan for sand and gravel extraction. The L14 policy should not override the Minerals Plan, however it should be possible to achieve the route and dig the gravel as well	Object
John Killick	150/9/L14/0	Opposes because reopening of the canal on the plan route would break up three habitat corridors between A34 and Hendred	Objects
Georgie Cook Thames Water	L14	Opposed because of impact on discharge at Abingdon Sewage Works. Possible increase in complaints about water odour and litter if canal opens.	Objects

APPENDIX B

Draft Local Plan (first deposit) Consultation Results

APPENDIX C

Environment Agency/ Halcrow Modelled Floodplain at River Ock



1 IN 100 YEAR FLOODPLAIN OUTLINE RECIEVED FROM ENVIRONMENT AGENCY 20.01.2004.

J:\100000\113787-00\11 ILG Drawings\Acad\APPENDIXC.dwg 12 Jul 2004 14:24

A3

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13 Fitzroy Street
London W1T 4BQ
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3924
www.arup.com

Issue	Date	By	Chkd	Appd
1	12/07/04	BT	CU	CU
ISSUED FOR FINAL REPORT				
0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client

THE WILTS AND BERKS CANAL TRUST

Job Title

WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title

ENVIRONMENT AGENCY / HALCROW MODELLED FLOODPLAIN AT RIVER OCK

Scale at A3 NTS

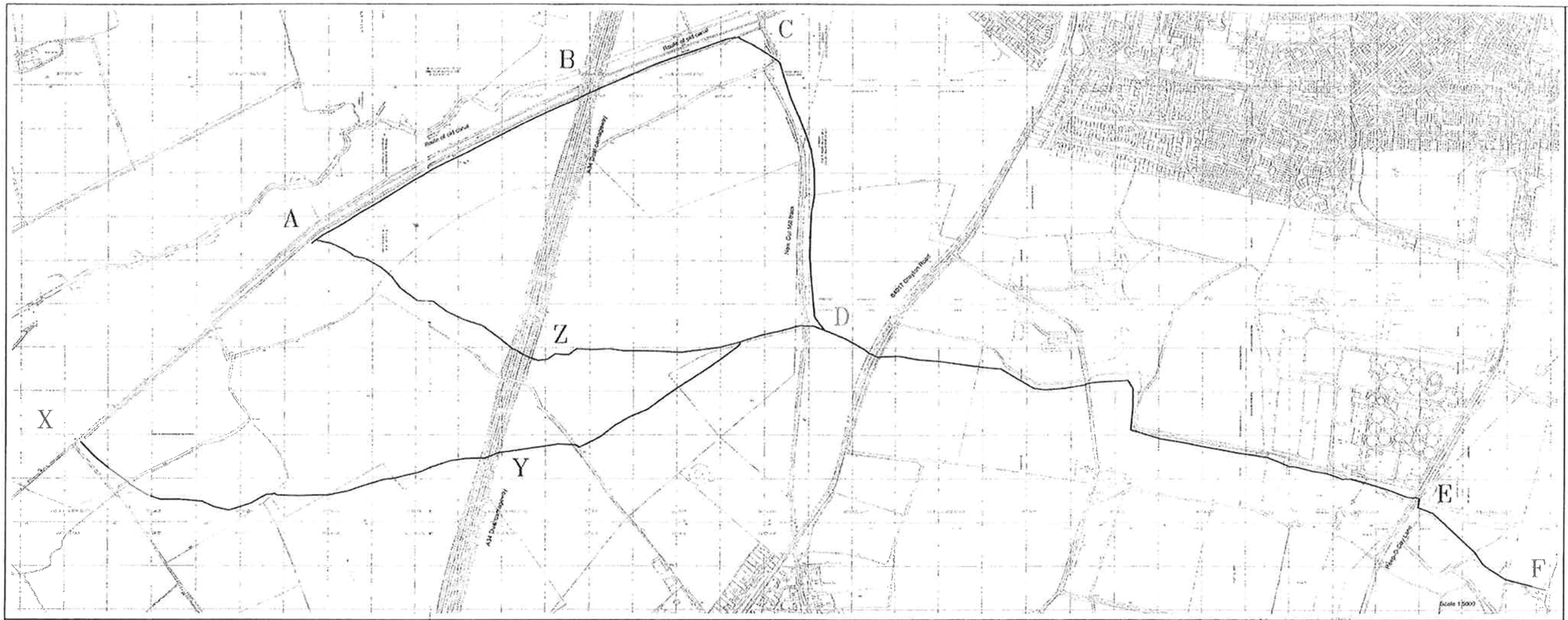
Plot ID FB64CA12-E379-401A-A955-5E32B231A3CE

Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX C**	**1**

APPENDIX D

Glanville Consultants
Route



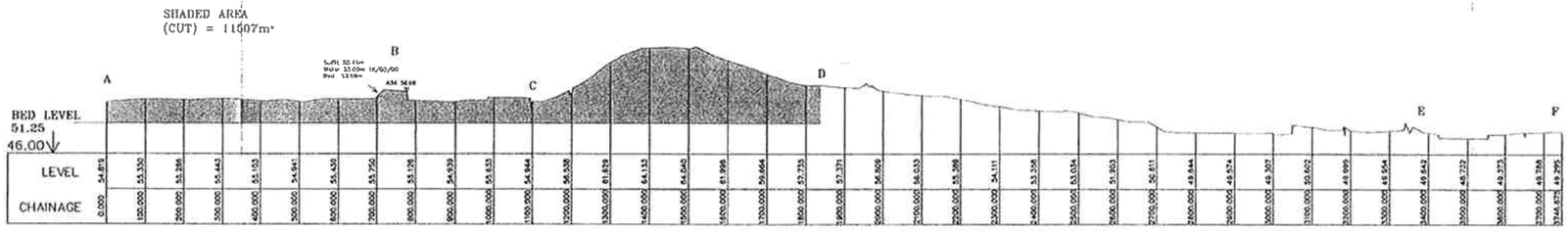
NOTES :

1. Survey is based on arbitrary grid.
2. All levels are related to Newlyn datum.
3. Reproduced from the Ordnance Survey digital data with the permission of the Controller of Her Majesty's Stationery Office, © Crown copyright. Glanville Consultants, 80 Milton Park Abingdon OX14 4RY. AL 814229.

A–B–C–D–E–F

Horiz. 1: 7500

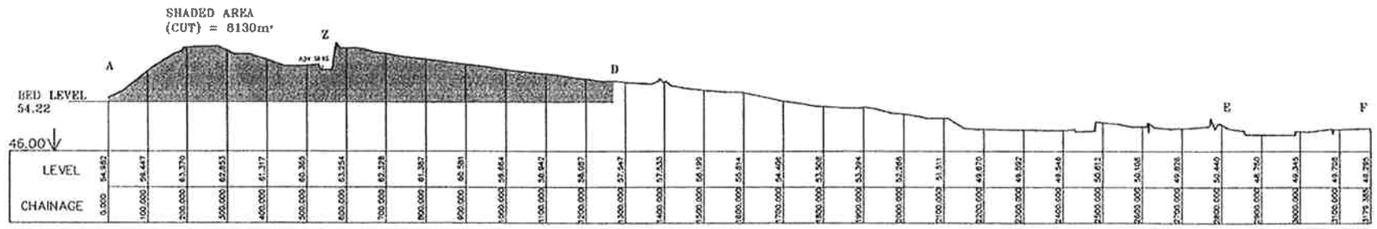
Vert. 1: 500



A–Z–D–E–F

Horiz. 1: 7500

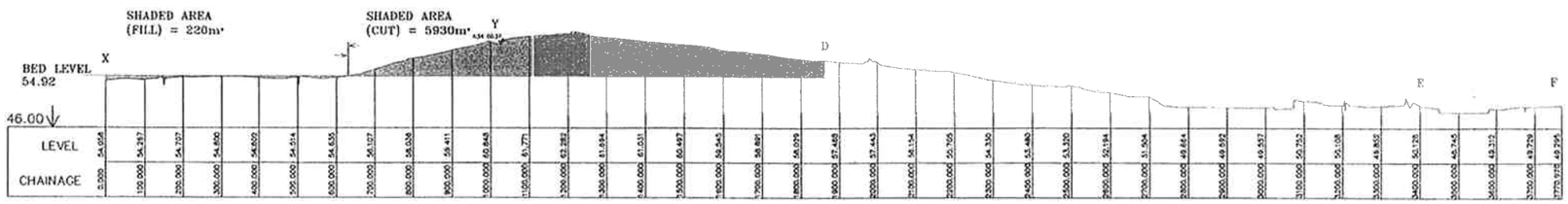
Vert. 1: 500



X–Y–D–E–F

Horiz. 1: 7500

Vert. 1: 500



Rev.	Description	Date

Glanville Consultants

Corinthian Court
80 Milton Park, Abingdon
Oxfordshire OX14 4RY

Telephone (01235) 833002 Facsimile (01235) 835492
E-mail: engineers@milton.glanconsult.co.uk

☐ Civil and Structural Engineers ■ Land Surveyors
☐ Roofing and Cladding Specialists ☐ Building Surveyors
☐ Subsidence Specialists ☐ Highway and Traffic Engineers

Client :

WILTS & BERKS CANAL AMENITY GROUP

Project :

ALTERNATIVE ROUTE ALIGNMENTS
EASTERN EXTREMITY

Title :

LONG SECTIONS

Project Engineer : J. Mason	Scale	As Shown
Project Director : C. Edge	Date	15/05/00
Drawing No. GS200467/101	Revision	

APPENDIX E

Scott Wilson Route

RESTORATION OF THE WILTS & BERKS CANAL
Feasibility Study
ROUTE PLANS AND SCHEDULES OF FEATURES

NOTES:

1. The canal route has been divided into sections typically 1.5 to 2.5km in length. For each section a plan at 1:10,000 scale and an accompanying schedule of features and restoration costs and route description has been prepared. Key plans are appended at the end of this appendix. Sections are numbered 1 to 49 for the main line of the canal starting at Semington Juction at the west end and ending at the Thames at Abingdon, and descriptions are presented as if travelling in this direction (hence locks are described as rising to the summit at Swindon and falling towards Abingdon). In a similar fashion, the Calne Branch is numbered 101 to 103 and the North Wilts Branch 201 to 207, in both cases commencing at their junctions with the Wilts & Berks Canal.

2. Background mapping is enlarged from the Ordnance Survey 1:25,000 Pathfinder series. Linework and contouring are the same as on larger 1:10,000 mapping, but with the benefits of showing rights of way and easy to read text (by virtue of enlargement). Additional survey information has been added from other sources where appropriate.

3. For new sections of canal, or new structures on restored sections, in many instances working names have been assigned to assist in identification.

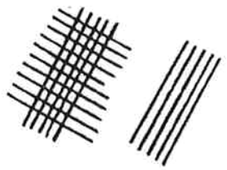
4. Chainages have not been given, because of the problems this would create when considering alternative route options. Section lengths (rounded to the nearest 0.05km) and OS grid references of the features at each end of the section are given.

5. Levels for each pound are given to the nearest 0.1m, referenced to Ordnance Datum. These are based on analysis of historic lock lifts where appropriate. These levels should be used only as a general guide however.

6. The cost estimates for each section are estimated current tender prices based on conventional procurement through competitive tendering, and make no allowance for voluntary (labour free) costs. Land acquisition, design and supervision and contingencies are excluded. Costs of water procurement works (reservoirs, pipelines, boreholes, treatment etc), costs for related development and facilities (marinas etc), and operation and maintenance costs are also excluded. Costs shown for 'Canal Reach' include all earthworks, lining where recommended, towpath, finishing, fencing and all other costs not directly associated with individual structures or features, or services diversions. Refer to Chapter 3 for discussion on confidence levels for cost estimates.

KEY TO PLANS

Canal Route and locks



Development and Proposed Development Sites

• 653

Sites and Monument Record

Nature Conservation Site

RESTORATION OF THE WILTS & BERKS CANAL - Feasibility Study

SECTION 46: Hanney Road Bridge to Drayton Bridleway Bridge

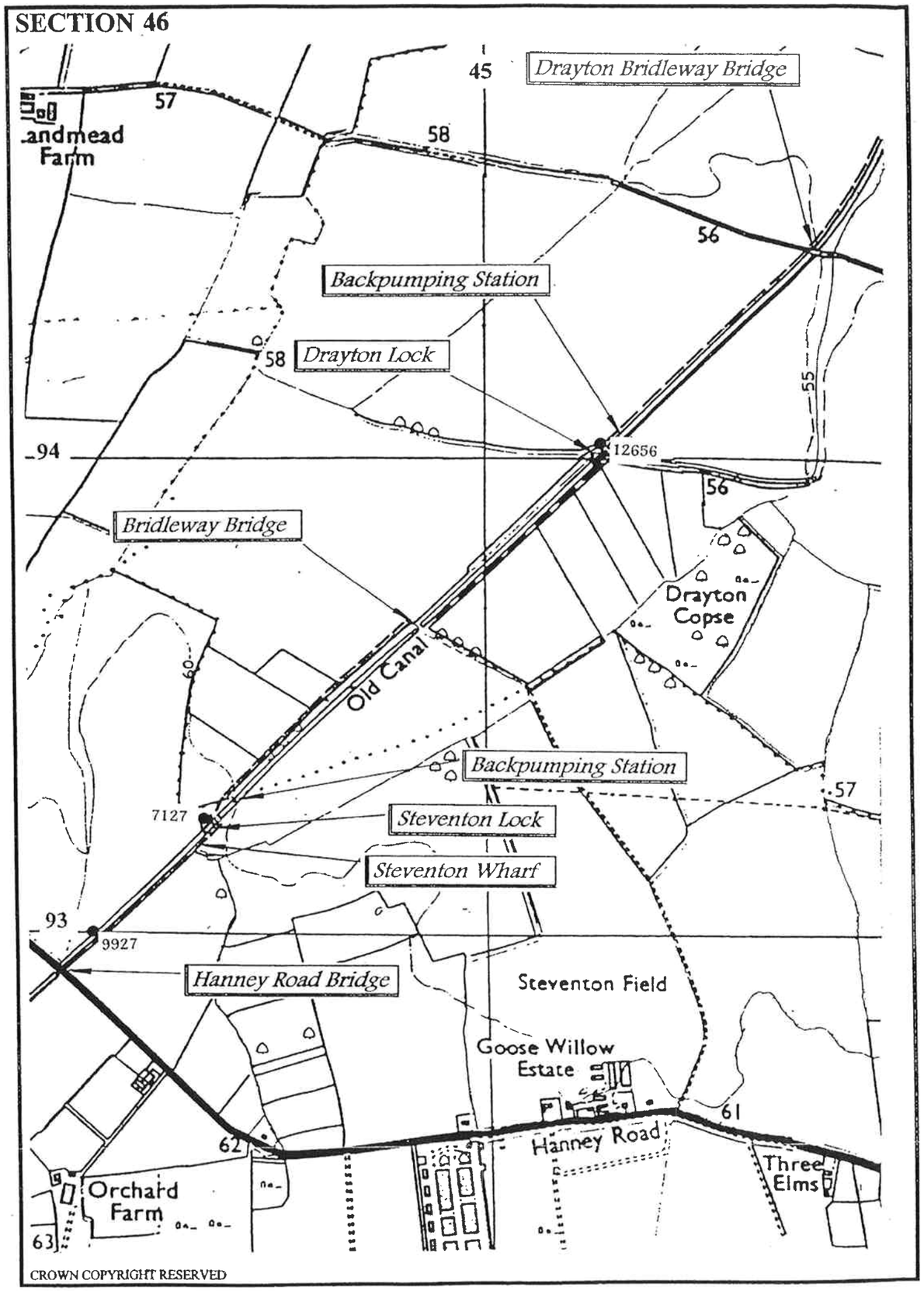
Length: 2.20km **OS Ref: SU 427916 to 457944** **Level: 61.1 to 55.2mAOD; 2 locks**

Description: Rural section through farmland which would be entirely lost and submerged under the proposed Thames Water Reservoir. A public bridleway follows the canal route through this reach.
Geology: Kimmeridge Clay with some clay-rich River Terrace deposits
Water Resources: Currently no proposals for water resource development in this section.
Navigation, Recreation and Leisure:
Environmental Features:
Services:
Land Use: Agriculture, Grade 4.

Schedule of Features and Restoration Costs:

Feature / Name	Description	Cost(£)
Canal Reach	Approximately half infilled	440,000
Services		5,000
Hanney Road Bridge	Originally a stone arch bridge, demolished in 1965 and infilled. New bridge required, regrade approaches, regrade and realign farm access.	90,000
Steventon Wharf	Infilled.	0
Steventon Lock	Buried. Original lock fall 2.84m to 58.2mAOD. Allow for rebuilding.	190,000
Backpumping Station	For lockage conservation. Rising main length 60m discharging above Steventon Lock.	60,000
Lift Bridge	Removed and infilled. Allow for new bridleway bridge	50,000
Drayton Lock	Fair, but rubbish filled. Tail bridge removed and infilled. Restore, including tailbridge for bridleway. Original lock fall 3.02m to 55.2mAOD.	130,000
Backpumping Station	For lockage conservation. Rising main length 60m discharging above Drayton Lock.	70,000
Drayton Bridleway Bridge	*See next section*	
	ESTIMATED TENDER PRICE FOR RESTORATION	1,035,000

Notes:
Steventon Lock might be rebuilt west of Hanney Road to ensure clearance; requires deepening by 2-2.5m over 200m, perhaps an extra £150,000.



RESTORATION OF THE WILTS & BERKS CANAL - Feasibility Study

SECTION 47:Drayton Bridleway Bridge to Meadow Farm Bridge

Length: 1.40km **OS Ref: SU457944 to 466955** **Level: 55.2mAOD**

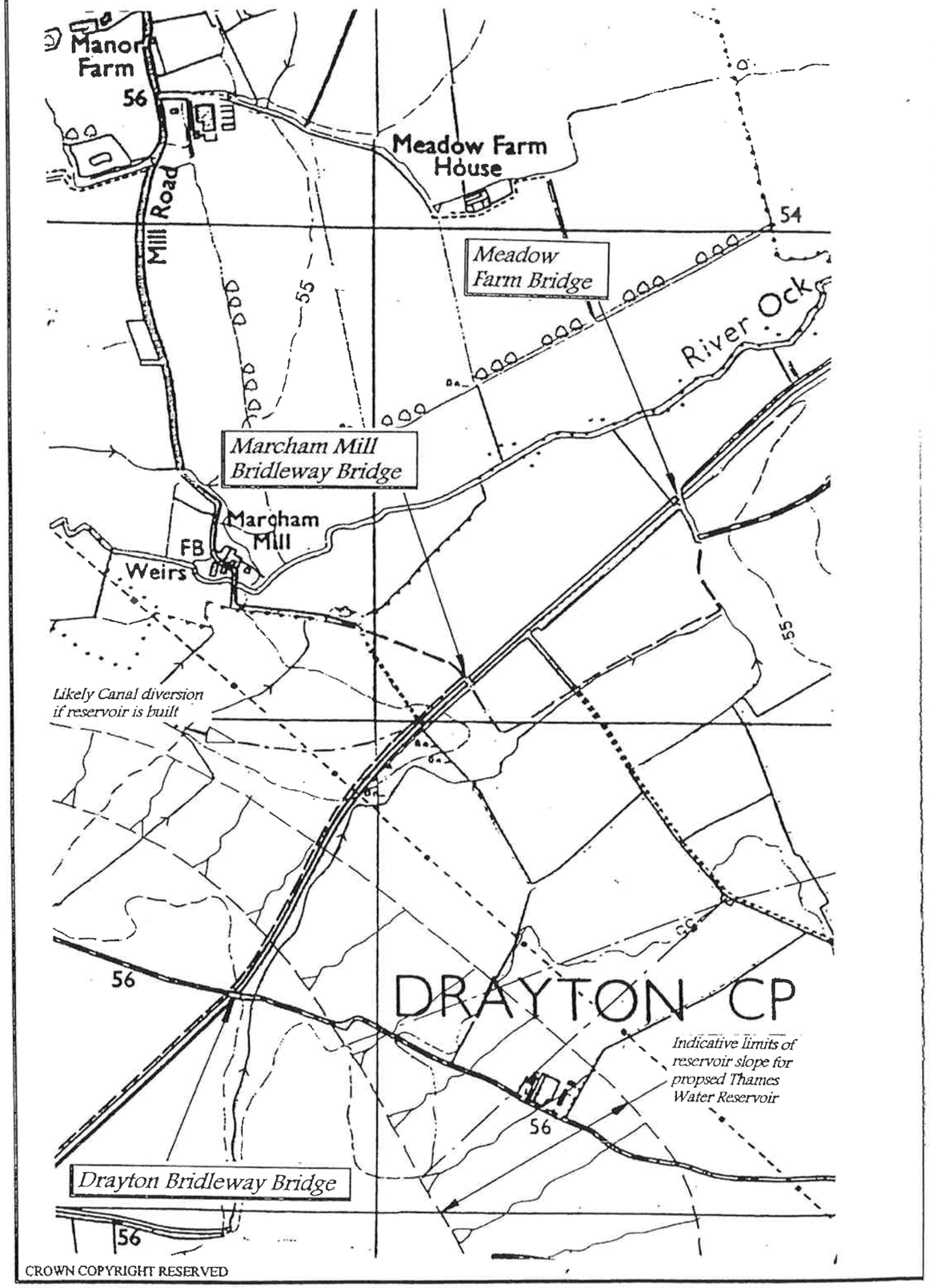
Description: This reach commences at the northern limit of the proposed Thames Water Reservoir site. A diversion would be required from Marcham Mill, most likely around the west side.
Geology: Thin, clay-rich River Terrace deposits overlying Kimmeridge Clay
Water Resources: Currently no proposals for water resource development in this section.
Navigation, Recreation and Leisure: Reservoir may become a significant leisure amenity.
Environmental Features:
Services:
Land Use: Agriculture, Grade 4.

Schedule of Features and Restoration Costs:

Feature / Name	Description	Cost(£)
Canal Reach	Canal line remains as a ditch. There is a private acces road (concrete) along the canal alignment between the bridge sites. Realign canal or access road.	380,000
Services		5,000
Drayton Bridleway Bridge	Original lift bridge removed and infilled. New bridge required with regrading of approaches.	50,000
Marcham Mill Bridleway Bridge	Original lift bridge removed and infilled. New bridge required with regrading of approaches.	50,000
Meadow Farm Bridge	*See next section*	50,000
	ESTIMATED TENDER PRICE FOR RESTORATION	530,000

Notes:

SECTION 47



RESTORATION OF THE WILTS & BERKS CANAL - Feasibility Study

SECTION 48: Meadow Farm Bridge to B4017 Bridge

Length: 2.10km **OS Ref: SU466955 to 482954** **Level: 55.2 to 61.2 to 55.2mAOD; 4 locks**

Description: Reach encompassing the A34 crossing on the outskirts of Abingdon. The route option south of Abingdon is assumed from this point as the most likely option of those considered.

Geology: River Terrace deposits overlying Kimmeridge Clay; possibility of made ground presence in urban areas

Water Resources: Currently no proposals for water resource development in this section.

Navigation, Recreation and Leisure:

Environmental Features:

Services:

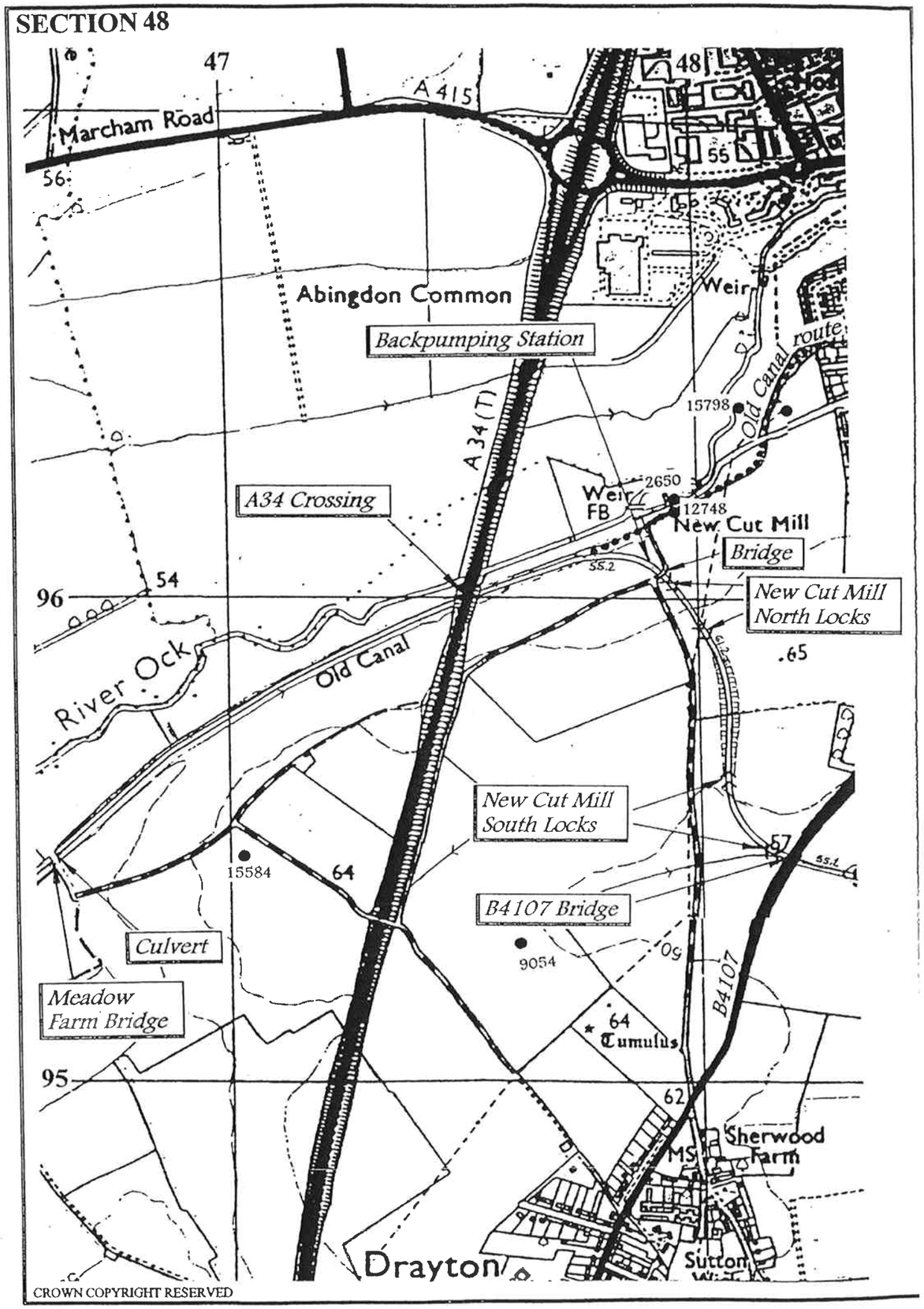
Land Use: Agriculture, Grade 4.

Schedule of Features and Restoration Costs:

Feature / Name	Description	Cost(£)
Canal Reach	The original alignment up to and a little beyond the A34 is in good condtion but overgrown, and readily recoverable (1.3km total). Turning south at New Cut Mill, new canal cuttings up to 4m deep (to water level) will be required.	1,050,000
Services		20,000
Meadow Farm Bridge	New bridge required with regrading of approaches.	50,000
A34 Trunk Road	Canal infilled for road construction. Allow for a thrust bored canal culvert	1,750,000
New Cut Mill Bridge	New bridge required for bridleway with minor regrading of approaches.	75,000
Backpumping Station	Required for lockage conservation and to maintain the intermediate summit pound. Rising main length 200m.	65,000
New Cut Mill North Locks	Pair of locks to lift the canal to a local summit on the intervening ridge of high land. Each lock lift 3.0m, lifting to summit 61.2mAOD	420,000
B4017 Bridge	*See next section*	
	ESTIMATED TENDER PRICE FOR RESTORATION	3,430,000

Notes:

A cut and cover crossing of the A34 would be significantly cheaper than a thrust bore if circumstances permit, saving perhaps £750,000.



RESTORATION OF THE WILTS & BERKS CANAL - Feasibility Study

SECTION 49: B4017 Bridge to River Thames

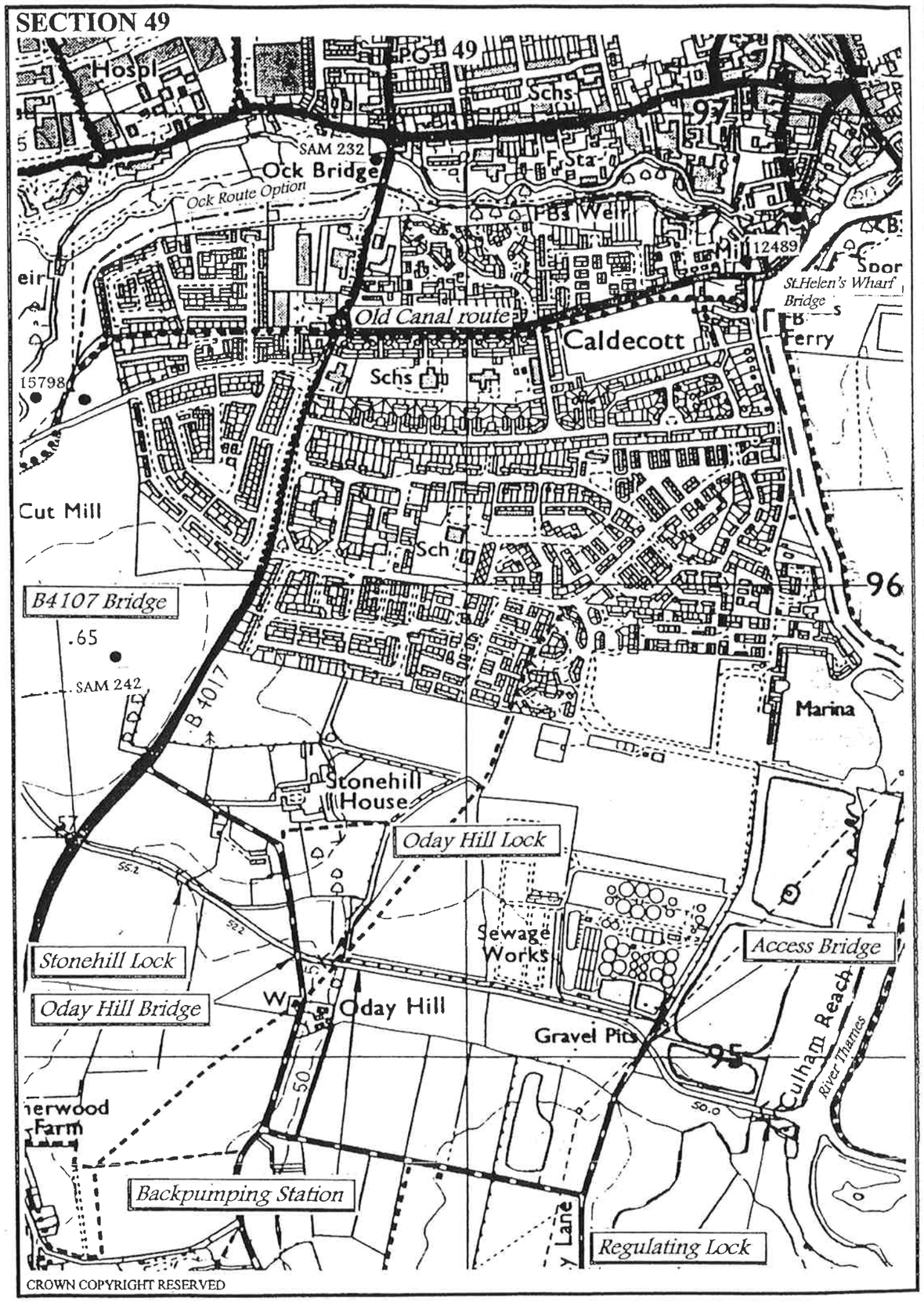
Length: 1.65km **OS Ref: ST 925679 to 926689** **Level: 55.2 to 49.5mAOD; 3 locks**

Description: This route option south of Abingdon is assumed to be the most likely option of those considered
Geology: River Terrace deposits overlying Kimmeridge Clay; possibility of made ground.
Water Resources: Currently no proposals for water resource development in this section. Abingdon sewage works adjacent to route.
Navigation, Recreation and Leisure: Marina potential at old gravel workings.
Environmental Features:
Services:
Land Use: Agriculture (Stonehill Farm); gravel extraction and landfill sites from here to the Thames, and Abingdon STW

Schedule of Features and Restoration Costs:

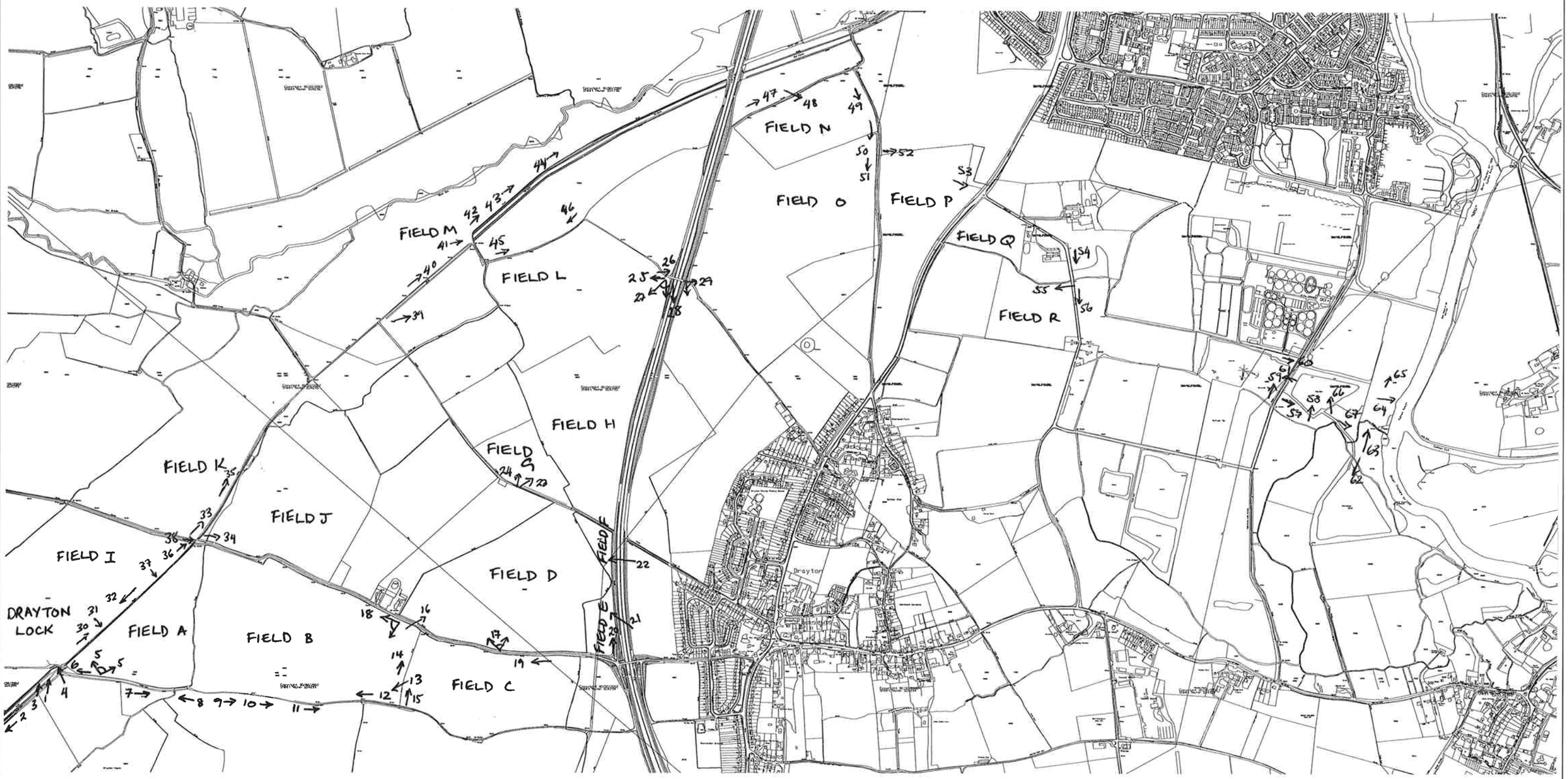
Feature / Name	Description	Cost(£)
Canal Reach	Allow for some potential difficult ground conditions to be encountered on this reach.	825,000
Services		25,000
B4107 Bridge	New bridge with regrading of approaches to raise by approx 1m.	100,000
Stonehill Lock	New lock, fall 3.0m to 52.2mAOD	210,000
Oday Hill Bridge	Fixed bridge, canal level indicated should allow road to maintain existing alignment. Road is a bridleway.	60,000
Oday Hill Lock	New lock, fall 2.2m to 50.0mAOD. Including a pedestrian tailbridge for right of way	195,000
Backpumping station	For lockage conservation. Rising main length 700m discharging at New Cut Mill summit pound.	115,000
Bridge	Bridleway and access to Sewage Works. Significant regrading of approaches required since canal and road level similar; if traffic sufficiently light a lift bridge would be more appropriate.	120,000
Regulating Lock	At the new junction with the Thames, mean fall 0.5m to 49.5mAOD	135,000
	ESTIMATED TENDER PRICE FOR RESTORATION	1,785,000

Notes:



APPENDIX F

Photographic Site Survey



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Issue	Date	By	Chkd	Appd
1	12/07/04	BT	CU	CU
ISSUED FOR FINAL REPORT				
0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

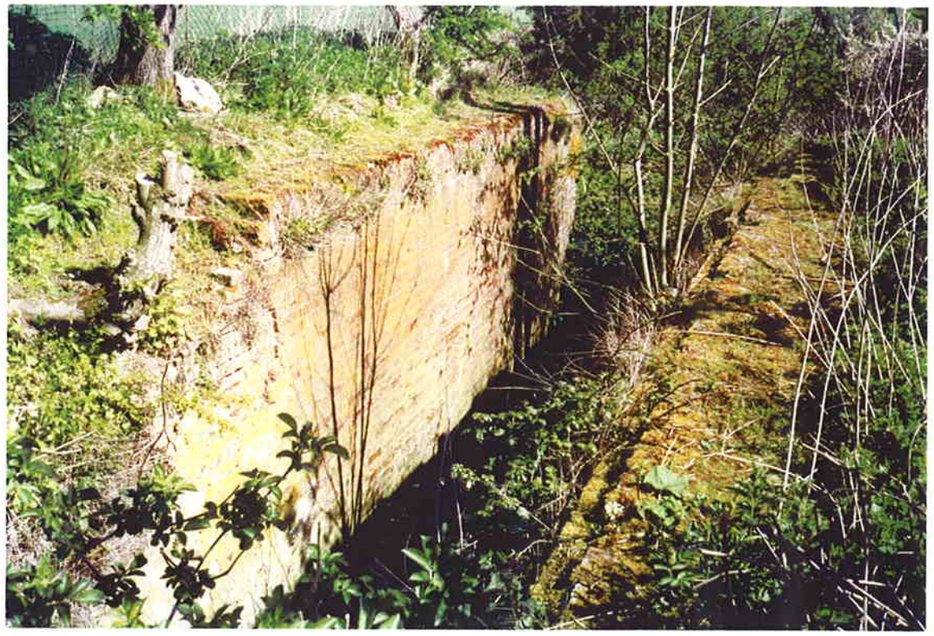
Drawing Title
PHOTOGRAPHIC SITE SURVEY - KEY PLAN

Scale at A3

Plot ID
3D7B9097-24B9-4AED-9A20-DEFB81A9A6AF

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX F1**	**1**



1. Drayton hock

2. Public footpath south of Drayton hock

3. Drayton hock

4. Immediately north of Drayton hock (vehicular access)

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Issue	Date	By	Chkd	Appd
1	12/07/04	BT	CU	CU
ISSUED FOR FINAL REPORT				
0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - DRAYTON HOCK

Scale at A3 NTS
Plot ID C2B25C97-DA94-4BC7-8C15-F5865F87706F
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F2**	**1**

5. Field immediately north Drayton Lock through which canal alignment proposed curves to turn east

6. South corner of above field where ponding of water seen.

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Issue	Date	By	Chkd	Appd
1	12/07/04	BT	CU	CU
ISSUED FOR FINAL REPORT				
0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD 'A'

Scale at A3 NTS
Plot ID 1CDFDE2A-A84B-4666-AC6A-8C113C096A5A
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	APPENDIX F3	1

7. Drainage ditch along public footpath

8. Intersection of fields immediately north of proposed canal route

9. Towards Earl of Plymouth farm buildings

10. Public footpath (canal proposed to left of this)

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Issue	Date	By	Chkd	Appd
1	12/07/04	BT	CU	CU
	ISSUED FOR FINAL REPORT			
0	14/05/04	BT	CU	CU
	ISSUED FOR REPORT			

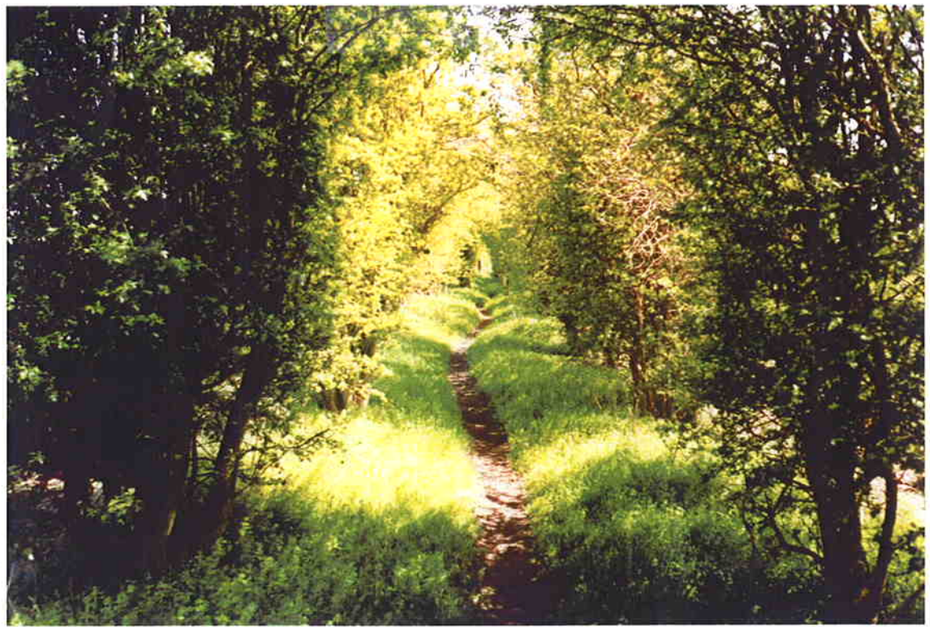
Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - INTERSECTION FIELD A AND B

Scale at A3 NTS
Plot ID E60FA454-192E-48F7-B357-C3CCAD78242D
Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX F4**	**1**



11. Public foot path immediately below field B

12. Bottom left corner field B looking west

13. Bottom left corner field B, canal alignment to swing around here

14. Bottom left corner field B looking north

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	ISSUED FOR FINAL REPORT			
0	14/05/04	BT	CU	CU
	ISSUED FOR REPORT			

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD 'B'

Scale at A3 NTS

Plot ID 63C85223-2ED8-46A3-B1E1-9FB664B5A2E3

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	APPENDIX F5	1

15. looking from intersection of field C and B looking north to farm buildings

16. looking to Field D from farm access road, canal alignment to cross in foreground of picture

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

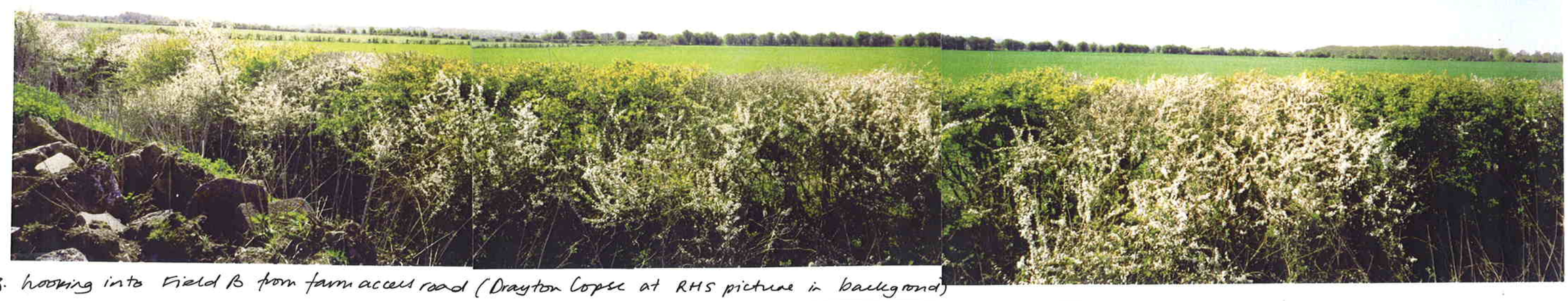
Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD C AND FIELD D

Scale at A3 NTS
Plot ID D79DD9BF-DB70-462B-8CE0-200939697B18
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F6**	**1**

17. looking into Field D from farm access road



18. looking into Field B from farm access road (Drayton Copse at RHS picture in background)

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0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD D AND FIELD B

Scale at A3 NTS
Plot ID CA1E756C-DFA2-4A83-82DE-9DBEEE7D001EA
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F7**	**1**

19. Looking into field D from farm access road (note pylon position)

20. Looking north along A34 and access road (Field F on left)

21. Field F in foreground, D in background taken from access road.

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ISSUED FOR REPORT				

Client
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Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD D AND FIELD E

Scale at A3 NTS
Plot ID 9182C244-89EB-4204-A6DA-C2A43B56BD53
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F8**	**1**

22. looking west into Field F from north of access road adjacent to A34 (note gas marker)

23. Field G - note ground contours in background leading to A34

24. as left picture

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Client
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Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELDS F, G AND H

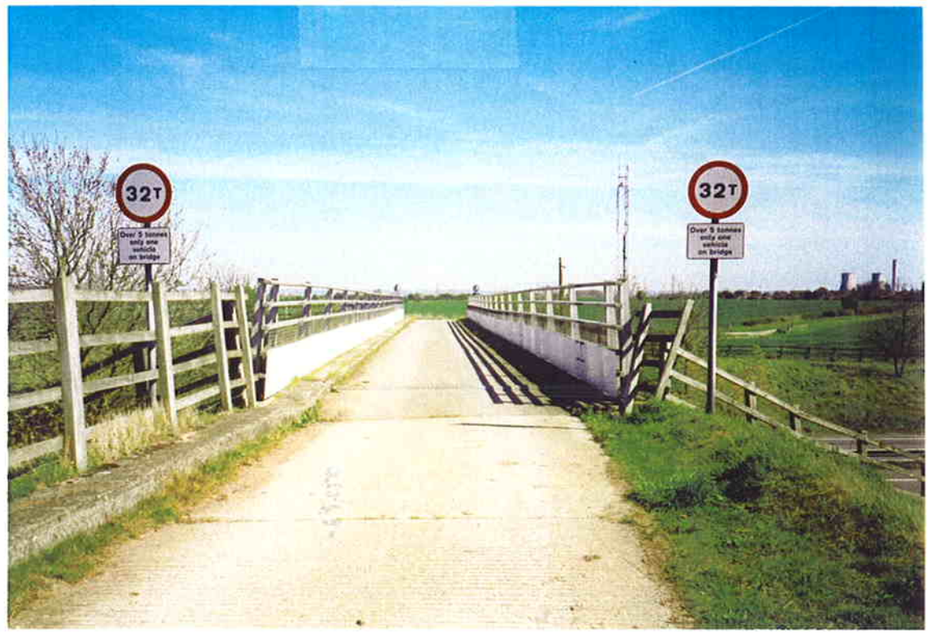
Scale at A3 NTS

Plot ID D8935E51-1955-442C-BFA0-6DF35851F69F

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	APPENDIX F9	1

25. looking west from LHS overbridge



26. North overbridge A34.

27. looking south along A34, canal crossing proposed along hedgrow on right side

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Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - A34 NORTH ROAD CROSSING

Scale at A3 NTS
Plot ID E6C578A3-11BF-4297-A33C-5620E50589A9
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F10**	**1**

28. Looking south onto A34 from over road bridge (canal runs along hedgerow in foreground)

29. Looking east from RHS A34 North overbridge.

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0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
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Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - A34 NORTH ROAD CROSSING

Scale at A3 NTS
Plot ID 474E4556-0AFE-4C64-AAA3-F97F8A90E89B
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F11**	**1**

30. View along historic canal route

31. Water filled ditch

32. Looking south along east hedgerow of field I

33. Field K (note power lines) looking north along west boundary hedgerow from bottom left of field.

34. Field J, looking east along south hedgerow from bottom left of field

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Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD I

Scale at A3 NTS
Plot ID 15426753-C054-490A-B5CE-E9A56F0C39D6
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	**APPENDIX F12**	**1**

35. Along historic canal route between field K and J

36. Culvert under existing vehicular access farm road

37. Water filled ditch (historic canal route)

38. Existing access road over culvert (historic canal route)

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD K AND FARM ACCESS ROAD

Scale at A3 NTS

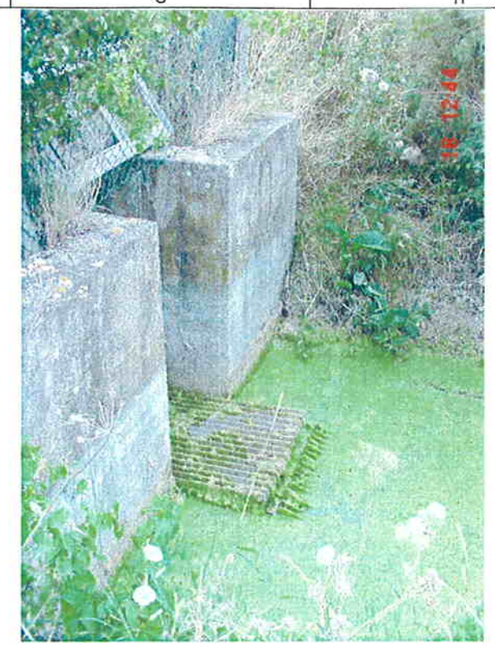
Plot ID 953BA2BC-45E8-4085-B42C-7A8F93838850

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX F13**	**1**

39. Bridleway users in Field L

40. Canal route / public access



41. Existing Sluice gate along historic canal.

42. Historic canal route along centre of photo, field L to the right.

43. Historic canal route in Field M.

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0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD L AND M

Scale at A3 NTS

Plot ID 372F4187-C213-4C2F-A5B8-7AD8041BB1A9

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX F14**	**1**

44. Along historic canal route in Field M

45. Field L

46. Looking along vehicular access road in Field L

47. Footpath track in Field N

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY

Scale at A3 NTS

Plot ID 870D2B7F-48C2-44EE-ADDB-C1B9056CC683

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	APPENDIX F15	1

48. Hedgerow in background proposed canal route/alignment

49. Vehicular access track in Field N and O

50. Rise over Oday Hill

51. Further south along vehicular access track Field N and O

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD N AND FIELD O

Scale at A3 NTS

Plot ID 3DF696B9-45C5-452B-B467-C3CB83215DC8

Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX F16**	**1**

S2. View east across Field P

S3. B4017 (vehicle just seen)

S4. Stonehill Lane (proposed canal at dip in middle).

S5. Proposed canal route in Field Q

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD P AND Q

Scale at A3 NTS
Plot ID A1CD6807-24D6-4E8A-B82E-0AC5D87AEC5A
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	APPENDIX F17	1

56. Stonehill Farm (Field R on right)

57. Access track next to restored gravel pit

58. Filled in and restored ex-gravel pit

59. Peep-o-day lane (cycle route)

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - FIELD R AND GRAVEL PITS

Scale at A3 NTS
Plot ID D41CA18D-B4CA-437C-A082-13BDD1E4E9F1
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	APPENDIX F18	1

60. Sewage works out fall.

61. Entrance to Gravel Pit Works

62. Mud gravel pit as lake

63. River Thames Junction

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - GRAVEL PITS, SEWAGE WORKS OUTFALL

Scale at A3 NTS
Plot ID 840BBFB6-84AE-4DF3-9D24-0116CEB30168
Drawing Status **FINAL REPORT**

Job No	Drawing No	Issue
113787-00	APPENDIX F19	1

A3 | A | B | C | D | E | F | G | H

64. Proposed junction with River Thames

65. Fields around junction with River Thames

66. Restored gravel pit.

67. Road along restored Gravel Pits.

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0	14/05/04	BT	CU	CU
ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
PHOTOGRAPHIC SITE SURVEY - RESTORED GRAVEL PITS AND JUNCTION WITH THAMES

Scale at A3 NTS

Plot ID C75A431B-DE6C-4AA2-ADD1-2014C93C24D7

Drawing Status
FINAL REPORT

Job No 113787-00

Drawing No APPENDIX F20

Issue 1

J:\100000\113787-00\11 ILG Drawings\Acad\APPENDIXF20.dwg 12 Jul 2004 14:26

APPENDIX G

Ecological Walkover Photos

↑ View south-west from Drayton Lock (TN1)

↑ View south-west at TN2

↑ View north-east at TN3

↑ River Ock Bridge (A34)

↑ View sparse hawthorn along route line (north-east from TN4)

↑ Point of divergence of Route 3 and historic route (TN5)

↑ Willow scrub and ditch at TN6

↑ Convergance of Routes TN10

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ISSUED FOR REPORT				

Client
THE WILTS AND BERKS CANAL TRUST

Job Title
WILTS AND BERKS CANAL ABINGDON FEASIBILITY STUDY

Drawing Title
ECOLOGICAL WALKOVER PHOTOS

Scale at A3 NTS

Plot ID 04428FD2-BE41-4250-8D0C-4D70BDBC6723

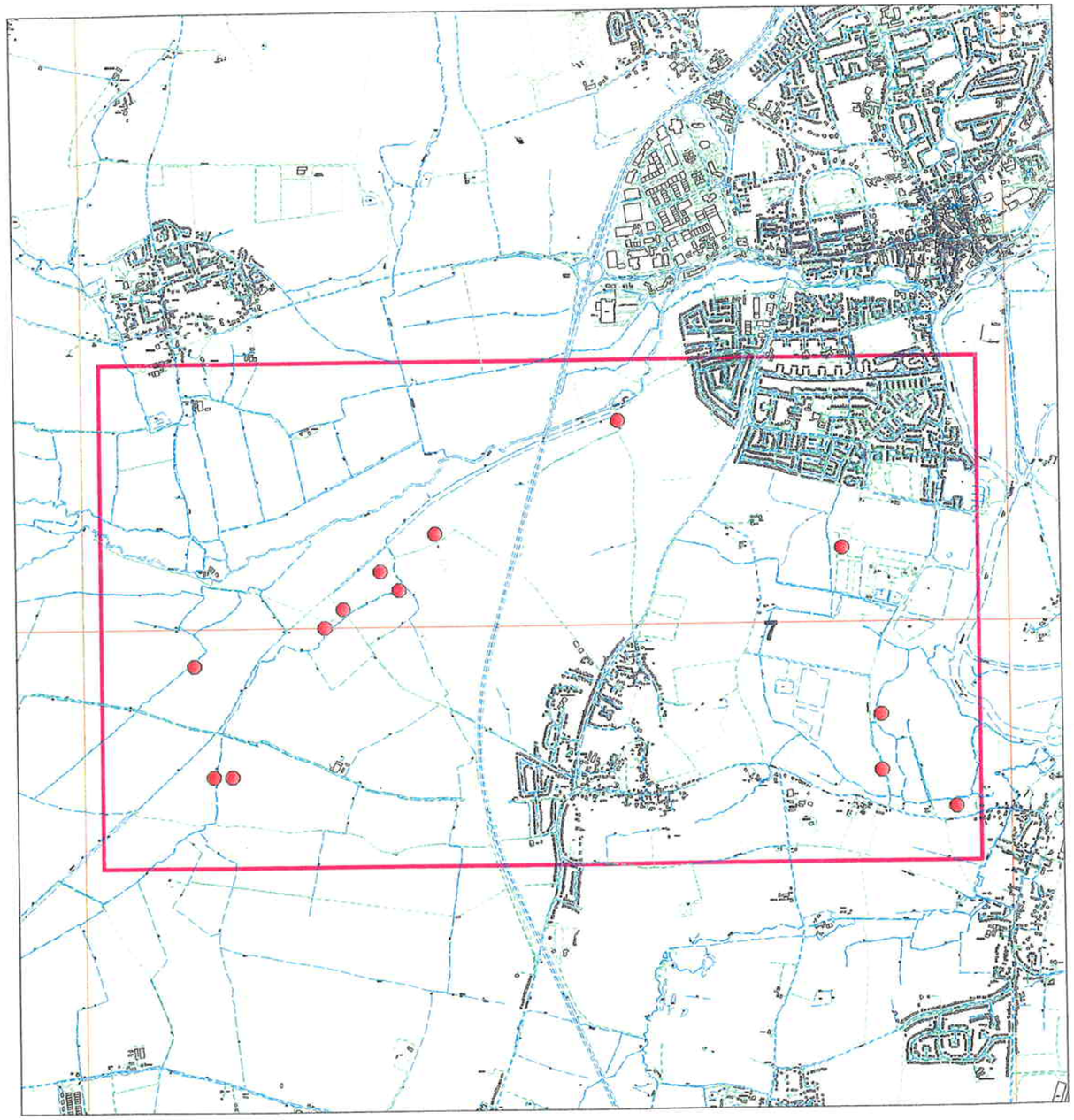
Drawing Status
FINAL REPORT

Job No	Drawing No	Issue
113787-00	**APPENDIX G1**	**1**

APPENDIX H

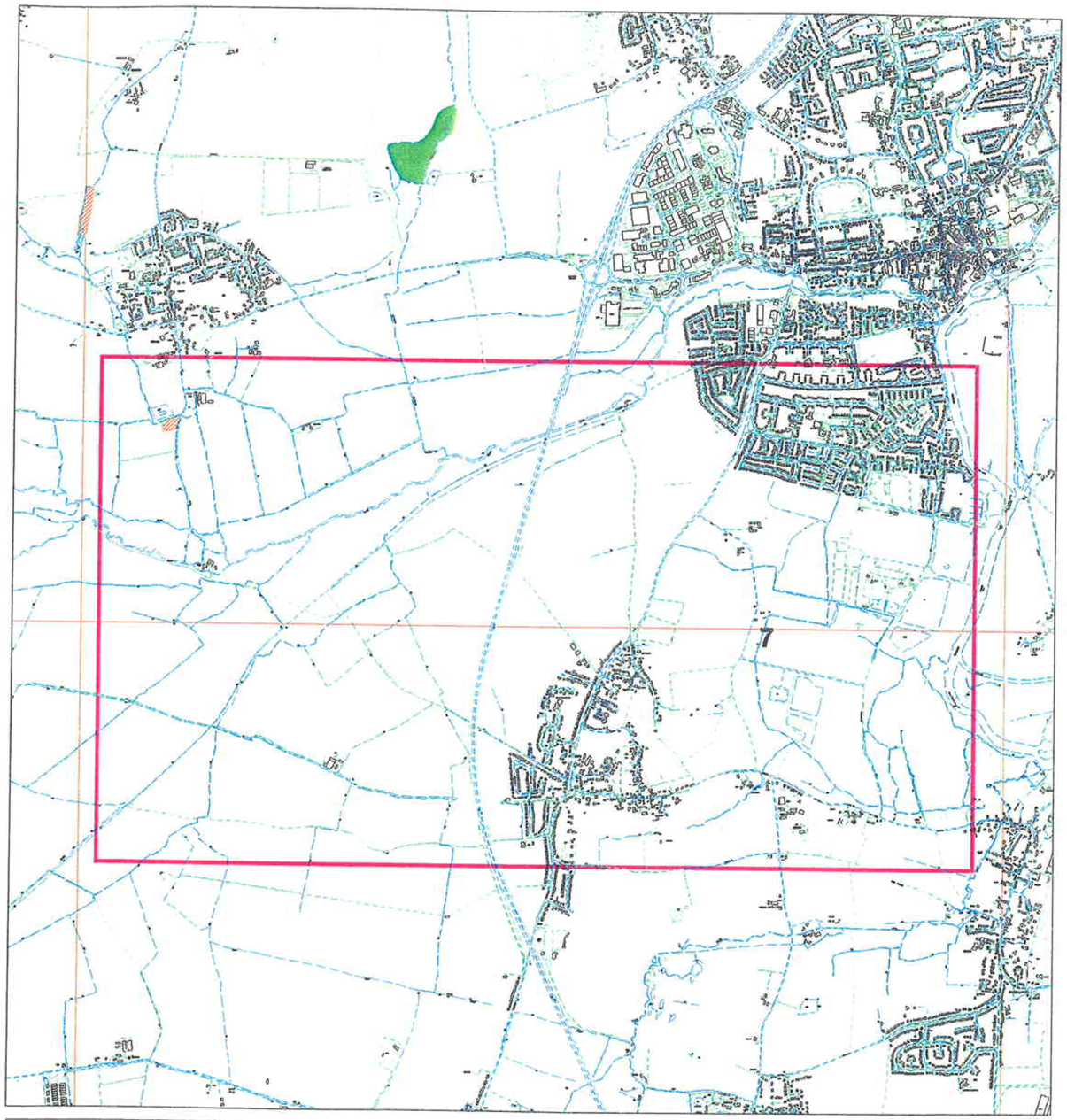
Ecological Site Data

Watervole Record Locations



Produced by TVERC

Designated Sites



Marcham Salt Spring (County Wildlife Site)

Produced by TVERC

APPENDIX I

Consultation Records

I1. VALE OF WHITE HORSE CONSULTATION RECORDS

Vale of White Horse

John Rawling MA MRTPI
Director of Environmental Services

Clon Ulrick
ARUP
13 Fitzroy Street
London
W1T 4BQ

Telephone 01235 520202 Ext. 511
Fax 01235 540396
email
Our Ref ARB/SJE
Your Ref
Date 08 March 2004

Dear Sir/Madam,

New Route for Wilts & Berks Canal South of Abingdon.

Please find attached a memo I received from the District Council's Principal Engineer concerning the proposed new route for the canal south of Abingdon. If you have any concerns about Mr Hasler's comments please contact him direct.

Yours faithfully

Alison Blyth.

Alison Blyth
Principal Planning Officer (Environmental Planning and Conservation)

TO	INT'L	ARUP RECEIVED 10 MAR 2004	INFRASTRUCTURE LONDON GROUP
CU	Cu		JOB No 115787
BT			FILE No 6.0
			REC No
		ACTION REQ'D Clarify, when we have instruction to recommence	
		BY: BT.	INT'L / DATE
		COPY TO:	

chaloner chute
Brian Roberts
Orph Mahle
Geof Austin

VALE OF WHITE HORSE DISTRICT COUNCIL

INTERNAL MEMORANDUM

TO Alison Blyth

FROM Derek Hasler

DATE 13 Feb 04
REF ES \ 17 \ 06 \ GEN

PROPOSED ROUTE OF W & B CANAL SOUTH OF ABINGDON

Thank you for the plan and request to comment on the proposed line of the Wilts and Berks Canal south of Abingdon. I am sorry that my observations are reaching you rather late in the timetable of events.

I have three major concerns; these are all of a general nature. They are that (1) The route cuts through a considerable number of small watercourses that are vital for the land drainage of a flat area like the one in question. Plainly these watercourse will need to be able to 'continue' after the canal is in place. (2) In crossing the watercourses and ditches, the canal should only be allowed to capture excess water from the ditches and watercourses. It should not generally re-route water from watercourses into the Canal. This is particularly relevant near to the Sewage Treatment Works. (3) The Canal should not be allowed to have a dam-like effect on the natural flow of groundwater through topsoil and sub-soil in the area. Again , in such a flat area as the Vale this could have a disastrous affect on flooding and the quality of the surrounding fields.

I have assumed that all of these concerns will be addressed at detailed design stage and that they need only to be mentioned here as potential Conditions to any consent given.

Thank you for allowing me the opportunity to comment.

Derek N Hasler

Principal Engineer

I2. ENVIRONMENT AGENCY CONSULTATION RECORDS

ENVIRONMENT AGENCY

Our Ref : WA/2003/009046-2/1
Your Ref : 113787/BT

Date : 30 December 2003

Borbala Trifunovics
ARUP
13 Fitzroy Street
London
W1T 4BQ

TO	INT'L	ARUP RECEIVED	INFRASTRUCTURE LONDON GROUP
BT	BT	-5 JAN 2004	JOB No 113787
CU	CU		FILE No 6.0.
			REC No
		ACTION REQ'D Incorporate into consultation record (no new info)	
		BY:	INT'L DATE 5/1/04.
		COPY TO: Chalmer Chute.	

clarify issues marked *

Dear Sir/Madam

RE: **ABINGDON CANAL STUDY CONSULTATION - VALE OF WHITE HORSE LOCAL PLAN 2011 ABINGDON CANAL**

Ref: **CPW052**

Thank you for your letter dated 6th August 2003 and further correspondence. The submitted details have been circulted to the various Agency functions who have responded with the following comments:

Flooding / Land Drainage: Contact Frances Johnson on 01491 828309

The routes pass through the indicative floodplains of the River Ock and River Thames. The Agency has recently undertaken hydraulic/hydrological modelling of these watercourses, in the near future, 1 in 100 year flood water levels will be available to utilise in the detailed design.

Route 1

This route runs alongside the indicative flood plain of the River Ock, however the route is predominantly outside the flood plain. When the results of the hydraulic modelling become available, ground level surveys may be compared against flood water levels to ascertain the impacts more accurately.

Route2
Does not raise any development control/or flooding issues.

Route 3
This route would have to cross a significant area of the 1 in 100 year flood plain. .

Route 4
This route also has no adverse consequences for the flood plain.

All routes to follow the same path after node point D will enter the Oday Ditches flood plain and remain in 1 in 5 year flood plain (20% probability of a flood event)as it travels south of

to the Public Rights of Way and permissive paths during the rejuvenation, we request mitigation measures are put in place to minimise disruption to the users.

The route also crosses a national cycle route (Node 12).

Conservation: Contact Daryl Buck on 01491 828354

Whilst accepting that canals could potentially provide positive enhancement of local ecology, this must be balanced against wider concerns regarding catchment wide ecological impacts. Key amongst these are the source of water for the canal and its impact on the hydrology of existing watercourses and wetland resources, and the impact on water quality of the River Thames at the point of canal discharge.

Scoping of exisitng ecology and ecological impacts along the proposed route(s) of the canal is acknowledged and excepted, along with the intention to identify suitable mitigation measures. Of particular concern is the possible impact of the canal on the ecolgy of the River Ock, both directly and indirectly by local changes in the hydrology of the river. The ecological study should address these concerns.

The ecological study must also consider wider issues of concern, in particular the options and related potential ecological impacts for the provision of water to the newly created canal and the impact of the canal's water quality to its own and that of the receiving River Thames. In this context, water quality would include both the general quality of the water used to supply the canal and the impact of boat movement on suspended solids levels. In the event that water transfer is envisaged fromanother catchment or that temporary storage is planned in a reservoir facility, then transfer of species non-indigenous to the RiverThames should be considered.

Groundwater and Contaminated Land: Contact Paul Sewell on 01491 828376

There is the potential for the route of the canel to cut through areas of contaminated land, this is particulary important around the proposed canel junction with the Thames where it appears that the canal intercepts Sutton Wick Landfill site. A desk study should be carried out to determine if any other parts of the canal's route intercepts potentially contaminated areas.

The canal itself should not act as a pathway for the movement of contaminated groundwater to the river Thames.

A site investigation may be required if any of the historic canel route is to be reinstated to determine if any conatminated fill material has been used.

The applicant should ensure that no aspect of the proposed operations results in any adverse change in flows or levels in any rivers, streams, ditches, springs, lakes or ponds in the vicinity.

CONSULTEE RESPONSE

Thames, West

ENVIRONMENT AGENCY

Consultee Name : Paul Sewell, Groundwater & Contaminated Land UT, Isis House, Howbery Park,
Response Date : 26/09/2003
Status : In Consultation (Request Completed)
EA REF : WA/2003/009046/1
Plot Ref : CPW052
Proposal : Enquiry
Their Ref : 113787/BT
Description : ABINGDON CANAL STUGY CONSULTATION - VALE OF WHITE HORSE LOCAL PLAN 2011

Site Address : ABINGDON CANAL

Consultation Notes
No Notes

Consultee Response
It is uncear from the supplied plans as to the exact route of the canal. There is the potential for the route of the canel to cut through areas of contaminated land, this is particulary import around the proposed canel junction with the Thames where it appears that the canal intercepts Sutton Wick Landfill site. A desk study should be carried out to determine if any other parts of the canal's route intercepts potenttially contaminated areas. The canel itself should not act as a pathway for the movement of contaminated groundwater to the river Thames. A site investigation may be required if any of the historic canel route is to be reinstated to determine if any conatminated fill material has been used. The applicant should ensure that no aspect of the proposed operations results in any adverse change in flows or levels in any rivers, streams, ditches, springs, lakes or ponds in the vicinity.

CONSULTEE RESPONSE

Thames, West

ENVIRONMENT AGENCY

Consultee Name : VAUGHAN LEWIS, Fisheries & Biodiversity, Isis House, Howbery Park, Crowmarsh
Response Date : 03/09/2003
Status : In Consultation (Request Completed)
EA REF : WA/2003/009046/1
Plot Ref : CPW052
Proposal : Enquiry
Their Ref : 113787/BT
Description : ABINGDON CANAL STUGY CONSULTATION - VALE OF WHITE HORSE LOCAL PLAN 2011

Site Address : ABINGDON CANAL

Consultation Notes
No Notes

Consultee Response
There has already been considerable consultation regarding this development. Leslie Sproat acknowledged in a previous internal memo that the proposed line of the canal restoration did not appear to have any show stoppers along it although it does follow the line of a drain for a good proportion of its route - this is not really the same as saying that we are supportive of the route!. With respect to other issue that should be addressed: Ecological benefits. Whilst accepting that canals could potentially provide positive enhancement of local ecology, this must be balanced against wider concerns regarding catchment wide ecological impacts. Key amongst these are the source of water for the canal and its impact on the hydrology of existing watercourses and wetland resources, and the impact on water quality of the River Thames at the point of canal discharge (see below). Ecological studies. Scoping of exisitng ecology and ecological impacts along the proposed route(s) of the canal is acknowledged and excepted, alog with the intention to identify suitable mitigation measures. Of particular concern is the possible impact of the canal on the ecolgy of the River Ock, both directly and indirectly by local changes in the hydrology of the river. The ecological study should address these concerns. The ecological study must also consider wider issues of concern, in particular the options and related potential ecological impacts for the provision of water to the newly created canal and the impact of the canal's water quality to its own and that of the receiving River Thames. In this context, water quality would include both the general quality of the water used to supply the canal and the impact of boat movement on suspended solids levels. In the event that water transfer is envisaged fromanother catchment or that temporary storage is planned in a reservoir facility, then transfer of species non-indigenous to the

CONSULTEE RESPONSE

ENVIRONMENT AGENCY

Thames, West

Consultee Name : Frances Johnson, Development Control, Isis House, Howbery Park, Crowmarsh Gifford,
Response Date : 03/12/2003 **Status :** In Consultation (Request Completed)
EA REF : WA/2003/009046/2 **Plot Ref :** CPW052
Proposal : Enquiry **Their Ref :** 113787/BT
Description : ABINGDON CANAL STUGY CONSULTATION - VALE OF WHITE HORSE LOCAL PLAN 2011

Site Address : ABINGDON CANAL

Consultation Notes
No Notes

Consultee Response
The routes passes through indicative floodplains of the River Ock and River Thames. The Agency has recently undertaken hydraulic/hydrological modelling of these watercourses, in the near future, 1 in 100 year flood water levels will be available to utilise in the detailed design. Technical information or a flood risk assessment (FRA) must be provided with any planning application, to demonstrate that, the proposed development does not increase the flood risk to people and property on the site and in the surrounding area. The Agency resists all development or works within the floodplain that results in a loss of flood storage capacity or impede flood flow routes. Any losses identified as part of these works must be fully compensated for on a level for level, volume for volume basis. As described in paragraph 30 of PPG25 "Development and Flood Risk". No inappropriate development should take place within the floodplain and the applicant should undertake a flood risk assessment (FRA) as recommended by PPG25. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the brink of the River Ock, Sandford Brook, River Thames main river. Contact David McKnight on 01491 828303 for further details. We are aware of several watercourses effected by this proposal, we therefore advise that: (1) they should not be culverted; and (2) a buffer zone is left on either side of any watercourse, and (3) culverted watercourses should not be built over, but should ideally be opened up and made a feature of the site.

From: Helen Page
To: Smailes, Tom
Date: 12/9/03 10:25am
Subject: Abingdon Canal route study

Hi Tom

Nicky Barnett has forwarded the details of the above for me to comment on (Thames Navigation hat on this time)! Sorry I'm a day late.

Whilst expressing overall support the canal restoration the only section that we have an interest in at this stage is the proposed junction with the Thames in the Culham reach. On the recent plans this appears to be shown further d/s than the location suggested by my colleagues (Andrew Graham and Chris Mullineux) at a meeting they had with representatives of the Canal Trust some time ago.

The location indicated is not ideal. Visibility for those boats joining / leaving both the canal and the river would be poor. Eg boats leaving the canal and going d/s to Culham lock would have to go slightly u/s and negotiate those travelling d/s on the river. The proximity of the cut to the weir stream also has potential to complicate matters! These issues could be dealt with by moving the junction just a couple of hundred metres or so further u/s.

I can accept that these maps are not terribly detailed - it would be useful to see a more detailed plan of proposed junction. Perhaps this will be made clearer at the meeting next week - Is it still going ahead?

With Thanks
Helen

CC: Barnett, Nicola; Johnson, Frances

Waiting area + opening for junction.

Our Ref : WA/2003/009046-3/1
Your Ref : 113787-00/BT

Date : 09 June 2004

Borbala Trifunovics
ARUP
13 Fitzroy Street
London
W1T 4BQ

Dear Sir/Madam

RE: WILTS AND BERKS CANAL - ABINGDON FEASIBILITY STUDY

Ref: CPW052

Thank you for your letter dated 14th April 2004 regarding the above, please accept my apologies for the delay to this response.

The information submitted has been circulated to the various Agency functions who have responded with the following comments.

Development Control: Contact Gaye McKissock on 01491 828651

The route passes through indicative floodplains of the River Ock and River Thames, therefore having the potential to impact upon flood storage capacity and alter existing flood flow routes. The revised routes for the canal would still pass through sections of the 1 in 100 year flood plain of the River Ock and sections of the 1 in 5 year flood plain of the River Thames. The Agency resists all development or works within the floodplain that results in a loss of flood storage capacity or impede flood flow routes. Any losses identified as part of these works must be fully compensated for on a level for level, volume for volume basis.

The route also cuts through several main watercourses, mainly the Mere Dyke and Oday Ditches, that would be effectively be cut in two by the route of the canal, potentially altering both the flow of the watercourse and affect the wildlife corridor.

In accordance with the advice offered within PPG25 the Agency considers it necessary for the applicant to submit an appropriately detailed Flood Risk Assessment (PPG 25, Appendix F) prior to submission of any planning application. It would be in the best interest of the applicant to discuss the scope of the Flood Risk Assessment in advance with the Agency before submitting the same to the local planning authority.

It should be noted that provision of a FRA does not guarantee that the Agency will remove an objection to a development proposal.

Irrespective of planning permission it should be noted that under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the brink of any designated main river.

Culverting of a watercourse requires the prior written approval of the Local Authority under the Public Health Act 1936, and the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/ Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its consent for such works will normally be withheld. Contact Peter Hempstead on 01491 828395 for further details. The Agency prefers clear spanning structures for all watercourse crossings, abutments should be set back from the brink of bank are far as practicably possible. Soffit level of bridges should be set 600mm above the maximum flood water level.

It should be noted that the existing hydrology of the area must remain unchanged, the flow distribution of all watercourses, including ditches are important to support and maintain the local ecology.

All footbridges, access bridges and roadcrossings whether with pedestrian crossings or bridleways, positioned in the flood plain must designed in such away that they do not restrict the floodplain in terms of storage or flood flow.

Conservation: Contact Ben McFarland on 01491 828479

A thorough study should be carried out to investigate the potential impacts the development may have upon the hydrology of local watercourses and wetland sites. This should include watercourses where the water will be obtained from, watercourses that will receive the canal water and nearby wetland sites. Additionally there should be investigations into the potential effects this development may have upon the water quality of the above sites. This should include looking at the impact boat movement has on the levels of suspended solids. These studies should be by suitably qualified professionals.

The footprint of the site, including areas that would be affected by machinery, should be subject to a Phase 1 Habitat Survey and proected species surveys (watervole, great crested newt, bats and badgers). Areas of valuable wildlife habitat will be subject to a more detailed Phase 2 Habitat Survey. The protected species surveys should include watervole surveys for Mere Dyke and Odhay Ditches. These surveys should be carried out by a suitably qualified ecologist

The route should avoid and minimise impacts to two sites that have been noted for wildlife interest within the area. These are the Sewage Works Quarry SU 492 951 and Right Bank, Culham Reach SU 498 954.

Consideration should be given to the impacts of the development through potential habitat mitigation and enhancement.

Yours faithfully

TOM SMAILES

Environment Agency
Isis House, Howbery Park, Crowmarsh Gifford, Wallingford, Oxon, OX10 8BD, Tel no:01491 832801, Fax no:01491 834703

Environment Agency
Isis House, Howbery Park, Crowmarsh Gifford, Wallingford, Oxon, OX10 8BD, Tel no:01491 832801, Fax no:01491 834703

I3. HIGHWAYS AGENCY CONSULTATION MINUTES OF MEETING

ARUP

Minutes of Meeting

Job title	Wilks and Berks Canal	Job number	113787
Meeting name & number	New Structure for Wilts and Berks Canal under A34 to South of Abingdon	File reference	
Location	Highways Agency, Dorking	Time & date	3.30 pm 16 December 2003
Purpose of meeting	To Discuss the New Structure for Wilts and Berks Canal under A34 to South of Abingdon		
Present	Martin Mahon - HA Route Manager Jenny Parker - HA Route Administrator David Hooker - Mott MacDonald Managing Agent Ian Wilson - Arup John Border - Arup		
Apologies			
Circulation	Those present		

Prepared by	Ian Wilson
Date of circulation	19 December 2003
Date of next meeting	December 2003

Minutes of Meeting

Job title	Job number	Date of Meeting	Action
Wilks and Berks Canal	113787	16 December 2003	

1. Introduction

The scheme involves reinstating the disused section of the Wilts and Berks Canal from the West side of the A4 on the South side of Abingdon to the Thames on the South East of Abingdon. The historic route for the canal ran through Abingdon, but this has since been built over. Hence the need for a new route and a crossing of the A34. This will involve a box structure being constructed underneath the A34 of approximate internal dimensions 6m wide by 4m tall.

1.1 Arup have produced an interim feasibility report for the Wilts and Berks Canal Trust which presents three options for the route. Starting at the A34 River Ock bridge and moving South, the first is immediately South of the River Ock Bridge, the second is approximately 50m to the North of the A34 accommodation bridge to the North West of Drayton (bridge is approx 700m South of River Ock Bridge) and the third is approximately 150m South of the accommodation bridge.

2. Route Management Study

The HA confirmed that a Route Management Study is currently being carried out for the A34 between Winchester and North Oxford. It is at consultation stage. The study is targeting facilitating traffic flows over the next 15 years and is programmed to be published late Spring 2004. It is likely to include junction improvements, safety improvements and climbing lanes in hilly sections. It is unlikely however that the route will be raised to motorway status or that it will be widened at this location. HA to send Arup consultation leaflet. HA

3. Construction Options, Closures, Diversions

The HA stated that the A34 is the main route for heavy vehicles from the Southampton Docks to the Midlands and the North. It has one of the highest percentages of heavy vehicles on any road in the country.

3.1 Closures of the road in the week daytime would not be permitted.
Closures of the road at night may be permitted if a very good case were made
Closures of the road for a weekend may be permitted if a very good case were made. In this case a late opening penalty would be likely to encourage timely completion of construction work.

3.2 A contra flow with traffic in both directions restricted to a single lane to allow the structure to be constructed one half at a time was unlikely to be permitted if the period was to extend into week daytime periods. A contraflow may be acceptable over the weekend. HA expressed concern however over the risk of overrun from the weekend into the Monday rush hour, and a late opening penalty would also be likely in this case.

3.3 Diversion of one or both carriageways maintaining two lane flows on each carriageway would be permitted. This would not work for the options close to the River Ock Bridge and the Drayton Accommodation Bridge.

Job title	Job number	Date of Meeting	Action
Wilks and Berks Canal	113787	16 December 2003	

A two-lane diversion would be preferred over a closure.

Reduction of lane widths from 2 x 3.65m to 2 x 3m in the diversion area would be likely to be permitted.

The design of the diversion should comply with contra flow design criteria (refer to new advice note TA 92/03, volume 8 DMRB) with a speed limit of 50mph. Traffic cameras are not always required on diversions. The overbridge may be a suitable location for mobile speed cameras to be set up if required.

3.4 No lane rental charges are in force at the present time.

A tunnelling (pipe jacked) option is possible under the live carriageway, with a strict settlement monitoring regime in place. Clearance under the road is likely to be significantly more than if the structure is built in open cut, (perhaps 2.5m soffit to road surface, compared with 0.7m if constructed in open cut.

4. Services, Utilities

4.1 There is no existing street lighting at the sites.

4.2 There may be communications cables/loop counters. HA would check to see if they have any information on Communications cables. HA

4.3 The HA do not hold records of other utilities at the sites. Arup stated that these had been looked into as part of the feasibility study.

5. Drainage

The drainage at the sites is likely to be filter drains located at the underside of the sub-base or capping layers. Arup noted that there might be petrol interceptors on the South side of the river Ock Bridge. Inverted siphon drainage (to allow the drainage to be diverted down under the canal and up on the other side) would not be accepted due to inherent maintenance problems. Arup would look into whether the drainage on the up hill side of the structures could be modified and routed away from the proposed structure sites.

6. Ownership, Technical Approval, Commuted Sums

HA confirmed that it would be normal for a structure supporting one of their roads to be owned by the HA. The structure would be subject to normal Technical Approval Procedures. Geotechnical Approval may also be required. The HA would assume the role of Technical Approval Authority. The replacement road design in the immediate vicinity of the structure should be such that the structure does not become a 'hard spot'. A commuted sum would be required to be paid to the HA to cover its maintenance over its 120 life.

Job title	Job number	Date of Meeting	Action
Wilks and Berks Canal	113787	16 December 2003	

7. Information to be provided

The HA agreed to provide the following information, if available, from their records:

- Route Management Study consultation leaflet
- As built drawings of road and drainage
- As built drawings of communications cables
- As built drawings of bridge structures – River Ock bridge and Drayton accommodation bridge
- Topographical Survey information
- Traffic figures for the A34 at this location

I4. COUNTY ARCHEOLOGY CONSULTATION RECORDS

INVESTOR IN PEOPLE

OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk

Richard Dudding
Director for Environment & Economy

Archaeological Services
Central Library
Westgate
Oxford, OX1 1DJ
Fax: 01865 810187

Ms. B. Trifunovics,
ARUP,
13 Fitzroy Street,
London,
S1T 4BQ.

27 November 2003

My Ref: HC/*pam*/1942

Tel: 01865 810185

Email: hugh.coddington@oxfordshire.gov.uk

Please ask for:
Hugh Coddington
Deputy County Archaeological Officer

Dear Borbàla,

Wiltshire and Berkshire Canal South of Abingdon: Route Proposals

Thank you for sending me details of the various route options being currently assessed for the new section of canal.

Route 1 This passes through an area where flint implements have been found (SMR No. 9053). These have been dated to the Neolithic and Bronze Age periods (NGR centred SU 481955).

Route 2 This passes through an area where flint implements have been found (SMR No. 15584). These have been dated to the Neolithic and Bronze Age periods (NGR centred SU 47039547).

Routes 2 And 3 These pass either side of an area where flint implements have been found (SMR No. 9054). These have been dated to the Neolithic and Bronze Age periods.

These are the only areas of archaeological potential that might be directly effected by the construction works. Given the number of known archaeological features in the area through which the various routes pass I am both surprised and relieved. The three artefact flint scatters through which it passes do not appear of such potential as to preclude the principle of the development. I would not therefore object to one of these routes being included within the Local Plan. Normally when commercial developments involve the disturbance of such features we would normally expect pre determination investigation to establish the character, extent and importance of the archaeological features. However given that this is a Local Plan issue this is not so practical and also I am aware that this is essentially a non profit project. Although I am willing, given the nature of this project, to forego pre development archaeological investigation there will have to be archaeological monitoring during construction works to ensure that any archaeological features revealed are recorded. It is probably premature to arrange details more than willing to discuss the general approach that I would require if this would be of benefit to you or your clients. I would also suggest that Route 3 should not be moved southeastwards since it will then start to encroach upon the Romano British farmstead site, nor southwards between Oday Lane and the B4017 since that area is likewise archaeologically of high potential. I can also confirm that the boundary of Sam 242 (Sutton wick settlement) is that which you faxed to me. Obviously this is an area within which any such works should not be considered.

I hope that this level of response is sufficient but should you require any further details of assistance please do not hesitate to contact me.

Yours sincerely,

Hugh

Hugh Coddington
County Archaeological Services

Copy: Alison Blyth - VOWHDC

INVESTOR IN PEOPLE

OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk

Richard Dudding
Director for Environment & Economy

Archaeological Services
Central Library
Westgate
Oxford, OX1 1DJ
Fax: 01865 810187

Ms. B. Trifunovics,
Arup,
13 Fitzroy Street,
London,
W1T 4BQ.

21 August 2003

Recieved.
BT 22/8/03

My Ref: HC/*pam*/1501

Please ask for:
Hugh Coddington
Deputy County Archaeological Officer

Tel: 01865 810185

Email: hugh.coddington@oxfordshire.gov.uk

Dear Sir,

Wiltshire and Berkshire Canal Restoration

Thank you for consulting me regarding the proposed new route of the canal south of Abingdon. The entire area contains many archaeological features, especially from the prehistoric and Romano British periods. Apart from the barrow site that you refer to in your letter some of them may be impacted upon by the new canal. Any mitigation required would, in terms of funding, be the responsibility of the Canal Trust and archaeological investigation can prove costly. I will, on request, review the area through which the new canal is proposed to pass in terms of where significant archaeological features are located, where the canal could be routed in order to reduce the effect upon the archaeological resource and what type of archaeological assessment and mitigation would be required. This is a matter of which I would urge you to give full consideration as soon as possible.

You specifically refer, in your letter, to the tumulus at Sutton Wick. This has been thought, to date, to be a bronze age bowl barrow, that whilst ploughed is likely to be relatively intact. I am, however, not convinced that this is in fact a barrow. Having looked at aerial photographic evidence there is no trace of a quarry ditch, a feature that is found with almost all barrows. The upstanding barrow appears as a smudge overlying a cropmark that is in my opinion a Romano British farmstead of a higher than normal status. If this is the case then the "barrow" must therefore post date the Romano British period. Whilst the "barrow" is shown on the 1933 OS Map it is not depicted on the OS 1st edition 1875 suggesting that it is post medieval in origin. Unfortunately for you the cropmark site is potentially very important and more extensive than the "barrow".

It would be advisable therefore to avoid the cropmarks if possible, I enclose a maplet showing the extent of them. It would probably be advisable for the canal to not come within 100 metres of the site, as it is likely that the site is more extensive northwards than the cropmark

evidence suggests due to the landuse of the northern fields at the time not being so conducive to aerial photography. If this were not possible to achieve then some form of archaeological evaluation of the area would be required in order that a suitable level of mitigation might be initiated. However this would be best considered as part of the archaeological assessment of the area between the start and end points that I have previously recomended.

Yours faithfully,

Hugh Coddington

Hugh Coddington
County Archaeological Services

Copy: Mr. C. Chute – North Wiltshire DC
Alison Blythe - VOWHDC

INVESTOR IN PEOPLE

OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk

Richard Dudding
Director for Environment & Economy

Archaeological Services
Central Library
Westgate
Oxford, OX1 1DJ
Fax: 01865 810187

Ms. Borbala Trifunovics,
ARUP,
13 Fitzroy Street,
London,
W1T 4BQ.

7 May 2004

My Ref: HC/*pam*/0538

Tel: 01865 810185

Email: hugh.coddington@oxfordshire.gov.uk

Please ask for:
Hugh Coddington
Deputy County Archaeological Officer

Dear Borbala,

Wilts and Berks Canal

Thank you for consulting me regarding the final alignment of the canal route south west of Abingdon. This alignment passes through an area of considerable archaeological potential (NGR centred SU 464942). This is an area of Romano British settlement with activity defined into two phases, the first and second centuries AD and the late third and fourth century AD. There is also some indication of Middle to Late Iron Age settlement. This area will require a greater level of archaeological mitigation than the watching brief as required for the remainder of the route could provide. I do not see this as an insurmountable problem and providing the Trust is aware that the archaeological mitigation is their responsibility and that it could be expensive then I see no problem with this route in its entirety being included within the Local Plan. I do not think that it is appropriate at this stage to define the level of archaeological mitigation, this would be better assessed at a later date. The text for the Local Plan statement therefore could be amended as follows.

- In consultation with the County Archaeologist, the canal is routed to avoid the putative barrow and Roman settlement NW of Drayton and the Sutton Wick settlement site. A programme of archaeological monitoring and recording will be undertaken on all of the route.

As previously stated I have no objection to the remainder of the defined route.

I hope that this level of response is sufficient but if you require any further clarification please do not hesitate to contact me.

Yours sincerely,

Hugh

Hugh Coddington
County Archaeological Services

TO	INT'L	ARUP RECEIVED 10 MAY 2004	INFRASTRUCTURE LONDON GROUP
BT			JOB No
			FILE No
			REC No
		ACTION REQ'D	
		BY:	INT'L / DATE
		COPY TO:	

I5. THAMES WATER CONSULTATION RECORDS

ARUP

Job title	Abingdon Canal Feasibility Study	Job number	113787-00
Meeting name & number		File reference	9.0
Location	Thames Water Offices, Gainsborough House, Reading	Time & date	10.30am 10 December 2003
Purpose of meeting	To discuss three canal route implications with Thames Water		
Present	Dr. David Cook - Thames Water Yvette de Garis - Thames Water Borbala Trifunovics - Arup		
Apologies	None		
Circulation	Those present Clon Ulrick – Arup Chaloner Chute – Wilts and Berks Canal Partnership		
Prepared by	Borbala Trifunovics		
Date of circulation	10 December 2003		
Date of next meeting	14 January 2004 (Steering Group Meeting)		

Job title	Job number	Date of Meeting	Action
Abingdon Canal Feasibility Study	113787-00	10 December 2003	

1. Introduction

Arup explained the significance of the three possible route options, and that all were being assessed for inclusion of a single route within the Local Vale Plan by June 2004.

2. Thames Water Sewage Works

Thames Water stated that they would object to the canal in its proposed position because it lies on the boundary of their site, and that the objections were as previously made during consultation for the draft Vale of White Horse Local Plan. It is understood that the legal land boundary owned by Thames Water runs beyond existing security fences, but does not extend further than north bank of Oday Hill Ditch.

It was agreed that because all three canal routes lay on the same plan location immediately around and south of the Sewage Treatment Plant, that Thames Water had no preference for a certain canal route.

Outfall Implications on Canal

Thames Water again confirmed the existence of two outfalls from the Sewage Treatment Plant, at previously given locations. The outfall south of the Plant may be required for operational reasons, Thames Water are to confirm. Arup suggested either: TW

- Piping the outfall flow to an existing agricultural drainage network outfall with River Thames (although the Environment Agency would require flow monitoring under the Water Bill, and also new consent for moving the discharge point) or,
- Constructing an invert siphon system to be used under canal route.

Visual Implications for Canal

Thames Water are concerned that rubbish, odour and other issues may be of concern to the public, which may encourage complaints. Thames Water can to be penalised for rubbish around their sewage works, hence their concern about more canal users in the area. Arup have suggested the following mitigation measures to be taken incorporated during detailed design stages:

- Planting and screening to the hide the security fencing from the canal which is preferable because of the 'non-glare' impact, but would be ineffective if odour problems were to occur. It was assumed that British Waterways would be responsible for maintenance of the planting and screening. TW
- The above measure would also mean that increased rubbish and litter would not congregate in the ditch

Summary

Mitigation measures (as discussed above) should be taken during the detailed design and construction stage of the canal, to a sufficient level to compensate for the objections held by Thames Water.

Thames Water indicated that their holding objection to the outfall should be relatively easy to overcome following consultation on the developed proposals for the canal.

Job title	Job number	Date of Meeting	Action
Abingdon Canal Feasibility Study	113787-00	10 December 2003	

3. Reservoir Plans

Recent Developments and Timescale
The Thames Reservoir Scheme has not yet been decided upon, but if it were it would take up to 2020-21 for the earliest timescale for completion of this development, if taken ahead.

Location and plan outline
As similar to outline plans shown in the Scott Wilson report.

Information from Thames Water
Thames Water feel that as the last detailed design was undertaken in 1992 and layouts and designs are liable to change, they would prefer that detailed plans are not quoted or used to indicate possible future layout or locations.

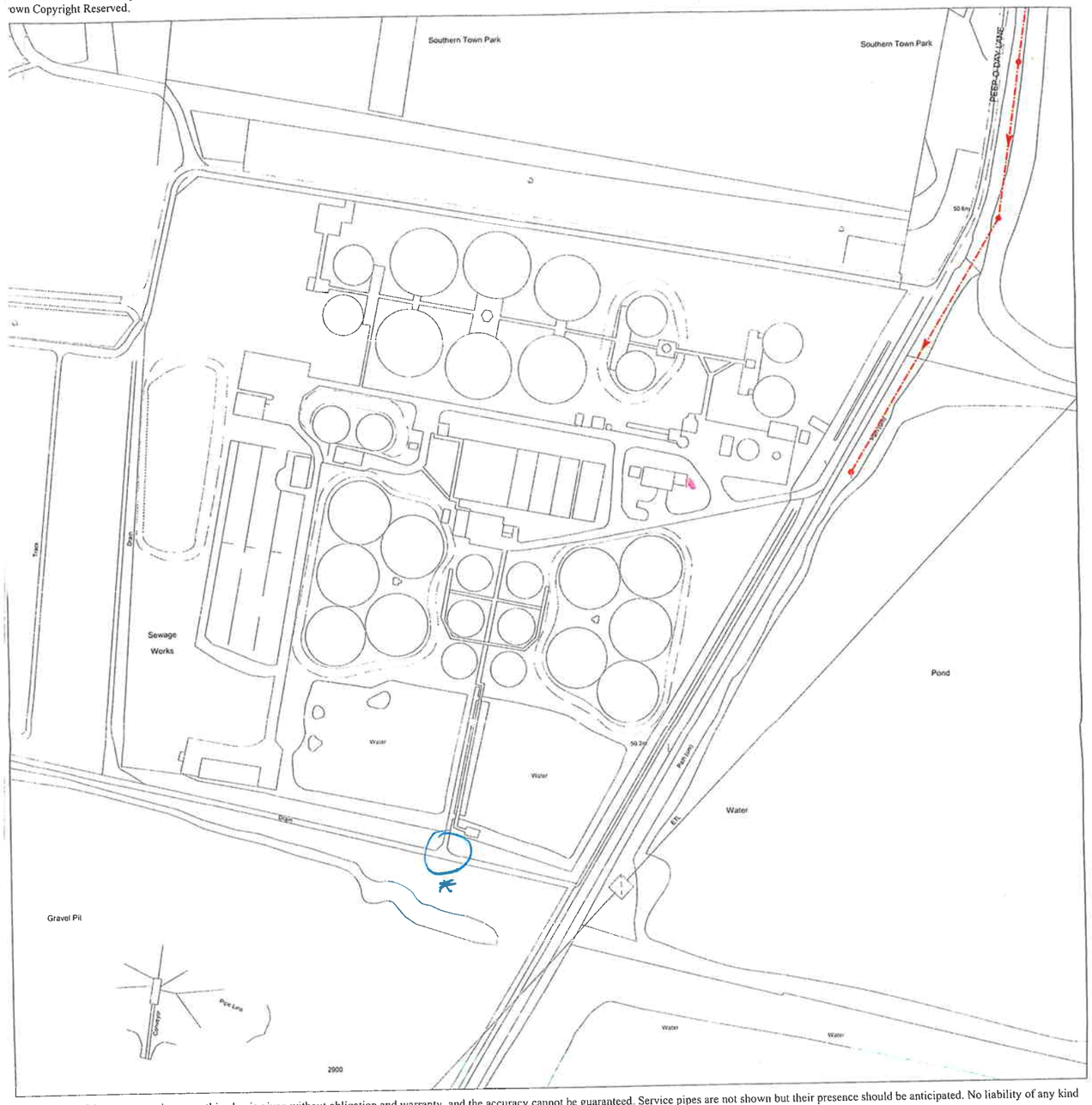
Outlet/ inlet locations and structure type from reservoir
Outlet/ inlet structure would be required the reservoir using what will probably be a 2½ metre wedge block tunnel to the River Thames (close to the proposed canal junction) taking 1,000 Ml/ day peak flood flows with no abstraction in summer, and 600 Ml/day maximum discharge in summer, therefore high velocities would be encountered.

The EA have declared a preference for a separate inlet and outlet, with the inlet would be upstream of Culham Weir and the outlet downstream, beaus of navigational preferences. Culham Cut is an existing busy navigational reach, with the marina upstream.

Possible interactions between canal and Thames Water developments
Thames Water indicated that consultation and interaction between the two projects should be undertaken during detailed design of the canal project.

I6. UTILITIES COMPANIES CONSULTATION

Thames Water: sewers als 180545



The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

[redacted]

100 metre intervals

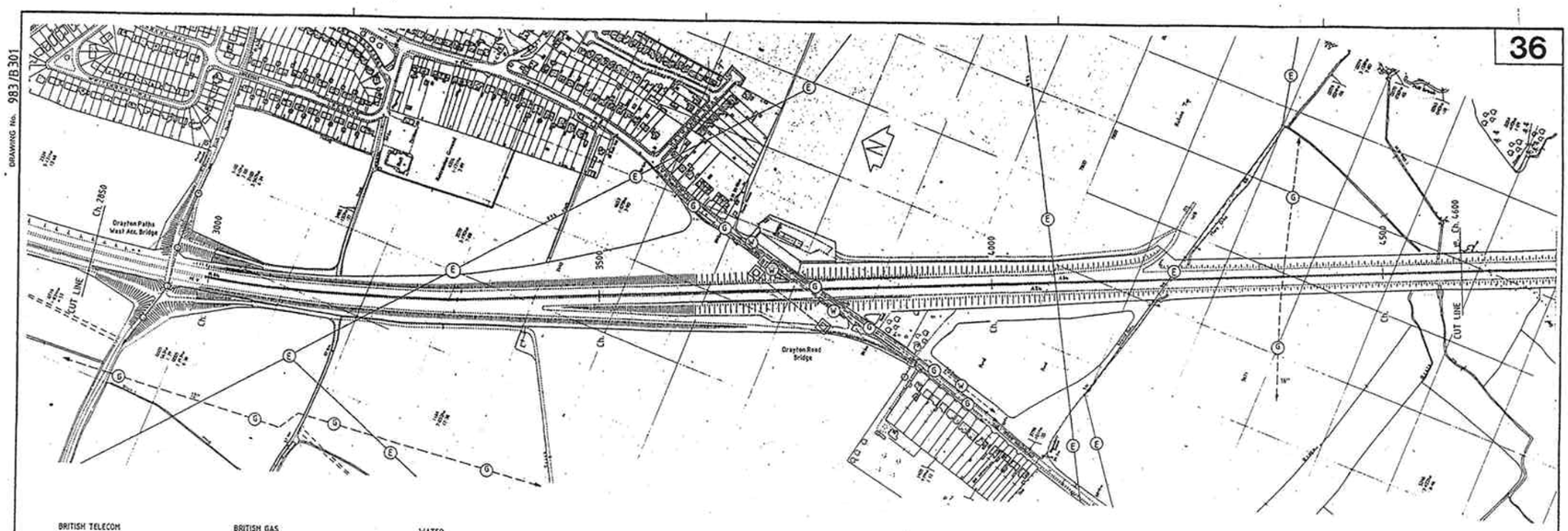
EAGLE hardcopy facility - Normal Map.
The plot is centred on (449385 , 195226), which is in SU4995SW. Printed on 15 August 2003 at 12:09:23 by MBETON.

Comments:

* likely point of discharge
Discharge will consist of treated sewerage effluent

DRAWING No. 983/B301

36



BRITISH TELECOM
- BT — Underground route and Surface Joint Box
- Manhole
- Poles and wires

BRITISH GAS
- Low Pressure Main
- Intermediate Pressure Main
- Medium Pressure Main

WATER
- 150mm (W) — Water Main (including diameter)

ELECTRIC
- L/V or H/V (E) — Underground cable (Low or High voltage as indicated)
- (E) — Overhead cables.

The position of the services shown on this plan are believed to be correct but no responsibility is taken by Oxfordshire County Council or the Statutory Undertakers concerned for inaccuracy. The actual position of the plant must be established on site.

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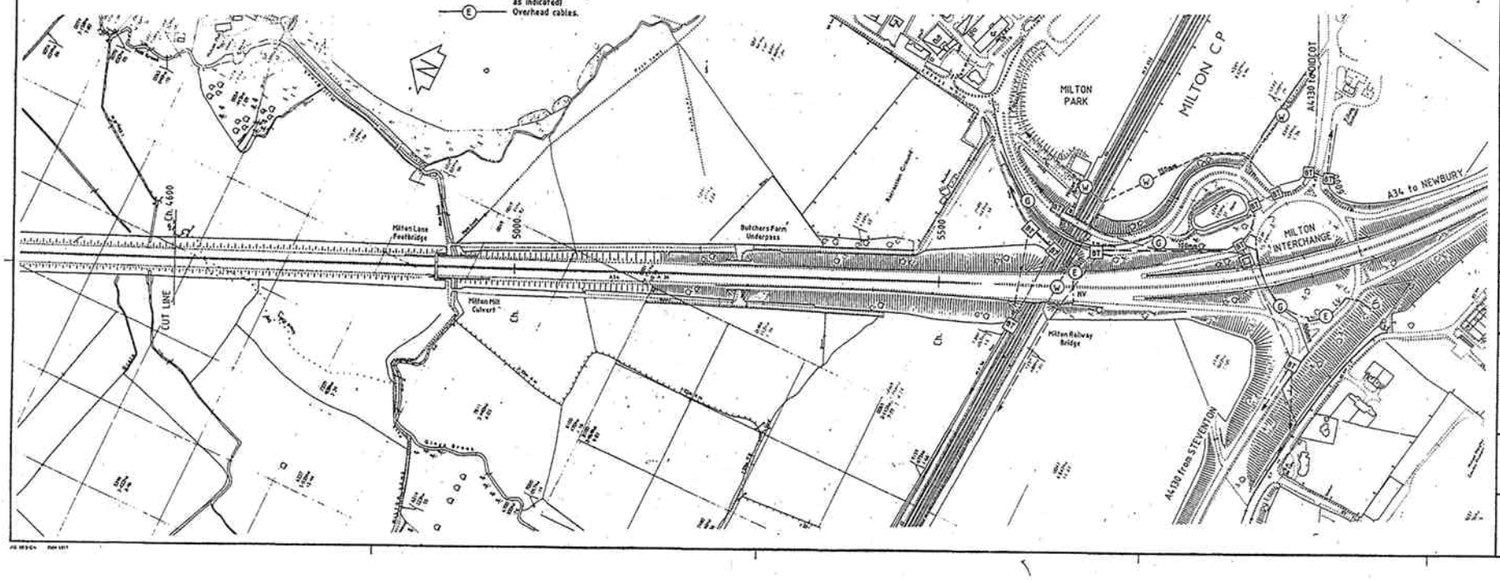


AMENDMENTS	DATE
A34/7403/983/B301/-- Public Utilities Ch 2850-6000 A34 Marcham Road To Milton Interchange EAL-P15 / 1 34854	

A34

MARCHAM ROAD (A415)
to
MILTON INTERCHANGE (A4130)
MAJOR MAINTENANCE SCHEME
Ch.2850 to Ch.6000
PUBLIC UTILITIES APPARATUS

SCALE		Initial	Date
1/2500	Drawn	agr	11/91
	Traced	msp	4/92
	Checked	DAH	8/92

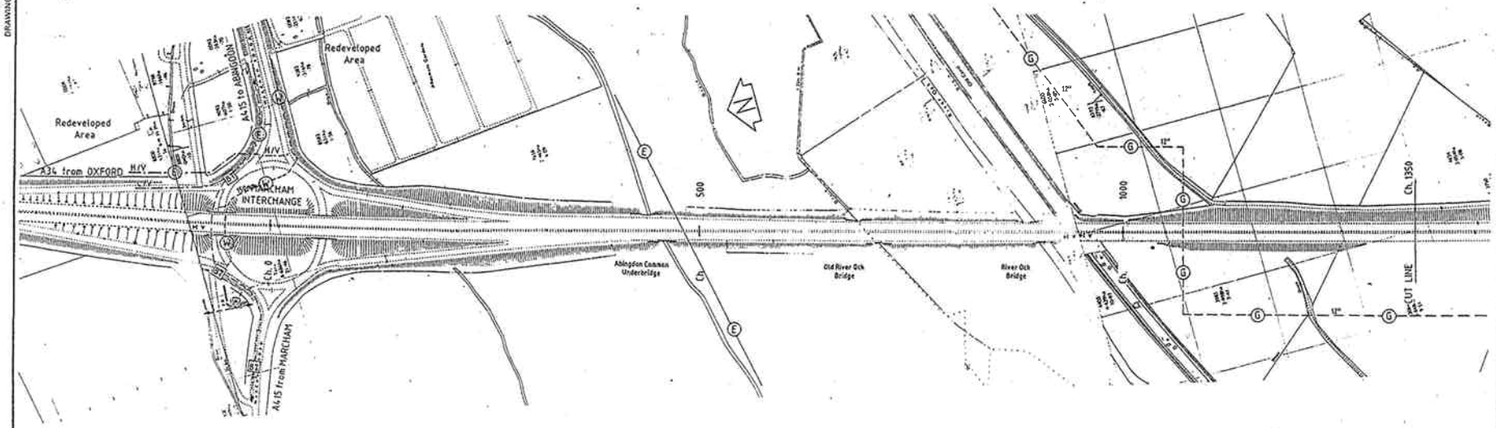
David Hook CEng, MICE, MIHT, DipTE
County Engineer
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford OX1 1NE
Telephone Oxford 792422

DRAWING No.
983/B301

OXFORDSHIRE COUNTY COUNCIL
CARING COUNTYWIDE

DRAWING No. 983/B300

35



NOTES

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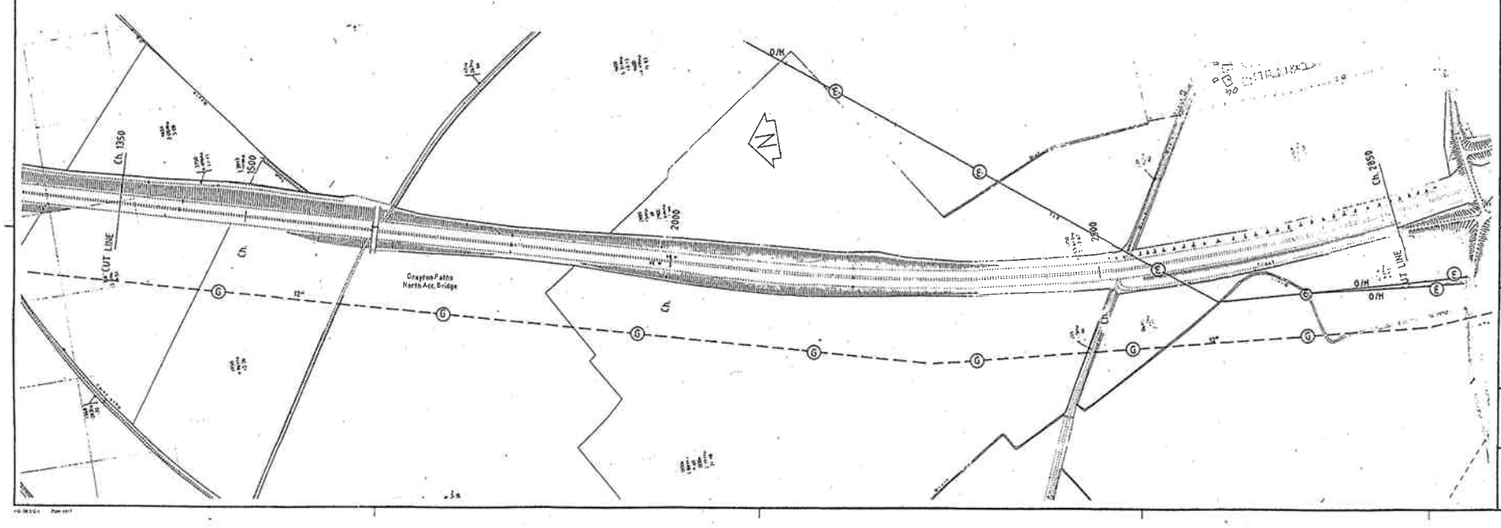

AMENDMENTS	DATE

A34

MARCHAM ROAD (A415)
TO
MILTON INTERCHANGE (A4130)
MAJOR MAINTENANCE SCHEME
Ch.0 to Ch.2850
PUBLIC UTILITIES APPARATUS

SCALE		Initial	Date
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