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THE 2006 FINALISTS

**AREA-BASED REGENERATION**

Sponsored by Land and Water Group

- Ancoats Urban Village
- Rediscovering Evesham's River Heritage

**COMMUNITY**

Sponsored by Defra

- Nantwich Embankment Improvement Scheme
- River Thames Boat Project
- Wolverton Secret Garden
- The Waterside Centre
- Thorne Pedestrian Swing Bridge

**DESIGN & CONSTRUCTION**

Sponsored by ISIS Waterside Regeneration

- Bear Wharf
- Derwent Mouth Lock Restoration
- The Edge
- Lock Keeper's Graduate Centre

**EDUCATION & LEARNING**

Sponsored by *Regeneration & Renewal*

- Harry's Cut
- More Than Boats
- Paint Me A River
- Water Safety – 'Don't Go In'

**HISTORIC ENVIRONMENT**

Sponsored by Historic Scotland

- Bugsworth Basin Restoration
- Derwent Mouth Lock Restoration
- Navigation House
- Pontcysyllte Aqueduct – Canal in the Sky
- Riverside Museum – Bel & The Dragon
- St. Pancras Waterpoint

**INNOVATION**

Sponsored by Arup

- Barton Broad Clear Water
- The Kennet & Avon Canal – Maintaining, Monitoring & Managing Sustainability
- Riverside Museum – Bel & The Dragon
- Water Safety – 'Don't Go In'

**NATURAL ENVIRONMENT**

Sponsored by English Nature

- Barton Broad Clear Water

**PARTNERSHIP**

Sponsored by Morrison

- Construction Services
- Bugsworth Basin Restoration
  - Destination Froghall
  - Lincolnshire Waterways Partnership
  - Rediscovering Evesham's River Heritage
  - St. Pancras Waterpoint

**RECREATION & TOURISM**

Sponsored by S&N Pub Enterprises

- Llangollen Visitor Mooring Basin
- Rediscovering Evesham's River Heritage
- Trelissick Garden Landing Stage

**STRATEGY & MASTERPLANNING**

Sponsored by Wood Wharf Limited Partnership

- City Road Basin Masterplan
- Foxtan Locks Masterplan
- Stourport-on-Severn Canal Basins Restoration Masterplan
- Waterside Northampton



**CLARENCE HOUSE**

As Patron of The Waterways Trust, I am delighted to lend my support once again to the Waterways Renaissance Awards, now in their fourth year.

Through these Awards, The Waterways Trust and the British Urban Regeneration Association have created an excellent way of celebrating and encouraging very best practice in waterway development and regeneration.

Once again, the projects nominated for the Awards this year are wide-ranging, innovative and inspiring, encompassing a multitude of interests and objectives – from modest community-based initiatives to large private development projects.

The number of schemes demonstrating the immense benefits of working in true partnership with local people to achieve real and tangible benefits for the whole community is tremendously encouraging.

Our waterways have a magnificent capacity to engage the disengaged. By maximising the engagement, we will help more people derive benefit and enjoyment from our waterways and, in turn, secure the long-term future and sustainability of our canals and rivers.

I congratulate all the finalists and winners of The Waterways Renaissance Awards 2006 and offer my warmest thanks to them for helping to revitalize our treasured inland waterway network.



## MESSAGE FROM THE CHAIRMAN OF THE WATERWAYS TRUST

“The Waterways Trust works with its partners to bring about the widest possible awareness and enjoyment of Britain’s inland waterways. The renaissance of our waterways is providing a focus for communities, bringing increased economic prosperity and new leisure opportunities that are open and accessible to all.

The projects celebrated through these awards are testament to the many partnerships between public and private organisations, voluntary bodies and local communities which, working together, are realising the huge range of benefits that our waterways have to offer.

I would also like to thank our sponsors, without whose support the Waterways Renaissance Awards would not be possible: ARUP, Defra, English Nature, Historic

Scotland, ISIS Waterside Regeneration, Land and Water Group, Morrison Construction Services, *Regeneration & Renewal*, S&N Pub Enterprises and The Wood Wharf Limited Partnership.

### Frances Done

Chairman, The Waterways Trust



The Waterways Trust

## MESSAGE FROM THE CHAIRMAN OF BURA

“The American poet Edgar Lee Masters once wrote, “Genius is a bend in the creek where bright water has gathered, and which mirrors the trees, the sky and the banks.” The 2006 Waterways Renaissance Awards have once again provided us with many examples of such bright water.

Increasingly over recent years we have seen developments taking place along our inland waterways with, on too many occasions, the waterway simply providing an attractive ‘backdrop’ to exclusive, publicly inaccessible property. However, over the history of these awards, we have seen a distinct change. There is now far greater recognition that waterways offer a vital resource in the delivery of the sustainable communities agenda, acting as a catalyst for regeneration of whole towns and providing educational and support structures for local communities, as well as preserving our historic and natural environment.

The Waterways Renaissance Awards have played an important role in facilitating this change, both by helping define the criteria required for projects to succeed, and by

disseminating the best practice lessons our winners have taught us to allow others to follow their lead. We cannot afford to be complacent, but we should take time to reflect and celebrate on the distance that we have travelled.

I would also like to offer my personal thanks and congratulations to all the 2006 finalists, our partners The Waterways Trust, the assessment panel and our sponsors, without whom none of this progress would have been achieved.

### Ralph Luck

Chairman, BURA



## MESSAGE FROM THE CHAIR OF THE ASSESSMENT PANEL

Yet again an astonishing variety and range of waterway projects were submitted for this important award – a celebration of the very best in waterway renaissance, regeneration and conservation and the often selfless activities of the voluntary community.

For the judges the exercise of assessing so many well-deserved schemes is always enlightening and in many cases a humbling experience, and this year was no exception. That responsibility weighs heavily on the assessors is evidenced by the large number of entries that made it to the final stages of the competition.

Faced with such a dilemma, we were very fortunate to draw on the collective experience of a very knowledgeable and professional team of judges whose dedication to the task must be applauded. So too the unflagging BURA and The Waterways Trust staff who kept us in order and, most importantly, ensured an accurate result.

Making the most of a waterside setting, integrating activities with a waterway and ensuring optimum public access to this important leisure and recreational resource now, and for the future, is what underpins all the award categories. Year on year the quality of the response to this requirement grows in all categories bar one – Design and Construction.

The assessment panel is convinced that there are projects out there that can and will meet the testing requirements of this category and it looks forward to seeing evidence of this in next year’s Waterway Renaissance Awards.

### Judith Grice

Regional Director,  
Groundwork East of England  
Chair, The Assessment Panel



## THE AWARDS PROCESS

All nominations are scrutinised by an assessment panel, comprising waterway, conservation and regeneration experts. Judith Grice, Regional Director of Groundwork East of England, chairs the panel.

The assessment process is divided into three stages:

**Stage 1** All nominations are assessed by the panel to ascertain whether they meet the specified criteria.

**Stage 2** Projects/schemes that meet the criteria are visited by a member of the panel and a visit report is submitted for consideration by the whole panel. The panel then meet to draw up a shortlist of projects to receive a further visit.

**Stage 3** Short-listed projects are visited by a different panel member and their further report is discussed during the panel's final deliberation meeting. A list of finalists is decided and the panel agrees the winners and commended projects from this list. The results are announced at the awards ceremony.

To be considered for recognition, projects must demonstrate that they:

- Are located on, or immediately adjacent to, a navigable inland waterway in the UK;
- Are innovative and inspiring, providing the catalyst for other projects or schemes;
- Meet the objectives of sustainable development – environmental, social and economic;
- Enhance the use and enjoyment of the waterway;
- Involve active participation by an appropriate range of partners;
- Have a proven track record of success.

## THE ASSESSMENT PANEL

**Judith Grice OBE (Chair)**  
Groundwork East of England

**Roger Hanbury**  
The Waterways Trust

**Chris Bennett**  
Morrison Construction Services

**Dr Jan Hellings**  
Dr Jan Hellings & Associates

**Helen Carey OBE**  
The Waterways Trust

**Alan Johnson**  
English Heritage

**Phil Chambers**  
Countryside Equality Marketing

**Jon Ladd**  
BURA

**Dr David Fletcher CBE**  
The Waterways Trust

**Eileen McKeever**  
Environment Agency

**John Fletcher**  
The Inland Waterways Association

**Dr Anne Powell**  
English Nature

**Mark Fletcher**  
Arup

**Mark Ryder**  
ISIS Waterside Regeneration

**Rob Guest**  
represented Land and Water

**Ian Valder**  
The Waterways Trust

**Paul Green**  
S&N Pub Enterprises

**Tim Simpson**  
Wood Wharf Limited Partnership

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#### COMMENDED

REDISCOVERING EVESHAM'S  
RIVER HERITAGE

Further information about this project  
can be found on page 23

## WINNER

# ANCOATS URBAN VILLAGE



The urban village will help provide sustainable and diverse mixed living

Ancoats Urban Village involves the regeneration of an historically important area of central Manchester immediately adjacent to the Rochdale Canal. Its inclusion on the UK's tentative list for inscription as a World Heritage Site shows its importance within the history of the industrial revolution, and positions it as one of the most sensitive waterside built environments in the country.

Made possible by £40 million of public funding, which has to date levered in more than £200 million of private investment, this ambitious project was a pioneer of regeneration through the use of the Compulsory Purchase Order powers given to the Regional Development Agencies in 1998. The fractured nature of land ownership, the high proportion of large scale, semi-derelict former industrial buildings, and years of neglect created an environment in the heart of the city typified by urban decay and plagued by crime and anti-social behaviour.

The 'Village', now part of the New East Manchester Urban Regeneration Company, is aimed at providing a sustainable, diverse and integrated mixed-use community. Its contribution to the renaissance of our inland waterways is the sensitive re-use of the many Grade II and Grade II\* buildings that are fundamental to the understanding of the development of the canal age in Manchester. The project includes public realm improvements that embrace the canal and are mak-

ing the area desirable for urbanite singles, families and businesses alike.

The project involvement of a large range of partners and stakeholders – from national and regional government agencies to local special interest groups – has required a monumental coordinative effort.

#### VIEW OF THE PANEL

**f** This stunning canal-heritage focused scheme while currently under development, has the necessary agreements in place to ensure that 90 per cent or more of the project will be completed within the next two years. It is an outstanding project in an outstanding location and the panel expects it to regenerate this area dramatically.

The panel particularly liked the high proportion of apartments suitable for families, the sensitive reuse of historically important buildings, and the encouragement of low environmental impact design and construction methods. The panel was encouraged to see such progress in a city that has not always demonstrated such a strong track record in canalside development.

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**COMMENDED****THE WATERSIDE CENTRE,  
TOTTENHAM**

With funding made available by the ODPM, Lee Valley Regional Park Authority and British Waterways, a multi-purpose community centre and boater facility has been built on the waterside at Stonebridge Lock, North London from which the Friends of Tottenham Marshes organise a range of community based activities. The centre encourages appreciation of the environment, and community involvement has helped reduce costs and has instilled a sense of community pride.

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**THORNE PEDESTRIAN  
SWING BRIDGE**

The reinstatement of a bridge in Thorne, near Doncaster, on the Stainforth and Keadby Canal, was managed by the Thorne Moorends Regeneration Project and is the result of detailed consultation undertaken with local people. The community was also heavily involved in design aspects such as the canalside seating. The new bridge typifies simple, effective engineering and is popular with local people.

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**WOLVERTON SECRET GARDEN**

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**WINNER****NANTWICH  
EMBANKMENT  
SCHEME**

**Community and user groups were instrumental in canalside improvements**

The Shropshire Union Canal is popular with boaters with 12,000 per year using the waterway at Nantwich.

The improvement works undertaken on the banks at Nantwich in Cheshire were initiated following requests from local community groups and waterways' users. The treacherous nature of the access in poor weather between the canal and the historic town of Nantwich meant the many boaters using the waterway were deterred from taking full advantage of their visits and the town was missing out on tourist income.

The project to enhance and regenerate the area has been the direct result of an informal aggregation of community and waterway user groups that initiated and shaped the scheme. Funding was provided by British Waterways, WREN, Cheshire Rural Recovery, Living Spaces, Leader Plus, Nantwich Town Council, Shropshire Union Canal Society and Crewe and Nantwich Borough Council.

The project has led to the improvement of access between the town and the canal towpath, the provision of improved facilities for boaters, and the arts-led environmental improvements to the canal side and the environs of Nantwich's Grade II\* listed aqueduct, including a 300 metre long access ramp for disabled people.

This was not the easiest nor cheapest siting for the ramp, but community consultation showed local people were determined this was the right place for it. Wheelchair accessible

bays for anglers have also been provided and are proving to be popular.

The landscaping work has improved the embankment environment and the views from the town, and is helping attract more visitors. Sculptures made by local craftsmen from recycled lock gates, such as a large Shire horse near the canal bridge, are particularly striking. Local people, including school pupils working alongside the professional artists, have contributed to the project and have gained valuable experience of volunteering. Future plans include a footpath and cycle way to the proposed Weaver Valley Regional Park.

**VIEW OF THE PANEL**

**f** The panel was impressed by the informal way a diverse cross section of the community came together to drive this scheme and how effectively they had managed to put their plans into practice. The catalytic effect of the work undertaken has led to further plans being put forward such as the development of interpretation on the site and the link with the River Weaver.

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## COMMENDED

### BEAR WHARF, READING

Bear Wharf is a predominantly residential development on a narrow 0.6ha site on the River Kennet in the centre of Reading. It incorporates two Grade II listed buildings, a regenerated car park and former brewery.

This difficult site presented a number of obstacles to effective regeneration but Bewley Homes and Architects Robert Adam, along with GMA, Kingsoak Plc, which acquired part of the site from Bewley, and Floyd Matcham Ltd, have successfully delivered a tasteful residential conversion in the heart of the town.

#### CONTACT

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### LOCK KEEPER'S GRADUATE CENTRE

This project developed a postgraduate study centre from a non-listed former lock keeper's cottage in the grounds of Queen Mary College's Mile End campus on the Union Canal.

While public access to the building is limited, Surface Architects has created an eye-catching landmark on the waterway with a bold, contemporary extension to this traditional building. Partnership working between the College, the project team and the Local Authority has been superbly executed and the resulting building is popular with staff and students.

#### CONTACT

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## FINALISTS

### DERWENT MOUTH LOCK RESTORATION

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### THE EDGE

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## WINNER

# NO WINNER IN THIS CATEGORY

As in 2003, the judging panel has decided that this year no award would be granted in the Design & Construction Category. The schemes nominated, whilst demonstrating good practice in many aspects of the category, did not satisfactorily meet all the criteria, the guiding principles for which are summarised below.

### THE IDEA

The identity of the building or scheme, its coherence and authenticity. The idea must be an appropriate response to the context.

### CONTEXT

Appropriate exploitation of the particular site conditions, such as location, orientation, relationship to surrounding buildings, landscape and water. The design should specifically relate to the water so that it is more than just a 'setting' for the scheme by:

- Optimising waterside characteristics and features;
- Drawing on local distinctiveness;
- Recognising the need for connections across the waterway
- Achieving the highest quality and accessible public realm, by using water as an extension to public open space;
- Encouraging and supporting associated waterway uses.

### DETAILED DESIGN

This involves consideration of how well the detailed parts of the building or scheme work for their intended purpose, and aesthetic details such as choice of materials, use of colour and the integration of building elements.

### SUSTAINABLE DEVELOPMENT

The longevity of the building or scheme, intelligent use of resources and the impact of design and construction decisions in ecological terms. The designer should be particularly aware of energy use, including the energy used in the extraction, manufacture or transport of materials, and specifically carbon emissions into the atmosphere. In addition it is expected that the development should pay attention to the social dimension.

### CONSTRUCTION QUALITY

The award is ultimately about the resulting building or scheme, that is the implementation of the design intentions through the physical structure(s) and quality of workmanship.

Principles which have remained under-developed this year include:

- Optimising waterside characteristics and features;
- Achieving high quality and accessible public realm by using water as an extension to public open space;
- Sustainable Development.

The judging panel hopes that schemes will come forward in the future that have addressed all these criteria in an holistic and integrated manner and therefore can be considered truly inspirational examples of new or reinvigorated waterside places.

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**Regeneration  
& Renewal**

### COMMENDED

#### WATER SAFETY – 'DON'T GO IN'

This initiative is a new CD-based interactive learning resource developed by the Anglian Region Waterways Team of the Environment Agency (EA). Its aim is to reduce the number of needless deaths by drowning on our waterways each year by educating children about the dangers that exist in and around waterways.

Featuring Joe the River Inspector, the resource is aimed at children aged between 7 and 11 and has been sent to all primary and middle schools in the Anglian region. The CD is part of a wider water safety strategy funded by £25,000 from the EA and was developed in consultation with RoSPA, Cambridgeshire Police, boat clubs, schools and the local community.

The CD engages the children's imaginations in an innovative way to get this vital safety message across and the panel hopes and believes that this safety programme will save lives over the coming years. Safe waterways for all is a key message for the Waterways Renaissance Awards and this initiative contributes significantly to this.

#### CONTACT

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#### FINALISTS

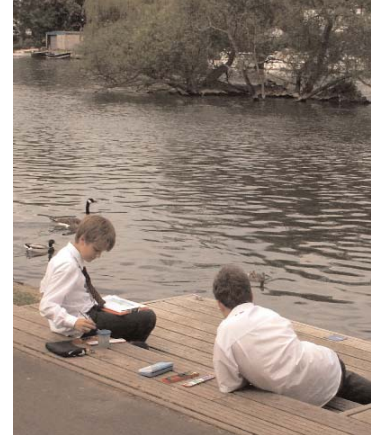
HARRY'S CUT  
Annette Simpson  
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#### MORE THAN BOATS

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## WINNER

# PAINT ME A RIVER



The project makes use of the river to inspire often hard to reach groups

The Paint Me A River programme is an exemplar of the learning resources developed at the River & Rowing Museum, a successful, modern museum adjacent to the River Thames at Henley. The museum is aimed at inspiring curiosity and providing creative learning opportunities, for all ages of visitors, exploring the Thames environment.

Paint Me A River was designed in consultation with target audiences, to enable visitors to explore and experience the river in an active and imaginative way. The simple premise of the course is to inspire creativity by taking groups to the riverbank to draw. While there, the participants are taught more about the river to improve their understanding and appreciation of it. Evaluation shows the course has led to a high level of return visits to the museum.

Paint Me A River was designed initially as an art course for Key Stage 1 pupils, but the concept has developed to include courses suitable for all ages of school children, adults and individuals with special educational needs. The river environment and the sport of rowing have provided the material for courses covering all aspects of the curriculum with links to history, geography, language, design, maths, environment, marketing and business.

Partnership has been a key factor with the museum's education service working closely with many schools, education trusts and statutory

authorities. Partners have included the Turville Charity, the Oxfordshire Education and Business Partnership, Creative Partnerships, Business in the Community and County Council Education Advisors.

#### VIEW OF THE PANEL

**f** This course is just one part of a vibrant and inspiring educational programme offered by the River & Rowing Museum, which makes use of the river to capture the imagination of often difficult to reach groups.

The feedback from pupils and teachers was encouraging and work with disadvantaged groups has brought many children to the river at Henley who would otherwise have been unlikely to have had the chance to experience the Thames in such a direct and positive way.

One assessor described Paint Me A River as "an exemplar educational project offering lessons that could and should be replicated elsewhere".

The Education Service at the River & Rowing Museum is promoting a range of positive projects and is an excellent model for other museums keen to develop their educational role.

#### CONTACT DETAILS

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### COMMENDED

#### BUGSWORTH BASIN RESTORATION

Remedial relining work undertaken on Bugsworth Basin, the terminus of the Peak Forest Canal in Derbyshire, necessitated the use of innovative engineering to prevent disturbance to the structure of this Scheduled Ancient Monument and the surrounding ecologically sensitive environment. It also involved dynamic partnership work between British Waterways and the Inland Waterways Protection Society.

#### CONTACT

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#### NAVIGATION HOUSE, SLEAFORD

The restoration, and subsequent re-use as an interpretation centre, of the former offices of the Sleaford Navigation Company in Lincolnshire was undertaken with the help of the Heritage Lottery Fund, Single Regeneration Budget (SRB), Lincolnshire Enterprise, East Midlands Development Agency and ERDF Objective 2 Funding. This is an excellent smaller scale project with care being taken to place the building in its cultural context.

#### CONTACT

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### FINALISTS

#### DERWENT MOUTH LOCK RESTORATION

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#### RIVERSIDE MUSEUM – BEL AND THE DRAGON

David Pearson, Reading Museum Service

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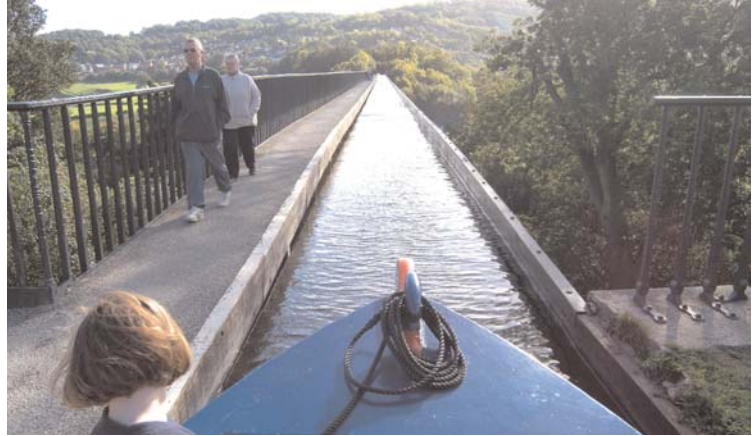
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#### ST. PANCRAS WATERPOINT

Further information on this project can be seen on page 21.

## WINNER

# PONTCYSYLLTE AQUEDUCT – CANAL IN THE SKY



The project integrated cultural and historical aspects of the aqueduct

The Pontcysyllte Aqueduct carries the Llangollen Canal over the River Dee in the Vale of Llangollen and is the north-western gateway into the national waterways network. The aqueduct is a monumental example of early industrial engineering and a stunning, man-made addition to the landscape of the area. Its designation as a Scheduled Ancient Monument and its inclusion on the UK's Tentative List for nominations for World Heritage Status underline its importance to the history of the first industrial revolution.

The aqueduct is the highest in Britain. It has an overall length of 313 metres and carries the canal at a height of 38 metres above the River Dee. It has always been popular with boaters and local people. The profile of the aqueduct has been significantly raised following the first comprehensive restoration since its completion.

British Waterways, in close cooperation with Cadw and Wrexham County Borough Council and supported by European Regional Development Fund Objective 2 funding, took on the restoration of the structure, landscaping the surrounding area and converting a derelict canalside building into a visitor information centre. As well as conserving the aqueduct, the aim is to foster wider interest in the canal and the aqueduct itself, and generate tourist visits.

The work undertaken has involved consideration of the environmental impact on the River Dee and of the reinstatement of original features –

such as the towpath's bespoke cast iron hand rail – some of which was discovered in storage in Ellesmere, Shropshire.

#### VIEW OF THE PANEL

This restoration has achieved highly creditable results. This has arisen from an extensive programme of well considered and scrupulously executed repairs and the imaginative conversion of workaday, traditional canal buildings into an interpretive visitor centre.

The cultural and historical aspects of the aqueduct have been well integrated with the natural environmental attractions of the waterway. The restoration has raised awareness among the public and generated local and national media interest which has resulted in a sharp rise in visitors. Environmental work is continuing and plans are in place to develop further links with tourism at Llangollen.

#### CONTACT DETAILS

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**COMMENDED**

**BARTON BROAD CLEAR WATER**

Further information on this project can be seen on page 19

**WATER SAFETY – 'DON'T GO IN'**

Further information on this initiative can be seen on page 13

**FINALISTS**

**RIVERSIDE MUSEUM – BEL & THE DRAGON**

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**WINNER**

**THE KENNET AND AVON CANAL**

**MAINTAINING, MONITORING AND MANAGING SUSTAINABILITY**



**Monitoring covers user experience as well as other indicators**

The Kennet and Avon Canal joins the Rivers Kennet and Avon to allow navigation between the Thames at Reading and the Severn estuary near Bristol. Latterly having fallen into disuse, it was saved only by a concerted restoration effort over many years. This culminated in its full opening in 1990 by Her Majesty the Queen.

However, further renovation was soon required. In 1994 the Kennet and Avon Canal Partnership was formed between British Waterways, the Kennet and Avon Canal Trust, the Association of Canal Enterprises and the riparian local authorities. In 1997 the Partnership secured £25 million of funding from the Heritage Lottery Fund and in 2002 completed the work.

From the start a plan was devised to guide the work and to secure the long-term sustainability of the canal as an environmental, economic and heritage resource. The Partnership faced the challenge of overlaying the different aspects of use and management so that development and change could be managed within acceptable limits in an informed and 'joined up' manner.

Impact assessments may now be a familiar concept, but in terms of the scope of this project and the way the complexity of data gathered is interpreted, this programme exhibits real innovation in waterway regeneration.

Monitoring covers visitor, user and community experiences, economic indicators, landscape, ecology, heritage, water quality and water resources.

Baselines were set in the first year against which changes are measured and these are subject to ongoing, annual or cyclical surveys. Already themes are emerging to assist with future plans and the management of ongoing works.

**VIEW OF THE PANEL**

**f** The panel agreed that this was the first systematic assessment of a waterways restoration scheme to consider social, economic and environmental outputs.

The panel appreciated the major commitment of British Waterways and the Kennet and Avon Canal Partnership to this programme and is aware that the approach is now being adopted by other agencies.

The panel was encouraged by how the outputs are shaping the development of the wider waterway corridor and the way this model has been adopted as monitoring practice for other waterway restorations.

**CONTACT DETAILS**

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### COMMENDED

The panel found that there were no other nominations in this category able to satisfy the award criteria.

It is to be hoped that the example set by the Barton Broad Clear Water project will be an inspiration to others in the future so that more of the entrants for this category will exemplify the high standards this important aspect of waterway improvement demands.

## WINNER

# BARTON BROAD CLEAR WATER



**Monitoring has shown that biodiversity and fishlife have been improved**

Barton Broad lies on the navigable River Ant and is the second largest of the Broads. The popularity of the broad for sailing and the location of upstream boatyards mean that lots of recreational boat traffic passes through the broad and makes any environmental scheme that could affect navigation potentially controversial.

The Barton Broad Clear Water project has been running since 1995 with the aim of reducing nutrient levels in the water, encouraging traditional plant and fish species, and improving navigation and accessibility to the broad for non-water borne visitors.

The project is supported by the East of England Development Agency, Norfolk Wildlife Trust, Anglian Water, English Nature, the Environment Agency and Norfolk Environmental Waste Services. It has also involved a wide range of other stakeholders and community groups in consultation which has contributed to the consensus of support for the work.

The scheme, which has involved some £3 million in expenditure to date, has involved a high level of specialised research and introduced several innovative techniques in waterway conservation, including fish-proof floating curtains, cobweb brushes, floating islands and enclosed lagoons. Suction dredging has removed 300,000cu metres of nutrient rich mud from the bed of the broad to reduce phosphorous release which encourages algal growth. The dredging is encouraging the return of species driven out by the

previously high nutrient levels. This work has also improved access for boaters by deepening, widening and clearing heavily silted navigation channels.

### VIEW OF THE PANEL

**f** Biomanipulation has been used to create crystal clear waters around the margins of the broad. This has resulted in the return of aquatic plants and bird life – facilitated by innovative fish-proof curtains. The curtain design has been carefully considered to avoid a hazard to any boats that stray into them. They are also as unobtrusive as possible to limit their visual impact. This is especially significant as a board walk has been built to improve shore-based visitor access and views of the broad. The Broads Authority has also launched the country's first wheelchair accessible solar powered passenger boat called Ra.

Extensive monitoring and research shows that biodiversity has been improved and that the fish are thriving. This is borne out by the experience of local anglers and the reappearance of otters and kingfishers on the broad.

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**MORRISON** **COMMENDED****BUGSWORTH BASIN  
RESTORATION**

Further information regarding this scheme can be found on page 15.

**ST. PANCRAS WATERPOINT**

This unusual project has salvaged a neo-gothic Grade II listed locomotive water tower, threatened with demolition as a result of the channel tunnel rail development at St. Pancras, and transported it to a waterway setting where it now forms a landmark feature. In an innovative engineering exercise developed by structural engineers, the Morton Partnership Ltd, with specialist contractors, Abbey Pynford Ltd, the tower was cut into three sections and transported 700 metres to a new position adjoining the St. Pancras lock on the Regent's Canal, where it now houses facilities for the St Pancras Cruising Club.

A number of organisations were involved in this complex project including London and Continental Railways, the former Railtrack, the Heritage of London Trust, British Waterways, the Heritage Lottery Fund, English Heritage, London Borough of Camden, the King's Cross Partnership and Rail Link Countryside Initiative. This imaginative salvage exercise was made possible by the commitment of the project partners over a long period.

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**REDISCOVERING EVESHAM'S  
RIVER HERITAGE**

Further information on this project can be seen on page 23

**WINNER****LINCOLNSHIRE  
WATERWAYS  
PARTNERSHIP**

**The strategy's breadth and diversity provided a winning combination**

The Lincolnshire Waterways Partnership (LWP) is the driving force behind the UK's first county-wide waterways strategy. The LWP arose following the feasibility being established in 2000 of constructing a Fens Waterway Link to the rest of the national network and discussions during 2001 among tourist representatives that highlighted existing shortcomings in their product. This consultation found Lincolnshire's waterway corridors to be underused and in need of investment.

The LWP was established to facilitate and coordinate the delivery of the resulting ten year Waterways Regeneration Strategy. This consisted of 98 objectives under eight themes, relating directly to a specific waterway or to broader county-wide initiatives. It seeks to develop the tourist potential of the waterways and protect or encourage aspects of environmental, historical or social importance while helping to alleviate flood risks.

Members of the LWP have made a joint commitment, through a Memorandum of Understanding, to the regeneration of Lincolnshire's river corridors and the delivery of a quality experience to all users. Since 2003, the LWP members have been submitting a rolling programme of funding bids for waterway based regeneration, and £1.4 million Market Towns Initiative funded works have been undertaken with £10 million more in bids being appraised. Work already undertaken has improved waterside signage, mooring facilities

at Saxilby and navigation on the River Ancholme. It has provided a visitor centre at Torksey, habitats for wading birds and a cycleway/footpath on derelict former railway line adjacent to the River Witham.

Although Lincolnshire County Council (LCC), British Waterways (BW) and the Environment Agency (EA) are the key partners, LWP's base remains broad with the continued involvement of local authorities, Groundwork, Sustrans, and other national and local voluntary sector organisations.

**VIEW OF THE PANEL**

“It took 12 months of negotiations to establish the basis of cooperative working between LCC, BW and the EA but this was time well spent, with each partner effectively contributing to the overall strategy.”

This is a mature and well-managed partnership achieving some excellent results. “Even phase one comprises ten elements, each of which would be eligible for nomination within these awards. It is the breadth and diversity of this strategy that is so stunning.”

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### COMMENDED

#### LLANGOLLEN VISITOR MOORING BASIN

The enhancement of the visitor amenities at Llangollen comprises the provision of a 32 berth, 48-hour mooring facility, widening of the canal for easier entry to the basin, environmentally beneficial landscaping, and the improvement of access to all facilities. Funding was provided by British Waterways, the European Regional Development Fund (ERDF), the Welsh Development Agency, Wales Tourist Board and Denbighshire County Council.

While the decision to charge for overnight stays during the season is controversial with some boaters, the assessor's discussions suggested that it was widely regarded as good value for the improvements delivered.

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#### TRELISSICK GARDEN LANDING STAGE

Funded by £450,000 from the ERDF, The National Trust, Defra, the County Environmental Trust Ltd, and Carrick Maritime, the landing stage is an important part of a broader River Links initiative. This is an excellent example of how waterways can be linked to land attractions to contribute to sustainable tourist development.

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## WINNER

# REDISCOVERING EVESHAM'S RIVER HERITAGE



The riverside was imaginatively integrated back into the life of the town

Resulting from the findings of a 'health check' undertaken in 2002 by the Evesham Market Town Partnership (EMTP), this project is aimed at putting Evesham's prominent riverside back at the heart of the town. After years of Evesham turning its back on the River Avon, compounded by serious flooding in 1998 and a decline in visitor numbers post 11 September, the EMTP commissioned British Waterways to complete a tourism and leisure study that in turn led to an action plan to:

- Create a terraced waterside garden;
- Install riverside feature lights;
- Open up river views through landscaping, clearance and provision of new railings;
- Reconstruct riverbanks to sustain the longest avenue of lime trees in the country and enhance a popular tourist ferry landing facility;
- Provide an outdoor riverside events arena;
- Develop a 'local distinctiveness' project featuring festivals with local themes;
- Open up an accessible circular walk linking the town and river.

The delivery of this Advantage West Midlands Regional Development Agency supported initiative has involved an impressive array of partners from some 20 organisations across the public, private and voluntary sectors. The support of the town

and district councils has been a key aspect of the scheme's success and should act as an example to other authorities across the country.

The opening up of access to the river for walkers, rowers, anglers and the general public and the improvements made to the natural and built riverside environments has created a sense of pride among the local community and has boosted the economy by increasing visitor numbers and activities. As a result some 30 local businesses have opened or been retained and a 35 per cent increase has been reported in river traffic.

#### VIEW OF THE PANEL

While perhaps not on the scale of some physical regeneration schemes, the panel viewed the work undertaken, through this project, to have a positive impact on the enjoyment of the river by local people and visitors alike. By imaginatively integrating the river back into the life of the town, the EMTP has successfully improved the experience of those using the river and in turn reaped the economic benefit of increased visitor numbers to Evesham.

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## COMMENDED

### FOXTON LOCKS MASTERPLAN

This masterplan underpins the development of an 8ha site in Leicestershire containing the longest staircase of locks in the UK. It includes the reconstruction of an historic Inclined Plane, a funicular railway boat lift and Scheduled Ancient Monument. The Foxtton Partnership consists of British Waterways, The Waterways Trust, Foxtton Inclined Plane Trust, Foxtton Parish Council, Harborough District Council, Harborough Promotions, Leicestershire County Council, The Inland Waterways Association, Old Unions Canal Society and the Welland Sub Regional Partnership.

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### STOURPORT ON SEVERN BASINS RESTORATION MASTERPLAN

Stourport is a key location in the history of the development of the canal network. The Stourport Basins Regeneration Masterplan is intended to reconnect the basins to their rightful place at the heart of the town and was unusually developed with artists and architects working together from the start. An excellent relationship has been established between the project team from British Waterways and the artists pro/POSIT, and the result is genuine pride and enthusiasm for the plan.

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## WINNER

# CITY ROAD BASIN MASTERPLAN



The high-quality masterplan – “more than just a visionary statement”

Following many years of industrial decline along the length of the Regent's Canal in London, the Masterplan for the regeneration of the City Road Basin in Islington is a design-led, high density, mixed-use development which is aimed at providing a gateway to one of Islington's largest but previously undiscovered amenities.

When the London Borough of Islington's own masterplan for redeveloping the area was perceived by developers and architects as lacking the 'wow' factor, the council responded in a positive way. It, together with British Waterways and the landowners commissioned Bennetts Associates Architects to create a new design-led masterplan to address these concerns.

Central to this plan are two towers that link the basin to City Road and for the first time this means that the area will be effectively connected to the city. Such developments are rarely without criticism, but consultation within the community established that as long as the towers were built well, and had a strong design, and if more emphasis were placed on the opening up of the site for publicly accessible green space, then the majority of respondents would accept the proposals.

Commitment within the plan to building a sustainable community is indicated by the distribution across the various development sites of the 35 per cent of all residential units allocated to affordable housing, be-

cause such pepper-potting should help maintain social diversity.

Environmental considerations are also key to the construction plans, with the development complying with Ecohomes 'Excellent' environmental standard. The opening up of the basin's water frontage and the plaza – planned to cover an existing electricity station – will help to provide one of the largest open public spaces within Islington. A new centre for the existing boat club will be provided, along with new moorings and facilities for residential boats.

#### VIEW OF THE PANEL

“The panel was impressed by the commitment shown to this scheme by Islington Council, the developer and the landowner. The private sector stakeholders demanding higher standards from the plans is to be particularly commended. One panel member commented: “It is extremely encouraging to see a masterplan of high quality that is more than just a visionary statement with little or no chance of becoming a reality.” Another said simply: “A great scheme that is actually happening.”

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Evesham



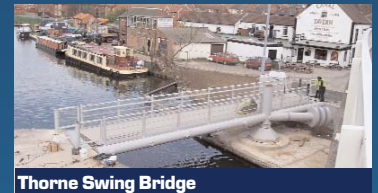
Evesham

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Water Safety – Don't Go In



Water Safety – 'Don't Go In'

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Bugsworth Basin



Navigation House

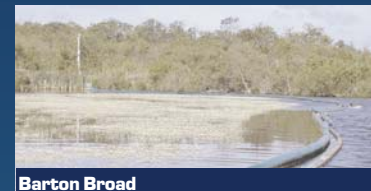


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Water Safety – 'Don't Go In'

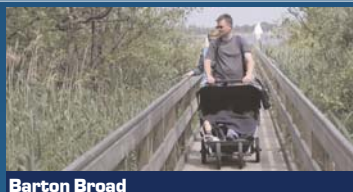


Barton Broad



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Barton Broad



Barton Broad

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Bugsworth Basin

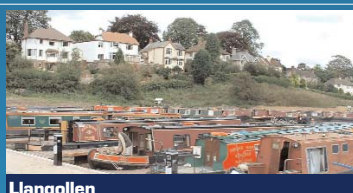


St. Pancras Waterpoint

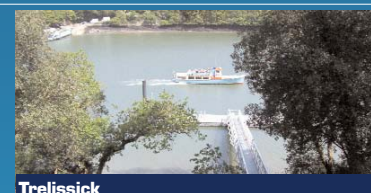


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Llangollen



Stourport



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Foxton



Stourport