

5. Policy Review

NATIONAL POLICY

- 5.1 Government policy on waterways stems from the Integrated Transport White Paper (ITWP) published by the government in 1998 and a follow up document Waterways for Tomorrow published in 2000. This policy feeds into planning policy guidance notes (PPGs) which in turn, informs development plans and decisions on specific planning applications.

Integrated Transport White Paper

- 5.2 The ITWP identified waterways as a sustainable means of moving goods, assisting in reducing the volume of freight travelling by road. The ITWP also acknowledges that inland waterways have an important role to play in providing leisure and tourism opportunities and can provide a catalyst for urban and rural regeneration and expected that local authorities in their development plans will be expected to consider opportunities for new development which are served by waterways.

Waterways of Tomorrow

- 5.3 This document is intended to provide more detail of government policy on waterways. It identifies a number of areas where navigable waterways can contribute such as:
- ◆ Leisure and recreation - almost all the waterways system is used for leisure. This includes boating of all kinds, angling, sport, and informal recreation. Towpaths and other waterside paths provide local and long distance walking and cycle routes, and access to the countryside.
 - ◆ Freight - the inland waterways still carry some freight but only a small amount in national terms. Most freight traffic is found on the tidal inland waterways. On the non-tidal system, freight carrying survives on only a few waterways, mainly river navigations, and the Manchester Ship Canal.
 - ◆ Water supply and drainage - the waterways provide both a source of water and a means of supply. They also play a significant land drainage role. Many canals have become an integral part of the land drainage system and some take storm-water discharges from roads.
 - ◆ Heritage and the natural environment - the waterways system is rich in historic buildings and examples of innovative civil engineering. It is also an important environmental and ecological resource providing wildlife corridors and habitats for several species listed as national priorities under the UK Biodiversity Action Plan.
 - ◆ Regeneration - the waterways provide an important catalyst for urban and rural regeneration. The improvement and restoration of waterways is enhancing the environment and bringing life back to deprived areas.

- ◆ Innovation - the waterways are increasingly being used in innovative ways. Towpaths are being used as routes for telecommunications cables, and proposals for water transfer using canals are being developed.
- 5.4 According to Waterways for Tomorrow the government sees inland waterways as an important asset for future generations to enjoy and is keen to see them maintained and developed in a sustainable way so that they fulfil their social, economic and environmental potential. The government wants to ensure that the many benefits and opportunities they provide are used to the full.

Planning Policy Guidance Notes

PPG1 General Policies and Principles (February 1997)

- 5.5 PPG1 sets out the Government's general policy framework for land use planning. It highlights the themes of sustainable development (para 4-7), mixed use (para 8-12), design (para 13-20), and sets out key policy objectives for transport (para 23), rural areas (para 28-31) and conserving the historic environment (para 32).
- 5.6 The PPG notes the importance of urban regeneration in delivering sustainable development (para 7) and encourages good quality design (para 13), rural development appropriate to the countryside (para 28) and effective protection of the historic environment (para 32). These issues may be relevant to development proposals related to inland waterways.

PPG7 The Countryside - Environmental Quality and Economic and Social Development (February 1997)

- 5.7 PPG7 provides advice on managing the countryside in a sustainable way - that is meeting current needs without compromising the ability of future generations to meet theirs. This entails accommodating necessary change in rural areas while maintaining and where possible enhancing the quality of the environment for local people and visitors (para 1.3).
- 5.8 The PPG explains that it is a government priority to find new ways of enriching the quality of the whole countryside whilst accommodating appropriate development (para 2.14). New development should be sensitively related to existing settlements and to historic, wildlife and landscape resources (para 2.3). The PPG notes that towpaths are one of the resources that increase opportunities for people to enjoy the countryside (para 3.13).

PPG9 Nature Conservation (October 1994)

- 5.9 PPG9 provides advice on the treatment of nature conservation issues in development plans and sets out criteria for development control. It also describes the three main designations under domestic and international law - Special Protection Areas (SPAs) and Special Areas of Conservation (SACs); Sites of Special Scientific Interest (SSSIs); and also lists other statutory controls and non-statutory local and informal designations.
- 5.10 Paragraphs 16 and 23 draw attention to the Habitats Directive which requires EU Member States to endeavour to encourage the management of landscape features
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which are of major importance for wild flora and fauna. These are features which, because of their linear or continuous structure, or their function as stepping stones, are essential for migration, dispersal and genetic exchange. Rivers and their banks are mentioned as an example.

PPG11 Regional Planning (October 2000)

- 5.11 PPG11 provides advice on the preparation, scope and content of Regional Planning Guidance (RPG) (chapters 1-3). It places greater responsibility on regional planning bodies to resolve planning issues at the regional level through the production of draft RPG; and strengthens the role and effectiveness of RPG by advising on, for example, the need for greater regional focus concentrating on strategic issues, and the incorporation of an integrated regional transport strategy. It makes the process more transparent and subject to rigorous testing through the introduction of a Public Examination conducted by an independent Panel.
- 5.12 The PPG also explains how RPG should take account of Regional Development Agencies' work in identifying strengths, weaknesses, opportunities and threats to the regional economy (para 4.2-4.5). It sets out the regional approach to implementing national policy on subjects including transport (chapter 6), retail and leisure uses (chapter 7), culture (chapter 8), rural development and countryside culture (chapter 9) and biodiversity and nature conservation (chapter 10) all of which could be relevant to development proposals related to inland waterways.
- 5.13 Chapter 6 stresses the importance of the regional transport strategy (RTS) as an integral part of RPG. Regional Planning Bodies should consider including in their RTSs the regional priorities for transport investment and management across all modes and offer guidance on measures to increase transport choice (para 6.3).

PPG12 Development Plans (December 1999)

- 5.14 PPG12 sets out government advice on the role, scope, content and preparation of development plans and includes guidance on the importance of integrating sustainable development and transport and land-use policies in development plans. It explains how the planning system can help achieve the objectives of sustainable development in protecting the natural environment and maintaining economic growth and employment (chapter 4).
- 5.15 Chapter 5 advises local authorities when preparing development plans:
- ◆ to have regard to regional transport strategies and the local transport plan so that the development plan underpins the land use issues arising from the transport plan (para 5.3-5.4);
 - ◆ to include specific policies and proposals on the overall development of the transport network and related services, including public transport interchange facilities, inland waterways and harbours (para 5.16); and
 - ◆ to include an indication of the timescale and priorities for proposed transport developments reflecting the specific priorities and timescale set out in the local transport plan. Plans should only include proposals which are firm and with a

reasonable degree of certainty of proceeding within the plan period. They should be identified as such in the local transport plan (para 5.17).

- 5.16 The PPG also states (para 5.22) that planning authorities wishing to safeguard land for a future transport scheme such as a restored canal should do so through a proposal in the local plan, where there is a reasonable degree of certainty of the scheme proceeding within the plan period. It also makes clear that protective policies can be appropriate for waterway connections to existing or proposed manufacturing, distribution, and warehousing sites adjacent or close to the inland waterway network and to coastal ports and that local authorities may wish to safeguard sites for transport related development which might otherwise be lost to other development, such as wharves alongside waterways and ports (para 5.23).
- 5.17 PPG12 proposes that local authorities should consult relevant organisations and individuals in relation to specific issues early in the plan preparation process (para 2.10-2.13). There are no longer statutory consultees for local plans and unitary development plans, although they remain for structure plans. However the PPG lists recommended consultees for development plans, advising local authorities to consider the need to consult British Waterways, canal owners and navigation authorities on all matters relating to inland waterways and adjacent land (Annex C).

PPG13 Transport (March 2001)

- 5.18 PPG13 seeks to integrate land use planning and transport at the national, regional, strategic and local level, in order to promote more sustainable transport choices and reduce the need to travel. It advises local authorities to:
- ◆ in relation to freight, encourage development which is, or can realistically be, served by water and with good, though where possible indirect, access to trunk roads, and allocate appropriate sites (para 45);
 - ◆ promote opportunities for freight generating development to be served by rail or waterways by influencing the location of development and by identifying and where appropriate protecting realistic opportunities for rail or waterway connections to existing manufacturing, distribution and warehousing sites adjacent or close to the rail network, waterways or coastal/estuarial ports (para 45);
 - ◆ on disused transport sites consider uses related to sustainable transport first, before other uses (para 45);
 - ◆ enable the carrying of minerals and spoil by rail or water wherever possible (para 47);
 - ◆ seek to re-use disused wharves and basins, to retain boatyards and other services used in connection with water-based recreation, and to protect and enhance the waterway environment, where these are viable options (Annex B para 12); and
 - ◆ identify and where appropriate protect disused waterways (by allocating the land in development plans and ensuring sites and routes are not severed by new development or transport infrastructure) where there is a reasonable degree of

certainty of a restoration project proceeding, in whole or in part, within the development plan period (Annex B para 13).

- 5.19 PPG13 encourages local authorities to work with everyone involved in the inland waterways industry to develop the potential of inland waterways. In general, proposals for waterside development should enhance the use, enjoyment and setting of the adjacent waterway. Development proposals, local plan policies, or new and improved infrastructure, such as road proposals, should not affect inland waterways adversely.

PPG15 Planning and the Historic Environment (September 1994)

- 5.20 PPG15 sets out the Government's policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment (para 1).
- 5.21 Paragraph 2.2 describes the role that development plans play in conserving the historic environment, noting that by including suitable policies in their plans, local authorities can encourage the satisfactory reuse of neglected historic buildings. Paragraph 2.8 advises that plans should also include a strategy for the economic regeneration of rundown areas, and in particular seek to identify the opportunities which the historic fabric of an area can offer as a focus for regeneration. These provisions may be relevant to development proposals related to inland waterways
- 5.22 The PPG provides advice on development control, noting in paragraph 2.12 that it is generally preferable if related applications for planning permission and for listed building or conservation area consent are considered concurrently. Paragraph 2.14 emphasises the importance of ensuring that new buildings are well integrated with historic ones. Paragraph 2.15 stresses the importance of assessing the archaeological importance of development proposals before applications are determined.

PPG16 Archaeology and Planning (November 1990)

- 5.23 PPG16 sets out the Government's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. The PPG provides advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and in the use of planning conditions; and sets out the separate controls which exist for scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979 (para 1).
- 5.24 The PPG notes that detailed development plans should include policies for the protection, enhancement and preservation of sites of archaeological interest and their settings. The proposals map should define the areas and sites to which the policies and proposals apply (para 15). Paragraph 16 states that archaeological remains identified and scheduled as being of national importance should normally be earmarked in development plans for preservation. Paragraph 18 confirms that the desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled.

PPG17 Sport and Recreation (July 2002)

- 5.25 PPG17 defines open space to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.
- 5.26 It sets out what is required from local authorities in terms of assessing needs and opportunities within their districts, give guidance on the setting of local standards and sets out general principles on enhancing existing open space and on planning for new open space.

PPG21 Tourism (November 1992)

- 5.27 PPG21 outlines the economic significance of tourism and its environmental impact, and therefore its importance in land use planning (cover page). It states that the planning system should facilitate and encourage development and improvement in tourist provision, while tackling any adverse effects of existing tourist attractions and activity in a constructive and positive manner (para 2.4).
- 5.28 Chapter 4 expects structure plans and local plans to play their part in protecting key tourism assets (para 4.11 and 4.12) and to identify ways in which tourism can contribute positively to other objectives such as economic development, conservation and urban regeneration (para 4.11 and 4.14).

REGIONAL PLANNING GUIDANCE

- 5.29 The main purpose of Regional Planning Guidance (RPG) is to provide a regional spatial strategy within which local authority development plans and local transport plans can be prepared. It provides a broad development strategy for the region over a fifteen to twenty year period and identifies the scale and distribution of provision for new housing and priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Its task is not to provide a regional check-list of everything that should be covered in a development plan. By virtue of being a spatial strategy it also informs other strategies and programmes. In particular:
- ◆ by virtue of incorporating a regional transport strategy, it should provide the regional context for the preparation of local transport plans; and
 - ◆ it should also provide the longer term planning framework for the Regional Development Agencies' (RDAs) regional economic strategies.

RPG 11 – West Midlands Regional Planning Guidance

- 5.30 The Regional context of the development plans is contained in the current Regional Planning Guidance for the West Midlands (RPG11). RPG11 is currently under review and is at the Draft stage in development and is due to be approved by the Secretary of State in 2003, the guidance will then replace the existing RPG 11 published in 1998, and will set out the long-term spatial strategy to guide development over the next 20 years. The main purpose of Regional Planning Guidance (RPG) and the Regional Transport Strategy (RTS) proposed within it, is to provide a regional spatial strategy to guide the preparation of authority development plans and local transport plans.
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- 5.31 Policy PA12 sets out the general policy for leisure and tourism in the West Midlands. It states that development plan policies should support further development and success of key regional tourism and cultural assets such as the canal network.
- 5.32 Policy RR4 recognises that leisure and tourism make a valuable contribution both to the economy and quality of life in rural areas, especially those that suffer from declining employment or low incomes. However, indiscriminate development could damage the very qualities of rural areas which make them attractive for tourism and recreation. It states that development plans should identify rural areas where the development of sustainable tourism without damaging the local environment or character.
- 5.33 Policy QE2 encourages Local Authorities, with other agencies and local communities, to develop strategies and programmes that optimise the contribution that the natural, built and historic environment can make to the regeneration of the West Midlands. Reference is made to development plans containing policies that promote environmental improvements as a means of regenerating areas of social, economic and environmental deprivation. Further, they should promote restoration and remediation of derelict and contaminated sites and the reuse of buildings, with particular emphasis being given to sites which promote urban and rural regeneration.
- 5.34 Policy QE4 states that development plans and other strategies should recognise the value of conservation-led regeneration in contributing to the social and economic vitality of communities and the positive role that buildings of historic and architectural value can play as a focus in an area's regeneration. In particular, reference is made to exploring the regeneration potential of the canal network
- 5.35 One of policy QE10 (The Water Environment) aims is to ensure that development plan policies and plans of the Environment Agency and other agencies should be co-ordinated to maintain and enhance river and inland waterway corridors as a key strategic resources, particularly to secure the wider regional aims of regeneration, tourism and the conservation of the natural built and historic environment.

RELEVANT LOCAL AUTHORITIES

Local Authorities

- 5.36 The local authorities along the Shrewsbury and Newport Canal are detailed in the table below, as is the status of the relevant development plan, or plans for that authority.

Table 5.1 - Relevant local planning authorities and development plan status

Planning authority	Date development plan adopted	Local plan review – current schedule
Shropshire County Council	The Shropshire and Telford & Wrekin Joint Structure Plan (1996-2011) – adopted November 2002	
Staffordshire County Council	Staffordshire and Stoke-on-Trent Structure Plan (199-2011) – adopted May 2001	
Telford & Wrekin Council	The Shropshire and Telford & Wrekin Joint Structure Plan (1996-2011) – adopted November 2002	
	The Wrekin Local Plan – adopted February 2000	Consultation begun in June 2003 on the replacement local plan with the Deposit Draft due in January 2004.
Shrewsbury Borough Council	Shrewsbury and Atcham Borough Local Plan – adopted June 2001	The Issues paper for the new Local Development Framework is due in July 2003 with the Deposit draft due in summer 2004
Stafford Borough Council	Stafford Borough Local Plan (1986-2001) – adopted 1998	Review started on the Local Development Framework. Consultation has been completed on a Core Strategy Document. The Deposit Draft is due in 2004.

DEVELOPMENT PLAN ANALYSIS

5.37 The development plan for most non-metropolitan areas is currently split into two sections, the Structure Plan and the Local Plan. Structure plans are intended to set out strategic development policies at county level, whilst Local Plans are more detailed development plans produced at district, borough or city council level.

The Shropshire and Telford & Wrekin Joint Structure Plan

5.38 Shropshire County Council and Telford & Wrekin Council are jointly responsible for preparing strategic planning policy for Shropshire and Telford & Wrekin for the period 1996-2011. The Structure Plan is a wide ranging document which:

- ◆ Establishes the general amount and location of new development
- ◆ Shows how development relates to transport and other services
- ◆ Indicates how a balance will be struck between development and the conservation of the countryside, wildlife and important open space
- ◆ Provides the basis for detailed local planning and co-ordination of services

- ◆ Shows how national and regional policy will be made to work in the area.

The Purpose of a Structure Plan

- 5.39 The Joint Structure Plan sets out the broad planning strategy for Shropshire and Telford & Wrekin. It sets out policies and proposals for the location of development, the amount of new housing and employment land, and strategic policies for the control of mineral working and the treatment of waste. Policies for the protection and enhancement of the environment provide a framework within which development should take place. Policies and proposals for transportation and accessibility provide the essential linkage with land use.

General policies

- 5.40 Policy P15 of the plan articulates that Local Plan policies, development and management proposals should ensure that they minimise any adverse effects on the environment and should have regard for the environmental principles contained within the policy. Any proposals that have environmental effects of more than local significance should be accompanied by an environmental assessment.
- 5.41 Policy P29 stipulates that proposals for tourism, sports and recreational facilities, including recreation in the countryside, should not have detrimental effects on the environment and the amenity of the locality.
- 5.42 The Structure plan has a strong emphasis on the protection of the countryside and land resources. Policies range from general countryside protection, such as trees, woodland and hedgerows conservation, to the protection of sites of special scientific interest, biodiversity and species protection.
- 5.43 Policy P53 contains criteria that stipulate that development should have minimal impacts on water courses and supplies.
- 5.44 Policy P54 asserts that development should not be at risk from flooding or exacerbate flood risk. Any proposals must assess flood risk and where appropriate apply a sequential test for development in areas of risk.

Site Specific Policies

- 5.45 Within policy P30, reference is made to the Shrewsbury and Newport Canal and that Local Plans should ensure that proposals for its restoration are given favourable consideration if the following can be demonstrated:
- ◆ An acceptable integration of recreational use of the waterway with the protection and enhancement of the wildlife and biodiversity of the waterway;
 - ◆ The restoration and conservation of any associated buildings or features of architectural or historic importance;
 - ◆ An acceptable level of impact on the amenity of the local residents; and
 - ◆ The availability of a sustainable water supply.

Shrewsbury & Atcham Borough Local Plan

General Policies

- 5.46 The Local Plan contains general policies applicable to all development throughout the Borough, with an emphasis on encouraging good design. More specific issues and types of development are dealt with by policies in the other chapters in the plan. Policies relating specifically to Conservation Areas and Listed Buildings, where design of development is especially important, are contained in the Historic Environment chapter.
- 5.47 The Council aspires to encourage innovative design, architectural elegance and seeks to encourage good design by having general policies which strive for high standards of design to ensure that all development is appropriate to its setting and surroundings and respects local distinctiveness. All development should make a positive contribution towards improving the overall quality of the environment, whether it is by reducing energy consumption or paying attention to design details and local building materials.
- 5.48 Policy LNC1 seeks to protect the natural beauty and heritage of the countryside. The Plan recognises that even though there are policies that protect sites of recognised conservation or landscape importance the Borough's natural heritage as a whole needs protection. The policy also draws attention to the fact that the countryside contains numerous wildlife corridors, which are linear features that need to be maintained and managed.
- 5.49 Policy TLR2 views tourism as an important tool for diversifying the rural economy. However the policy sets out several rigid criteria that tourist, recreation and leisure proposals must meet, such as, there should be no detrimental impact upon environment and the amenity of the surroundings and the landscaping proposals are designed reinforce the visual, historical and ecological characteristics of the site and its surroundings.

Site Specific Policies

- 5.50 The Council supports, within policy TLR11, the aim to restore the line of the Shrewsbury and Newport Canal and states that favourable consideration will be given to the restoration of the canal as a navigable waterway or as a cycle/pedestrian route. Reference is made to the proposals of the Local Transport Plan to extend existing routes along the line of the old towpath and that sections of the canal from Spring Gardens to Uffington are Heritage Sites (Local Nature Conservation Sites under policy LNC7) which ensures that the canal provides important wildlife corridor links between the urban and rural area.

Wrekin Local Plan

General Policies

- 5.51 One of the principal aims of the Council is to improve the environmental quality of the district. The existing quality of the District varies greatly from area to area. With regard to this the Council recognises that there are sites of poor quality within areas of the highest quality. Thus the Plan aims to enhance the environment through good quality new development and its own development proposals and capital projects.
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Final Report

- 5.52 Policy UD1 is a general design policy that states that development proposals will be expected to reinforce local distinctiveness wherever possible and respect and where appropriate, enhance the character and appearance of the local environment.
- 5.53 Policy UD4 represents the Councils wishes to achieve developments that are functional and emphasize high standards of environmental design. The policy also makes reference to the need for landscape assessments for large-scale developments or those on sensitive sites. However, the Council has produced a landscape design guide that sets out the approach and principles of analysis and design to assist developers.
- 5.54 The Plan acknowledges that water features can have significant visual, educational, recreational, archaeological or ecological value. Policy OL10 maintains that alterations to existing water features will only be permitted if it can be shown that they would not have a damaging effect on these types of values. However, the Council will usually welcome new water features if they do not adversely affect, visually or physically, its surroundings. Further the Council support the aims of the Shropshire Union Canal Society to restore the line of the old Shrewsbury and Newport Canal.
- 5.55 Policy LR3 states that large scale developments for recreational or leisure use in the countryside may be permitted if they cannot be provided in the urban areas, subject to criteria. This could be potentially important to Humber Arm; Wappenshall Junction; Trench Arm; and Longdon. Care must be taken, as “format driven” development is not in itself a justification for development beyond the built up area, but if Telford and Wrekin is to have a marina (or marinas) on the canal with associated facilities these cannot be provided within the built up area as the canal no longer penetrates the town. Wappenshall in particular is close enough to the built up area to form an urban extension. .

Site Specific Policies

- 5.56 Within policy OL2, the Council will not permit development which is likely to adversely affect ‘Sites of Special Scientific Interest’ (SSSI). The Newport Canal has been designated as one of the eight SSSIs within the Wrekin District. Nevertheless, the Council may consider exceptions to this policy if the application can demonstrate that the benefits of the proposals would exceed the decrease in the nature conservation value or landscape character of the site. It should be noted that even if planning permission is granted however, English Nature will need to license works affecting a SSSI.

Staffordshire and Stoke-on-Trent Structure Plan 1996-2011

- 5.57 The structure Plan for Staffordshire and Stoke-on-Trent has been prepared jointly by Staffordshire County Council and Stoke-on-Trent City council and was adopted in May 2001.

General Policies

- 5.58 Policy D4 seeks to support a move towards a more balanced rural community and development will be considered if it benefits economic activity and maintains or enhances the environment.

- 5.59 Policy NC1 is a general policy statement with regard to the protection of the countryside. It recognises that the built and natural environment are in a constant state of evolution and that special attention should be paid to safeguarding those elements that contribute to the diversity, character and distinctiveness of the countryside.
- 5.60 Policy NC2 is a statement that identifies what type of development would be acceptable in differing rural landscapes and the areas which require positive investment to maintain or restore the quality and character.
- 5.61 Policy R3 aims to protect the countryside by seeking to restrict recreation related development that could and should be located elsewhere. It also states that where development is considered appropriate, it should, wherever possible, make use of and respect existing buildings, surroundings and the landscape. Further the Plan acknowledges that recreational and environmental initiatives in the countryside may arise as a result of reclamation or restoration schemes.
- 5.62 Policies R7 and R8 relate specifically to the development and restoration of canal facilities. Policy R7 is related to the creation of new canal facilities and recognises that canals contribute to recreational and tourist activities. It acknowledges that many canals are protected by Conservation areas and as such any development should contribute positively to the function and appearance of canals. Policy R8 is associated with the restoration of former canals and states that proposals for the restoration of canals will be supported. The plan appreciates that canal restoration can form the focus for imaginative and wide-ranging urban regeneration schemes.

Stafford Borough Local Plan Review – Issues Paper

- 5.63 The current Stafford Borough Local Plan covered the period from 1986 to 2001 and is now being reviewed and the council is looking towards producing a Local Development Framework. Currently an Issues paper has been prepared in order to highlight the key issues and areas of decision making to be considered in reviewing the current Local Plan and to promote discussion of those issues.
- 5.64 The Issues paper within Stafford considers that the canal network is an important resource as a recreational and tourist facility. The Council states that it has received positive direction from British Waterways and other organisations, including the Shrewsbury & Newport Canals Trust, to restore the infilled Shrewsbury and Newport canal. The paper asserts that Newport & Shrewsbury canal will be protected from development through the Local Plan to assist in conserving the route prior to restoration being undertaken.