

considered in terms of the waterside edges and the waterways itself. The key threats to the canal from the development can result in eutrophication, loss of habitat, poor water quality and sterilisation of the canal environment. There is a potential on this site for habitat creation and conservation to be accommodated along with the development of the site. British Waterways will expect all studies to address and fully assess the canal environment.

#### Geology, Water, Hydrology, Hydrogeology, and Drainage

British Waterways is responsible for the water management of the canal system, the waterways now also form part of a national water transfer and supply system, the impact of the development on the quality and flow of the water in the adjacent canal will be a concern for British Waterways.

We expect the studies in this area will be dependent on the nature of surface water disposal of the site. Consideration should be allowed for SUDS and methods for allowing maximum absorption into ground water flows.

If there are drainage channels disposing of water into the canal at present, the impact of urbanisation will be significant; a change of use of this land will negate riparian rights for any disposal. Ground water flows and impacts on the water table are a concern for British Waterways as even slight alterations can impact upon the structural integrity of the canal. We expect to be fully consulted on all studies relevant to hydrology.

#### Transportation

British Waterways is a statutory transport authority in several areas, aside from waterways transportation we are required to work in partnership with a wide range of transport groups and organisation in the provision of walking and cycling routes. We expect that the towing path will be fully integrated into the footpaths of the site and wider area. The TIA and the ES must ensure that evaluation of the impact on the canal is provided.

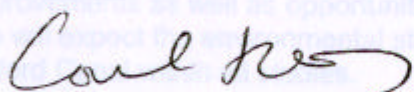
#### Infrastructure & Services

We would expect to see an evaluation of the impact on the canal in this chapter, more specifically the adjacent towing path. The development of the site is likely to result in increased use of the towing path for pedestrians and general recreational users. Higher levels of public use will increase maintenance costs for British Waterways; this will be particularly relevant if it is proposed to link the site into the wider existing footpaths and public rights of way network.

We expect to be included in any specific consultation on this issue.

If I can be of any further assistance please do not hesitate to contact me on 01908 302528.

Regards



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