

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 RESTORATION 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

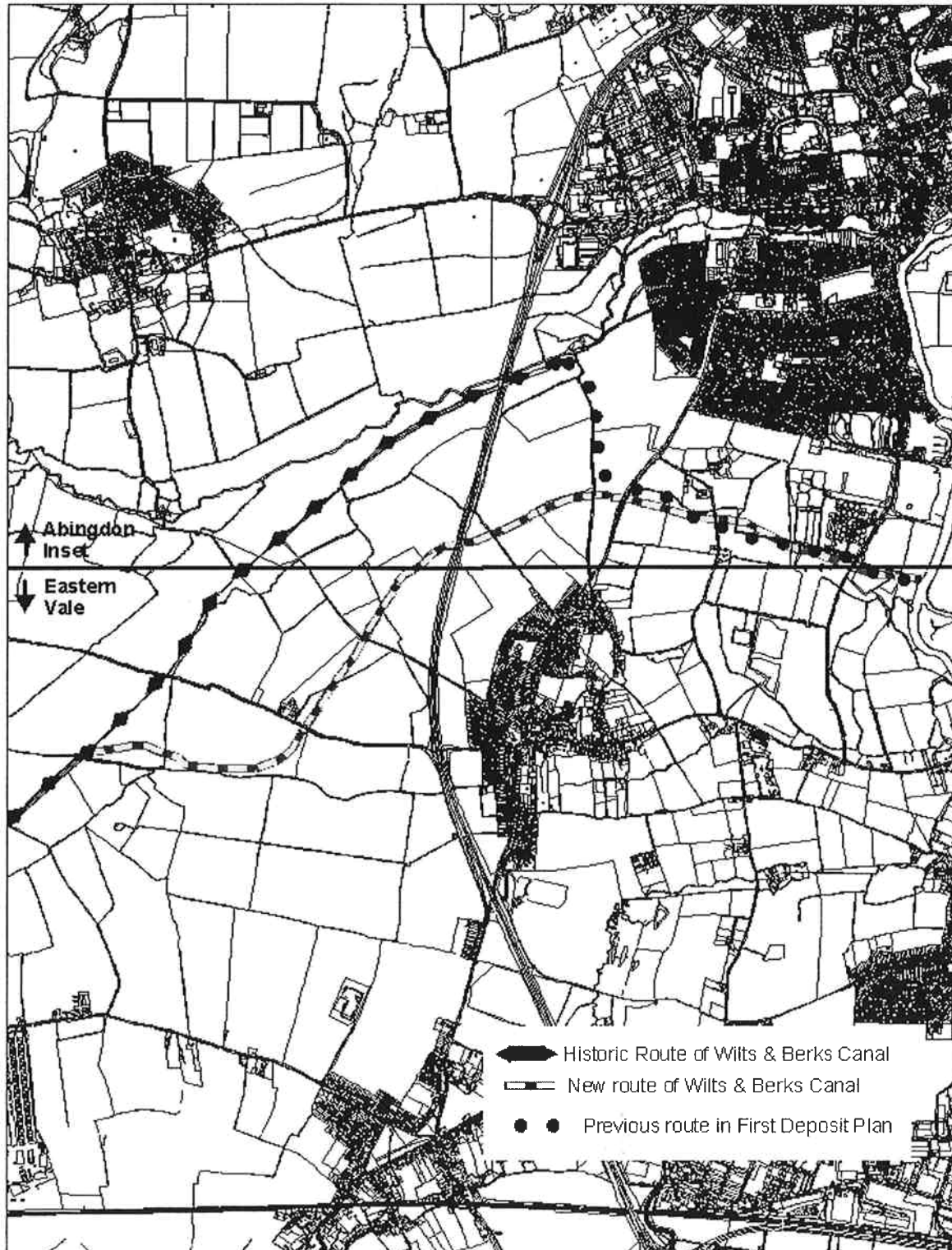
Change: New route for Wilts & Berks Canal South of Abingdon

Site: Land South of Abingdon

Area:



1:30,000



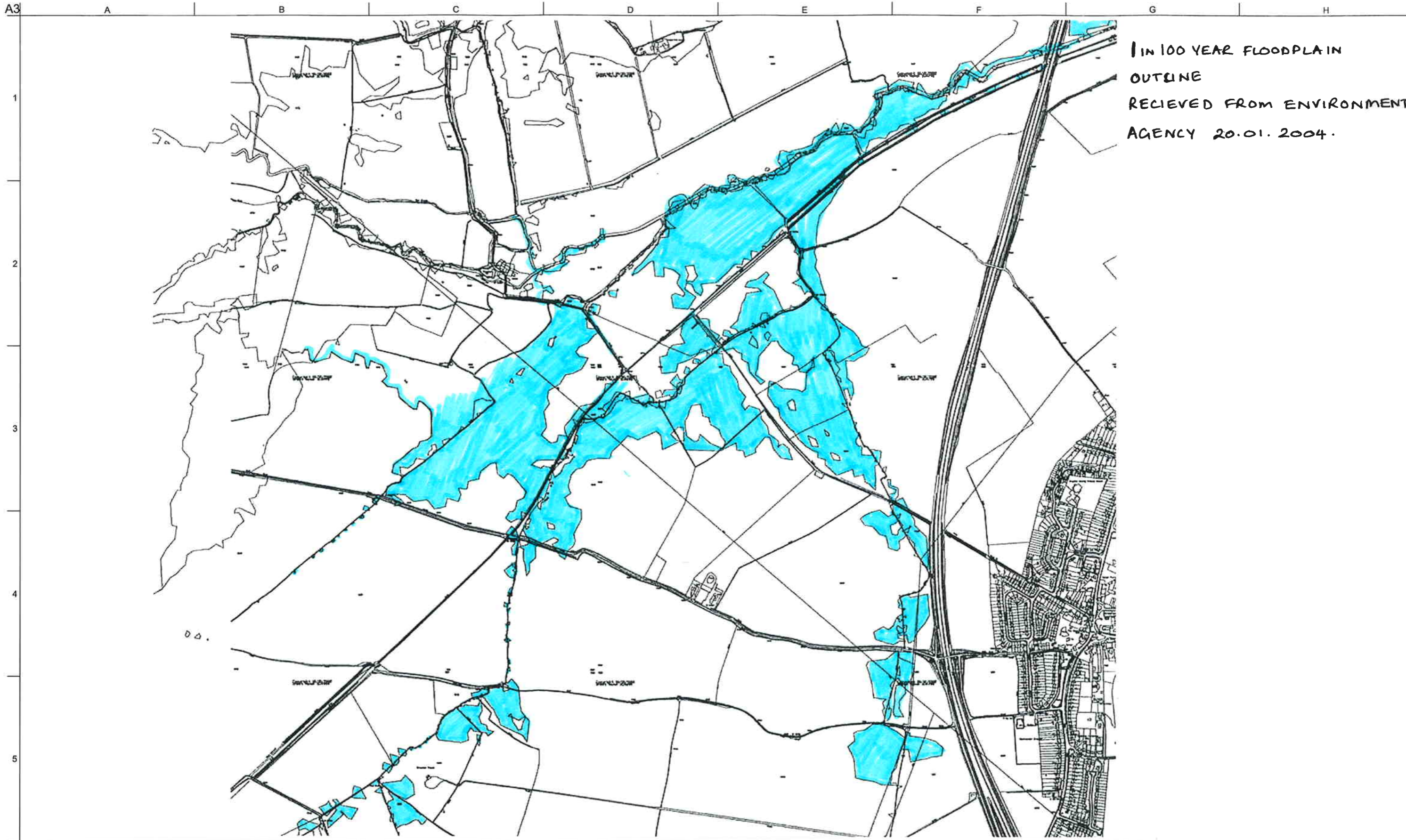
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B1. DRAFT LOCAL PLAN (FIRST DEPOSIT) COMMENTS**APPENDIX B
Draft Local Plan (first
deposit) Consultation
Results**

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 C

**Environment Agency/
Halcrow Modelled
Floodplain at River Ock**



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

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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
 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**