

# Agenda



## Monmouthshire & Brecon Canal Joint Steering Group

---

Date: Thursday, 1 February 2018

Time: 10.00 am

Venue: Committee Room 3 - Civic Centre

To: Members of the Monmouthshire & Brecon Canals Regeneration Steering Group

---

Item	Wards Affected
1	<u>Agenda-Cym</u> (Pages 3 - 4)
2	<u>Apologies for Absence</u>
3	<u>Minutes of the Previous Meeting</u> (Pages 5 - 10) Minutes of the meeting of 31 August 2017
4	<u>Newport Panel Survey</u> Presentation by Councillor Yvonne Forsey (councillor for Rogerstone ward) and trustee for MBACT
5	<u>Update on Regional Development Programme Water Management Strategy</u> Verbal update by Andrew Stumpf of Glandŵr Cymru/Canal & River Trust
6	<u>MBC Regeneration Resource Archive</u> (Pages 11 - 16) Verbal update by Andrew Stumpf of Glandŵr Cymru/Canal & River Trust
7	<u>Update on Ty Coch Waterway Park Feasibility Study</u> Verbal update by Richard Dommett (MBACT)
8	<u>Update from Individual Authorities</u>
9	<u>Any other Business</u> (Pages 17 - 20) Notes from visit to Regeneration sites of Mon Brecon Canal on 1 November 2017
10	<u>Date of Next Meeting</u> 19 April 2017 at 10am Venue TBC

Contact: Joy Howells

E-mail: joy.howells@newport.gov.uk

Date of Issue: 18 January 2018

This page is intentionally left blank

# Agenda

Grŵp Llywio'r Bartneriaeth Adfywio  
Camlesi Mynwy ac Aberhonddu

Dyddiad 1 Chwefror 2018

Amser 10yb

Lleoliad Ystafell Bwyllgor 3 – Y Ganolfan Ddinesig

At: Aelodau'r Grŵp Llywio Adfywiad Camlesi Mynwy ac Aberhonddu

## Eitem

### Rhan 1

- 1 Ymddiheuriadau dros Absenoldeb
- 2 Cofnodion y Cyfarfod Diwethaf
- 3 Arolwg Panel Casnewydd
- 4 Strategaeth Rheoli Dŵr
- 5 Archif Adnoddau adfywio
- 6 Astudiaeth ddichonoldeb Tŷ Coch Dyfryffordd y ddau Gleddau Parc
- 7 Diweddariad gan Awdurdodau Unigol
- 8 Unrhyw Fater Arall
- 9 Dyddiad y Cyfarfod Nesaf

This page is intentionally left blank

# Minutes



## Monmouthshire & Brecon Canal Joint Steering Group

---

Date:	31 August 2017
Time:	10.00 am
Present:	Councillors David Mayer (in the Chair) & R Jeavons (Newport CC), Sean Morgan (Caerphilly CBC), Richard Roden (Monmouthshire CC), Jackie Charlton (Powys CC), Stuart Ashley & Jon Horler (Torfaen CBC)
Officers:	G Lewis & M Lea (Newport), M Lewis (Monmouthshire), Gareth Jones & Heidi Carey (Torfaen), R Dommett, R Francis & W Mitchell (MBACT), A Stumpf, D Morgan & Dr A Comerford (CRT)
Apologies:	Councillors J Mudd (Newport), E Stenner & C Thomas (Caerphilly) & C Thomas (Torfaen), B Illman (MBACT), M Tribbeck (Newport), C Bosley (Monmouthshire), K Francis (Powys)

---

### 1 Apologies for Absence

As noted above.

### 2 Minutes of the previous meeting

The minutes of 20 October 2016 were submitted.

#### **Agreed:**

That the minutes of the meeting were recorded as a true record.

### 3 Importance of Water to Canals/Implication of Legislative Changes

A presentation was made by Dr Adam Comerford of Canals & River Trust (the Trust) based at their Hatton offices in the Midlands.

In 2011 the Government published the Water White Paper. The Environment Agency and Ofwat produced two papers which looked at the pressures on water in England and Wales due to climate change and population growth and the need to reform the existing system for licensing of water abstractions. The Trust published its Water Resources Strategy in 2015 which took a long term view of the pressures on water supply for the 2000 miles of waterways managed by the Trust. One of the major pressures was increasing legislation impacting on water availability.

The Water Resources Act 1991 and Water Industry Act 1991 did not restrict navigation authorities in the abstraction of surface water. However the Water Act of 2003 replaced the exemption with a much more limited one. Navigation authorities will need to apply for licences to abstract water which will be determined by the Environment Agency/Natural Resources Wales. Although licensing was not currently in place it could be introduced in the coming months.

Dr C confirmed that whilst the cost of a licence was reasonable (£1500 per application) there would be add on costs in the form of advertising fees, monitoring and control of abstraction and securing replacement water resources.

A discussion ensued and several questions were raised:

1. It was confirmed that licences would be required for the purpose of fracking (it was expected this is already the case, as the abstraction probably does not come under any current exemption).
2. Certain organisations would not be offered compensation if they suffered loss or damage due to the Water Act 2003 abstraction licensing process (either by refusal or curtailment) – local authorities come under this umbrella if they were operating as a navigation authority.
3. The selling of water – where there is a suitable supply of water (eg. Swansea canal) the water can be sold for irrigation, industrial purposes and for drinking water. Many of these uses are consumptive, so the water does not return to the canal, but others are for non-evaporative heating/cooling, and hence the water is returned.
4. Evidence would need to be supplied of previous long standing abstractions when the need for licences comes into effect, this has to be in the four years prior to the start of the application period.
5. As water is a devolved matter for Welsh Government it was hoped it would recognise the positive role of the canal and appreciate the importance of the need to keep it replenished with water.
6. In addition, Welsh Government is consulting on “Taking Forward Wales’ Sustainable Management of Natural Resources” (deadline 30<sup>th</sup> Sept). Andrew Stumpf is co-ordinating the Trust’s response and will circulate this to all members

The Chair thanked Dr Comerford for attending the meeting and making the presentation.

#### **4 Importance of Developing a Water Strategy**

The Water Strategy presentation was made by Heidi Carey of Torfaen CBC.

Canal & River Trust as lead partner for the partnership are submitting an Expression of Interest (EOI) to the WG Sustainable Management Scheme. The maximum grant threshold is £700,000 CRT will be applying for £500,000 on behalf of the Steering Group. The submission date is 5 September and the EOI decision date 90 days later.

The presentation emphasised the need for a partnership of all five authorities and organisations to ensure there is sufficient water supply for the canal.

Current water supply needed to be identified together with new supplies and future options should be developed. There was a need to improve the accuracy of demand by future monitoring which could be carried out by community volunteers giving them a sense of ownership of parts of the canal.

The project proposed:

- Development of an inclusive water supply strategy covering all areas of the Monmouthshire and Brecon Canal
- Preparation of a prioritised action plan with detail work plan and fully costed projects agreed by the partnership
- Delivery of key projects as decided by the partnership with remaining capital grant monies

Questions were asked about the cost of a monitoring instrument. These vary from £1000 although more complex ones would be more costly.

**Agreed:**

It was agreed by all members of the group that there was a need to sign up to this project.

**5 Restoration Schemes Update (incorporating Community Engagement)**

The Restoration Schemes Update presentation was made by Gareth Jones of TCBC

Visit Wales Project: A bid had been submitted 18 months ago to WEFO and was currently being considered. TCBC and Caerphilly are currently working together with WG on match funding. The bid was still on course for approval and it was hoped a decision would be forthcoming within the next month.

RDP Ty Coch Restoration: This was a bid for restoration of Cabin Lock at Ty Coch carrying on volunteer led restoration and training on the Waterworks project site. It is hoped that this bid will secure funds of £160k.

RDP Ty Coch Waterpark Feasibility: MBACT had applied for £10k via the RDP local action group to compile a feasibility study for development of the land adjacent to Waterworks Project at Ty Coch. It is hoped to develop the site into a key rural visitor hub with additional water mooring and leisure facilities.

HLF Five Locks Stage One Application: A stage one heritage lottery fund bid was submitted by TCBC to develop restoration of five locks which would extend current navigation of the canal in Pontnewydd village by 1.5 miles. The project would build on current volunteer training and opportunities and look to make this element of the project sustainable by creating an income for the project.

**6 Review of Memorandum of Understanding**

The Memorandum of Understanding had not been reviewed since January 2013 it was therefore agreed that the officer group would need to review the document and come back to the meeting in February 2018 with suggested updates.

**Agreed**

That the Officer group review the current Memorandum of Understanding and report back to the Monmouthshire & Brecon Canal Joint Steering Group meeting in February 2018 with suggested updates.

**7 Update from Individual Authorities**

Newport City Council

Matthew Lea confirmed that a group of people made up of anglers, NCC staff and members of Natural Resources Wales had rescued 15000 fish following a leakage of water at 14 Locks. Half of the fish went to Rogerstone (Newport Golf Course by Bethesda Church) and the other half went to Pontywaun, Crosskeys.

A contractor had been appointed to carry out the repair and it was hoped work will start in the coming week. Following the repair the lock will be to be replenished with water. NCC would need to liaise with Caerphilly with regards to restoring the water level. Welsh Water have upgraded the pumping station at Manor Road to 20% due to problems being experienced in

the past at 14 locks. It was recommended that the Area Manager at Telford Street liaise with MBACT regarding the repair and replenishing of water at 14 Locks.

#### Monmouthshire County Council

MCC are progressing the registration of Goytre Wharf as a “Dark Skies Discovery Site” see <http://www.visitmonmouthshire.com/things-to-do/dark-skies.aspx>

Its new responsive visitor web site, Visit Monmouthshire, also includes Goytre Wharf as a place to visit <http://www.visitmonmouthshire.com/places-to-visit/goytre-wharf.aspx>

MCC’s wider tourism business support now includes an online form to upload event details onto the website <http://www.visitmonmouthshire.com/events/add-your-event.aspx> which partners may find of use.

In a wider context MCC continue to work with partners to develop the access potential for cycling and walking along the canal and the Usk Valley corridor. They are working with Sustrans, the Usk Trail Access Group and Coleg Gwent to develop the long term aspiration of a shared cycle/walking path between Mamhilad and Usk and they are also liaising with Torfaen CBC over how this might link to the wider “Iron Discovery” trail idea to provide a circular route utilising existing cycleways and the canal towpath.

Finally MCC are continuing to contribute to the Blaenavon Industrial Landscape World Heritage Site partnership, including the new management plan which identifies the importance of the canal.

#### MBACT

A community trip boat will be in situ at Goytre Wharf in the very near future. The boat will accommodate 36 people and will be used for families and school parties. MBACT also took the opportunity to thank Newport for the recent clear up of vegetation at the Crumlin Arm.

#### Canal & River Trust

The Lime Kiln trail was now complete with the lime kilns having been restored at Watton Llangattock and Goytre. <https://canalrivertrust.org.uk/enjoy-the-waterways/walking/canal-trails/limekilns-trail-monmouthshire-and-brecon-canal>

The 2017 Canalathon is due to take place on Saturday 9 September and to date 35 teams had signed up for the event.

Visit Wales’ theme for 2018 is the Year of the Sea. With its partners, CRT intends submitting a proposal highlighting the canal and tramways as routes to the sea as the canal was used to transport materials from various industries in Wales to seagoing vessels.

ITV were in the process of compiling a programme on the 100 best walks in the UK and CRT were submitting canal walks.

The last programme of the series ‘Great Canal Journeys’ would feature Timothy West & Prunella Scales on the Monmouthshire & Brecon Canal.

Outputs from the Mon & Brecon Green Infrastructure Investment Fund are shown below. The following were Key Performance Indicators for the programme:

- 650m of canal lined
- Talybont and Llangattock aqueducts repaired
- bridges 114, 115 & 116 repaired
- 172 schoolchildren through 403 sessions—Generic Learning Outcomes tracked
- Works open day—600 visitors of whom 20 signed up as Friends, ITV Wales coverage plus local print and social media
- Canoe access at bridge 116 improved
- 362 hazel stools coppiced, some after 50 years
- 1,200 pollinator plants planted



- 3.54 km of hedgerow brought into management of which 35m has been laid and 900m diversified and gapped
- 4.587 km of canal bank replanted for diversity
- Waterways and Wildlife Handbook published
- Mon & Brecon action plan published

In addition, the programme delivered the following outputs:

- 22,500 other plants planted
- 900 metres of hedge diversified and gapped
- 458 hours of volunteer time were contributed through education activities, planting and coppicing, which also received Countryfile magazine coverage
- 2 community adoptions; one new one at Talybont on Usk and an extension to the Llangattock adoption to include wet woodland and grazing land.
- 14 training sessions
- 1 apprentice
- Environmental prospectus to be added to Hwb as a bilingual educational resource
- Extensive media coverage including BBC Countryfile.

## 8 **Any Other Business**

It was agreed that the next meeting would be used as a tour of the restoration sites on the Monmouthshire & Brecon Canal. A Stumpf confirmed that he would arrange transport. Details would be circulated when they had been confirmed.

A presentation was made to Gareth Jones who would shortly be leaving Torfaen CBC to join Powys County Council. Gareth was thanked for all of his hard work during his time with the Steering Group. Gareth responded that it had been a privilege to work with on the Steering Group. He had enjoyed the various projects the group had tackled and hoped to have some contact with them in the future.

## 9 **Future Meeting Dates**

The following dates were agreed:  
26 October 2017

With no further matters to discuss the Chair thanked everyone for attending and also those who had made presentations.

The meeting terminated at Time Not Specified

This page is intentionally left blank

## **Monmouthshire Canal – Five Locks to Newport and Cwmcarn**

Canal & River Trust are seeking to appoint a consultant to review existing information regarding the engineering proposals and costs of restoring the Monmouthshire Canal between Five Locks, Cwmbran, Barrack Hill, Newport and Cwmcarn (Caerphilly CBC area) including a proposed extension to the River Usk at Crindau. The purpose of this review is to collate the information available, identify any gaps in existing knowledge, create consistency between costs and in doing so provide a robust total figure for the full restoration and for each of the individual elements. This figure, and the review report, will form part of the evidence base for the case for restoration.

## **Consultancy Brief – Engineering Costs of Restoration**

The Monmouthshire Canal was opened in 1796 linking the centre of Newport and the Bristol Channel port with Pontypool and Crumlin. The major market for the canal was the export of coal via the Bristol Channel, with iron also forming a significant trade. The canal joined the Brecon and Abergavenny, completed in 1812, which extended trade from Pontypool to Brecon. Both canals were supported by an extensive network of horse drawn tram roads.

Following the usual cycle of prosperity, railway ownership and decline, both canals ceased to carry trade in the first half of the 20<sup>th</sup> century. The rural, and generally lock free Brecon and Abergavenny survived to be included in the Brecon Beacons National Park and is now a major tourism asset; the more urban and heavily locked Monmouthshire canal ceased to be navigable and became blocked with road crossings and other urban developments. The Brecon and Abergavenny Canal (33 miles and 6 locks) is navigable between Pontypool and Brecon, and well used for most of this length: the top two miles of the Monmouth Canal, from Pontypool to Five Locks, is navigable but little used.

Although largely unnavigable and inaccessible to boats, the Monmouth canal towpath is popular with walkers and cyclists, linking the urban communities along its route. There is a thriving and popular visitors centre at Fourteen Locks, Cefn, incorporating a café, interpretation and seasonal boat trips through the top lock.

There is an aspiration to restore the Monmouthshire Canal from Five Locks, Cwmbran to Barrack Hill, Newport, and the Crumlin Branch from Newport to Cwmcarn. Beyond Cwmcarn the Crumlin Branch is mostly lost under a new road, and beyond Barrack Hill the line into Newport is lost without trace, so there is no aspiration to extend restoration beyond these points. However there is an aspiration to link the canal at Barrack Hill to the tidal River Usk via Crindau Pill, including a new marina that would serve both river and canal.

## **Study Area**

The study area covers the Monmouthshire canal from the top of Five Locks, Cwmbran to the mouth of Barrack Hill Tunnel, Newport, and the Crumlin Branch to the site of lock 22, Cwmcarn, north of which the canal is infilled. The study also covers the proposed link to the River Usk via Crindau Pill

- The main line of the canal from Five Locks to Barrack Hill Tunnel is 5m 6f (9.2km) in length with 30 locks
- The Crumlin Branch from Malpas Junction (0.5m/0.8km from Barrack Hill) is 8m 2f (13.2km) with 20 locks
- The proposed extension along Crindau Pill is approximately 1km long and will feature two locks between the canal and the Pill, and a tide control structure between the Pill and the River Usk.
- In the total length of canal there are 16 major crossings and at least 22 minor crossing points: not all of these form obstructions to navigation.
- There are approximately 22 obstructions to navigation, not including locks

There are major obstructions (requiring significant deviation or new locks) at:

- Five Locks
- Cwmbran Town Centre
- Manor Road, Ty Sign
- Darran Road, Ty Sign

In addition, there are a number of dropped highway crossings that no longer have navigable headroom, and minor infilled lengths through development.

Navigation of the Crindau Pill requires creation from scratch, as does the connection to the canal, as this route has never previously been navigable.

A number of locks have been restored to useable condition, mainly between Newport and Cwmbran. However these locks are not generally used as the canal remains isolated and there are still blockages between some of the locks

The accompanying map illustrates the length of canal to be studied and the key locations along the route.

### **Commission Requirements**

A number of pieces of work have been carried out to date, which between them outline feasibility solutions for the obstacles to navigation: it is from these that the present estimate of £65 million has been derived. These individual studies are held variously by Torfaen, Newport, Blaenau Gwent and the Monmouthshire and Brecon Canal Trust

The successful consultant is required to

- Identify and collate all studies where a scheme that will form part of the restoration has been costed
- Create an electronic archive and database of all sources informing the cost of restoration: where documents exist in hard copy only scanned/digital copies are to be created
- Identify any obstacle for which no costed solution has yet been identified
- Identify any overarching studies or work that will need to be completed to enable restoration
- Review identified schemes against preferred navigation standards and for deliverability

- Review identified costings
- Create a spreadsheet that has the disaggregated costs included and aggregates them to a global sum that is based on consistent figures and indices
- Identify works which have been costed but have now been partially undertaken or completed and when this occurred
- Identify the scope of the maintenance commitment created by each set of works and devise a mechanism by which future year maintenance costs can be tabulated and presented
  - *Note the consultant is not required to calculate the maintenance costs: it is assumed that the mechanism identified will be a spreadsheet but the consultant is expected to advise on and develop the form of that spreadsheet*

In reviewing identified costs, the successful consultant shall as a minimum review the costs for

- Index year
- Appropriateness and deficiencies (*does the costed solution address the problem?*)
- Completeness within the limits of available information
- Coherence and freedom from mathematical error
- Inclusion of suitable prelims, contingency and optimism bias

The reviewed costs should then be amended such that all costs are comparable and suitable for inclusion in a grand total for the overall scheme and in sub-totals for sections of the scheme. The grand total and suitable sub-totals should be presented in the report

The reviewed costs will be entered onto a spreadsheet that aggregates the costs and that will allow recalculation at a later date. This will be given to the client along with the created archive: the successful consultant is not required to host either the spreadsheet or the archive, but they are required to give the client all relevant material at the end of the study.

## **Phasing**

The successful consultant will, in discussion with the client prepare and present a suitable system of phasing for the works: the purpose of this is to demonstrate how works can be grouped beneficially and thus the restoration phased over ten years (which need not mean ten phases – five two year phases or three – three year phases may be appropriate for example, or indeed a rolling programme). Whilst benefits are not included in the review the successful consultant will have access to previous reports on benefits and may draw conclusions as to how to optimise benefits into a phased programme of works. In addition, amongst the factors to consider will be the opportunities opened up by each phase – for example including a structure in a phase may release a significant extra length of canal to be completed by volunteers to extend the restoration, when omission of the structure would isolate the volunteer scheme. Phasing may also reflect contractual efficiency. The key output from the phasing is that a realistic programme of works with relatively even cash flow over a ten-year period is defined.

## **Existing reports and documents**

The basis of the study is a desk review of existing information relating to proposed restoration works and costs. As far as the client is aware, all such reports are held by the following organisations

Canal & River Trust  
Torfaen County Borough Council  
Newport City Council  
Caerphilly County Borough Council  
Monmouthshire, Brecon and Abergavenny Canals Trust  
Welsh Government (Urbanists report on Crindau)

Each organisation will make available those reports held: the successful consultant is not expected to search beyond the reports offered by these organisations but will record any reports referenced that do not come to light during the study and will accept all sources offered by the above organisations as part of the review, even if the report did not originate with one of these organisations.

## **Reporting**

The successful consultant will prepare and submit a report that includes

- A schedule of the proposals identified and reviewed
- An overview of the proposals
- A tabulated review of each proposal
- Identification of any obstacles that have no proposed solution
- Identification of issues arising from any of the reviewed proposals
- A cost for each proposal
- A grand total cost for restoration
- A provisional phasing of the works
- A total cost for each phase
- A programme for implementing the works over ten years
- A costed risk register

The consultant will also provide an archive of material that has informed the costings and a client-serviceable spreadsheet in which the costs are disaggregated and totalled. Client - serviceable means in a standard spreadsheet package and capable of modification by the client.

The report should be presented in a manner suitable for submission with grant applications and for circulation to funding agencies.

## **Project timetable**

Bids to undertake the work must be received by the XXX, the successful consultant will be appointed by the XXX 2018.

A draft report will be submitted by the XXX 2018, giving a 12 week study programme.

The consultant should allow for a set up meeting, an interim meeting, and a meeting to discuss the final draft. An accompanied site visit is offered as part of the commission.

**Budget**

*[circa £15k assuming 12 weeks work]*

***Tender process***

***Tenders should be submitted to (name) by (email/post) on or before xxxxxxxx.***

Tenders should identify the lead consulting organisation, main client contact and key staff.

The tender should outline a study approach and methodology along with relevant experience, CV's of key staff and a detailed fee proposal including day rates for any variation to the commission

The client is not obliged to accept the lowest or any tender

This page is intentionally left blank



## MONMOUTHSHIRE & BRECON CANAL REGENERATION SITE VISIT – 1 NOVEMBER 2017

Andrew Stumpf, Sam Anderson-Brown & Emily Lewis (Canal River Trust)  
Councillors David Mayer (Newport), Richard Roden (Monmouthshire), Anthony Hunt, Alan Jones & Stuart Ashley (Torfaen) & Jackie Charlton (Powys)  
Community Councillor Stewart Matthews (Croesyceiliog & Llanyrafon Community Council)  
Richard Dommett, Roger Francis & Wyn Mitchell (MBACT)  
Kate Blewitt (Torfaen) & Joy Howells (Newport)

### 1. Overview

An important trip took place especially for new members to view various regeneration project sites along the Mon Brecon canal between Brecon and Cwmcarn undertaken over a 25 year period, almost during the same time that the MBC Regeneration Members Partnership has existed. The itinerary began in Cwmcarn followed by Brecon Basin, Brynich Lock, Talybont, Llangynidr, Llangattock, Goytre, Pontymoile Basin, South Sebastopol, Five Locks, Crindau, Fourteen Locks and returning to Cwmcarn. Stops were made at the following destinations:

### 2. Cwmcarn Aqueduct

The first stop was Cwmcarn Aqueduct. K Kinsey 'Principal Engineer from Caerphilly County Borough Council was in attendance to show members the relining work which had been carried out in this area.

This stretch of the canal had suffered from leakage for many years. The structure which is listed as an ancient monument had been dewatered for a very long time. Under CADW guidance the structure has been re-lined. The new lining has been covered in a protective concrete with the retaining walls and copings being replaced with the original engineering bricks and stone copings. Beyond the Aqueduct walls the original stone supporting structure has been faced with recycled plastic piles which give the appearance of wood. The water feed for the Cwmcarn aqueduct and canal channel to Newport is feed from the Cwmcarn reservoir which has been reinstated.

During the restoration of the aqueduct a sluice and old lock had been discovered. Unfortunately the lock had been filled with rubble following the construction of the A467. Caerphilly Council are hoping to carry out some work on the adjacent green area of land were the first locks of the Cwmcarn flight was located including some historical display about the site. If funds become available the Council is looking at the possibility of restoring the lock, whilst it would not be a working lock it would prove an interesting feature and provide a turning facility for visiting craft.

### 3. Brecon Basin

David Morgan of Canal River Trust was on hand to speak to participants about the continued restoration works on the Watton Lime following a programme of industrial structural restoration project which commenced in 1993 with the reconstruction of Llangattocks and Goytre Wharf Lime Kilns. At this stop on the trip the training of volunteers in the use lime mortar and adopting a length of canal to maintain had been a particular success.

During 1994 a partnership project team was put together by British Waterways, Powys County Council, The National Parks Authority, Brecknock Borough Council and members of the local community. In 1995 the canal site was chosen for a new theatre, two canal basins, historically constructed bridge and adjacent cottages. The joint venture was made possible by Powys County Council giving up its highway yard, British Waterway providing additional land and the two authority's architects working together on the design. The 6.5 million pound project was part funded with a European grant. Richard Dommett advised this had been a very successful partnership project.

The Dragon Fly passenger trip boat and smaller boats were available for hire and visiting craft can stay for the night. This was also the start of the walking and cycling route for the Taff Trail. Lime kilns had recently been discovered in close proximity to the basin and many volunteers were involved in restoring the kilns and help set up the Lime Kiln Trail which was funded through the Heritage Lottery Fund and the Brecon Beacons Trust.

The theatre was designed for multi-use function and is in general use throughout the year

A Stumpf informed members that since Canal River Trust had become a charitable organisation in 2012 it had attracted a lot of volunteers which had resulted in 16% of the waterways in Wales being adopted by communities. He also confirmed that 96% of use of the canal is use of the towpath.

#### 4. Llangattock

Unfortunately this section of the canal was constructed on a bed of sand and soil so it was not as stable as other parts some of which had been lined with clay. This had resulted in a large number of leaks and due to the presence of sand any breach of the banks would result in the water/sand mixture travelling far distance. This section of the canal had been re-lined last Winter using Welsh Government funds of £2m. Funds had been forthcoming as the Welsh Government had recognised the positive role of the canal and how it helped improve the economy and how it fitted in with the Wellbeing of Future Generations Act.

Thirteen training sessions had been held for volunteers during the above work and there had also been filming by the programme Countryside of schoolchildren at the canal.

Councillor Charlton left the trip following the stop at Llangattock.

#### 5. Goytre Wharf

The woods surrounding the car park for Goytre Wharf are the property of Natural Resources Wales. Canal River Trust owns approximately 8 acres of land.

Goytre Wharf is home to Redline boats where canoes, day boats or a narrow boat for the day or week can be hired. There is a café in place and also a small exhibition area which is run by a unique alliance between CRT and MBACT volunteers. There is a holiday cottage on site (which originally housed the weighbridge mechanism). Once again the lime kilns were restored in 1993 along with the original wharf buildings, weighbridge cottage and the provision of an operating base for Red Line Boats.

Goytre Wharf is also recognised as a must visit site for students of any age and has excellent disabled access.

The MBACT new trip boat (The Lord Raglan) is moored at the Wharf and is presently being refurbished. It will be operating next year.

It is being suggested that next year's Canalathon start at Goytre Wharf passing through Torfaen and Newport and finishing at Cwmcarn supporting Visit Wales 2018 'Routes to the Sea'

#### 6. Pontymoile

A short stop was made at Pontymoile where the Monmouthshire canal was joined to the Brecknock and Abergavenny canal at the Tollhouse in 1812. The Tollhouse still stands and in the past has been a canal museum and holiday cottage. A small tea room can be visited, part of a development plan to make the basin more attractive as a site which would be home to many leisure activities such as canoeing, cycling, walking, healthy living linked to the Cwmcarn Mountain Cycle Centre.

#### 7. Sebastapol

A visit was made to the new housing development at Edlogan Wharf. This is a large development through which the canal runs. The development is presently in its early stages but will eventually become a Visitor Hub and will include a mooring area in the canal together with some shops and a pub. The developers have agreed to dredge the canal where it runs through the development. The existing concrete bridge will be reconstructed to a more traditional design.

#### 8. Five Locks

This part of the canal is the present end of navigation.

A bid for £6m had been made to the Heritage Lottery Fund to rebuild the bridge to navigational standard, reconstruct the 5 locks, dredge and reline the canal to Mt Pleasant with moorings and turning area at Pontnewydd Park. Although the bid had been turned down it had been re-submitted. If forthcoming these monies would be used to either install 2 locks or a deep (double) lock so that the canal can pass under the nearby road to re-connect with the waters on the other side. It would also be dredged and re-lined.

#### 9. Crindau

Newport's previous LDP 2011 to 2026 had included an allocation of 10 hectares for regeneration to include housing, office, commercial and leisure use, a mooring for canal boats and also a mooring for sea-going vessels as this would be the terminus of the canal, giving access to the River Usk.

As no developer was currently on board the Planning Inspector considered that the scheme could not be delivered in the present plan period and it was therefore removed from the LDP, a decision which could affect the future plans to restore the remaining abandoned section of the canal to create a complete waterway from Brecon to Newport and Cwmcarn with a link to other inland and coastal destinations in England.

Enhanced flood defences are currently being installed to protect existing housing stock in the area.

#### 10. 14 Locks

MBACT has now taken up the running of the 14 Locks Visitor Centre. The centre includes a meeting room, café, facilities and also a small exhibition room. Items in the gift shop include works by local artisans and the centre also hosts art exhibitions and craft fairs. The centre is proving extremely popular with many visitors including groups of schoolchildren.

The flight is protected as an Ancient Monument by CADW although the Top Lock outside of the protected area was restored in 2003 by a combination of contractors and volunteers and two pairs of locks were restored in 2012 with Heritage Lottery funds

The canal towpath is part of the national cycle route 46 and regular guided walks depart from the centre.

This page is intentionally left blank