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**VOLUME 11 ENVIRONMENTAL  
ASSESSMENT  
SECTION 3 ENVIRONMENTAL  
ASSESSMENT  
TECHNIQUES**

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**PART 6**

**LAND USE - AMENDMENT NO 1**

**SUMMARY**

This amendment to DMRB 11.3.6 - Land Use introduces a requirement to consider waterway restoration and development proposals from the outset of scheme environmental assessment. Advice is given on the identification and classification of such proposals and how they should be considered at the various stages of the assessment process.

**INSTRUCTIONS FOR USE**

This amendment is to be incorporated in the Manual.

1. Remove the existing contents sheet and insert new contents sheet.
2. Remove existing Chapter 11 and place it under Chapter 12.
3. Insert new Chapter on Waterway Restoration Project under Chapter 11.
4. Insert new Annex 3.
5. Enter details of Amendment No 1 on Registration of Amendment sheet and sign and date to confirm the amendment has been incorporated.
6. Archive this sheet as appropriate.

Note: A quarterly index with a full set of Volume Contents Pages is available separately from The Stationery Office Ltd.



**THE HIGHWAYS AGENCY**



**SCOTTISH EXECUTIVE DEVELOPMENT DEPARTMENT**



**THE NATIONAL ASSEMBLY FOR WALES  
CYNULLIAD CENEDLAETHOL CYMRU**



**THE DEPARTMENT FOR REGIONAL DEVELOPMENT  
NORTHERN IRELAND**

# **Land Use**

**Summary:** This amendment to DMRB 11.3.6 - Land Use introduces a requirement to consider waterway restoration and development proposals from the outset of scheme environmental assessment. Advice is given on the identification and classification of such proposals and how they should be considered at the various stages of the assessment process.

**REGISTRATION OF AMENDMENTS**

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**PART 6**

**LAND USE - AMENDMENT NO 1**

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# 1. INTRODUCTION

1.1 The assessment of the effects of land-take, for a road scheme, can cover a wide range of land values and primary uses. This part of the Advice Note gives guidance on assessing the effects of demolition of property, loss of agricultural land and development land, loss of land (as opposed to buildings) used by the community (for example public open space) and the effects on proposals for restoration of un-navigable, disused or abandoned waterways or development of new waterways.

1.2 Advice on other categories of land which may be taken for road schemes is given elsewhere in Section 3, as follows:

PART 2 – land containing archaeological remains, historic buildings, sites or gardens;

PART 4 – land of ecological importance.

In addition, PART 5 considers the contribution of all land affected by a scheme to the landscape or townscape.

## 2. DEMOLITION OF PRIVATE PROPERTY AND ASSOCIATED LAND-TAKE

2.1 Where properties need to be demolished for a scheme to be built, the environmental impact of their loss should be included in the assessment.

2.2 The compensation due to owners and occupiers whose property is required to build the scheme will be included in the economic appraisal. However, demolition can give rise to a range of other effects including loss of facilities or amenities; loss of attractive buildings or townscape; and the opening up of views for other properties previously screened. Guidance on the assessment of such effects is given in SECTION 3, PART 8 and PART 5 respectively. In certain cases, there may also be employment implications arising from the loss of all or part of a business's premises. Such impacts should be addressed in the environmental assessment.

2.3 The stages in the assessment of demolition are described below.

### Stage 1

2.4 At this stage, route corridors will not be sufficiently developed to allow more than a very broad estimate of possible numbers of properties at risk, other than where the only options are for on-line widening.

2.5 The Design Organisation should therefore produce a schedule showing the range of properties which might need to be demolished, or from which land might need to be taken, for each route corridor agreed with the Overseeing Department's Project Manager. The schedule should be included in the Stage 1 Report.

### Stage 2

2.6 The objective at this stage is to undertake sufficient assessment to identify the type and number of properties which might need to be demolished and which should be taken into account by the Design Organisation in developing and refining route options in agreement with the Overseeing Department's Project Manager.

2.7 At this stage, the alignment of route options should have progressed to the point where an estimate

can be made of the number of residential, commercial (including farming), industrial and other properties at risk of demolition or land-take (excluding community facilities, for which see SECTION 3, PART 8).

Where there is any doubt, a range of figures should be given. For business premises which may be affected, the assessment should cover the number of people employed on the site, the likely impact of the scheme and the probable effect on the business's future viability. The assessment should also cover the effects of land-take from private properties such as the loss of gardens, garages and other parking space in part or in whole. The results of the assessment should be included in the Stage 2 Report.

### Stage 3

2.8 As the detailed alignment of the preferred route is finalised, the exact number of properties which would need to be demolished should be estimated for each of the categories mentioned in paragraph 2.7 above. Where relevant, the assessment of impacts on businesses should be updated. The results of the Stage 3 assessment should be reported in the Environmental Statement.

2.9 When reporting the possible effects of a scheme on businesses, it may be necessary to treat sensitive information as 'Commercial in Confidence'. Such information should not be included in reports which will be publicly available.

### 3. LOSS OF LAND USED BY THE COMMUNITY

3.1 Advice on assessing impacts from the loss of community buildings is included in SECTION 3, PART 8. This chapter of the Advice Note considers the loss of land used by members of the public.

3.2 Some types of publicly used land have been entailed, which means that there are legal restrictions on changes in their use and particular administrative procedures to be followed when acquiring them. Where land in one of these categories (described below) is taken for a road scheme, it will generally be necessary to provide exchange land which must not be smaller in area and must be equally advantageous to the users of the land required by the road. Where exchange land is required the impacts arising from that land-take should also be included in the assessment. The Overseeing Department's Project Manager should be consulted where exchange land may need to be provided.

3.3 Community land may have conservation, landscape or other heritage value. Where this is the case, the assessment of these aspects should be included in the scheme's wider ecological, landscape or heritage assessment.

#### Categories of land where exchange land may need to be provided

##### **England and Wales**

3.5 **Common Land** is defined as "land subject to rights of common" or "waste land of a manor not subject to rights of common". A right of common is a right to take from land, of which one is not the owner, one or more of the land's natural products.

3.6 **Town or Village Green** is a category of common land defined as "land which has been allotted by or under any Act for the exercise or recreation of the inhabitants of any locality or on which the inhabitants of any locality have a customary right to indulge in lawful sports or pastimes, or on which the inhabitants of any locality have indulged in such sports and pastimes as of right for not less than 20 years".

3.7 Commons and town and village greens are registered under the Commons Registration Act 1965 and local planning authorities as registration authorities hold the registers which contain details of areas, holders of common rights and ownership. All

common land is private property and is protected against enclosure or encroachment by a complicated network of legislation. Generally speaking the consent of the Secretary of State for the Environment or the Secretary of State for Wales is needed to carry out works on such land.

3.8 **Fuel and Field Garden Allotments** consist of land that was allotted for public or semi-public purposes under the Enclosure Acts. It is not technically common land but is held in trust by its owner and generally falls within the jurisdiction of the Charity Commissioners.

3.9 **Public Open Space** is defined as any land laid out as a public garden or used for the purposes of public recreation or any land being a disused burial ground. It usually belongs to a local authority or is held as a charitable trust. It should be on the local planning authority register along with common land and village greens.

##### **Scotland**

3.10 The relevant provision for exchange land is contained in paragraph 11 of the First Schedule to the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1974, dealing with the compulsory acquisition of common or open space. 'Common' is defined as including any town or village green, and 'open space' means any land laid out as public parks or used for the purpose of public recreation, or land which is a disused burial ground.

##### **Registers**

3.11 It should be noted that local planning authorities may keep more than one register of special category land. When carrying out an assessment it is essential to check that all registers have been thoroughly checked.

## 4. ASSESSING THE LOSS OF LAND USED BY THE COMMUNITY

### Stage 1

4.1 The objective at this stage is to undertake sufficient assessment to identify the community land use constraints associated with particular broadly defined routes, or corridors as developed by the Design Organisation and agreed with the Overseeing Department's Project Manager.

4.2 The steps to take at this stage are:-

- (i) obtain information from the local planning authority on the location and status of areas of land used by the public within the study area;
- (ii) plot the information received on a suitable map;
- (iii) assess the potential land-take from land used by the public associated with route corridors.

4.3 The results of the Stage 1 assessment, to be included in the Stage 1 Report, should be presented with the constraints map mentioned in (ii) above.

### Stage 2

4.4 The objective at this stage is to undertake sufficient assessment to identify the location, status and importance of land used by the public which could be lost and which needs to be taken into account by the Design Organisation in developing and refining route options in agreement with the Overseeing Department's Project Manager.

4.5 The steps to take are:-

- (i) confirm that the information obtained at Stage 1 is still correct;
- (ii) for each route option, estimate any likely land-take from land used by the public;
- (iii) where land-take would be likely to occur, obtain information about the number of users. In some cases the local planning authority may be able to provide information, but in many cases it will be necessary to visit the site and, depending on its importance,

either make an estimate of usage or undertake a formal count. The site visit should take place on one or more 'typical' days (for example, a weekday during the school term or at the weekend);

(iv) a desk-top study should also be carried out to determine any cultural associations of the land in question. Information on historical, literary, artistic and other connections can be obtained from local libraries and museums or the local planning authority;

(v) if Public Open Space may need to be taken for a route option, indicate whether there is likely to be exchange land which can be provided in mitigation;

4.6 The results of the Stage 2 assessment should be included in the Stage 2 Report.

### Stage 3

4.7 The assessment at this stage will be based primarily on that conducted at Stage 2. The steps to take are:-

- (i) amend the assessment already conducted to take account of any subsequent changes in preferred route alignment;
- (ii) if Public Open Space is to be taken, identify whether there is land in the vicinity which could be offered as exchange land. If so, this should be assessed to ensure that it is no smaller and is equally advantageous to users as that which would be required for the preferred route.

4.8 The Stage 3 assessment, to be included in the Environmental Statement, should set out the scheme's impact on land used by the public, taking account, where relevant, of exchange land to be provided in mitigation.

## 5. EFFECTS ON DEVELOPMENT LAND

5.1 The environmental assessment should take account of, as far as is practicable, future changes in land use due to new development which would be likely to occur in the absence of a scheme. This should be done by considering the impact of a scheme's land-take on any sites covered by local planning authorities' land use planning designations, as indicated, for example, in their Structure, District or Local Plans.

5.2 In addition, future changes in land use, for which planning permission has been granted may also be relevant to the assessment of a scheme. For example, where a proposed scheme would run close to an area reserved for housing development it should be recognised that more residences would be affected by noise, visual intrusion etc than the current assessment suggests. Alternatively, planned development could reduce the landscape quality of an area, for example. The impacts of planned land use changes for a scheme should therefore be considered, in broad terms, as part of the overall assessment.

5.3 The following levels of assessment will generally be appropriate.

### Stage 1

5.4 The objective at this stage is to undertake sufficient assessment to identify the development constraints associated with particular broadly defined routes, or corridors as defined by the Design Organisation and agreed with the Overseeing Department's Project Manager.

5.5 The steps to take at this stage are:-

- (i) inspect all local planning authority plans, policy statements or other documents relating to the study area;
- (ii) plot route corridors on a map (or maps) of land use planning designations;
- (iii) identify the potential land-take of route corridors from areas which the local planning authorities have designated for future development;
- (iv) assess in broad terms how each route corridor might affect local planning

authorities' development designations.

5.6 The results of the Stage 1 assessment, to be included in the Stage 1 Report, should be a statement of the assessment illustrated by the map(s) referred to in (ii) above.

### Stage 2

5.7 The objective at this stage is to undertake sufficient assessment to identify areas of land which fall within local planning authority development designations and which need to be taken into account by the Design Organisation in developing and refining route options, in agreement with the Overseeing Department's Project Manager.

5.8 The steps to take at this stage are broadly in line with those taken at Stage 1:-

- (i) plot route options on a map (or maps) of land use planning designations;
- (ii) identify the potential land-take of route options from areas which the local planning authorities have designated for future development;
- (iii) assess how route options might affect local planning authorities' development designations.
- (iv) seek where appropriate, through the Overseeing Department's project manager, the in-confidence views of local planning authority officers on the implications for the authority's development policies of the route options. These views will in no way bind the members of the local planning authority, although they should help the Overseeing Department to anticipate the conclusions which they will reach when they are formally consulted.

5.9 The results of the Stage 2 assessment should be a statement in the Stage 2 Report setting out the impact of route options on local planning authorities' development plans, accompanied by a relevant map (or maps). This assessment should not refer to the views of local planning authority officers, which should be included in a separate, confidential report.

Stage 3

5.10 The assessment at this stage will generally be based very closely on the work carried out at Stage 2. The assessment should be updated to take account of any changes in preferred route alignment or in local planning authority development policies. The local planning authority should be asked, through the Overseeing Department's Project Manager, to give their views on how the preferred route may affect their development designations. The results of the Stage 3 assessment should be reported in the Environmental Statement.

## 6. EFFECTS ON AGRICULTURAL LAND

6.1 The increasing efficiency of agricultural producers and changes in agricultural policy mean that retaining as much land as possible in agricultural use is no longer a top priority (Planning Policy Guidance 7, The Countryside and the Rural Economy, DoE, 1992). The level of assessment should relate to the value to the nation of the agricultural land which a scheme is likely to take. PPG 7 states that the best and most versatile agricultural land is a national resource for the future and that considerable weight should be given to protecting such land from development because of its special importance.

6.2 In Scotland, similar advice is contained in SDD Circular 18/1987 Development Involving Agricultural Land. Reference should also be made to the 1987 National Planning Guidelines on Agricultural Land.

6.3 There are four main areas which need to be covered in any assessment of effects on agricultural land. These are as follows:

- (i) land-take;
- (ii) type of husbandry;
- (iii) severance;
- (iv) major accommodation works for access, water supply and drainage.

6.4 Any impacts on farmers as residents or business people additional to those listed above should be assessed following the methods used to assess effects on other residents or businesses affected by a scheme.

## 7. AGRICULTURAL LAND QUALITY AND DESIGNATED AGRICULTURAL AREAS

### Agricultural Land Quality

7.1 The Ministry of Agriculture Fisheries and Food (MAFF) has classified agricultural land in England and Wales by grade according to the extent to which its physical or chemical characteristics impose long term limitations on agricultural use for food production. The MAFF Agricultural Land Classification (ALC) system classifies land into five grades numbered one to five, with grade three divided into two sub-grades (3a and 3b). The system was devised and introduced in the 1960s, and was updated in 1988 when revised technical guidelines and criteria for grading using this system were published under the title 'Agricultural Land Classification of England and Wales' (MAFF, 1988).

7.2 The best and most versatile agricultural land falls into grades one and two and sub-grade 3a. This land ranges from excellent (grade one) to good quality (sub-grade 3a), and is the most flexible, productive and efficient in response to inputs. It is thus best suited to adapting to the changing needs of agriculture and maintaining the competitiveness of UK agriculture against international competitors. Such land collectively comprises about one third of the agricultural land of England and Wales.

7.3 Land in sub-grade 3b is of moderate quality with lower yields, or a more restricted cropping range, or both. Grades four and five are poor and very poor quality land with severe or very severe limitations respectively. It should be noted, however, that such land while of moderate to low quality in agricultural terms, may be of considerable nature conservation or landscape importance (see Part 4, Annex V and Part 5).

7.4 In Scotland, reference should be made to the Macaulay Land Use Research Institute (MLURI) Land Capability Classification for Agriculture. This system classifies land into seven grades with a number of sub-divisions. Grade 3 is sub-divided into 3.1 and 3.2. Grades 1, 2 and 3.1 are regarded as the best and most versatile agricultural land and are termed collectively, Prime Quality Land. Prime Quality Land covers only 5.7% of Scotland's land surface.

7.5 Agricultural land is not classified in Northern Ireland.

### Designated Agricultural Areas

7.6 Environmentally Sensitive Areas (ESAs) are areas of special landscape, wildlife or historic interest which can be protected or enhanced by supporting specific agricultural practices. Although ESAs themselves have no special planning implications and normal planning procedures apply within them, the features of interest they contain may be important factors in local planning policies (eg as designated sites in development plans). Although they need not be areas of particularly good quality agricultural land, any agricultural factors which were relevant to their designation may need to be included in this part of the assessment (for example, impact on traditional farming patterns).

7.7 ESAs are designated as follows:

(a) in England by MAFF in consultation with EN and CC;

(b) in Scotland by SOAFD in consultation with SNH;

(c) in Wales by the Welsh Office Agricultural Department (WOAD) in consultation with CCW;

(d) in Northern Ireland by the Department of Agriculture for Northern Ireland (DANI) in consultation with environmental groups and other interested bodies.

7.8 In addition to areas with statutory designations (National Parks, AONBs, National Scenic Areas, SSSIs, etc.) local planning authorities may include in their development plans non-statutory designations which highlight particular important features of the local countryside which should be taken into account in the planning process. Designated Areas of Special Significance to Agriculture, or Agricultural Protection Areas are examples of designations which may indicate areas of good quality agricultural land or attractive farmed landscape (which need not necessarily be good quality farmland) which the local authority seeks to protect from development.

7.9 Non statutory designations are not used in Northern Ireland.

## 8. INFORMATION ON AGRICULTURAL LAND

### Maps and Documents

8.1 Agricultural Land Classification maps at a scale of 1" to one mile were published in the late 1960s and early 1970s covering the whole of England and Wales. The same information is also published at a reduced scale of 1:250,000. These maps include a category (sub-grade 3c) which is now obsolete. Earlier ALC maps were produced on a scale of 1:63,300, but these did not sub-divide grade 3 land. It is therefore important to note that all of these maps need to be read in conjunction with the revised guidelines 'Agricultural Land Classification of England and Wales'. Maps of the agricultural land classes in Scotland are published at the scale of 1 : 50,000 and are available for most parts of Scotland containing prime land. An earlier series (1983) at a scale of 1 : 250,000 covers the whole of Scotland. The maps can be purchased from MLURI.

### Appraisals

8.2 At Stage 2, the Regional Land Use Planning Unit (LUPU) of MAFF will commission, free of charge, a broad appraisal, based on existing documentation, of the agricultural implications of route options and the extent to which each might be expected to affect the national agricultural interest. It should be noted, however, that LUPU will charge for single route option appraisals. Addresses of the Regional LUPU offices (for England and Wales) are at ANNEX 1.

8.3 In Scotland separate arrangements exist for consultation with the Scottish Office Agriculture and Fisheries Department (SOAFD). Addresses of SOAFD area offices are also listed at ANNEX 1. In Wales consultation should be with WOAD/ADAS (see paragraph 8.8 for address).

8.4 In Northern Ireland information on land quality can be obtained from the County Agricultural Development Offices of DANI.

### Local Planning Authorities

8.5 Officers of the local planning authorities can provide information on designated agricultural areas, and may have additional information on local farming practices and agricultural land quality.

### ESAs

8.6 MAFF hold leaflets on each Environmentally Sensitive Area (ESA), which discuss the features which led to its designation. These can be obtained from the Conservation Policy Division, MAFF, Nobel House, 17 Smith Square, London SW1.

8.7 In Scotland this function is performed for ESAs, by the Scottish Office Agriculture and Fisheries Department. Explanatory leaflets on each ESA in Scotland can be obtained from the Land Use and Conservation Division, SOAFD, Pentland House, 47 Robb's Loan, Edinburgh EH14 1TY.

8.8 In Wales information on ESAs is available from WOAD/ADAS at Trawscoed, Aberystwyth Dyfed, SY23 4HT.

8.9 Information on ESAs in Northern Ireland can be obtained from the Conservation and Lands Division of DANI (Room 648B, Dundonald House, Upper Newtownards Road, Belfast BT4 3SB).

## 9. CRITERIA FOR DETERMINING THE SCOPE OF THE AGRICULTURAL ASSESSMENT

9.1 The scope of the agricultural assessment should cover:

- a) the type of husbandry currently employed;
- b) the value and amount of agricultural land that the scheme is likely to take. In this context, land-take will include land taken directly by a scheme and also land which will no longer be viable for agricultural use, for example, because severance (the splitting of a holding into more than one part) makes it impossible to farm some land productively;
- c) the likely impacts of severance arising from a scheme;
- d) the likely impacts of major accommodation works for access, drainage and water supply.

9.2 In England and Wales land in sub-grade 3b and grades four and five is of lesser importance in agricultural terms, except in areas where particular agricultural practices themselves contribute to the quality of the environment, or to the rural economy in some special way. Such land may be included within an ESA, or other non-statutory designated area (see paragraph 7.8). This includes the three 'Tir Cymen' areas in Wales (Meirionnydd, Dinefwr and the Gower), where CCW and WOAD have structured grant aid to manage and protect special landscape and other features indigenous to these locations.

9.3 For land in grades one and two, and sub-grade 3a, more detailed assessment is required. Where more than 20 ha of agricultural land in these classes is likely to be lost to agricultural production, MAFF or WOAD should be asked through the Overseeing Department's Project Manager to comment on the scheme.

9.4 In Scotland, separate arrangements apply for consultation, and different land quality classes, as defined by MLURI, exist. The relevant SOAFD Area Office should be consulted about any proposals resulting in the loss of more than 2 hectares of prime land (classes 1, 2 and 3.1) or 10 hectares of non-prime land.

## 10. STAGES IN THE ASSESSMENT OF EFFECTS ON AGRICULTURAL LAND

10.1 The following levels of assessment will generally be appropriate at the key stages in a scheme's development.

### Stage 1

10.2 The objective at this stage is to undertake sufficient assessment to provide an appreciation of the likely consequences of land-take for UK agriculture and to identify the agricultural land constraints associated with particular broadly defined routes, or corridors as developed by the Design Organisation and agreed with the Overseeing Department's Project Manager.

#### IN ENGLAND, WALES AND SCOTLAND

10.3 The steps to take are:-

- (i) use ALC maps in conjunction with 'Agricultural Land Classification of England and Wales' (MAFF, 1988) to establish the quality of agricultural land in the overall study area. In Scotland, land classification is by the MLURI definitions;
- (ii) consult the local planning authority for information on statutory or non-statutory areas designated for their agricultural importance;
- (iii) where more than 20 ha of agricultural land in grades one, two and 3a is likely to be lost to agricultural production, obtain the 'in-confidence' views of MAFF, or WOAD in Wales, through the Overseeing Department's Project Manager. In Scotland, SOAFD must be consulted where more than 2 ha of prime land (MLURI classes 1, 2 and 3.1) or 10 ha of non-prime land would be affected.

10.4 The results of the Stage 1 assessment, to be included in the Stage 1 Report, should consist of a statement outlining in broad terms the likely impact of route corridors on agricultural land quality and, where relevant, on designated agricultural areas, illustrated by an appropriately annotated ALC map. Where an Environmentally Sensitive Area (ESA) could be affected by a route corridor, the statement should describe the key agricultural features of the

ESA, consider how route corridors could affect these features, and set out any agreed mitigation measures. Where applicable, the views of MAFF or WOAD should be reported separately. In Scotland, MLURI maps are used and the views of SOAFD, where applicable, should also be reported separately.

#### IN NORTHERN IRELAND

10.5 In Northern Ireland the Design Organisation should consult DANI for information on land quality and statutory areas designated for their agricultural importance. The 'in-confidence' views of DANI should be obtained through the DOE(NI)'s Project Manager. The statement to be included in the Stage 1 Report should outline in broad terms the likely impact on agricultural land of different route corridors. Where appropriate the 'in-confidence' views of DANI should be reported separately.

### Stage 2

#### IN ENGLAND, WALES AND SCOTLAND

10.6 The objective at this stage is to undertake sufficient assessment to identify the value of agricultural land and the effects upon it to be taken into account by the Design Organisation in developing and refining route options in agreement with the Overseeing Department's Project Manager; and to identify and assess their likely impacts on individual farm units in broad terms.

10.7 The steps to take at this stage are:-

- (i) for each route option, check the information on agricultural land quality and designated agricultural areas obtained at Stage 1;
- (ii) if it seems likely that a route option will affect significant areas of grades one, two or 3a agricultural land, the WOAD or MAFF Regional LUPU Adviser should be consulted, through the Overseeing Department's Project Manager, on whether more detailed survey work is required. In Scotland, the local SOAFD Area Office should be consulted where the proposed route affects more than 2 hectares of prime land (MLURI classes 1, 2 and 3.1) or 10

hectares of non-prime land. If necessary, LUPU, WOAD or SOAFD will commission an appraisal of how route options would affect the national agricultural interest (ie, possible impacts on agricultural land and Environmentally Sensitive Areas, but not on individual farmers' interests - for example, fragmentation of individual holdings, or the provision of accesses). If there are several routes on which LUPU, WOAD or the SOAFD Area Office need to comment, they should also be asked to indicate which would be least harmful to the national agricultural interest. Where a MAFF, WOAD or SOAFD appraisal is necessary, the following considerations should be borne in mind:-

(a) a detailed assessment of agricultural land quality can only be made by on-site survey work which may cause unnecessary alarm to local people. In cases where, in MAFF's, WOAD's or SOAFD's opinion, there may be implications for the national agricultural interest, it will be essential for their views to be provided to the Overseeing Department at the earliest opportunity. An on-site survey will, therefore, be necessary before choosing route options;

(b) at times, access to land may be restricted due to weather conditions or the presence of growing crops. Sufficient time should be included in the scheme's programme to allow for such factors.

(iii) the Design Organisation should employ an agriculturalist experienced in assessment to carry out a preliminary assessment of land use, boundaries and possible severance for individual farm units likely to be affected by route options. Again it should be remembered that direct consultations with farmers at this stage may cause unnecessary alarm. The Overseeing Department's Project Manager should therefore be consulted on the scope and methodology of the preliminary survey.

(iv) where a designated agricultural area might be affected by a scheme, obtain, through the Overseeing Department's Project Manager, the in-confidence opinion of the authority responsible for its designation on how route options might affect their interest.

10.8 The results of the Stage 2 assessment, to be included in the Stage 2 Report, should consist of a

statement identifying in broad terms the agricultural land-take associated with each route option (with estimates of the area in each of the MAFF or MLURI land classes) and the likely effects of route options on individual farm units, bearing in mind their size, type of husbandry and access arrangements, also in broad terms. The statement should be illustrated by an appropriately annotated land use, ALC or MLURI maps. Where an ESA could be affected by a route option, the statement should describe the key agricultural features of the ESA and assess how those features could be affected by the scheme, taking into account agreed mitigation.

10.9 A separate report should be produced containing the in-confidence views of officers of the statutory bodies on the implications of alternative routes for the national agricultural interest, or where a designated agricultural area might be affected by a scheme.

#### IN NORTHERN IRELAND

10.10 In Northern Ireland the information on Agricultural land quality and designated agricultural areas obtained at Stage 1 should be checked for each route option. Further consultation with DANI should be undertaken through the Overseeing Department's Project Manager seeking their comments on the impact of each route option on the national agricultural interest and determine if a detailed assessment of land quality requiring on site work is necessary.

10.11 The results of the Stage 2 assessment should be included in the Stage 2 Report.

10.12 A separate report should contain the 'in confidence' views of officers where these have been received.

#### Stage 3

#### IN ENGLAND, WALES AND SCOTLAND

10.13 The steps to take at this stage will depend on the quality of agricultural land which the preferred route would take.

10.14 For non-designated agricultural land in grades 3b, four and five, the total land-take of the scheme should be calculated, and an estimate made of the area in each of the ALC or MLURI grades.

10.15 For land which is graded one, two or 3a, (in Scotland MLURI classes 1, 2 and 3.1) or is in a designated agricultural area, the following steps

should be taken:-

- (i) if justified by the MAFF, WOAD or SOAFD report or as part of the landscaping proposals, consider additional mitigation measures - for example, whether land could be returned to agricultural use on the scheme's side slopes or on any parts of the existing road network which would not be needed on completion of the scheme. The quality of the land to be returned to agriculture should also be considered;
- (ii) calculate the scheme's total agricultural land-take, and estimate the areas in each of the ALC or MLURI grades, after taking into account possible mitigation measures;
- (iii) where a designated agricultural area would be affected by the scheme, obtain, through the Overseeing Department's Project Manager, the opinion of the authority responsible for its designation on how the preferred route would affect their interest.

10.19 The results of this assessment to be included in the Environmental Statement, should quantify the scheme land-take, identify the impact on individual farms, describe any agreed mitigation and note the views of DANI and the local planning authority.

10.16 The agricultural assessment of land use, severance and boundary impacts for individual farm units, carried out at Stage 2, should be updated to give detailed coverage for farms that would be affected by the preferred route. The assessment should also cover the likely future viability of individual farms should the proposals go ahead, and should take into consideration the potential loss of land or other features which may be being managed to achieve the objectives of MAFF, CC or DOE grant schemes, (eg the Countryside Stewardship Scheme).

10.17 The results of the assessment in this case, to be included in the Environmental Statement, should quantify the scheme's land-take, describing any agreed mitigation, and noting the views of MAFF, WOAD or SOAFD. The views of the local planning authorities should also be noted. The report should assess the impact of the preferred route on land use and assess boundary arrangements for individual farm units, using maps where necessary, and comment on the likely future viability of affected units, should the preferred route be constructed.

#### IN NORTHERN IRELAND

10.18 At this stage the Design Organisation should consult DANI in respect of the impact of the scheme on individual farms and seek their comments on possible mitigation measures.

## 11. WATERWAY RESTORATION PROJECTS

11.1 The Government's policy for the inland waterways in England and Wales is set out in *Waterways for Tomorrow* (DETR – June 2000). This document reviews the future of the waterways within the framework of policies on integrated transport and the principles of sustainable development. The Scottish Executive is developing a policy document on the future of canals in Scotland which will be published in the future.

11.2 Government wishes to increase the economic, environmental and social benefits offered by the waterways by encouraging their improvement, development and restoration. This requires that new developments, including highway improvements, should take account of their potential effect on waterway restoration and development proposals and that this should be done at the earliest stages of design of the development or highway scheme.

11.3 Waterway restoration or development proposals should therefore be identified and allowed for at each stage of the environmental assessment of a highway improvement scheme. The factors and questions that need to be considered at a level appropriate to each stage are:

- (i) the presence of a proposed or potential waterway restoration or development project within the route corridor;
- (ii) the physical status of the waterway to be restored and whether navigation rights still exist;
- (iii) the planning status and level of design of a proposed waterway development project;
- (iv) the status of the waterway project in respect of its likelihood of proceeding and the probable timescale for its construction;
- (v) the potential effects of the highway scheme on the waterway project;
- (vi) the potential effects of the waterway project on the highway scheme;
- (vii) the extent to which the highway scheme should facilitate, or make positive provision for, the waterway project.

11.4 The inland waterways are owned and managed by a wide variety of bodies. The navigable waterways are the responsibility of about 30 navigation authorities, the largest of which are British Waterways, the Environment Agency and the Broads Authority. These navigation authorities are in some cases also responsible for un-navigable, disused or abandoned waterways. Many other un-navigable, disused or abandoned waterways are privately owned, sometimes by voluntary societies or groups promoting their restoration. If there are un-navigable, disused or abandoned waterways within route corridors it is therefore important to ascertain who owns, or is otherwise responsible for them, and what plans there are for their restoration.

11.5 Where a scheme impacts on un-navigable, disused or abandoned waterways there are three levels of response:

- (i) to construct, as part of the scheme, a navigable crossing or a diversion to navigable standards;
- (ii) to construct the scheme so as not to prevent the restoration and improvement of the waterway at a later date;
- (iii) to make no provision for navigation on the waterway.

Advice should be sought from the Overseeing Organisation, who will indicate the appropriate criteria to be taken into account at each stage of the investigation. Some general guidance on determining the level of response is given below, though each case will be considered by Overseeing Organisations on its merits.

11.6 Where navigation rights still exist but are no longer exercised on an existing watercourse then, *prima facie*, a navigable crossing or diversion must still be provided as part of the scheme. Where restoration of navigation is physically prevented by other factors elsewhere, or its prospect is very improbable, then consideration may be given to making no provision for navigation at the crossing or diversion. This will apply, however, only where obstructions to the reinstatement are so severe that they could not be realistically overcome. Navigation rights may need to be rescinded where no provision for navigation is made, in addition to the procedures for constructing the crossing or

diversion under the Highways Act 1980 (the Roads (Scotland) Act 1984 in Scotland). Legal advice should be sought in such cases. DEFRA Inland Waterways Branch, the Scottish Executive Development Department, the navigation authority (if any), the Inland Waterways Amenity Advisory Council (IWAAC) and the Inland Waterways Association (IWA) should also be consulted.

11.7 A navigable crossing or diversion should normally be included in the scheme where there is a viable proposal to restore a waterway and physical work is either under way, or is likely to start within a reasonable time after completion of the scheme. The crossing or diversion should meet the reasonable requirements of navigation on the waterway being restored and include provision for ancillary facilities such as towpaths where possible.

11.8 Where restoration of the waterway to navigation is considered to be viable, but either there are no current restoration proposals or, where they exist, there is no realistic prospect of their proceeding within a reasonable timescale, navigable crossings or diversions should not be provided. Scheme design should, however, be such as to permit the restoration or development of the waterway to the reasonable requirements of navigation at a later date. The Overseeing Organisation may, in such cases, require that some measures be taken to minimise disruption to the highway in the event of the restoration proceeding.

11.9 Where it can be shown that there are physical obstructions that would realistically prevent the restoration of navigation, then the scheme design should not take into account the possibility of restoration. Obstructions should be severe and such as could not realistically be overcome. In assessing whether obstructions present an insuperable barrier to restoration, account should be taken of the latest methods developed to overcome such problems.

11.10 It is the presence of a highway crossing that will normally present the greatest potential difficulties to restoration proposals. This is because there is normally little flexibility to alter the levels of a waterway. The problems, from the perspective of the waterway restorer, are set out in Transport Crossings of Canals, which forms Chapter 12 of the Technical Restoration Handbook published by the Inland Waterways Association. This should be consulted.

11.11 Where a scheme impacts on the route of a proposed new waterway development the extent of provision will depend on the planning status of the

proposal, the likelihood of its proceeding and the intended programme for its construction. Modifications to the highway scheme and/or the proposed waterway development to facilitate the construction of both schemes should be considered. The Overseeing Organisation will determine the appropriate level of provision for the proposed waterway development after consulting the promoter of the waterway scheme as appropriate.

11.12 Where routes of un-navigable, disused or abandoned waterways are discovered consideration should be given to whether the route could, whether or not the waterway is to be restored, be used to contribute to improved walking or cycling facilities. Where the waterway is to be restored, this would involve consultation on possible uses of the towpath and the appropriate standards for it. Further advice on walking and cycling facilities is given in DMRB 11.3.8 – Pedestrians and Others and Community Effects.

11.13 Attention is drawn to the potential for nature conservation and historic interests and designations that may apply to un-navigable, disused or abandoned waterways. Advice on these aspects and information on the relevant nature conservation and cultural heritage bodies are given in DMRB 11.3.4 – Ecology and Nature Conservation and DMRB 11.3.2 – Cultural Heritage, respectively.

11.14 The scope of the investigation, treatment and reporting of waterway restoration and development projects for each stage of the environmental assessment is described below.

### **Stage 1**

11.15 At this stage the objective is to identify whether there are any un-navigable, disused or abandoned waterways, or proposals for new waterways, that might influence the choice of route or design of the scheme. The sources quoted and any relevant local information should be used to discover the following within each route corridor agreed by the Overseeing Organisation to be considered:

- any waterways, formerly navigable watercourses or dry watercourses for which there are currently restoration proposals;
- any proposed new sections of waterway;
- any existing watercourses once used as waterways for which there are no restoration proposals;

- any dry watercourses once used as waterways for which there are no restoration proposals.

11.16 The primary source of information for current restoration projects is Waterway Restoration Priorities – A Report by the Inland Waterways Amenity Advisory Council – June 1998. This report gives information on the status at the time of writing of some 80 waterway restoration projects in the UK (A revised, updated edition is expected to be published in 2001).

Restoration proposals are also shown on two maps: The Inland Waterways of Great Britain - A Complete Route Planning and Restoration Map (published by Waterways World, British Waterways and The Inland Waterways Association) and Inland Waterways of Britain (published by GEO Projects (UK) Ltd). Design Organisations should check that the information is up to date. All the inland waterways ever built in England and Wales are shown on the map: Inland Navigation - An Historic Waterways Map of England and Wales compiled by Richard Dean (published by M and M Baldwin, 24 High Street, Cleobury Mortimer, Kidderminster, DY14 8BY).

11.17 Where restoration projects or proposals for new waterways are identified the body responsible for promoting the project should be identified and information obtained on its current programme and planning status. Programme information should cover both the project as a whole and those sections within route corridors. Planning information should cover both the status of the project in the Local Planning Authority's development plan and whether any project planning applications have been, or are likely to be, made in the near future.

11.18 Large scale mapping and other local sources should also be used to check the nature of existing watercourses present and the likelihood of the presence of any abandoned or dry watercourses in each route corridor. If it is suspected that these may at one time have been used for navigation, enquiries should be made as to their history and ownership. Initial sources of information are British Waterways, the Environment Agency, the Association of Inland Navigation Authorities (AINA), the Inland Waterways Amenity Advisory Council (IWAAC), and the Inland Waterways Association (IWA). For scheme studies within the area of the Norfolk and Suffolk Broads, the Broads Authority should also be consulted.

11.19 For any un-navigable, disused or abandoned waterway identified within route corridors the Design Organisation should endeavour to discover whether navigation rights still exist.

11.20 The results of the Stage 1 assessment to be included in the Stage 1 Report should consist of:

- (i) a map showing any un-navigable, disused or abandoned waterways identifying any navigation rights found to exist and the extent of current restoration proposals;
- (ii) a report on waterway restoration or development proposals within the route corridors identifying the type of scheme proposed, the organisation responsible and its planning and programme status;
- (iii) for other un-navigable, disused or abandoned waterways a brief report on the current state of these features, identifying whether there are any existing obstacles that would be likely to inhibit the possibility of restoration at some future date;
- (iv) a statement on the potential significance of the presence of the information discovered for route selection and scheme design.

## Stage 2

11.21 The objective at this stage is to undertake sufficient assessment and preliminary design to determine the likely impact of each route option on un-navigable, disused or abandoned waterways present, or new waterway development proposed, and the extent to which these may influence the design and environmental impact of the scheme.

11.22 The steps to be undertaken in Stage 2 are:

- (i) to discuss and agree with the Overseeing Organisation what information is required about un-navigable, disused or abandoned waterways in order to determine how they should be taken into account in the assessment;
- (ii) to confirm that the information obtained in Stage 1 is still correct and to obtain the additional information required, consulting such bodies as agreed with the Overseeing Organisation;
- (iii) to report the information to the Overseeing Organisation and to obtain a decision on the assumptions to be made in Stage 2 on the appropriate level of accommodation of the possibility of restoration or development of waterways;

- (iv) to evaluate any changes necessary to the line and/or level of the road, and the environmental impact on each highway route being considered, of accommodating waterway restoration or development to the level determined;
- (v) to consider the possibility of amendment of the line and/or level of the waterway in order to lessen the impact on the highway scheme.

11.23 The environmental impact of accommodating the waterway restoration or development proposal should be established by a brief statement indicating any differences between the impact of the alignment needed to accommodate the proposal with what would otherwise be considered to be the optimum alignment for the route.

11.24 Where the impact of accommodating the proposal is significant the possibility of changes to the waterway project to lessen the impact on the route should be considered. Acceptable means of achieving this are discussed in Transport Crossings of Canals, Chapter 12 of the Technical Restoration Handbook published by the Inland Waterways Association.

11.25 The results of the Stage 2 assessment to be included in the Stage 2 Report should consist of:

- (i) an updated map showing the relationship of each route considered to un-navigable, disused or abandoned waterways, identifying navigation rights found to exist and the extent of current restoration proposals;
- (ii) an updated report on waterway restoration or development proposals giving in each case the level of provision considered appropriate for each route and brief reasons for the choice;
- (iii) a report on whether provision should be made for restoration or improvement of any other un-navigable, disused or abandoned waterways affected by the routes under consideration;
- (iv) a statement on any changes necessary to the line and/or level of the road and the environmental impact on each route of providing for the restoration projects or the later improvement of waterways to the levels proposed;
- (v) a report on whether any adverse environmental effects of providing for waterways as proposed could be mitigated by adjustments to the line and/or level of the waterway concerned.

### **Stage 3**

11.26 At this stage the information and conclusions given in Stage 2 will be checked and refined for the preferred route, taking into account any changes in the route alignment. The steps to be undertaken are:

- (i) to confirm the current programming and planning status of any waterway restoration or development proposals affected by the preferred route;
- (ii) to confirm with the Overseeing Organisation the appropriate level of provision for the waterway restoration or development proposals based on the latest information on their programming and planning status;
- (iii) if directed by the Overseeing Organisation to seek to agree with the promoters of the waterway restoration or development proposals the way in which the preferred route would provide for the proposals, including any adjustments proposed to the alignment of the waterway in order to lessen the overall environmental impact;
- (iv) to confirm with the Overseeing Organisation if provision is to be made for the future improvement of waterways affected by the preferred route but not currently the subject of restoration proposals.

11.27 The results of the Stage 3 assessment should be included in the Environmental Statement. The presence of un-navigable, disused or abandoned waterways, with their potential for restoration or improvement should be treated and described as the baseline condition, with additional information being given on where there are specific restoration and development proposals.

11.28 Mitigation related directly to un-navigable, disused or abandoned waterways should be considered to be the provision made within the scheme to avoid conflicts with future restoration or to assist it actively by the provision of a crossing or other facilities. Where agreements have been reached on measures to be taken these should be noted.

11.29 Where the alignment of the scheme has been amended to make provision for future restoration or new waterway projects there may be a need to undertake mitigation measures to protect against the environmental effects of this. These will be identified under different headings in the Environmental Statement (for example noise or visual intrusion).

11.30 A detailed assessment of the impact of each un-navigable, disused or abandoned waterway affected by the scheme should be provided in Volume 2 of the Environmental Statement. Where appropriate this should compare the optimum scheme alignment without making provision for future restoration with that needed to protect future restoration. Any environmental cost and disadvantages of making the provision should be identified.

## 12. FURTHER READING

12.1 Planning Policy Guidance 7: The Countryside and Rural Economy (Department of the Environment 1992).

12.2 Agricultural Land Classification of England and Wales (Ministry of Agriculture Fisheries and Food 1988).

12.3 SDD Circular 18/1987 Development Involving Agricultural Land.

12.4 Land Capability Classification for Agriculture (Macaulay Land Use Research Institute 1986).

12.5 National Planning Guidelines 1987: Agricultural Land.

12.6 Waterways for Tomorrow (Department of the Environment, Transport and the Regions June 2000).

12.7 Waterway Restoration Priorities – A Report by the Inland Waterways Amenity Advisory Council (June 1998). A revised, updated version is expected be published in 2001.

12.8 Inland Waterways – Technical Restoration Handbook (Inland Waterways Association 2000). This comprises 19 chapters each of which is available separately. Those of particular relevance are:

- Chapter 6: Some Legal Aspects of Restoration
- Chapter 12: Transport Crossings of Canals

12.9 Planning Policy Guidance 13: Transport (Department of the Environment, Transport and the Regions – revised guidance due 2001).

12.10 National Planning Policy Guideline NPPG 17: Transport and Planning (The Scottish Office, April 1999).

## ADDRESSES OF REGIONAL LAND USE PLANNING UNITS

Planning Unit Location	Address	ADDRESSES OF SOAFD AREA OFFICES	
		Area	Address
Northallerton	Government Buildings Crosby Road Northallerton DL6 1AD Tel: 0609 773751 GTN 5234 Fax: 0609 778070	Angus/NE Fife	SOAFD Northern College of Education Buildings Gardyne Road Broughty Ferry Dundee DD5 1PE Tel: 0382 462840 Fax: 0382 454128
Crewe	Berkeley Towers Crewe Cheshire CW2 6PT Tel: 0270 69211 Fax: 0270 669494	Argyll	SOAFD Cameron House Albany Street Oban PA34 4AE Tel: 0631 63071 Fax: 0631 66756
Cambridge	Block B Government Buildings Brooklands Avenue Cambridge CB2 2DR Tel: 0223 462727 Fax: 0223 455652	Borders	SOAFD Cotgreen Road Tweedbank Galashiels TD1 3SG Tel: 0896 58333 Fax: 0896 56803
Reading	Block A Government Buildings Coley Park Reading RG1 6DT Tel: 0734 581222 Fax: 0734 58122 3399	Clyde/Central	SOAFD 631 Paisley Road West Glasgow G51 1RR Tel: 041 427 6521 Fax: 041 427 4036
Bristol	Block 3 Government Buildings Burghill Road Westbury-on-Trym Bristol BS10 6NJ Tel: 0272 591000 Fax: 0272 505392		SOAFD Government Buildings 2 St Ninian's Road Stirling FK8 2HR Tel: 0786 73272 Fax: 0786 65033
Aberystwyth	Welsh Office Agriculture Department Planning Officer Trawscoed Aberystwyth SY23 414T Tel: 09743 301 Fax: 09743 255	Grampian	SOAFD Atholl House 84-88 Guild Street Aberdeen AB9 2ZL Tel: 0224 574567 Fax: 0224 210741

Highland	SOAFD Government Building 28 Longman Road Longman East Inverness IV1 1SF Tel: 0463 234141 Fax: 0463 711495	Skye/Western Isles	SOAFD Estates Office Portree IV15 9DH Tel: 0478 2516 Fax: 0478 3128
Lothians/West Fife	SOAFD Saughton House Broomhouse Drive Edinburgh EH11 3XD Tel: 031 244 8425 Fax: 031 244 8117		SOAFD 10 Keith Street Stornoway PA87 2QG Tel: 0851 702392 Fax: 0851 705793
North Eastern	SOAFD 33 Balloch Road Keith AB55 3HN Tel: 05422 7697 Fax: 05422 2277		SOAFD Balivanich Benbecula PA88 5LA Tel: 0870 2346 Fax: 0870 2077
Northern	SOAFD Strathberg House Clarence Street Thurso KW14 7JS Tel: 0847 63104 Fax: 0847 65983	Southern	SOAFD Government Buildings 161 Brooms Road Dumfries DF1 3ES Tel: 0387 55292 Fax: 0387 50497
Northern Isles	SOAFD Government Building Tankerness Lane Kirkwall KW15 1AQ Tel: 0856 875444 Fax: 0856 873309	South Western	SOAFD Russell House King Street Ayr KA8 0BE Tel: 0292 610188 Fax: 0292 611724
	SOAFD Charlotte House Commercial Road Lerwick ZE1 0HZ Tel: 0595 5054 Fax: 0595 4254		
Perth and Kinross	SOAFD 7 Mill Street Perth PH1 5HZ Tel: 0738 21261 Fax: 0738 30751		

## BLIGHT

1. This note sets out the position on 'blight', which may be an effect of a road scheme. Knowledge of the causes of 'blight', and methods of forecasting its extent, are not sufficiently developed to enable advice to be given on its assessment. Nevertheless, thorough environmental assessment of all relevant factors, at each stage in a scheme's development, is important in ensuring that many of the effects which contribute to 'blight' are kept to the lowest practicable level, and that delays to scheme progress caused by inadequate assessment are avoided.

2. 'Blight' caused by a road scheme can take two distinct forms. The first can be termed 'property blight'. It takes the form of a reduction in property prices in areas near to a possible or proposed route (compensation for which is taken account of in a scheme's economics) and reflects an anticipated fall in the environmental quality of the area during the construction and operation of the road. There are good reasons for not including this effect in an environmental assessment, the main one being that it would make the assessment less objective by double-counting many effects. For example, increases in noise, vibration, visual intrusion and community effects are all included in a scheme's environmental assessment, and are also important factors leading to 'property blight' in the areas affected by a scheme.

3. A further reason is that there is no well researched method for predicting the magnitude of 'property blight' in any particular case. Many factors can influence the degree of 'property blight', including the speed with which the scheme is progressed (uncertainty can be an important element of 'property blight'); the nature of the perceived environmental impacts; the nature of any off-setting travel benefits which the scheme might provide; the nature of the area affected (for example, whether other local factors are leading to a deterioration in the fabric of a neighbourhood, or an increase in its prosperity); and trends in the overall property market. Their combined effect is very difficult to determine in advance.

4. The second form of 'blight' is essentially a by-product of 'property blight' and can be termed 'neighbourhood blight'. It manifests itself in a deterioration in the fabric of a locality as the incentives for the proper maintenance of open areas, and all forms of property are reduced or removed. The basic cause of the problem is the same, although 'neighbourhood blight' is more likely to occur where

a road scheme has been in preparation for an exceptionally long period and where quite a large number of properties are either due to be demolished or are likely to suffer severe environmental effects. 'Neighbourhood blight' was caused by a number of large, urban road schemes in the 1960 and 1970s, and is likely to be less severe on inter-urban trunk roads.

5. It has already been noted that the assessment of blight is problematic and lacks a developed methodology. However, it should be borne in mind that blight will begin to affect an area as soon as alternative routes are announced. This may have a distorting effect on the assessment of baseline conditions for the preferred route at Stage 3. An example of this would be where blight, caused by the announcement of a possible route, results in partial dereliction of an area. If the route in question is then chosen as the preferred route, any assessment of baseline conditions will reflect the fact that the area is derelict. This would however be a distortion of the position since the dereliction itself occurred as an indirect effect of the scheme.

6. Where there is evidence or a strong likelihood that blight has already affected an area, as a result of the announcement of alternative routes, this should be noted in the Stage 3 assessment as a possible distorting factor in the consideration of baseline conditions.

## ANNEX III

# WATERWAY BODIES AND ORGANISATIONS

### 1. Principal Navigation Authorities

1.1 The inland waterways are managed by more than 30 navigation authorities, some public bodies, others private. The following are the principal navigation authorities, with an indication of their area of interest.

1.2 British Waterways  
Willow Grange  
Church Road  
Watford  
WD1 3QA

Tel: 01923 201120

British Waterways manages about half of the navigable inland waterways system. About 75% of its waterways are canals; the remainder are navigable rivers.

1.3 Environment Agency

The Environment Agency is responsible for about 20% of the navigable inland waterways, mostly navigable rivers. Addresses and telephone numbers of regional offices and a map showing their areas of responsibility can be found in Chapter 8 of DMRB 11.3.10 – Water Quality and Drainage.

1.4 The Broads Authority  
18 Colegate  
Norwich  
NR3 1BQ

Tel: 01603 610734

The Broads Authority are responsible for waterways in the Norfolk and Suffolk Broads in East Anglia.

### 2. Inland Waterways Organisations

2.1 Association of Inland Navigation Authorities (AINA)  
c/o British Waterways  
Willow Grange  
Church Road  
Watford  
WD1 3QA

Tel: 01923 226422

2.2 Inland Waterways Amenity Advisory Council (IWAAC)  
City Road Lock  
38 Graham Street  
London  
N1 8JQ

Tel: 020 7253 1745

2.3 The Waterways Trust (TWT)  
The Trust House  
Church Road  
Watford  
WD1 3QA

Tel: 01923 201494

2.4 Inland Waterways Association (IWA)  
PO Box 114  
Rickmansworth  
Herts  
WD3 1ZY

Tel: 01923 711114

2.5 The roles of the inland waterways organisations are described in Appendix 4 of Waterways for Tomorrow (Department of the Environment, Transport and the Regions June 2000).