

Louth Navigation Trust

Strategy

2021

www.louthcanal.org.uk

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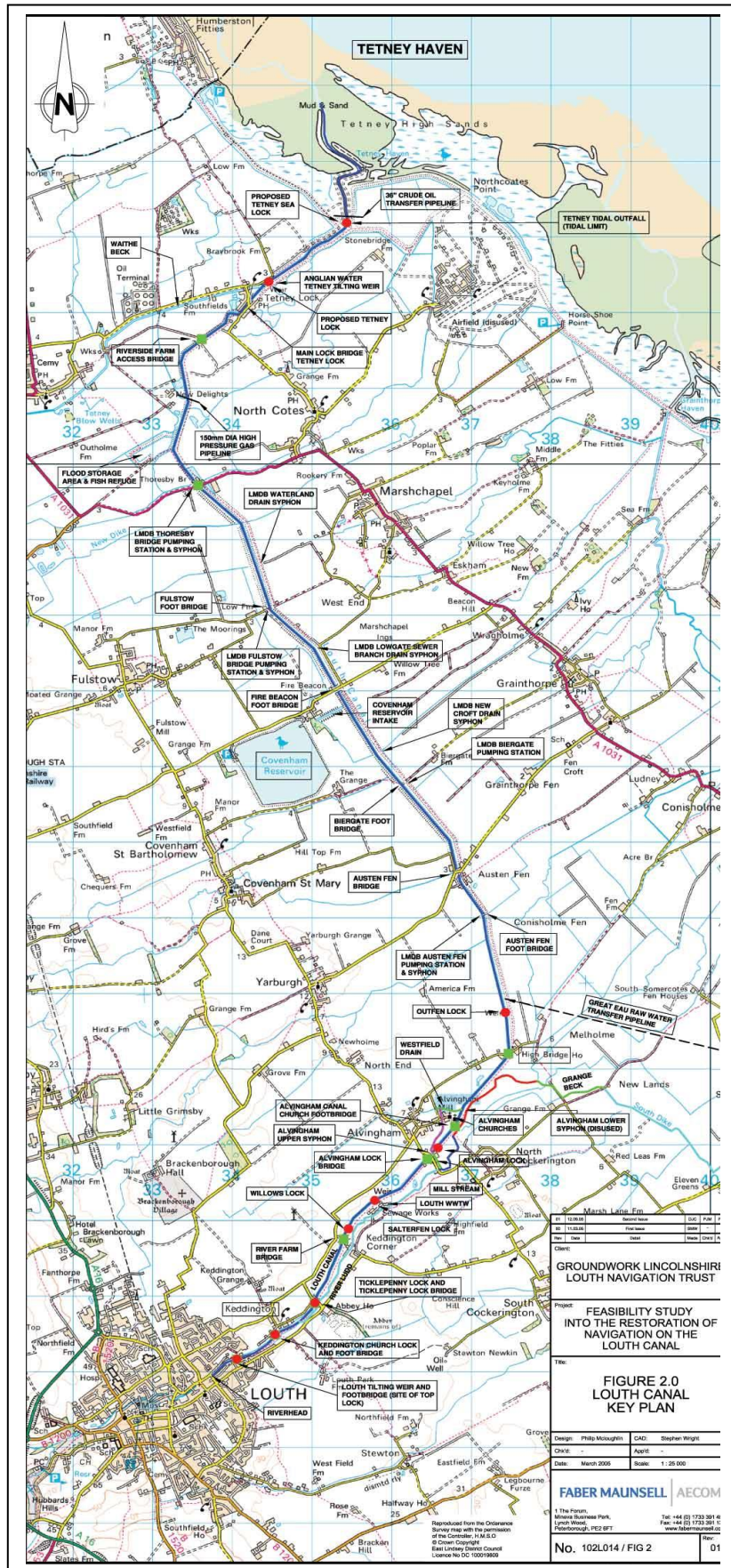
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Introduction

The Louth Navigation (commonly known as the Louth Canal) was constructed to the designs of John Grundy of Spalding and opened in 1770. Closure in 1924 followed decline in traffic due to road and rail competition. Permissive Powers and Regulations of the navigation has now passed to the Environment Agency (EA) who manages the flood risk and water resource flows as it is (i) Designated a Main River, (ii) a natural and built environment resource, in conjunction with the adjacent River Lud which feeds the Historic Alvingham Water Mill (iii) the main water feeder to Anglian Water's Covenham Reservoir, (iv) EA owns some sections of the canal bank. The towpath provides a walking and proposed cycling route from Louth to the sea at Tetney Lock.

Louth Navigation Trust (LNT) was founded in 1986 to:

- protect the line of the navigation and its historical features
- to retain and conserve existing locks, associated features and structures
- to promote the navigation's use.

Mission Statement

To enhance the Louth Navigation canal corridor for the benefit of present and future generations by undertaking sustainable heritage, environmental and economic regeneration and restoration works, together with the promotion and implementation of community involved educational and recreational projects.

Aims

Preserve, conserve and restore the canal and its associated buildings, including the locks.

Implement the programme of achievable projects identified in the 2006 feasibility study 'Restoration of Louth Navigation'.

Promote the leisure, sport and recreational use of the canal and towpath.

Promote the regeneration of the Riverhead area and encourage the development of the canal corridor.

Provide and promote education for the community about the history, heritage and future plans relative to the canal and its environs.

Identify, develop and implement environmental, social and economic projects along the canal corridor.

Actively involve the community and form partnerships with others, in the public and private sectors, to achieve these aims.

Community led initiatives are better than imposed solutions

Achievements:-

- 1986 - LNT formed
- Four locks are listed: Ticklepenny, Willows, Salter Fen & Alvingham
- Three warehouses listed: Riverhead, Austen Fen Pea Warehouse & Thoresby Bridge
- 1994 Ticklepenny Lock – repair work undertaken by LNT to avoid deterioration or collapse
- 1996 Formed Charity - Louth Navigation Trust
- 1999 Restoration of Navigation Warehouse at Riverhead, Louth LNT/GWL
- 1999 'Louth Navigation - A History' by Stuart Sizer book published
- 2000 Milestone replacement and sign post installation helped by WRG
- 2002 Website created & kept up to date, history/geography etc www.louthcanal.org.uk
- 2003 John Grundy's original plan placed in Lincoln Archives
- 2005 Towpath restoration Louth to Tetney Lock completed
- 2006 'People and Boats' by Stuart Sizer and Josephine Clark book published £5000
- 2006 Canal restoration Feasibility Study undertaken £40,000
- 2006 Three interpretation lecterns and Four walk leaflets £14,000
- 2007 Formed Company Limited by Guarantee - Louth Navigation Trust Ltd
- 2008 Boules Piste land bought & developed
- 2009 Louth Navigation listed as a scheduled monument on H.E.R. Website
- 2009 Included in "Louth Town Plan" and listed as major development project in ELDC LDF
- 2011 Stuart Sizer appointed as LNT Archivist
- 2011 Padleys 1828 plan purchased and placed in Louth Museum archives
- 2012 Engineering report for restoration of Alvingham Lock by Roy Sutton, IWA Engineer.
- 2014 Face book page set up 'Louth Navigation Trust' public group
- 2014 Visited Phillips66 about pipeline replacement
- 2014 Successfully lobbied Smartwind to route electric cable under the canal at New Delights
- 2014 Riverhead Arts project by Nicki Jarvis
- 2015 Louth Navigation Trust Past, Present and Future Exhibition at Louth Museum
- 2016 A list of registered land owners along the canal corridor provided by ELDC
- 2017 Co-op community Fund: LNT nominated top project by Co-op members £5454
- 2017 Co-op volunteer day which started monthly LNT work parties
- 2017 Navigation Warehouse purchased by ELDC as a community asset
- 2017 Louth Navigation Restoration included in ELDC 5yr Economic Development Action Plan
- 2018 Multi User Path - Tetney Lock to Water Rail Way study completed by Sustrans/ ELDC
- 2018 Outfalls: an Exhibition of drawing and poetry of Louth Canal
- 2018 Museum display boards refurbished
- 2018 Model of Alice Rose installed in Museum
- 2018 Culture at the Canal becomes regular feature of Zero Degrees Festival
- 2018 Louth Navigation Regeneration Partnership established
- 2019 Tree management project completed £2442
- 2019 Model lock built by Phil Dunham
- 2019 Landscape improvements around Navigation Warehouse
- 2019 Dracula performance pop-up theatre in Navigation Warehouse
- 2020 IT equipment upgrade £300
- 2020 Shipbuilders of Louth by Stuart Sizer published
- 2020 Canal@250 Mayoral launch
- 2020 Ticklepenny Lock Interpretation Board £1500
- 2020 Canal@250 two day festival of music and water activities
- 2021 LMDB - New weir built at Keddington lock by LMDB to restore flow and line of canal.

Core activities:

- Monthly work parties which include Lock renovation, landscaping & rubbish removal maintenance of gardens and car parking area around Navigation Warehouse
- Guided Walks undertaken
- Talks to schools & local societies & groups
- Promotional and fundraising events on a regular basis
- Marketing and interpretation that promotes the Louth Canal and its associated heritage assets
- Approx. 250 members
- Louth Navigation Regeneration Partnership formed in 2018 by Victoria Atkins MP to achieve projects on the Louth Navigation beyond the capabilities of a single group members include: LTC, ELDC, LCC, IWA, EA, AW, LMDB, LNT and Local Groups

Supporting information:

- www.louthcanal.org.uk
- Facebook Louth Navigation Trust public group
- Feasibility study
- Membership Form
- Four Walk leaflets
- The Wharfinger – bi annual newsletter, including a list of the officials & contacts
- History of Louth Canal ‘People and Boats’ + ‘Shipbuilders of Louth’
- Copy of Memorandum & Articles

Canal restoration SWOT analysis

<p>Strengths</p> <ul style="list-style-type: none"> • Louth Navigation is in water and Lincolnshire is becoming a haven for rural tourism, walkers and cyclists. • Canal corridor links Louth to the Round Britain Coastal Cycle Route. • Multi User Paths have been created along the rivers Witham, Ancholme and Slea. • LNT has benefited from dedicated members over the years who have endeavoured to keep the canal project alive • Improvement in fish habitat undertaken by Anglia Water 	<p>Weaknesses</p> <ul style="list-style-type: none"> • It is a big project and combined with the fact that Louth suffered another flood in 2007 • Some land and structures were left ‘un-owned’ after abandonment • Lack of numbers for work parties • Access to some funders until ownership issues resolved • Canal has a lot of silt and water levels are kept low
<p>Opportunities</p> <ul style="list-style-type: none"> • Jobs for local construction workers • Learning for construction students • Biodiversity Net Gain (BNG) allows the trust to highlight the ecological niche of the canal. • Investment in a deprived rural area • Encourage farmer’s diversity projects and increase interest in Rural Tourism. • Phillips66 do have the pipe replacement in their 5-7 year plan. • Art and Heritage Events and Trails 	<p>Threats</p> <ul style="list-style-type: none"> • Lock collapse • Number of volunteers and those willing to come forward as Trust officers

Five year Plan	Proposed actions	Status
<p>To open the canal to boaters</p>	<ul style="list-style-type: none"> • Pontoons (and Slipways) at Tetney Lock, Firebeacon and Austen Fen together with green parking facilities will encourage small boat users and canoeists to gain full benefit of the seven miles of uninterrupted canal between Outfen Lock and Tetney tilting weir. • Create an area of outdoor activity involving boating, walking, cycling combining the resources of Covenham Canoe Club and the Canal and promote tourism. • Hold a Canoe Festival to demonstrate feasibility of Canoe Trail • Restore LNT boat • Prepare canal for navigation and cut back vegetation: (See work day plans) 	
<p>To enhance the Green Corridor</p>	<ul style="list-style-type: none"> • Green Corridor Landscaping between Riverhead Louth and Ticklepenny Lock, Keddington • To increase water level in Riverhead Basin to enhance events • Create heritage memorial Keddington • Design and install Interpretation Boards • Improve fishing access. 	
<p>To have a good section of the Towpath available to cyclists</p>	<ul style="list-style-type: none"> • Multi User Path: a cycle route along the canal corridor will enable safe cycling from Louth to the coast. • To include circular routes encompassing Covenham Water Sports and Lincolnshire Wolds Railway . • Stiles will need replacing by appropriate gates to allow disabled and cycle access but restrain livestock. • Links with the proposed Round Britain cycle routes • Multi User Paths have been created along the rivers Witham, Ancholme and Slea. 	
<p>To establish ownership through the Partnership or a working method</p>	<ul style="list-style-type: none"> • The issue of landownership became confused after the abandonment of the Navigation in 1924. It is known that the Environment Agency now owns the canal banks from Austen Fen to Tetney Haven. However canal bed and Lock ownership is still unclear and does not fall under riparian ownership like a river • Navigation Company/Trust 	
<p>To promote the canal</p>	<ul style="list-style-type: none"> • Marketing improvements together with a well-resourced and targeted campaign that sells the Louth Canal and its associated heritage assets as an attractive destination to increase visitor numbers and spend significantly. • Encourage farmer's diversity projects (like holiday cottages at Austin Fen) and promote interest in Rural Tourism. • Biodiversity Net Gain (BNG) allows the trust to highlight the ecological niche of the canal. 	
<p>To lobby for rerouting pipeline at Tetney Haven</p>	<ul style="list-style-type: none"> • Phillips66 Oil pipeline - Lobby for rerouting pipe under the canal 	

Project Planning

All projects will take into account and incorporate Biodiversity Net Gain BNG principles in their planning as per the Environment Bill Policy which came in 15 Oct 2019.

The feasibility study identified that restoration of the Navigation could be technically, economically and environmentally feasible. However, further work is required before the restoration of the Navigation becomes a reality. The Master Plan defines a realistic, achievable programme for implementation of the findings of the feasibility study and suggests how to progress the restoration works.

The Master Plan defines potential costs and benefits arising at various stages of the project and it specifies anticipated constraints, landownership issues or technical factors, which need to be resolved. It also covers issues such as detailed design, gaining of required approvals, planning permissions, potential partnerships and phasing of the works. www.louthcanal.org.uk

Management of the Restoration Project

Following on from the feasibility study the committee has continued to push the scheme forward, to provide direction and to oversee the work as projects are implemented.

Long-Term

Developers have indicated an interest in undertaking developments on or adjacent to the restored Navigation.

If works are undertaken by third parties on structures along the canal corridor, opportunities to facilitate restoration of navigation should be sought. 106 funding imposed by ELDC could help lock restoration.

Restoration of Locks. Scope of Works per lock

Development of Tetney Lock Marina and Austen Fen Marina

Licensed mooring facilities

New locks and install gates on existing locks

Full restoration with economic, environmental, & historical benefits

Abbreviations explained

AW	Anglian Water
C&RT	Canal and Rivers Trust
EA	Environment Agency
ELDC	East Lindsey District Council
ELDC LDF	Local Development Framework
GWL	Groundwork Lincolnshire
H.E.R.	Heritage at Risk
IWA	Inland Waterways Association
LCC	Lincolnshire County Council
LMDB	Lindsey Marsh Drainage Board
LNT	Louth Navigation Trust
LTC	Louth Town Council
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WRG	Waterway Recovery Group
WWTW	Waste water treatment works

Steps and issues identified for restoration of Louth Canal –

by LNT Feasibility Study and Lincolnshire Waterways Strategy

Extracted from Feasibility Study: Faber Maunsell

Restoration of the Louth Navigation *pg. 127*

Consents

- Agreements from landowners will be required.
- Planning permission from East Lindsey District Council will be required for the restoration works.
- Land Drainage Consent from the Environment Agency will be required for the restoration works.
- Consent from Lindsey Marsh Drainage Board will also be required.
- Consent of Lincolnshire County Council for works to highways/bridges will be required.
- Agreement of English Heritage for works to listed structures will be required.
- Agreement of Natural England for works at Tetney Haven will be required.
- The works will need to be undertaken with due regard to the Construction (Design and Management) Regulations.

Construction Packages

Until significant amounts of the above study packages are completed, restoration of navigation may not be confirmed as feasible. However, the following works could be undertaken subject to funding prior to restoration of navigation. Indicative costs are given which allow 15% for professional fees and a 20% contingency allowance.

- Improvements to access – towpath/stiles. (£21k)
- Improvements to access – car parking. (£28k each)
- Improvements to fishing – disabled fishing decks. (£7k each)
- Improvements to access – signage. (£14k)
- Restoration of locks without installation of the lock gates
- to safeguard the remaining parts of the listed locks. (£455k each)
- Erosion protection measures. (£504k)

Study Packages

Further work is required before major construction can commence. Work packages for the next stage of the project should build on the work undertaken as part of the feasibility study.

Suggested packages are:

- Detailed study to allow flood risk issues to be fully addressed. This will include the development of a computer model of the whole Louth Canal to determine existing and post restoration water levels, and hence the size of bywashes or control sluices, so as not to adversely affect flood risk.
- Detailed study to determine the impact of navigation on protected rights to water, including assessment of leakage rates and potential fluctuations in flow along the Navigation.
- Liaison with Anglian Water to confirm details for the proposed pumping station at Louth WWTW and relocation of the outfall for the Great Eau water transfer pipeline.
- Detailed appraisal of the drainage at Alvingham to identify a preferred land drainage option.
- Detailed appraisals and designs for all the new or refurbished structures that have been identified in the feasibility study, including liaison with English Heritage on works to the listed locks.
- Further liaison with utilities regarding detailed design, costing and phasing of diversion of services and the supply of services for Navigation use.
- Environmental Impact Appraisal to build upon the environmental scoping work undertaken to date to ensure that issues are satisfactorily resolved and objections to the works avoided.
- This would include a comprehensive assessment of the Tetney Haven SPA. The Output should include an environmental action plan.
- Channel and topographical survey - detailed survey of whole canal to obtain data all to the same datum using global positioning system (GPS).

Extracted from Lincolnshire Waterways strategy

Lincolnshire Waterways for the Future 2009 – 2018

Louth Canal

The Louth Canal from Louth to Tetney Lock is twelve miles long and is maintained by the Environment Agency. Restoration to navigation is being promoted by the Louth Navigation Trust, who have renovated the Navigation Warehouse at Riverhead in Louth.

The Canal is not connected to the national network, but runs into the sea.

With its proximity to the Humber and other ports and marinas on the coast there are opportunities to encourage sea going boats inland to Louth.

The restoration of the Canal will need to link with other initiatives on the coast such as the Tourism Vision for the Lincolnshire Coast. The study has been developed on behalf of East Lindsey District Council, Lincolnshire County Council and the East Midlands Development Agency by Lincolnshire Tourism.

The canal passes through the Lincolnshire Coastal Grazing Marshes area which forms part of the Humber Estuary Special Protection Area (SPA). Any proposal to dredge within the Humber will undoubtedly require an Appropriate Assessment under the Habitats Regulations 1994 to ascertain whether the proposals would adversely affect the integrity of the European Site. If the assessment concluded that they would, it would have to be demonstrated that there were imperative reasons of over-riding public interest in continuing with the project.

Water resources is a key issue here with a large abstraction to Covenham Reservoir to provide a water supply for Grimsby. Also water is transferred from the Great Eau to the Louth Canal by Anglian Water in drought conditions.

A Feasibility Study has been completed and the total cost for restoration to navigation is estimated at £28m. The whole of the towpath has been opened up to walkers and is well used. A number of walks leaflets have been produced.

There are 4 locks on the Canal that are Listed and are in urgent need of repair. They were damaged during the floods in the summer of 2007. The Louth Navigation Trust is putting together a bid to the Heritage Lottery Fund for the restoration of Alvingham and Outfen Locks. This will open up a 7 mile stretch to Tetney for small boats and canoes. There is scope to link the Canal with tourist destinations such as Mablethorpe to provide days out. One example could be the development of canoeing from Alvingham to Tetney.

Such linkages are to be promoted through the emerging Tourism Vision for the Lincolnshire Coast.

Key issues to be addressed are as follows:

Navigation responsibilities

Water resources are limited and reduced flows may lead to algal blooms

Water resource impacts of climate change

Environmental impacts of any water transfers, with respect to water quality, fauna and flora

Flood risk

Water Quality – water is used for drinking water supply

Diversion of Phillips66 pipeline at seaward end

Barrel sided locks – these unique structures are listed

Bridge heights

Towpath – is there a need for more signposting and milestones, or for new circular routes

Cycle and horse riding routes linking Louth to the Coast

Two pubs, two possible reinstatements

Bird watching at Covenham

Wetland projects – Louth and Thoresby Bridge

Habitat diversity and landscape character reduced – provision of landscape features, restore wetland habitats and create buffer zones

Tetney RSPB reserve (SSSI) at the seaward end – part of the Humber Estuary Special

Boat facilities at Tetney – sheltered moorings

Link to arts trails/facilities in Louth

Objective 28: *Work towards the full restoration of the Louth Canal from Louth to the sea by restoring it in stages, taking into account water resources and seeking to achieve significant benefits for biodiversity.*

Objective 29: *Restore historic locks at Alvingham and Outfen to create a 7-mile section of canal navigable for small boats and canoes. Consider providing a 'packaged' canoeing opportunity for day visitors from the coastal resorts*

Objective 30: *Further develop linking routes and implement proposals to promote the Louth Canal as a facility for walking, cycling and canoeing.*

Lincolnshire Waterways for the Future 2009 – 2018

December 2008