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**Please note there is no meeting on Thursday 6 August**

Although relaxation of the coronavirus lockdown has started, many public events and gatherings are still not allowed.

However, a limited number of events seem to have been organised and the Waterways Events feature returns this month. If you are interested in any of these it might be prudent to check with the contact before travelling.

Despite this, the Southampton Canal Society will not be holding any events until the New Year - see Aelred's article to the right.



Above: Mans Bridge from downstream, spanning the Itchen Navigation, before 1905.

Below: Gaters Mill, West End on the River Itchen, before 1917.

Pictures from the Society website: [sotoncs.org.uk](http://sotoncs.org.uk)



## Chairman's Column

Dear Friends and members,

As you are well aware things are not as they used to be, at the moment we are unable to meet regularly. In this issue is an update from Aelred (see below) about the hall and AGM. Please note that at the moment we have received no feedback from yourselves about AGM etc which has been put in various Newsletters. [*The report for the AGM was published in the June Newsletter; Editor.*]

It would be nice to think that we could restart in January 2021 with a social evening and maybe some photographs etc. You may have to bring your own biscuits and refreshments though. We shall see.

Angela and I have at last ventured to Napton to visit our boats, which we haven't done since March. As mentioned in an earlier Newsletter, we had left a big block of cheese sealed in its wrapper. Well it was still there and edible. We managed to remove Purton's winter covers and heaters, which luckily hadn't been left on.

While we were there two of our members, Ron and Myra Glover arrived with their trailer and boat which had been in quarantine in Southern Ireland since last year. They had had quite a journey to Napton from Ireland which included having to rebuild trailer brakes etc in mid Wales.

They visited us on Purton on the day they arrived and we had a pleasant evening with them which did include a few beers.

That all made a change from our own lockdown project of replacing our extension roof, which is now all finished. Just awaiting a rain test.

Our first boat trip out this year will be early tomorrow morning (Thursdasy 30th) on our way to France for three weeks, hope there's no stoppages on route!

Anyway keep safe.

*Alan Rose*

## Chilworth Hall Re-opening

In the April Newsletter we said that the Society would not meet again until further notice, with a plan to hold the AGM in October. Recently the Chilworth Hall Management Committee (HMC) sent all hirers the result of their Risk Assessment and the conditions for re-opening the Hall. Essentially these impose restrictions on the number of people who can be in the Hall and on the use and cleaning of facilities. Their suggested capacity for the Main Hall is 11 persons, with a possible further 8 in the Small Hall. The Kitchen would be unavailable and the toilets would operate on a one-at-a-time basis; it would be the Hirers' responsibility to clean before and after use.

We felt that the Society could not operate on that basis and told the HMC that we did not plan to hold any meetings until the New Year; we would review the situation in November. A number of other Hirers made similar responses and the HMC subsequently decided not to re-open the Hall because it would be uneconomical to do so.

This leaves the problem of the delayed AGM. We have looked at the solutions adopted by other

Societies with the same problem and have decided to use a similar procedure. We plan to reduce the Agenda for this year's AGM to the absolute minimum business required, and hold a short meeting in November with only the Committee present to carry it out. The Agenda will be circulated to Members, together with a form for you to return your votes, or to nominate a Committee Member as a proxy to cast your vote for you.

The Agenda will be:

1. Approval of the Minutes of the last AGM held on Thursday 4th July 2019
2. Re-election of the Committee. All current members of the Committee are prepared to stand again, as noted by the Chairman in the April Newsletter.

The Meeting will also receive and note the Reports and Accounts for the year ended 30th April 2020.

*Aelred Derbyshire  
Hon Treasurer & Membership Secretary*



Left: The Itchen Navigation in Winchester in 2019.

Right: The River Itchen upstream of Northam Bridge before WW1.

Pictures from [sotoncs.org.uk](http://sotoncs.org.uk)



## Waterways Events

The following is a list of waterway events taking place within approximately 50 miles of Southampton. Whilst every effort is made to ensure the correctness of this information, please check with the listed contact who will be glad to confirm and supply further details.

OS grid references and/or postcodes are shown (where known but not guaranteed) to aid location of the event.

If YOU know of an event taking place that should be in this list then please contact the editor.

Date/Time	Organiser	Details	Venue	Contact
Fri-Sun 31-2 Jul-Aug 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
<b>Thu 6 Aug 2020</b>	<b>Southampton CS</b>	<b>NO MEETING. As always, there will be NO August meeting.</b>		<b>Angela Rose: 02380 675312</b> Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Fri-Sun 7-9 Aug 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Fri-Sun 14-16 Aug 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Fri-Sun 21-23 Aug 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Fri-Mon 28-31 Aug 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
<b>Thu 3 Sep 2020 7.45pm</b>	<b>Southampton CS</b>	<b>MEETING CANCELLED. Geoff Watts was to be giving a talk on a local history topic.</b>		<b>Angela Rose: 02380 675312</b> Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
<b>Thu 1 Oct 2020 7.45pm</b>	<b>Southampton CS</b>	<b>MEETING CANCELLED. The postponed Annual General Meeting is to be postponed yet again. See front page of this Newsletter.</b>		<b>Angela Rose: 02380 675312</b> Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Thu 15 Oct 2020 7.30pm	IWA Salisbury Group	<b>MEETING CANCELLED.</b> Ann Harries was to talk about Admiral Sir George Back whose ship HMS Terror sank whilst searching for the North West Passage. In 2014 his ship was located under water in good condition and is now being examined using modern technology.		Ron & Myra Glover: 01722 710322 or 07768 622966 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> or <a href="mailto:myra.glover@waterways.org.uk">myra.glover@waterways.org.uk</a> Jon Van de Geer: 01722 412841
Sun 18 Oct 2020 10.00am	Somersetshire Coal CS	<b>Combe Hay Tunnel to Engine Wood</b> - guided walk.	The Avenue, Combe Hay, BA2 7EH (ST732598).	Adrian Tuddenham: 01225 335974
Thu 22 Oct 2020 7.30pm	Somersetshire Coal CS	<b>"The Canals, Railways and Collieries of Camerton and Dunkerton"</b> by Roger Halse.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). Location <a href="#">map here</a>	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
<b>Thu 5 Nov 2020 7.45pm</b>	<b>Southampton CS</b>	<b>MEETING CANCELLED. The talk by members Eric &amp; Sue Lewis on a subject is to be postponed.</b>		<b>Angela Rose: 02380 675312</b> Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Sun 15 Nov 2020 10.00am	Somersetshire Coal CS	<b>Combe Hay Lock Flight</b> - guided walk.	Layby opposite Bridge Farm BA2 7EE (ST745604).	Derrick Hunt: 07986 972984
Thu 19 Nov 2020 7.00 for 7.30pm	Sussex Ouse Restoration Trust	<b>River Ouse water supply.</b> Lee Dance, Head of Water Resources at South East Water, will describe the River Ouse water supply transfer between Ardingly Reservoir and the Barcombe Reservoirs and water treatment works.	Upper Hall, Perrymount Methodist Church, Perrymount Road, Haywards Heath RH16 3DN (TQ331244).	Email: <a href="mailto:info@sxouse.org.uk">info@sxouse.org.uk</a> Web: <a href="http://www.sxouse.org.uk/">www.sxouse.org.uk/</a>
Thu 19 Nov 2020 7.30pm	IWA Salisbury Group	<b>The Royal Military Canal</b> was built in 1804, as a defence against the possible invasion during the Napoleonic Wars. George Fleming is due to tell all about it. <b>MEETING MAY BE CANCELLED.</b> - Phone or email Myra for an update.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 or 07768 622966 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> or <a href="mailto:myra.glover@waterways.org.uk">myra.glover@waterways.org.uk</a> Jon Van de Geer: 01722 412841
Thu 26 Nov 2020 7.30pm	Somersetshire Coal CS	<b>"William Smith's early career in Somerset"</b> by Peter Wigley. William Smith is often known as the Father of English Geology and was involved in the construction of the Coal Canal.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location <a href="#">see map here</a>	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
<b>Thu 3 Dec 2020 7.45pm</b>	<b>Southampton CS</b>	<b>MEETING CANCELLED. With regret the Inter-Society Waterways Quiz has been cancelled this year.</b>		<b>Angela Rose: 02380 675312</b> Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>



Left: Southampton & Salisbury Canal / River Dun in West Dean.

Pictures from the Society website: [sotoncs.org.uk](http://sotoncs.org.uk)



Left: Andover Canal north of Romsey.

Right: Posbrook Bridge on the Titchfield Canal.



## IWA responds to High Speed North consultation

IWA has responded to a Call for Evidence by the National Infrastructure Commission for a Rail Needs Assessment for the Midlands and the North. This consultation is part of a review of HS2 ordered by the Government to inform an Integrated Rail Plan which they expect to publish by the end of the year.

Although construction of Phase 1 of HS2 from London to Birmingham and Fradley has been authorised, and its continuation to Crewe in Phase 2a is proceeding through Parliament, the future of the remainder of HS2 is under review.

The proposals for Phase 2b include an eastern leg from Birmingham to Leeds which has blighted the restorations of the Ashby Canal and the Chesterfield Canal for many years, as well as threatening noise and environmental damage to the Coventry Canal, Erewash Canal, the Aire & Calder Navigation and other waterways. The western leg from Crewe to Manchester would have major landscape, noise and heritage impacts on the Trent & Mersey Canal and Middlewich Branch. Our submission includes the responses we made to the Phase 2b Working Draft Environmental Statement in December 2018 and the Design Refinement consultation in September 2019, as the threats to the waterways we detailed there remain unanswered.

The aim of the review is to redesign Phase 2b to better integrate with wider rail improvement plans for the North and Midlands, proposed by Northern Powerhouse Rail and Midlands Rail Hub. Chief among these is a new or improved trans-Pennine railway between Manchester and

Leeds and Sheffield, as the central section of a high speed network from Liverpool to Hull and Newcastle, dubbed HS3 or High Speed North.

The consultation offered an opportunity for IWA to review the chequered history of HS2 and its many well documented design flaws and management failings. For Phase 2b these include: poor integration with the existing rail system; no provision for integration with the trans-Pennine improvements or connections to Scotland, with south facing terminal stations in Leeds and Manchester; an eastern leg station at Toton inconvenient for both Derby and Nottingham, and a route that bypasses Sheffield and requires extensive motorway diversions; a western leg that goes through the Cheshire salt field with severe subsidence dangers still not yet investigated; and much more.

We conclude that the way forward is to start with determining the trans-Pennine route which will connect Leeds to HS2 via Manchester, with the continuation to Crewe being rerouted. Reasons are also advanced for scrapping the eastern leg in favour of upgrading existing railway lines to the East Midlands and South Yorkshire. This would reduce impacts on the Trent & Mersey Canal and remove them altogether from the Coventry, Ashby, Soar, Trent, Erewash, Nottingham, Chesterfield, Sheffield & South Yorkshire and Aire & Calder waterways.

[\*IWA Bulletin - 29 June 2020\*](#)

## IWA submits formal complaint

Following announcement that West Midlands Strategic Rail Freight Interchange is to go ahead

IWA has raised a formal complaint with The Planning Inspectorate following the publication of the Examining Authority's Report on the West Midlands Rail Freight Interchange, as reported in last month's Bulletin.

The scheme, which was approved by Grant Shapps (Secretary of State for Transport) on 4th May, will destroy the rural environment of the Staffordshire & Worcestershire Canal between Gailey and Four Ashes and damage its setting between Four Ashes and Calf Heath. It will also damage the setting of the Roundhouse at Gailey which along with the cottage, lock and wharf is a unique heritage asset that should be nationally treasured.

The report includes assessment of the impacts of the project on the heritage assets of the Staffordshire & Worcestershire Canal. IWA's concern is that, if left unchallenged, the Report's false reasoning would set unfortunate precedents for future heritage assessments of inland waterways. IWA is concerned that the sections of the report dealing with the canal's heritage fall well short of the professional standards expected, and the complaint included a detailed analysis prepared jointly by IWA's Planning Advisory Panel and Heritage Advisory Panel.

IWA made detailed representations at the earliest stage of the Examination, attended Hearings and maintained a watching brief throughout. [More detail about IWA's response to the Planning Inspectorate Report can be found in May's bulletin.](#)

[\*IWA Bulletin - June 2020\*](#)

## CBOA calls for green transport solution to ash recycling plan

REPRESENTATIVES of freight barge operators have claimed their call for talks about carrying ash by water has fallen on deaf ears.

Plans to extract up to 1m tonnes of ash a year from the Gale Common site near Selby were due to go before North Yorkshire County Council on July 21. The pile was created by ash from the now closed Ferrybridge and Eggborough power stations and can be used in concrete making and other applications.

But the Commercial Boat Operators Association (CBOA) has accused developers EP UK Investments Ltd of not engaging with them about alternatives to transporting all the ash by road.

CBOA claims it could result in 400 20-tonne trucks a day on Yorkshire's crowded roads, with a heavy lorry passing through Whitley, near Selby, every two-and-a-half minutes. An alternative to lorries could be the use of barges, each carrying 500 tonnes.

Gale Common Ash Disposal site is close enough to the Aire & Calder Navigation that a conveyor belt can be used to take the ash, which would then be loaded direct into large bins on a flatbed pontoon barge. This happens in Belgium.

The applicant has stated that under the right circumstances, the canal could provide a transport solution: "It is our intention to give this

matter further serious consideration after planning permission is hopefully granted for the project."

But according to CBOA this will be too late. It argues that the planning authority should have a detailed analysis of the road and water transport options before making a decision.

Chairman David Lowe said: "We think recycling this enormous ash pile is a good concept. The green thinking behind that needs to be applied to also produce a green transport solution. The owners' attitude forces us to ask the planners to make sure we have a discussion which can make a drastic difference to the lives of local people."

CBOA has long pointed out the environmental benefits of using water freight - and in reducing road congestion. The Tyndall Centre for Climate Change (Manchester University) reported that CO2 from barges can be 25% of that produced by lorries. Other emissions — such as nitrous oxide — are less.

Even if a lorry was to be wholly electric based, there would still be dangerous particulates from brake pads, tyre wear and road surface wear and congestion, none of which arise from using barges.

[\*Towpath Talk - August 2020\*](#)

## SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

Meetings are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

### President:

Brian Evans.

### Chairman:

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Email: [alanjrose@btinternet.com](mailto:alanjrose@btinternet.com)

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Sue Derbyshire, Gordon Osborn.

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**Society Website:** <http://www.sotoncs.org.uk>

**Facebook:** <https://www.facebook.com/SouthamptonCanalSociety>

## White Diesel for private pleasure craft

Privately owned pleasure craft will no longer be entitled to use red diesel from April 2022. HM Revenue & Customs published the outcome of their consultation into the use of red diesel on the 9th July, which confirms the announcement made in the Chancellor's Spring Budget.

We wrote to HM Treasury earlier in the year, welcoming Government's aim to reduce carbon emissions. However, we also highlighted our concerns that removing all access to red diesel could negatively impact on the environment and the economy in the shorter term. We will continue to raise these issues as part of a new consultation that has now been launched by HM Treasury.

Private pleasure craft users are currently entitled to use red diesel for both propulsion and non-propulsion use, but they have to pay white diesel rates for the fuel used for propulsion. The government says it will continue to work with craft users and fuel suppliers to understand how and when they will implement the changes, once they enter into force.

Private pleasure craft owners will remain entitled to use red diesel for non-propulsion uses, if they have a separate tank. This would be for

things like heating, lighting and for powering appliances via a battery charged using red diesel. For owners with only one fuel tank on board, the Treasury consultation includes a proposal for a new relief scheme. This would allow approved fuel suppliers to deduct the duty difference on the proportion of white diesel intended for non-propulsion use from the sale price. This would then be passed on to the private pleasure craft user at point of sale and the fuel suppliers would reclaim this deducted duty from HMRC. The consultation is calling for views on whether a split of 60% for propulsion and 40% for non-propulsion use reflects most crafts' typical fuel use.

HM Treasury and HMRC are continuing to liaise with IWA and other waterway organisations. We will be submitting a response to the HMT consultation which closes on 1st October.

See the [HMRC consultation on the government website](#).

And see the [HM Treasury's consultation into "Reforms to the tax treatment of red diesel and other rebated fuels"](#)

*IWA Bulletin - July 2020*

## Housing benefit for boat licence fees

IN A landmark judgment issued on June 25, 2020, the Upper Tribunal has confirmed that housing benefit is payable for boat licence fees because the boat licence fee if living aboard is rent.

Specifically it is a payment in respect of a licence or permission to occupy a dwelling and thus it qualifies under Regulation 12(1)(b) of the housing Benefit Regulations. Regulation 12(1)(b) is directly transposed to the Universal Credit Regulations so this judgment also applies to claims for the boat licence fee as housing costs in Universal Credit.

In the case brought against the London Borough of Camden, the boater, referred to as Mr B, was represented by barrister Justin Hates, instructed by the National Bargee Travellers Association (NBTA).

Upper Tribunal Judge Mr E Mitchell found that the boat licence without a permanent mooring qualifies under this regulation because the boat dweller without a permanent mooring is required to make a payment in respect of a licence to occupy the land, including land covered with water, that while moored, comprises part of his houseboat dwelling.

Although the decision was made in respect of a boat licensed without a home mooring, it also covers boat licences with a home mooring (housing benefit for mooring fees is already within the scope of the regulations in Regulation 12(1)(f) which is also transposed to the Universal Credit Regulations).

In paragraph 69 of the judgment, Judge Mitchell said: '...a 'dwelling' is comprised of more than simply the houseboat. It includes the land used for the purposes of mooring it.

"When a houseboat is moored, the dwelling is comprised for housing benefit purposes of the houseboat itself, the canal or river bank used for mooring and, probably, also the land beneath the vessel (given the Interpretation Act 1978 definition of land, which includes land covered by water).

"If someone other than the person dwelling in the houseboat owns the land comprised within the houseboat dwelling, the owner in principle is free to licence its use, for mooring purposes, to that person."

He continued in paragraphs 82 and 83, "I therefore conclude that payments made by Mr B to the Canal & River Trust were payments in respect of a licence to occupy that part of his houseboat dwelling comprised of land owned or managed by the trust.

"It follows that the local authority, acting on December 1, 2016, did not establish a proper statutory ground for superseding Mr B's award of housing benefit. The authority's decision is set aside."

The full judgment is available at <http://mrtns.uk/abvlbc>

*Towpath Talk - August 2020*