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# Chesterfield Canal Partnership

## 2020 Vision:

### A Strategy for the Restoration and Development of the Chesterfield Canal

*“Bringing the Past into Focus for the Future”*

Third Edition, Revised 2006





## Preface: Why Revise our 2020 Vision?

The first edition of 2020 Vision was produced after the formation of the Chesterfield Canal Partnership in 1995. This was subsequently revised and a second edition produced in 1999. It is this second edition which has provided a compass for the direction of the Partnership over the last six years.

In that time a very great deal has been achieved and it is now appropriate to update our “2020 Vision”. Given the extent of changes in waterways restoration, management and funding regimes, together with the numerous development studies undertaken by the Partnership, the document needs to provide a more comprehensive review than that undertaken in 1999. Notwithstanding these contextual adjustments, the fundamental ambitions of the Partnership remain essentially unchanged. This document sets out those aims and outlines the broad strategy of the Partnership for the restoration and development of the Chesterfield Canal.

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# Executive Summary

The Chesterfield Canal is one of the country's earliest and most fascinating canals. Its 46 mile length links the regions of the East Midlands and South Yorkshire and includes a range of both natural and built heritage attractions equal to any other part of the British Waterways network.

Considerable progress has already been made towards full restoration and the canal is now fully navigable from the River Trent at West Stockwith to the Norwood Tunnel at Kiveton Park and from Staveley to Chesterfield. In addition to the physical works carried out on the ground, there has been significant progress on the range of studies required to support bids for the substantial funding necessary for continued restoration.

Negotiations are being conducted to bring forward several further sections for restoration (e.g. the Renishaw Mile) while the restoration of further sections are to be carried out as parts of other projects (e.g. the Staveley Northern Loop Road, Chesterfield Waterside/A61 Corridor).

Although the primary aim is to restore the entire canal on an alignment (as near as is practical) to the original line, it is also proposed to investigate the possibility of creating a new length of canal in the Rother valley to forge a link to the Sheffield and South Yorkshire Navigation. This Rother Valley Link, together with the restored Chesterfield Canal, would significantly extend the cruising network of the region by creating a new South Yorkshire Ring. Studies indicate that this will bring substantial economic benefits to the wider South Yorkshire sub-region.

There is agreement among the members of the Partnership that economic development, conservation of the built heritage and maintenance of biodiversity, together with improved physical and intellectual access for communities, are all key parts of the restoration process. Without a commitment to sustainable development the project will not succeed.

The Partnership is committed to good management practice including the need to consult the public and to work with other partners and agencies in achieving its objectives. Its policies are designed to respond to the changes and challenges facing regional development and the restructuring of funding streams.

The Partnership seeks to affirm the principles of value for money and local accountability while, at the same time, meeting the requirements of a trans-regional project of national importance.



*Nothing can prepare the boater for the magic of the next few miles: it is pure waterway witchcraft as beyond, against rolling farmland to the north, the canal heads for the first of the treble locks, followed immediately by the three single locks and another treble. So begins a truly awesome length of waterway and an amazing feat of early canal engineering.”*

[Nicholson Guide to the Waterways of Nottingham, York and the North East 2003 (Chesterfield Canal, page32). Harper Collins Publishers, London]

Pictured, the Turnerwood Flight – part of the “waterway witchcraft”.

# 1 Introduction

- 1.1 The Chesterfield Canal is one of the country's earliest and most fascinating navigations. Within its forty-six miles it has a range of attractions equal to any of Britain's waterways. It passes through open countryside, quiet villages and historic towns; climbs up and down flights of locks; meanders along river valleys and plunges through one of this country's longest canal tunnels.
- 1.2 After a century of relative prosperity the canal, like so many, declined in the face of railway competition and economic change. By the 1960's commercial traffic on the canal had ceased and the canal had dwindled from 46 miles and 65 locks to 25 \_ miles and 16 locks. Further closures were prevented by vigorous local and national campaigns and by the 1980's there was growing support for the restoration of the canal.
- 1.3 The Chesterfield Canal Partnership was formed in 1995 to co-ordinate restoration efforts and pool expertise. The ambition was simple; to restore the whole of the waterway to full public use. The first and second editions of 2020 Vision set out the key aims of the Partnership, outlined the challenges to be faced and the approaches which might be adopted to make the reborn waterway play a key role in social and economic regeneration. It is to the credit of all the Partners that as the third edition of 2020 Vision is written a total of 33 miles of canal and 53 locks are now navigable.
- 1.4 Notwithstanding recent success, many challenges remain and this document sets out to reaffirm the core aims of the Chesterfield Canal Partnership and its vision for the restoration and development of the canal and its corridor.



*A Cuckoo Boat loading limestone at Cinderhill near Shireoaks circa 1905: The unique working boats of the Chesterfield Canal were known locally as Cuckoos hence the name for the long distance path based on the canal towpath – The Cuckoo Way.*

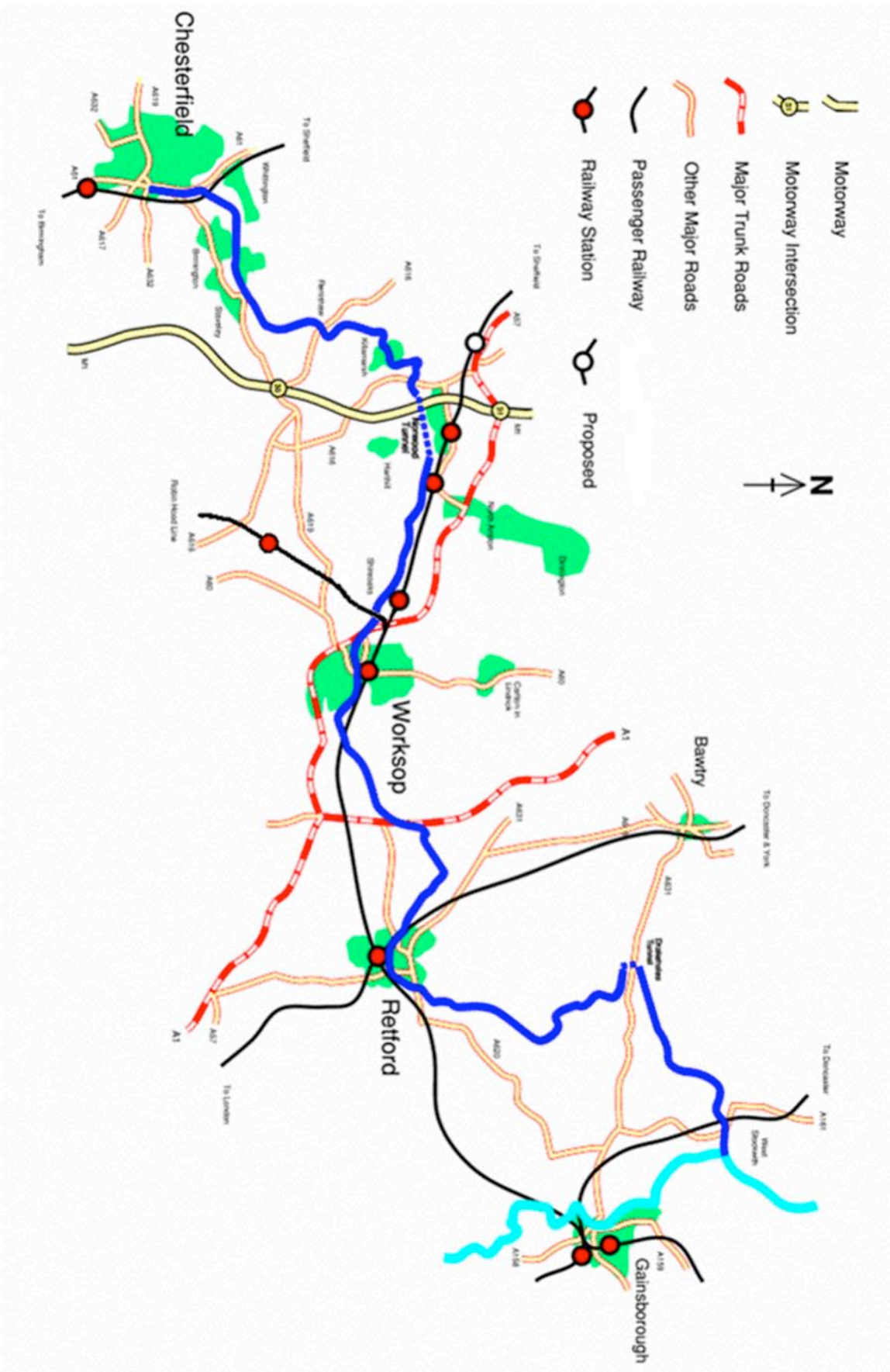


Figure One: Map showing the location of the Chesterfield Canal.



## 2 The Chesterfield Canal Partnership

2.1 The Chesterfield Canal Partnership is made up of local authorities, statutory and non-statutory bodies, the voluntary sector and private enterprise and is fully committed to the protection, restoration and development of the Chesterfield Canal.

2.2 All members share the belief that the canal constitutes a major natural history and heritage feature with the potential to significantly enhance the recreational, tourism and business life of the region. The Partnership works to protect and enhance the natural history and historic value of the canal, whilst promoting the development of its business and amenity potential to benefit all sectors of the regional community.

2.3 Members of the Partnership include:

- Chesterfield Canal Trust
- British Waterways
- Inland Waterways Association
- The Environment Agency
- Groundwork Creswell
- The Derbyshire, Nottinghamshire & South Yorkshire Wildlife Trusts
- Bassetlaw District Council
- Chesterfield Borough Council
- Derbyshire County Council
- North East Derbyshire District Council
- Nottinghamshire County Council
- Rotherham Metropolitan Borough Council

## 3 The Aims of the Partnership

3.1 The Aims of the Partnership remain fundamentally unaltered from those set out in “The Chesterfield Canal – Strategy for Protection and Restoration” (1993) (Appendix B) and the first and second editions of 2020 Vision (1997 & 1999).

3.2 In summary, all the Partners are committed to:

- (a) Restore the Chesterfield Canal to full navigation using, wherever possible, the historic route.
- (b) Explore the potential to create and develop a new navigable link between the Chesterfield Canal and the Sheffield & South Yorkshire Navigation.
- (c) Protect, conserve and enhance the natural and built heritage of the canal.
- (d) Improve and widen all forms of public access to the canal.
- (e) Promote the sustainable economic and social regeneration of the Chesterfield Canal corridor in order to improve the quality of life in surrounding communities.

## 4 Why Restore and Develop?

### 4.1 Rationale

4.1.1 There are many reasons for working towards the full restoration and development of the Chesterfield Canal:

- The Chesterfield Canal is an important part of our national and local heritage and played a significant role in the early stages of the canal age and the Industrial Revolution.
- The Chesterfield Canal is a significant wildlife refuge and corridor and supports a unique flora and fauna which is of national importance.
- Canal restoration will provide a means of protecting, enhancing and creating wetland habitats which are being lost elsewhere in the region.
- The Chesterfield Canal is an important educational resource for formal and informal use in the study of a range of subjects from social history to industrial archaeological to botany.
- The historic and environmental features of the canal corridor provide a magnet for boaters, visitors and tourists which will help with the creation of jobs and aid the economic regeneration of the area.
- The restored sections offer a waterside environment which is attractive for planned sustainable development including residential, commercial and leisure.
- The restored canal provides an improved quality of life for local residents by the introduction of a managed and accessible landscape feature; a “linear park” adding visual interest and providing opportunities for enjoyment, relaxation and healthy activity.
- There is the potential to develop a very wide range of leisure activities and pursuits including walking, fishing, cycling, canoeing, boating, painting, photography, enjoying the countryside and observing wildlife.

4.1.2 The Partnership believes that the full restoration of the Chesterfield Canal can make a significant contribution to the quality of life in Nottinghamshire, Rotherham and Derbyshire through acting as focus and catalyst for economic, social and environmental regeneration.

### 4.2 Economic Regeneration

4.2.1 The economic impact of canal restoration can be marked. Recent detailed studies of the economic impact of the restoration of the Kennet & Avon Canal, the Huddersfield Narrow Canal, the Rochdale Canal and the canals of the Castlefield area of Manchester (Ecotec 2003, Maer & Millar 2004, Millar & Maer 2004, Paylor, Marshal & Wearne 2004) concluded that canal based regeneration:

- Creates short term construction employment as the canal is restored.
- Creates significant long term sustainable employment both directly on the canal and in the wider local economy.
- Helps the leisure and tourism economy to grow, especially in areas which are not traditional tourist destinations.
- Promotes imaginative schemes for commercial, office and domestic building on brownfield sites adjacent to the canal.
- Leads to an increase in the value of existing properties along the route.
- Changes external perceptions of an area leading to greater developer confidence and increased inward investment.

4.2.2 On the Chesterfield Canal, studies by Coopers and Lybrand (1996) and Gibb Ltd (2001) have concluded that the economic impact of complete restoration would be significant. The Gibb study (2001) examined a number of different restoration scenarios and concluded that major benefits would be derived from restoration of the original canal line. Maximum benefit would, however, come from full restoration of the original route in conjunction with the construction of a new link through the Rother Valley to the Sheffield & South Yorkshire Navigation.

4.2.3 The legacy of mining and heavy industry, together with changes in agricultural and rural industries, has left a large number of communities along the canal with issues of economic deprivation and social exclusion. In significant sections these legacies are severe and have justified European Objective One and Objective Two funding.

4.2.4 There are notable pockets of deprivation in all the local authority areas along the canal, although particular problems are noted in Retford, Worksop, Kiveton Park, Wales, Killamarsh, Renishaw, Staveley and parts of Chesterfield. Since issues of exclusion and deprivation include both rural communities and former mining towns, there is no single solution and a wide variety of regeneration approaches are being actively pursued by local authorities.

4.2.5 The Chesterfield Canal has a role to play in this regeneration process in several key areas:

### **Employment**

4.2.6 Full restoration of the canal will significantly expand the tourism and leisure economy in the Canal corridor. This has the potential to create new employment directly associated with the canal (e.g. hire firms, boat maintenance, etc) and a much larger number of jobs in the wider economy (pubs, restaurants, shops, etc). The Gibb study (2001) indicated that full restoration and development of the original canal line alone would support a total of around 1050 long term sustainable full-time equivalent jobs and with the addition of the Rother Valley Link the total would rise to around 1200.

4.2.7 The Gibb study (2001) further suggested that the construction phase of the project would require approximately 1789 person-year-equivalent temporary construction

jobs to complete the restoration of the original canal line, rising to 2083 person-year-equivalent jobs when the Rother Valley Link is included.

- 4.2.8 Canal restoration requires a range of practical skills which are highly transferable to the wider economy. Canal based regeneration schemes throughout the UK have provided opportunities for skills development among previously excluded groups. The Partnership is working with Groundwork, Touchground and Bolsover Woodland Management to build training capacity and develop new community based canal projects.

### **Growth of the Tourism and Leisure Economy**

- 4.2.9 This is central to the economic development of the canal corridor. It is envisaged that growth will come from increased visitor numbers to the canal and increased activity both on the water and on the towpath. The Gibb study suggested that, following full restoration, there would be an annual visitor spend of between £3.1 million (without Rother Valley Link) and £3.7 million (with Rother Valley Link). Discounting current spending on the already restored sections, this suggests that a significant proportion of the remaining £2.2 to £2.9 million per year will be concentrated in Rotherham and North East Derbyshire.
- 4.2.10 Since the Gibb Study, significant new opportunities for tourism growth have emerged with the opening of the Pennine Cycle Way, the completion of the Trans Pennine Trail and the recent opening of the Doncaster/Sheffield Robin Hood International Airport. The canal is arguably well placed to capitalise upon these opportunities.

### **Business Start Up & Expansion**

- 4.2.11 The rebirth of the canal offers many opportunities for business start up, inward investment and expansion by existing companies. Evidence from other locations (Paylor et al 2004) suggests that the growth of canal related businesses may initially be slow but will increase as investors gain confidence in the long term future of the canal and as suitable business development sites become available.

### **Property Development**

- 4.2.12 The restoration of the Chesterfield Canal is already promoting developer and investor confidence – a particularly significant impact in disadvantaged areas where such interest has traditionally been limited.
- 4.2.13 The Gibb (2001) study identified a number of possible development sites. Some of these are now being brought forward. Overall the Gibb study suggested that up to 111,400 sq m of commercial / industrial development could follow from restoration.
- 4.2.14 Improvements to canal environments can bring forward the development of previously vacant or underused sites. Canals, because of their linear form, can also act as a valuable way of integrating discrete development schemes. The striking setting provided by a canal location favours creative activities and, to a greater

extent, tourism and leisure schemes. In turn, attractive developments can enhance the vibrancy and vitality of an area and further contribute to its rebirth.

### **Changing the Image of the Area**

- 4.2.15 Canal restoration is also playing a role in re-defining the image of this area in the aftermath of coal mining and heavy industry. The positive image projected by the presence of the canal is widely used in promotional literature and this plays a role in encouraging inward investment to the wider area.
- 4.2.16 Improving an area's image has been shown to also change communities self-perception and can lead to a reduction in the incidence and cost of anti-social behaviour.

### **Improving Quality of Life and Health**

- 4.2.17 The Gibb study did not examine the economic impacts of improved quality of the environment and the health benefits of canal restoration although studies on other waterways suggest these could be significant. As the Derbyshire County Council / Chesterfield Borough Council funded Chesterfield Walk this Way Project has demonstrated, the restored canal towpath provides a well surfaced, gently graded, traffic free, welcoming and safe environment for community groups, including the elderly, post-coronary care groups and others with identified health needs to take exercise.
- 4.2.18 Healthy activity schemes in the outdoor environment are rapidly gaining credibility in the NHS and can produce excellent results whilst reducing the costs of both primary and recuperative health care. For example on the Wey & Arun Navigation a "Green Gym" scheme based around canal maintenance provides controlled, gentle, exercise for participants with a variety of different conditions ranging from obesity to stroke recovery to mental illness. All the participants benefit from working on a project which produces tangible results in their local community.
- 4.2.19 Based on these studies and evidence from other completed restorations, the Chesterfield Canal Partnership believes that there is a strong case for reinstatement of the canal as a focus and catalyst for economic regeneration.

## **4.3 Social Regeneration**

- 4.3.1 The Canal has made and will continue to make a vital contribution to the social regeneration of the region. Experience shows that restoration will:
- Be a focus for pride in the community and community "ownership" of the local environment.
  - Yield recreational amenities which have noted "quality of life" improvement value for communities.
  - Provide safe, traffic free route-ways which enable communities divided by road expansion to be reconnected and new walking and cycling routes between communities and schools to be developed.

- Encourage inward investment through improving the local environment.

4.3.2 Restoration of the Chesterfield Canal has already resulted in increased volunteering and community participation. Activities include building and construction (Chesterfield Canal Trust Volunteer Working Party) to vegetation and footpath management (3 Valleys Volunteers, Chesterfield Action for Access). These and other projects have encouraged participation, capacity building and skill transfer with and within the voluntary sector.

4.3.3 The canal has also provided a focus for partnership activity with previously excluded groups.

### **The recreational importance of the Canal**

4.3.4 The canal is now an established, and extremely valuable, recreational facility and amenity. It is effectively a 46 mile long country park stretching from Chesterfield to the Trent. It provides access to the countryside for communities along its length and links together a wider network of recreational centres and parklands across three counties. On a regional scale the Cuckoo Way is a key west-east link between the Trans Pennine Trail and the Trent Valley Way.

4.3.5 The canal corridor provides traffic-free access to the countryside for a very wide range of users. These include anglers, walkers, cyclists (over some sections), and (wherever possible and appropriate) horse riders.

### **Arts and Creativity**

4.3.6 The Chesterfield Canal from Chesterfield to Staveley has proved to be an excellent venue for community arts based initiatives resulting in the installation of several sculptures, ceramic mosaics and murals. There is considerable scope to further extend these schemes and thus further improve the current image of the area.

### **Health and Wellbeing**

4.3.7 Both the East Midlands and South Yorkshire have poor community health indices and this is being addressed through local and regional health policy. As noted above, the Chesterfield Canal can contribute both venues and activities to support health promotion programmes and clearly has a role in improving community health and wellbeing.

## **4.4 Environmental Regeneration**

4.4.1 The Chesterfield Canal is a unique monument to the pioneering phase of the Canal Age and of the Industrial Revolution. It has a complex social and industrial history which has left a rich heritage of structures and monuments. At the same time its long peaceful decline and semi-abandonment has allowed it to develop a diverse range of semi-natural habitats containing a unique flora and fauna.

4.4.2 It is this combination of built heritage and natural environment which makes the canal an attractive place to visit and an attractive location for recreation.

4.4.3 It also makes the Chesterfield Canal a valuable, and arguably underused, educational resource. Development of the educational potential of the canal is an important element of our long term strategy.

### **Historic Environment**

4.4.4 The canal is of national historic importance. The history of the Chesterfield Canal is briefly summarised in Appendix A. It represents a transition between the early meandering contour canals and the later, straighter, cut and fill canals. The physical remains of the canal include several pioneering civil engineering features and unique survivals of late 18th century canal construction. Many of these structures are listed ancient monuments.

4.4.5 The canal is of particular importance in understanding the development of civil engineering with several early examples of now commonplace construction methods such as the earth core load-bearing embankment at Staveley known as the Puddle Bank. In addition, archaeological research carried out during the restoration of the Shireoaks to Kiveton Park section by British Waterways and Rotherham Metropolitan Borough Council has revealed important new evidence as to how the canal was actually built.

4.4.6 Associated features include the remains of one of the earliest wooden railways in the Midlands (1778) and a network of feeder tramways leading to wharfs on the canal. One such wharf, at Boiley Farm near Renishaw, is a unique survivor.

4.4.7 The Chesterfield Canal played a central role in shaping the economy of the entire region. It has its origins in the importance of Chesterfield as the gateway to the lead industry of the Peak District. It enabled the massive growth of the iron and coal industries and fostered the establishment of the glass and chemical industries in N.E. Derbyshire. The pattern of settlement it helped shape was built upon by the railways and to a great extent persists today.

4.4.8 The working boats of the Chesterfield Canal are also of national importance. They form a unique class of narrowboat whose design harks back to the origins of the canal system. The relative isolation of the Chesterfield Canal ensured that many features of early narrow boats were retained until the final days of commercial traffic in the 1950's. The Chesterfield Canal boats were known as Cuckoo Boats by the Trent Valley boatmen and it is from this that name of the Cuckoo Way is derived.

### **Natural Environment**

4.4.9 The canal is of national environmental significance. The canal route is a significant wildlife refuge and provides a green corridor linking a number of different habitats and wildlife reserves. The canal is host to a number of rare species of plants and animals and a considerable length of the canal is designated as a Site of Special Scientific Interest (SSSI). The canal provides a wide range of wetland habitats which are increasingly threatened elsewhere. In particular it hosts regionally important water vole populations.

- 4.4.10 Current management is directed towards safeguarding the natural environment along the canal route and preventing further loss of wetland habitats. Ongoing restoration will provide opportunities to create new and sustainable wetland habitats.



# 5 What has been Achieved?

## 5.1 Introduction

5.1.1 The Chesterfield Canal Partnership has established itself as a nationally recognised, successful and vibrant organisation. Since its official foundation in 1995 the Partnership has made considerable progress towards its core aims in many areas:

## 5.2 Protection of the Canal Route

5.2.1 The Chesterfield Canal with the Rother Valley Link is now recognised to be of “national strategic significance” (Inland Waterways Amenity Advisory Council “Review of Inland Waterway Restoration and Development Priorities”, 2001).

5.2.2 Each of the Local Authorities along the Chesterfield Canal has incorporated the Canal into its Local Plan and each now have policies which specifically safeguard the original route from development likely to prejudice its future restoration.

5.2.3 The Chesterfield Canal Partnership commissioned a study by Jacobs Babbie of the six alternative routes for the canal at Killamarsh. Working with the community a preferred route was published in 2004. This has been adopted by Killamarsh Parish Council, North East Derbyshire Council and Derbyshire County Council and is now in the process of being safeguarded by incorporation into the revised Local Plan.

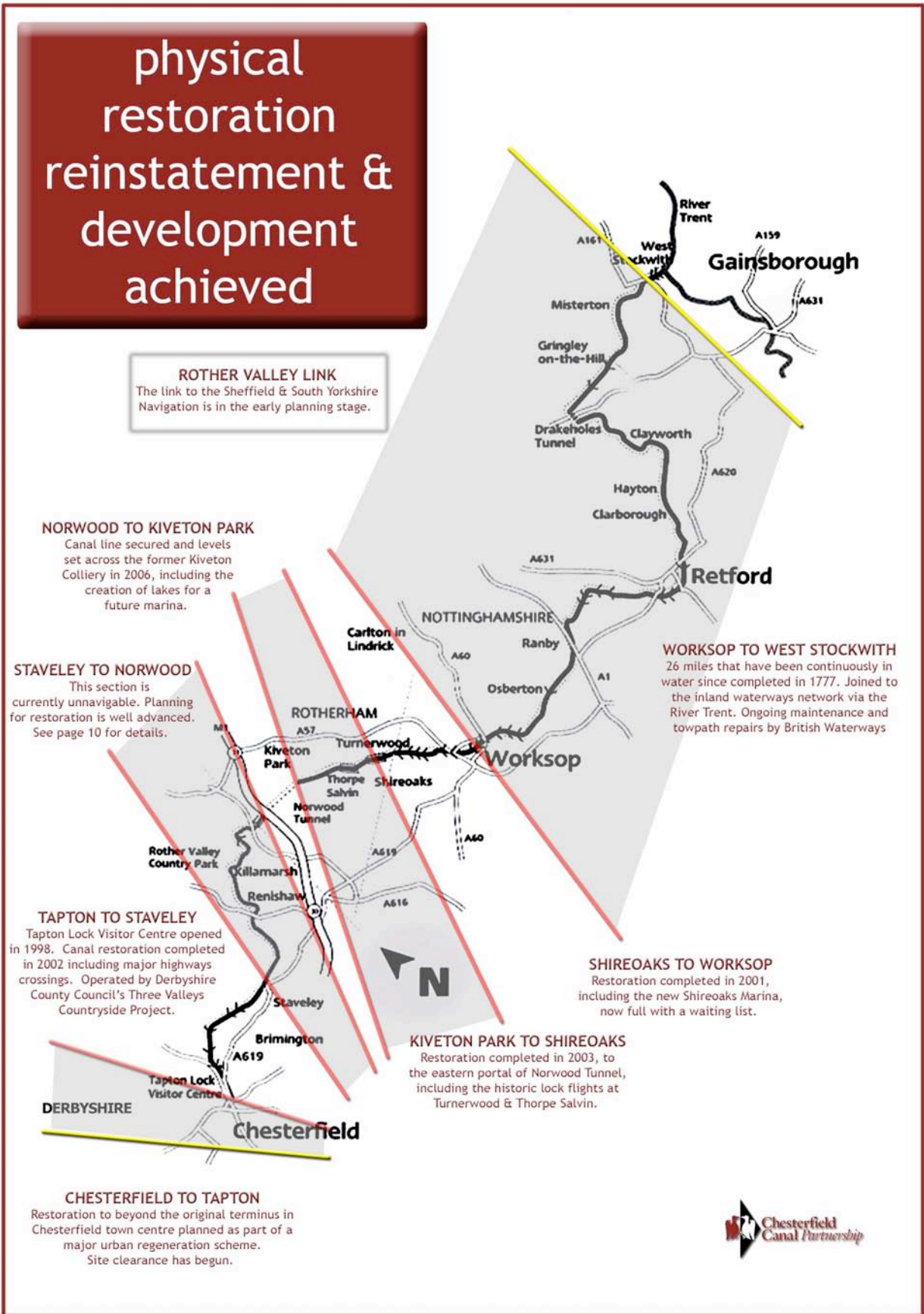
5.2.4 A study of the available evidence by Structural Perspectives Ltd (2004) suggests that it will not be feasible to restore the Norwood Tunnel in its original form. An alternative part-tunnel and part-surface route has been devised and agreement reached on a protected line for this proposed route across the former Kiveton Park Colliery site. Further detailed study is required to establish the line between the former colliery site and the West Portal of the Norwood Tunnel.

## 5.3 Protection of the Built and Natural Heritage of the Canal

5.3.1 Significant numbers of original canal structures in Rotherham and a smaller number in Nottinghamshire have been listed by English Heritage and now have statutory protection. The protected structures are typical of the entire range of structures on the canal and thus form a representative sample. All known standing monuments have been recorded in the Sites and Monuments records for their respective areas.

5.3.2 A field programme to further refine our knowledge of the built heritage of the Chesterfield Canal and its associated industries is underway and will lead to improvements in the Sites and Monuments records and to the presentation of further candidates for listed status.

5.3.3 The unique wetland flora of the canal from Retford (Whitsunday Pie Lock) to Misterton is a Site of Special Scientific Interest (SSSI). Several canal side locations have been notified as Sites of Importance for Nature Conservation (SINC's). Further sites near the canal are proposed as Local Nature Reserves (LNR's).



## 5.4 Physical Restoration, Reinstatement and Development

- 5.4.1 In Derbyshire the eight kilometre (five mile) section from Chesterfield to Staveley has been restored to full navigation and opened in 2002. This work included:
- The restoration and replacement of 8 km of badly damaged canal channel
  - The reconstruction of four locks and the construction of an entirely new lock to replace one lost through opencast mining.
  - The “Three Bridges Project” – replacement of three culverted road crossings at Station Road, Newbridge Lane and Bilby Lane.
- 5.4.2 In 2004 the canal was extended by a further 110 metres at Mill Green Wharf, Staveley. This work was carried out by the Canal Trust’s volunteers with financial support from Wren and Virador. The Trust’s volunteers are at present extending and raising the canal wash wall from Mill Green to Constitution Hill, which when completed will give approximately another 130 metres of canal.
- 5.4.3 In parallel with the Trust’s work, significant environmental improvements were carried out at the former Staveley Gas Works site (adjacent to the canal at Mill Green) by Derbyshire County Council. This cleared and reclaimed a badly contaminated site and created a new shallow water wetland habitat (as part mitigation for ongoing restoration).
- 5.4.4 In Nottinghamshire the full Restoration of the 5 km section from Worksop (Morse Lock) to Shireoaks Basin was undertaken by British Waterways in 2001. This project included restoration of eight original locks and the construction of the first new lock since 1777 (Boundary Lock -- to compensate for mining subsidence), the raising or rebuilding of five bridges, together with the creation of new marina facilities on the site of the former Shireoaks Colliery loading basin. The long term moorings at Shireoaks are fully occupied and there is a long waiting list.
- 5.4.5 This was followed in Rotherham by the full restoration of the 9 km length from Shireoaks to the Eastern Portal of Norwood tunnel. This included the restoration of twenty two listed locks, reconstruction of six bridges and repairs to many other bridges including the aqueduct over the River Ryton.
- 5.4.6 The above restoration project was funded by Heritage Lottery Fund, Yorkshire Forward, British Waterways and underpinned by a 21-year maintenance programme funded by Rotherham Metropolitan Borough Council. The section was opened in 2003 and has attracted very favourable comment and publicity (see introduction).
- 5.4.7 Also in Rotherham, as part of the English Partnerships funded reclamation scheme, the line of the canal through the former Kiveton Park Colliery site has been secured, cleared of all potential impediments (services, etc.) and a cutting and retaining wall has been built in preparation for the eventual construction of a new surface route to replace the largely destroyed Norwood Tunnel.
- 5.4.8 The initial stages in the Waterspace Masterplan for reclamation of the former Kiveton Colliery site have been implemented with the construction of two large fishing lakes (designed to be converted to a marina when the canal is restored across the site).

- 5.4.9 Throughout the canal the last ten years has seen multiple improvements to canal towpath and access; some typical examples include;
- Bluebank Loop – Easy access walk. Derbyshire County Council.
  - Retford Towpath Improvements – a British Waterways delivered project to create multi-user all weather towpath as a traffic free route through Retford.
  - Bilby Lane (Whittington) Access Improvements. Derbyshire County Council.
  - Staveley (Constitution Hill) Improvements – a Derbyshire County Council delivered project to create wheelchair friendly access to the canal.
  - Creation of concessionary footpath path along original Brindley line of canal between Birley and Boiley Farms, North East Derbyshire. Sitwell Estates & Derbyshire County Council.
  - Shireoaks to Kiveton Park. British Waterways and Rotherham Metropolitan Borough Council.

## 5.5 Restoration Studies and Planning 1995-2005

- 5.5.1 Canal restoration must be supported by appropriate technical and professional studies. Since the first “2020 Vision” the members of the Canal Partnership have commissioned or completed a significant number of the preparatory studies required for the completion of the next section of restoration (listed in the text box below). These include:

### Engineering Feasibility and Design

- 5.5.2 The principle that the complete restoration of the original line of the canal was technically feasible was demonstrated by the Halcrow study completed in 1996. Since then detailed engineering design work has been undertaken for both the Worksop to Kiveton Park and Staveley to Chesterfield sections and was implemented to produce the restorations opened in 2002 and 2003.
- 5.5.3 A full integrated design study of the section from Staveley to Killamarsh was completed in late 2005 and was reported in *Next Navigation: Restoration of the Chesterfield Canal from Staveley to Killamarsh*. A similar study is planned for the section from Killamarsh to Kiveton; a project brief has been written by British Waterways and Yorkshire Forward has indicated the availability of funding.
- 5.5.4 A Waterspace Masterplan to inform the reclamation of the former Kiveton Colliery site has been produced by British Waterways, DLA Landscape and Urban Design and Rotherham Metropolitan Borough Council. This identifies a new largely surface route for the canal across the site. It proposes entering the site from Kiveton Park via the surviving fragment of the Norwood tunnel to around Hall Lane, passing under Hall Lane then rising through two locks to the level of the colliery site. The fishing lakes would then be converted in stages to a marina as fishing is transferred to the extended canal. The main line of the canal would continue across the site passing to the north of the former colliery tip in a shallow cutting and then passing under the M1 motorway in an existing culvert before locking back down to the canal level at or near the former western portal of the Norwood Tunnel.

- 5.5.5 Preliminary route scoping and feasibility studies have been undertaken for the Rother Valley Link (Chesterfield Canal Society 1996, British Waterways 1997, Sheffield Hallam University 2005).

### **Water Resources**

- 5.5.6 A water resources study was completed for both the original line and the Rother Valley Link by British Waterways in 2002. The report was positive and indicated that sufficient water for restoration is available, although restricted water storage and ecological concerns (separation of hydrological catchments) will necessitate back pumping on the restored Norwood Flight with sufficient water storage at or near the flight to balance demand and variations in supply.
- 5.5.7 Recent engineering studies on the original canal line have incorporated detailed examination of the options for water supply, storage and conservation. These studies have concluded that the requirements of the Water Resources Study can be satisfied.

### **Environment and Ecology**

- 5.5.8 An independent ecological study was completed for both the original line and the Rother Valley Link by Halcrow in 2004. The report was generally positive about the overall impact of restoration of the original line and noted significant improvements in biodiversity in the recently restored sections. It did, however, raise significant concerns about the potential impact of the Rother Valley Link on certain sections of the River Rother and these will require additional detailed study. The Rother Valley Link Scoping Report (2005) is the first step towards finding a route which is partially or wholly separate from the line of the River Rother.

### **Historic and Built Heritage**

- 5.5.9 Extensive archaeological studies were undertaken on behalf of British Waterways in advance of the restoration of the Thorpe and Turnerwood flights (2001, 2003). A desk-based assessment of the remaining sections of the original line and the Rother Valley Link was completed for British Waterways in 2002.
- 5.5.10 Additional archaeological studies identified within that study have been undertaken for the Staveley to Killamarsh Section as part of the integrated design study.

### **Land Ownership**

- 5.5.11 The canal from West Stockwith to Norwood Tunnel is owned by British Waterways. In addition, British Waterways is working towards ownership of the canal corridor and fishing pond/marina development land on the former Kiveton Park colliery site. The current owners, Renaissance South Yorkshire have confirmed British Waterways as preferred recipients subject to legal agreements and respective board approval.
- 5.5.12 The isolated restored section from Chesterfield to Staveley is owned by Derbyshire County Council.

- 5.5.13 On the original section which is yet to be restored, landownership is mixed and an equally mixed approach has been adopted.
- 5.5.14 In Derbyshire where land is owned by local authorities, outline agreements are in place to transfer title and ownership to Derbyshire County Council as each element in the restoration comes forward.
- 5.5.15 Where the route is in private ownership, land will be secured through Section 106 Agreements or through negotiated purchase or lease. Outline agreements have been reached with prominent landowners. As a general principle, however, no land will be purchased or leased until required for restoration and funding for that section is secure.
- 5.5.16 Land ownership on the potential routes of the Rother Valley Link is equally complex, with a similar public/private mix. The Partnership has identified the key land holders; discussions, however, will only commence when a route for the link has been proposed.

## **5.6 Economic Development**

- 5.6.1 As noted above, an independent study of economic costs and benefits was completed by Gibb Ltd. in 2001. This study examined both the original line and the Rother Valley Link in detail.
- 5.6.2 The report reinforced the known importance of waterways tourism and recreation in bringing visitors to the canal corridor and emphasised the economic value of the Rother Valley Link in creating a circular cruise-way through South Yorkshire and the East Midlands.
- 5.6.3 The more immediate, short to medium term, development of the entire canal for tourism and recreation has been addressed through the Partnership's Access Strategy (below).

## **5.7 Social Development (Access Strategy)**

- 5.7.1 Sustainable social benefits arising from an improved local economy were discussed at length in the Gibb Ltd. study (2001). To bring these social and economic benefits forward, the Partnership has set out a development strategy for increasing public access to the canal and for encouraging social inclusion and a feeling of "ownership" in local communities.
- 5.7.2 The Chesterfield Canal Access Strategy (2006) is intended to promote the widest possible use of the canal and its corridor. It is a working document intended to identify key actions which must be undertaken to widen access, participation and increase use of the Chesterfield Canal.

## **5.8 Provision of Visitor Facilities, Interpretation and Recreational Routes**

### **Visitor Facilities**

- 5.8.1 A Visitor Centre was opened at Tapton Lock in Chesterfield in 1998. This offers a free exhibition on the built and natural heritage of the canal together with information on leisure activities on the canal and the surrounding area. Books, maps, canal souvenirs, drinks and light refreshments can be purchased and toilet facilities are available. The Tapton Lock Visitor Centre is operated by Derbyshire County Council's Countryside Service through the Three Valleys Project with the financial support of Chesterfield Borough Council and North East Derbyshire District Council.
- 5.8.2 The staff at the Tapton Lock Visitor Centre organise a wide range of activities and events on and around the canal ranging from "Canal Capers" aimed at children to regular walks and talks aimed at adults. They also encourage and manage the participation of volunteers and community groups in the maintenance of the canal and its surrounding environment.
- 5.8.3 In 2005 a new events area was built north of Tapton Lock adjacent to the canal. This features areas of managed grassland and woodland, an access road and areas of hard standing, permanent fresh water supply and sanitary facilities. Linked to this area are new visitor moorings and a slipway for launching trail boats and canoes.
- 5.8.4 The Tapton Lock Visitor Centre also promotes the weekend canal cruises operated by the Chesterfield Canal Trust.

### **Trip Boat Operation (Canal Cruises)**

- 5.8.5 The Chesterfield Canal Trust operates two trip boats on the canal. The John Varley is based at Tapton Lock in Chesterfield and the Seth Ellis is based at the Hop Pole Inn, Retford. Both boats are crewed by volunteers and operate most weekends from April through to October together with a number of "Santa Specials" during the run up to Christmas. They also offer a charter service for a wide range of group activities.
- 5.8.6 These trip boats have given many people their first experience of waterways and have proved to be invaluable in the promotion of the canal and its restoration.

### **Interpretation**

- 5.8.7 Interpretation panels have been provided throughout the newly restored sections.
- 5.8.8 The Partnership has produced a series of interpretive leaflets detailing circular walks along various sections of the canal. These include:
- Around the Bluebank Loop
  - Barrow Hill Roundhouse Ramble
  - Eckington and Chesterfield Canal Circular Walk
  - Thorpe Salvin, Turnerwood and the Chesterfield Canal
  - The Lady Lee Circular Walk

- Pilgrim Fathers and Sober Men
- Around the Junction

5.8.9 In addition the Partnership has produced a leaflet entitled an “Introduction to the Chesterfield Canal”, together with information on the restoration in Rotherham, the locations and facilities of canal side pubs, restaurants and public transport. These, together with the circular walks, have been recently gathered together as a “Walks Pack” which is now widely available.

5.8.10 Regular programmes of interpretive guided walks are undertaken by the Chesterfield Canal Trust’s Cuckoo Way Officer and by Derbyshire County Council’s Countryside Service staff based at Tapton Lock Visitor Centre.

### **Coordinated and Complementary Development of Recreational Routes**

5.8.11 The entire towing path has been developed as a long distance path – the Cuckoo Way. The route is signposted, way marked and, since 1999, has been shown on the maps of the Ordnance Survey. The 46 mile long Cuckoo Way forms an important west-east link between the Trans Pennine Trail, the proposed northern extension of the Archaeological Way and the Trent Valley Way.

5.8.12 The section from Chesterfield to Staveley has been surfaced to a high specification allowing use of the path by people with mobility impairments, wheelchairs, cyclists and (over some sections) by horse riders. The Tapton Lock to Staveley section is part of the Southern Extension of the Trans Pennine Trail (Route E9) and Sustrans (route 73). Similar improvements have been carried out on the newly restored sections in Rotherham and Nottinghamshire. Part of the towpath between Worksop and Manton now forms part of National Cycle Route 6. In Retford the towpath has been upgraded by British Waterways to provide an all weather traffic free route through the town.

## **5.9 Improvements in Quality of Life**

5.9.1 The Canal is widely featured on the tourism and inward investment literature throughout the region. It is clearly marketed as a positive force which has improved the quality of life in the surrounding communities and the Partnership aims to build upon this positive image.

5.9.2 The canal has been the venue for a number of major events over the last ten years and in 2002 and 2005 played host to the Inland Waterways Association National Trail Boat Festival. In both years the event was jointly organised by the Chesterfield Canal Trust and Derbyshire County Council Countryside Service and was held at Tapton Lock Visitor Centre in Chesterfield. In 2002 it was estimated that around 7000 people visited the site, in 2005 it was thought that around 9000 people attended.

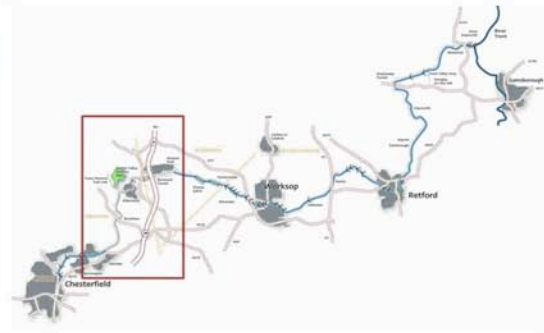
5.9.3 The canal is now a recognised focus for volunteer and community activity.



## **Chesterfield Canal Strategy Documents & Restoration Studies 1995 - 2005**

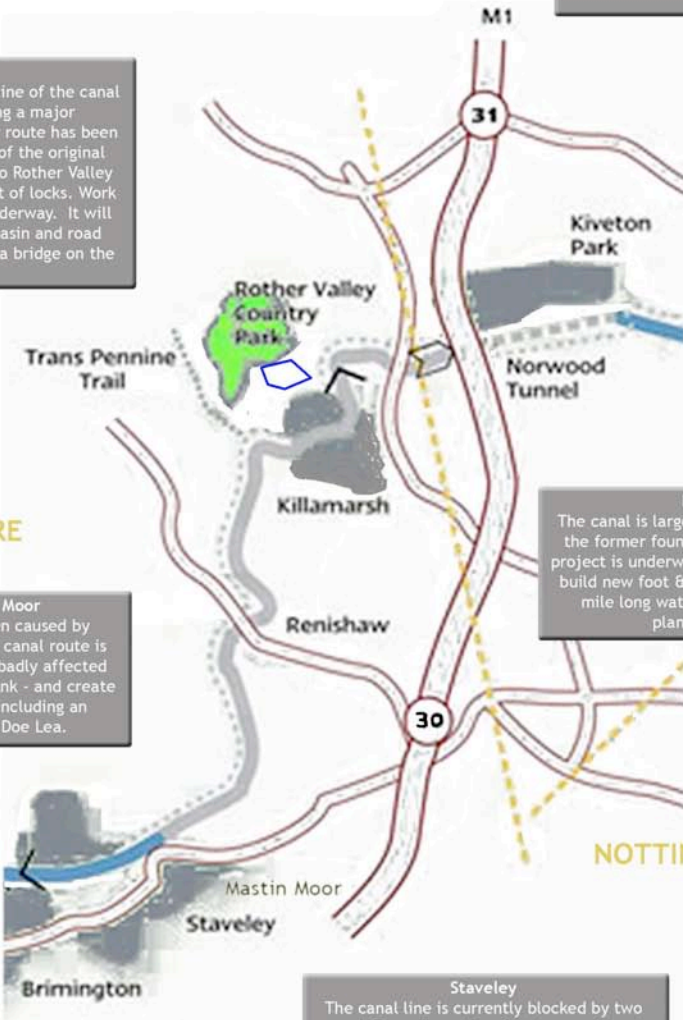
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- A61 / River Rother Corridor, Chesterfield: Planning Brief.** Taylor Young, AGD Ltd., WSP Ltd. & Chesterfield Borough Council, Final Version August 2005.
- Chesterfield Canal Access Strategy.** Chesterfield Canal Partnership, 2006.
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*restoration challenges on the 'missing link'*



**Norwood & Kiveton**  
 The Norwood flight is partly infilled and requires extensive works. The Norwood Tunnel is partly collapsed; two options for its replacement and achieving reconnection under the M1 are being actively investigated.

**Killamarsh**  
 30 houses were built on the line of the canal in the 1970's. Following a major consultation exercise, a new route has been identified which uses part of the original route before descending into Rother Valley Country Park via a new flight of locks. Work on the detailed design is underway. It will involve the creation of a basin and road crossings plus the raising of a bridge on the original line.



**ROTHERHAM**

**DERBYSHIRE**

**Renishaw**  
 The canal is largely infilled with sand from the former foundry - a major Partnership project is underway to reopen the canal and build new foot & cycle bridges to create a mile long water park. Completion is planned for 2007.

**Lowgates & Mastin Moor**  
 Extensive damage has been caused by mining subsidence. The new canal route is proposed to avoid the most badly affected area - the Staveley Puddle Bank - and create a new landscape feature including an aqueduct spanning the Doe Lea.

**NOTTINGHAMSHIRE**

**Chesterfield**  
 Proposed brown field site redevelopment by the Chesterfield Waterside Partnership will bring the navigation back in to the heart of the town, providing an attractive terminus for canal users of all kinds.

**Staveley**  
 The canal line is currently blocked by two roads & a railway line. Replacement road bridges with navigable clearance will be built as a part of major road improvements scheme. Navigation will be extended by 650 metres.



# 6 What Remains to be Done?

## 6.1 Introduction

6.1.1 The Partnership has made considerable progress but still faces some notable challenges as it seeks to fulfil its core aims, which include:

- The restoration of the original line of the Chesterfield Canal.
- The investigation of the potential for the creation and development of a new navigation to connect the Chesterfield Canal and the Sheffield & South Yorkshire Navigation -- the Rother Valley Link.
- The development and maximisation of the social and economic potential of the existing waterway.

## 6.2 Restoration of the Original Line of the Chesterfield Canal

6.2.1 Following the re-opening of the Worksop to Kiveton Park and Chesterfield to Staveley sections there now remains a nine mile (14.5 km) “missing link” to close the gap and complete the restoration of the original route. A description of the route of the missing link and the remaining challenges to restoration can be found in the Chesterfield Canal Trust leaflet Restoration Remaining (2005) which is reproduced below as Appendix C.

6.2.2 In summary the missing link poses a number of notable challenges;

- Dropped / lowered road and rail bridges in Staveley.
- Infilled channel and damage to the Puddle Bank at Staveley
- Severe mining subsidence in the Doe Lea Valley (up to 4.5 metres).
- Infilling of the canal through Renishaw with sand from the former foundry.
- Houses built on the original line in the east of Killamarsh during the 1960's and 1970's which will require a new route to be found and which will dictate significant changes in level.
- Restoration of the Norwood flight – one of the wonders of the canal age with 13 locks packed into four staircase flights. The locks survive in conditions ranging from excellent to significantly damaged.
- Replacing the collapsed Norwood tunnel and achieving a passage under the M1 motorway.
- Crossing the former Kiveton Colliery Site and reconnecting with the restored canal at the eastern portal of the Norwood Tunnel at Kiveton Park.

6.2.3 While this list may appear daunting it is significantly less technically difficult than either the Huddersfield Narrow Canal or Rochdale Canal restorations – both of these projects faced comparatively more arduous hurdles and can be taken as a model for what is now feasible and, possibly more importantly, realistically achievable (cf. Gibson 2002).

### **The Challenging Opportunity of Killamarsh**

- 6.2.4 A preferred route for the diversion of the canal around housing development on the original line was established in 2004. In common with all the diversionary routes a considerable difference in altitude between the new and original lines has to be overcome. This may be achieved by means of a flight of locks or by a more radical solution; namely an incline plane or boat lift. In itself this may provide a significant regeneration opportunity.
- 6.2.5 At Falkirk in central Scotland a similar problem in the restoration of the Forth & Clyde Canal was overcome by the construction of the world's first rotating boat lift. Since opening in 2001 this has been an extraordinary success and in 2003 was the second most visited attraction in Scotland (beaten only by Edinburgh Castle). The effects on Falkirk have been remarkable and the "Falkirk Wheel" is widely acknowledged to be one of the most significant examples of waterways led regeneration.
- 6.2.6 The site at Killamarsh requires a slightly greater altitudinal change but has few constraints as to the type of structure which could be constructed. It would be important to develop a feature which was unique in Britain and which did not simply replicate the Falkirk Wheel. Given the location of Killamarsh between Sheffield and Rotherham and with Leeds, Doncaster, Derby, Nottingham, Leicester and east Manchester all within the one hour drive time envelope, there is tremendous potential for the development of an iconic waterways feature on this site.
- 6.2.7 The potential location of the Killamarsh feature would be on the south-east margins of the Rother Valley Country Park, near to Nethermoor Lake. This location offers the benefits of some existing tourist infrastructure and opportunities for developing extended visits.

### **6.3 Future Maintenance and Management of the Restored Canal**

- 6.3.1 Once restored the canal will require maintenance and management.
- 6.3.2 The recently restored sections in Rotherham are the subject of a maintenance agreement between Rotherham Metropolitan Borough Council and British Waterways.
- 6.3.3 The existing restored but isolated section in Derbyshire is maintained by the Derbyshire County Council Countryside Service through the "Three Valleys Project" which also receives financial support from Chesterfield Borough Council and North East Derbyshire District Council.
- 6.3.4 During the time from restoration to final reconnection the isolated sections of the canal will require continued management and maintenance. It is proposed that as each Derbyshire section is restored the land ownership or lease title will be transferred to Derbyshire County Council. The intention being that Derbyshire County Council will gradually become the sole landowner or long term leaseholder for the entire section from Chesterfield to Killamarsh. During this reconstruction period the canal would be maintained by the Derbyshire County Council with the support of the other local government Partners.
- 6.3.5 The benchmark construction and maintenance standards used by the Partnership equal or exceed those used by British Waterways.

6.3.6 Prior to reconnection of the isolated section with the rest of the national waterways network it is proposed that Derbyshire County Council, on behalf of the Partnership, will enter into negotiations with British Waterways with a view to either securing a maintenance agreement and/or agreeing transfer of title.

6.3.7 The Partnership acknowledges the rapidly changing financial basis of canal restoration and maintenance and other options will be kept under review.

## **6.4 Exploration and Development of the Rother Valley Link**

6.4.1 The Partnership aims to explore the potential for the creation and development of a new navigation to connect the Chesterfield Canal and the Sheffield & South Yorkshire Navigation. It is argued that the “Rother Valley Link” will:

- Create a nationally significant, attractive and potentially popular, cruising ring through South Yorkshire, North-East Derbyshire and North Nottinghamshire.
- Provide a non-tidal water route to the Chesterfield Canal from the Northern waterways network and a significantly shorter route from the Northern waterways to those of the East Midlands and East Anglia.
- Increase traffic on both the Chesterfield Canal and the Sheffield & South Yorkshire Navigation (both currently under used waterways).
- Create a traffic free linear water park suitable for use by walkers, cyclists and horse riders and water-based activities such as angling.
- The resultant increases in boat traffic and visitor numbers would support the long term sustainability of the entire restored canal.

6.4.2 Current access to the Chesterfield Canal involves a 13 mile section of the tidal River Trent, which has proved in the past to be a disincentive to boating visitors and to the establishment of boat hire and ancillary industries. With the Rother Valley Link, however, the Chesterfield Canal would be opened up to the whole of the northern waterways, via Rotherham and Doncaster. At the same time this would establish an entirely new ring of approximately 108 miles of navigation and circa 83 locks. This would provide an ample weeks intensive cruising and would be comparable to one of the country’s most popular canal cruising routes, the Cheshire Ring (97 miles and 93 locks).

6.4.3 On the basis of comparable projects elsewhere, the new navigation should have significant economic and social benefits for the area; an inference supported by the Economic Assessment Study carried out by Gibb Ltd. in 2001.

6.4.4 In common with similar projects elsewhere the link may have significant ecological impacts. The Ecological Scoping Report undertaken by Halcrow (2004) identified a number of key issues unique to the Rother Link and indicated avenues for investigation which will form the basis of future work.

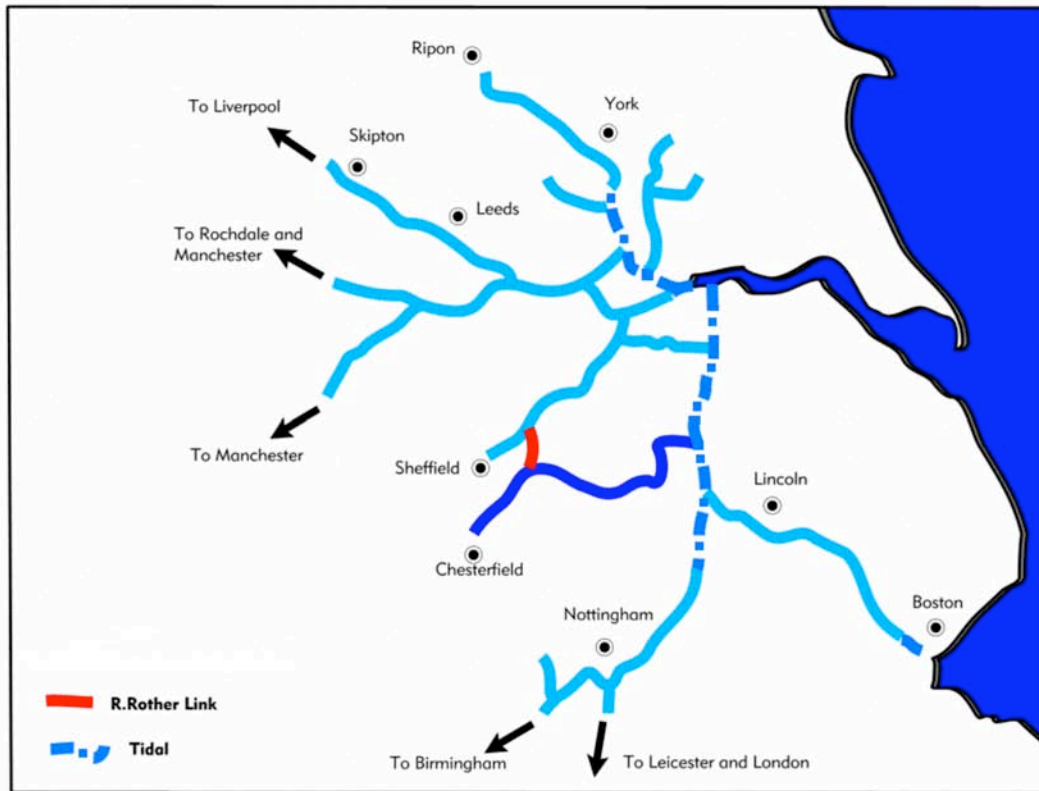


Figure Five. Map showing the regional importance of the Rother Valley Link.

## 6.5 Development of the Existing Waterway

6.5.1 In the development of the existing waterway the Partnership recognises three key challenges:

1. Increasing access to, and use of, the canal by all sectors of the community
2. Development of businesses directly related to or using the canal
3. Utilising the presence of the canal as a catalyst for local regeneration

### Increasing Use of the Canal

6.5.2 The Canal Partnership recognises that there are both physical and intellectual barriers to the use of the canal by both the local community and visitors. A report by the Inland Waterways Amenity Advisory Council (IWAAC 2001) identified the following barriers to access:

- Difficulty reaching the canal corridor.
- Physical access difficulties on the canal itself.
- An unpleasant and neglected environment.
- Fears for personal security and safety.

- Too few activities to provide positive experiences.
- Absence of a proactive personal approach to promote sustained use.
- Feelings of disassociation or exclusion from the canal and the heritage which it represents.
- Absence of appropriate information.

6.5.3 These issues occur across the full range of canal activities both on the bank and on the waterspace and have been examined in depth in the Chesterfield Canal Access Strategy (2006).

6.5.4 The purpose of the Access Strategy is to promote the widest possible use of the canal and its corridor. It is a working document intended to identify key actions which must be undertaken to make the Chesterfield Canal open and accessible to all.

6.5.5 In parallel with addressing access issues the Partnership has recognised the need to address the effective promotion and marketing of the Canal. The Canal is relatively poorly known. Effective linkages with the marketing of each of the key regions through which it passes must be a priority.

### **Developing the “Canal Economy”**

6.5.6 The existing canal is an under-developed resource, especially in the tourism and leisure economy. This is well illustrated by hire boat provision (see below) but the conclusions are equally valid for most other aspects of the canals development for tourism and leisure – not just for boating.

6.5.7 Comparison of the Chesterfield Canal with a number of other waterways located in similar geographic settings off the main UK canal network (Table One, below) is informative:

6.5.8 The length of “cruise-way” available to users of the Chesterfield Canal is comparable to some of the most visited navigations in the UK, especially the Llangollen Canal and the Monmouthshire & Brecon Canal. The number of hire boat bases and the numbers of hire boats on the Chesterfield is, however, markedly smaller. The relatively under-development of the Chesterfield Canal can be seen in the ratio between mileage and hire boat companies. The Chesterfield Canal demonstrating a very high ratio (i.e. poor provision) while more developed canals have very low ratios. Only the Basingstoke canal is equally underdeveloped but only if you exclude hire bases immediately adjacent to the entry to the canal – when these are added the Basingstoke resembles most other waterways.

6.5.9 The table suggests that there is considerable scope to develop additional tourist boat capacity on the Chesterfield Canal and that efforts should be directed at expanding existing provision or attracting hire boat companies and new start ups to the waterway.

6.5.10 This is only one example -- similar patterns of under-development can be found in most other aspects of the canal economy from boat building and maintenance to chandlery and supplies. It is possible that at least in some cases there are genuine shortfalls in the canal infrastructure which prevent expansion. In others it would

appear that further effort is needed to develop a market on the canal which could drive new investment or business growth.

### **Utilising the Canal as a Catalyst for Regeneration**

- 6.5.11 The potential of the canal as a catalyst for regeneration has been outlined above. While some development sites have been identified, relatively few have been brought forward. Several potential barriers to progress have become apparent and in response the Partnership should:
- Work with developers to cultivate an awareness of the potential value of the canal and to bolster confidence that it will be restored.
  - Work with local authorities to nurture a more proactive approach to the planning of imaginative development schemes.
  - Promote the potential of selected canal side sites and waterspaces as a feature around which sustainable higher density housing (in line with central government policy) could be accommodated.
  - Develop stronger links between planners within the Partnership to overcome developers' perceptions of inconsistency in the planning control approach to the development of canalside sites.
  - Encourage better co-ordination and communication between different planning agencies especially where complex cross boundary canal side development schemes are under consideration.
- 6.5.12 The adoption of protection and conservation policies for the Chesterfield Canal by all the local authorities along the route is of considerable value in creating a level playing field.



## Canal Development: Some Comparative Figures for 2003-2004

Canal	Length (miles)	Locks	Lock-Miles	Cruise Hours	Hire Bases	Companies	Total No. of Hire Boats	Hire Company to Mileage ratio	Other Boating Facilities
Chesterfield	32	46	78.0	26.0	1	1	3	32	
Caldon Canal (inc Leek Branch)	19 _	17	36.5	12.2	1*	1	12	19.5	
Monmouthshire & Brecon	33 _	5	38.25	12.75	5	6	41	5.6	Day boat hire, 2 operators.
Llangollen (both branches)	44 _	21	65.5	31.6	5	5	50	8.9	Day boat hire, 1 operator.
Lancaster	41 _	0	41.5	41.5	2	2	10	20.6	Day boat hire, 1 operator.
Basingstoke Canal	31	29	60.0	20.0	1**	1		31 (10.3)	Day boat hire, 1 operator.
Wey & Godalming Navigations	19 _	16	35.75	11.9	2	2		9.9	
Kennet and Avon	83 _	105	188.25	62.75	9***	9		9.25 (7.6)	

**Table One: One possible index of the relative development of canal related businesses – the number of boat yards and hire boats per canal. All the canals listed have similar characteristics to the historic Chesterfield Canal in being terminal canals with no through cruising route or ring.**

**Notes** “Length” is the navigable length of the canal normally used in cruising – in the case of the Chesterfield Canal the length is that directly connected to the main waterways network via the Trent and thus excludes the isolated five mile stretch from Chesterfield to Staveley.

\* Strictly speaking the hire base is on the Trent & Mersey but immediately adjacent to the Caldon Canal Junction.

\*\* But two further hire yards are to found on the adjacent Wey and Godalming Navigations, one 3 miles from the Basingstoke Junc.

\*\*\* Two further yards on the Thames in Reading near to junction with K&A.

Day boat hire – The table only lists powered day boat hire – the operators recorded are those specifically targeting the day boat market – most other boat yards will also do day hire “as available”. In addition most canals also offer rowing and canoeing activities (not itemised) – none are recorded on the Chesterfield.

# 7 The Way Forward

## 7.1 Introduction

7.1.1 Section Six identified some of the key challenges facing the restoration and development of the Chesterfield Canal. Here we set out the strategies proposed to meet those challenges.

## 7.2 Restoration of the Original Line of the Canal

7.2.1 **Aim:** The restoration to full navigation of the Chesterfield Canal using, wherever possible, the historic route.

### **Strategies for the Restoration of the Original Line of the Canal**

7.2.2 The Partnership will pursue the restoration of the original line of the canal from Staveley to Kiveton Park.

7.2.3 Restoration will be pursued from both Staveley towards Killamarsh and from Kiveton Park towards Killamarsh taking into account the available water resources and the opportunities presented by canal side development. In all cases the Chesterfield Canal Partnership will seek to work closely with local communities to secure project proposals which are fully supported by the people they are intended to benefit.

7.2.4 The Partnership will continue to use British Waterways constructional and operational standards as the benchmark for all new work on the restoration of the canal.

7.2.5 It should be noted that there is no timescale for this restoration and there is no commitment by the partners to directly fund any aspect of the restoration programme.

7.2.6 The Partnership will work with Derbyshire County Council and Chesterfield Borough Council to make navigable the three road bridges which block progress in Staveley. This will be achieved as part of the Markham Vale Staveley Northern Loop Road Scheme. Funding for this extension is now secure.

7.2.7 The Partnership will seek to act upon the Next Navigation design study (2006) for the Staveley to Killamarsh Section. The Partnership will seek funding from public and private sectors for the project. It will do so opportunistically and will bring forward sections for local amenity use if circumstances permit (e.g. developer funding).

7.2.8 The Partnership will seek to undertake a detailed design study for the Killamarsh to Kiveton Park Section. This will examine the most effective means of achieving the restoration of the Norwood flight, the replacement of the partially collapsed Norwood tunnel (including a passage under the M1 motorway) and reconnection with the restored canal at Kiveton Park. This study will also consider the possibilities for the development of an iconic waterways feature (such as a boat lift or incline plain) at Killamarsh. Should this prove favourable, the Partnership will seek funding for a detailed study of the tourism potential of this site.

7.2.9 The Partnership will seek to secure the reinstatement of the canal through the former Kiveton Colliery in line with the site's Waterspace Masterplan(1999). The first two stages in the Masterplan which involved the construction of new canal cutting, retaining wall and the development of fishing lakes were completed in Spring 2006. There is a need to seek to secure support and funding for the implementation of the third and fourth phases.

7.2.10 The Partnership sees the creation of a marina on the former Kiveton Colliery site as a vital interim "Head of Navigation Feature" which will draw additional visitors to Kiveton Park. It is an obvious location for the development of a hire boat operation and has considerable potential for links with community development plans. It is therefore a vital element in both the development of the canal economy and the leisure & tourism economy in South Rotherham. To that end the Partnership will seek to work closely with Rotherham Metropolitan Borough Council and the Kiveton Park and Wales Community Development Trust.

### **7.3 Exploration and Development of the Rother Valley Link**

7.3.1 **Aim:** To explore the potential for the creation and development of a new navigable link between the Chesterfield Canal and the Sheffield & South Yorkshire Navigation.

#### **Strategies for the Exploration & Development of the Rother Valley Link**

7.3.2 The Partnership will seek to build upon the initial route scoping, water supply, built heritage and environmental impact studies to further investigate possible route proposals for the Rother Valley Link.

7.3.3 The Partnership will seek to establish:

- The optimum preferred route and initial engineering requirements.
- The planning and legal framework required to progress the link.
- The specific environmental impact associated with each design option and the feasibility of compensation and mitigation measures (in line with the recommendations of the Ecological Scoping Study, Halcrow 2004).
- The potential social and economic impact and the relationship of the project to other key regeneration projects on the route.

7.3.4 The Partnership will seek to work with the local community and all potential stakeholders to overcome possible conflicts and to develop proposals which balance the needs of competing stakeholders.

### **7.4 Development of the Existing Waterway**

7.4.1 **Aim:** The protection, conservation and enhancement of the natural and built heritage resources of the canal.

#### **Strategies for Protection, Conservation and Enhancement**

7.4.2 Current Strategy for the protection of the natural and historic environment of the canal is set out in the Chesterfield Canal Strategy for Protection and Restoration (1993) which is reproduced in Appendix B.

7.4.3 All the local authorities along the route now have clear protection and conservation policies for the Chesterfield Canal in their Local Plans. The Authorities are to be congratulated for this support and should be encouraged to retain such policies as the Local Plans are revised and eventually replaced.

### **Conserving and Interpreting Built Heritage (Cultural Resources)**

7.4.4 Many of the historically important structures along the Chesterfield Canal have statutory protection under the Ancient Monuments Act legislation. Periodic review of this listing and the possible addition of further structures will be undertaken, supported by the archaeological work carried out by the Partnership.

7.4.5 The Chesterfield Canal crosses several administrative boundaries. There is a need for an integrated canal wide approach to the protection of the built heritage of the canal and the remains of its associated industries. It would therefore be appropriate for the Partnership to work towards the formulation of a Heritage Management Plan for the entire canal.

### **Maintaining and Enhancing Biodiversity**

7.4.6 A significant section of the Chesterfield Canal in Nottinghamshire is a Site of Special Scientific Interest and protected under that legislation. Concerns have been raised by English Nature over the deterioration of the unique flora of this section and the Partnership will support, and where appropriate will undertake, additional research to clarify the causes of this decline and to design appropriate measures to help halt or reverse this deterioration.

7.4.7 The natural heritage is also subject to control by several agencies from different authorities. Again it would, therefore, be appropriate for the Partnership to work towards the formulation of a Environment Management Plan for the entire canal.

### **Community Participation**

7.4.8 Protection and enhancement of the historic and natural environment of the canal is only possible with the support of local communities. It is anticipated that local communities will be participants in the formulation of the Heritage and Environment management plans. The Partnership will therefore support any initiatives along the canal which promote community participation in, and intellectual ownership of, the built and natural heritage of the area. Several such projects are proposed in the Access Strategy.

## **7.5 Widening Access and Increasing Use**

7.5.1 **Aim:** The improvement and widening of public access to the canal.

## Strategies for Widening Access and Increasing Use

- 7.5.2 The Partnership will seek to implement the Chesterfield Canal Partnership's Access Strategy (2006). The Access Strategy sets out a detailed programme of actions which can be undertaken to widen access, participation and increase use. The key recommendations of the Access Strategy relate to the following areas:
- 7.5.3 Transport Access to the Canal and its Surrounding Region: How users can reach the canal corridor by public and private transport. It suggests means by which the existing transport provision can be better utilised and the practical ways in which it could be improved.
- 7.5.4 Access to the Towpath: Explores physical access to the towpath and the needs of walkers, cyclists and horse riders. It reports the result of the Access Node and Footpath Condition Survey and suggests key improvements which will be required to make the canal fully accessible for all levels of mobility and to encourage its use for sustainable transport and recreation.
- 7.5.5 Access to the Water: Examines access to the waterspace and notes the importance of waterbased activities including boating and angling. It outlines projects which could improve access to the water and increase tourism in the canal region.
- 7.5.6 Intellectual Access: This looks at the barriers to understanding and enjoyment of the Chesterfield Canal. It examines the ways in which the diverse heritage and environment of the canal could be explored and promoted to local communities and education. It identifies ways in which communities could become more involved in the canal and gain feelings of "ownership" over it.
- 7.5.7 The Partnership will work towards; (a) obtaining grant aid for key projects within this framework as and when opportunities become available; (b) the incorporation of key recommendations of the Access Strategy in appropriate local and regional plans.

## 7.6 Economic and Social Regeneration

- 7.6.1 **Aim**: The sustainable economic and social regeneration of the Chesterfield Canal corridor.

### Strategies for Developing the Canal Economy

- 7.6.2 The Partnership will work with communities and businesses to further develop the canal economy.
- 7.6.3 The Partnership wishes to see the canal marketed more fully as an integral part of the local and regional tourism and inward investment attraction strategies. The Partnership has developed a Communications Strategy (2004) and launched a Marketing and Communications Sub-Group with this aim and will work with all interested parties to encourage the promotion of the canal in its appropriate context.
- 7.6.4 The Partnership will seek to establish what, if any, infrastructural limitations restrict investment and make proposals to overcome them. It will work to overcome other

barriers by building confidence in the business community and working to inform potential business partners of the value of the canal to their business.

- 7.6.5 The Partnership will engage with the local and regional development partnership and agencies to promote the canal and to identify opportunities. It will work within the development frameworks proposed by those agencies.

### **Strategies for Utilising the Canal as a Catalyst for Regeneration**

- 7.6.6 The use of the canal for economic and social regeneration projects will be encouraged provided that such projects do not detract from the canal and its setting.
- 7.6.7 The Partnership will work with landowners, commercial developers and local authorities to achieve imaginative and sustainable land use along the canal corridor. Where appropriate it will be proactive in identifying potential development sites and indicating uses which further the aims of the Partnership.
- 7.6.9 Where development proposals are made which do not protect and enhance the built and/or natural heritage, the Partnership will engage with the developer. Should no positive outcome prove possible the Partnership will oppose such development.
- 7.6.10 It is recognised that different areas along the canal have their own priorities and policy commitments. These should be accommodated and consultations undertaken at a local level at each stage of the Canal's development.
- 7.6.11 Given the cross border nature of the canal it would be appropriate for the Partnership to work with the key development agencies to consider the formulation of a Canal Business Development Plan either as an independent plan or as one element in a comprehensive Management Plan.

## **7.7 Improving the Quality of Life**

- 7.7.1 **Aim:** The complementary role that restoration and development of the canal will have in improving the quality of life in surrounding communities.

### **Strategies for Improving the Quality of Life**

- 7.7.2 The restoration and development of the Chesterfield Canal has the potential to touch upon many aspects of community development including:
- Crime and Community Safety
  - Economic Regeneration
  - Environment and Transport
  - Healthy Communities and Well-being
  - Homes and Neighbourhoods
  - Leisure and Culture
  - Lifelong Learning
- 7.7.3 The Partnership believes that many of its current projects are already playing a role in the above key areas. The Partnership will work to promote the incorporation of the canal in the Quality of Life agenda exemplified by emerging community strategies.

## 7.8 Strategies for Funding

- 7.8.1 The Partnership will seek funding opportunistically within the broad framework of development and restoration proposed above.
- 7.8.2 The Partnership recognises that changing funding regimes mean that the era of “single pot” block grants for major restorations is largely a thing of the past. It is, therefore, highly unlikely that the entire programme will be funded from a single source.
- 7.8.3 To reflect this changing economic climate the restoration has been broken into relatively small sections each of which forms a feasibly fundable project in its own right. Smaller sections are inherently more achievable with volunteer labour and resources and foster a sense of achievement upon completion.
- 7.8.4 These projects may be achieved in stand alone form or may be grouped to form larger bids depending upon the funding sources being approached. Such flexibility allows the Chesterfield Canal Partnership to take advantage of funding opportunities as they arise but still achieve a co-ordinated result.
- 7.8.5 The Partnership recognises that the canal crosses administrative and funding boundaries and crucially lies on the border of the regional Development Agencies Yorkshire Forward and the East Midlands Development Agency. Critically the Partnership recognises that funding of restoration in one area may potentially deliver economic and social benefits in another. In consequence the Partnership realises that it has to seek cross boundary collaboration in the funding of the next stages of restoration.
- 7.8.6 The Partnership further recognises that the emergence of new structural frameworks (for example under the Britain’s Core Cities programme and the Northern Way initiative) will require new approaches to funding. The cross region / cross boundary nature of these new frameworks may well help the Partnership achieve greater support. Strategy to seek funding opportunistically
- 7.8.7 The Partnership acknowledges that funding for major capital projects will be sought from outside the current budgets of supporting local authorities, trusts and agencies.
- 7.8.8 The Partnership will, however, continue to seek recurrent revenue or small grant funding from member Local Authorities, the Chesterfield Canal Trust and other Partners to support its core activities, its programme of studies and its staff.
- 7.8.9 The Partnership recognises that the local authorities which support its activities have many pressing claims upon their limited resources and must demonstrate value for money. The Partnership, nevertheless, hopes that its activities and achievements over the last ten years fully justify the confidence which has been placed in it to date.

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## Appendix A:

# *A Significant Undertaking: A Brief Introduction to the History of the Chesterfield Canal.*

The story of the origins, rise and eventual decline of the Chesterfield Canal is a unique story. Nevertheless, it also encapsulates in microcosm many of the key developments and contributions made by water transport to the Industrial Revolution throughout England.

### **Origins**

The Chesterfield Canal runs west to east across the north-south grain of the country. This reflects the patterns of trade established in this area by the 1300's. At that time the fledgling Lead and Iron industries of North Derbyshire and South Yorkshire found their main outlets via pack horse to the inland port of Bawtry at the head of reliable navigation on the River Idle. From Bawtry cargoes were dispatched to Hull and onward to eastern England, London and the Low Countries. In return it imported goods from throughout Europe and Scandinavia. By 1350 Bawtry was one of the principal ports for South Yorkshire & North East Derbyshire.

The river Idle navigation underwent improvement during the late 1600's but trade from South Yorkshire fell away as a consequence of the improvements to the River Dun (Don) undertaken from 1720's onwards. Trade from Chesterfield and North East Derbyshire began to be hampered by the poor state of the roads to Bawtry and high tolls on the Dun Navigation. In Chesterfield thoughts began to turn to replacing the road with a canal and by 1768 there was sufficient local interest to engage the services of a civil engineer; James Brindley.

By 1768 James Brindley had an enviable reputation as a canal engineer. Many schemes were clamouring for his services and as a result he sent one of his assistants, John Varley, to undertake the initial survey. In early 1769 Varley surveyed a route from Chesterfield to Shireoaks that was almost identical to the route eventually constructed. At Shireoaks, following his brief to survey a "water way to Bawtry", his proposed route turns north east across open country to reach the shallow valley of the Rytton which he then followed to the Idle and Bawtry.

In December 1768 the notion of the canal began to circulate in Retford. Inspired by a visit to the Bridgwater Canal (designed by Brindley) the headmaster of Retford Grammar School, the Reverend Seth Ellis Stevenson, began a vigorous campaign to bring the canal to Retford. Approached to the Chesterfield promoters brought a positive response and by June 1769 Varley was again in the field this time searching out a route via Worksop and Retford to West Stockwith.

In August when the first public meeting was held in Worksop to promote the canal Brindley supported the Retford route. At that same meeting parties from Gainsborough made strong representations that the canal should terminate on the Trent at Gainsborough not West Stockwith. There followed a brief but spirited campaign between the two camps which was settled by the intervention of the Reverend Stevenson. When, in January 1770, Brindley spoke to another crowded meeting at the Crown in Retford he was able to announce that the route would be Chesterfield -- Worksop -- Retford -- West Stockwith.

## Building the Canal

The early records of the canal company have survived and provide an almost unique insight into the construction of the canal. They show the struggles of local shareholders to come to terms with this new technology and to overcome the inevitable crises which followed the death of James Brindley in 1772.

At first sight the Chesterfield Canal appears to be a typical early meandering contour canal, however, it also displays civil engineering features which presage the later, straighter, cut and fill canals. These include the overall boldness of the route, the first extensive use of locks in multiple flights and the use of embankments and cuttings to shorten the line. In consequence the physical remains of the canal include several pioneering civil engineering features and unique survivals of late 18th century canal construction. Many of these structures are listed ancient monuments.

Brindley's death in 1772 resulted in the works being carried to completion by his assistants Varley and Henshall and it is a moot point if some of the innovations seen on the canal were designed by Brindley or were the work of his assistants. Whatever the origin, the civil engineering advances on this canal warrant greater recognition.

## Opened for Business

The Chesterfield Canal opened throughout in 1777 and faced an early struggle caused by the economic recession which followed the loss of the American colonies the previous year. Nevertheless, within ten years the canal began to show a modest dividend and steady trade in all manner of goods was established, including

- Agricultural produce
- Malt
- Hops
- Sail Cloth
- Gravel
- Bricks and Tiles
- Coal and Coke
- Iron Ore
- Iron Bar and Cast Iron products
- Lead
- Lime
- Marble

The canal was built as a narrow canal from Chesterfield to Retford. At Retford the canal became wider and the locks from there to the Trent were built to broad beam (Trent Flat or Barge) dimensions. The presence of several pinch points and narrow bridge holes meant that this vision was never fully realised and Trent boats never did reach Retford!

From the outset the canal had several short branch canals or arms of which the Norbriggs Cutting at Mastin Moor was the longest at 1 ½ miles. Shorter arms led to coal wharfs at Killamarsh (Church Lane) and Staveley (Bellhouse Lane, Lowgates) and a stone quarry at the Lady Lee Arm, near Worksop.

Much of the trade reached the canal via an intricate network of feeder tramways, plateways and railways, including the earliest known "raile way" in Derbyshire from Norbriggs Wharf to Norbriggs Colliery and dating from 1789. These tramway feeders mostly brought coal to the canal although the tramway from Whittington which terminated near Bilby Bridge brought iron castings

and glass to the canal as well. These tramways flourished from the 1790's through to the 1830's and 40's when they appear on the first Ordnance Survey maps. In the coalfield and iron working areas most went out of use by the 1850's with only one or two lingering on until the 1870's. In the limestone areas tramways continued to carry stone to the canal until the 1920's.

### **The Coming of the “Stephenson” Railways**

Once the early trade depression concluded the canal settled down to a steady if not spectacular life with a steady stream of modest dividends. Long distance railway competition arrived in the 1840's with the opening of the North Midland Railway from Derby to Leeds. After initial attempts by the company to seek powers to convert the canal into a railway, by 1842 the canal company had settled on an agreed sale to the Manchester Sheffield and Lincolnshire Railway.

Initially this stimulated additional activity on the canal; the railway company opening a new interchange wharf near Kiveton Park Station and attempts were made to compete on through tariffs with the Midland Railway. Certainly the canal receipts for the period from c.1840 to around 1860 remain relatively buoyant, but by the late 1860's revenues had begun to seriously decline and it was clear that the canal was unable to compete with the speed of the railways. By the 1880's the MS&LR had begun to think of expansion southwards and the creation of what became its “Derbyshire Lines”. Once the Derbyshire lines were completed, the majority of canal side customers were connected to the railway system or had a very local station and as a result trade on the canal fell away quite dramatically.

The construction of the MS&LR's “Derbyshire Lines” in the late 1880's had marked consequences for the Chesterfield Canal; the planned route south followed a straight course and was to cross and re-cross the original line of the canal. Initially the MS&LR attempted to close the canal but the Act of Parliament for the Derbyshire lines had a clause inserted to prohibit closure and to avoid the cost of numerous bridges a number of diversions were carried out. These were:-

- Killamarsh to Renishaw (the Long Straight); The cut-off loop of canal to the west of the new railway was abandoned but can still be traced today.
- Renishaw to Hague Lane; here the cut-off sections were largely removed or buried by the construction of the Goods Yard of Renishaw Central Station.
- Hounsfeld Bridge to Staveley Works; the isolated section was again west of the new railway and ran around the margins of the Stanton and Staveley Works. Any trace of the Brindley route has been destroyed through a combination of works redevelopment, opencast coal extraction and land reclamation.
- Chesterfield Wharf. The Brindley Wharf was isolated from the canal by the Railway and a new wharf was constructed upstream on the edge of the new railway goods yard. This became known as the “Great Central Wharf”.

All of these new sections were constructed quickly and all were in use by the opening of the railway from Beighton Junction to Staveley Central and thence to Chesterfield in June 1892. Eventually this became part of a new route to London. On 1<sup>st</sup> August 1897 the MS&LR changed its name to the Great Central Railway.

### **Decline, A Fall and Revival**

The arrival of a parallel railway route accelerated the inevitable decline in trade. By the early 1900's most manufactured goods and sundries trade had been lost and the cargoes which remained were low-value and high-bulk; coal, coke, stone, bricks, aggregates and grain.

The western end of the canal was isolated by the partial collapse of the Norwood Tunnel in October 1907 and all trade west of Norwood ceased around 1914-18. For some time after the war the canal remained in water to supply various industries but in many places became overgrown and neglected. In the interwar years in Killamarsh, rowing boats were hired out on the length near Bridge Street. By the 1950's the canal was no longer required for water supply and sections were sold off and gradually infilled.

To the east of the tunnel the decline was more gradual and regular cargoes continued from Shireoaks Colliery, Worksop and Gringley to the Trent until the late 1950's with the last sporadic commercial carrying being in the early 1960's. Fortunately this coincided with the rise of the preservation movement and attempts to downgrade the entire canal to remainder status were defeated. In 1976 the Chesterfield Canal Society was formed to promote the use of the canal and its eventual restoration. In 1998 the society became a registered Charitable Trust.

### *The Canal Industries and their Communities*

The arrival of the Chesterfield Canal helped to shape the landscape and communities through which it passed.

This effect was most marked in Rotherham and North East Derbyshire where towns and villages expanded dramatically or where entire new communities came into existence as industries sprang up alongside the canal. The pattern of settlement it helped shape was built upon by the railways and to a great extent persists today.

The origins of the canal are closely tied to the Derbyshire lead industry and the iron foundries at Staveley and Renishaw. The presence of the canal encouraged the growth of these ancient industries and led to the precocious expansion of the Derbyshire Coal industry; feeder tramways from pit to canal include the first record of Newcastle style "railway" in Derbyshire (1778). A similar tramway led to the glassworks at Whittington. The arrival of the canal and the relatively breakage free transport which it offered resulted in the expansion of the glass industry and its associated chemical industries.

To some extent the canal in North East Derbyshire entered an already partially industrialised landscape and, through providing cheap transport, permitted the rapid growth of ancient industries and the appearance of many new industries. As a result the canal served practically all the key heavy primary manufacturing industries of the industrial revolution.

In contrast the eastern reaches of the canal initially traversed an almost entirely rural landscape. The arrival of the canal occurred at a time of major reorganisation of the landscape and many of the new model farms constructed by the larger estates at this time had their own wharfs and used the canal to export their produce.

Throughout the Nottinghamshire length the canal again permitted local craft activities to expand and industrialise where raw materials existed. For example the growth of the brick and tile manufactories at Misterton and Gringley can be tied to both the ease of export of the finished product and to the ease of importing Derbyshire coal as fuel. One unique trade brought cargoes of Trent silt or warp to brickworks like those at Walkeringham for drying and grading to produce polishing powders used in the Sheffield cutlery finishing trade. Some of these industries were ephemeral and have left scant record bar a few entries in a boat book; others

proved long lived – the last cargo from Walkeringham Brick Works was carried in 1955 – and have left a rich archaeological legacy.

The canal therefore runs through two regions with very different histories and in consequence landscapes.

The waterway was also used for more than transport. Water power was a vital element in the rural economy until the twentieth century and, especially on rivers, conflicts between mill and navigation interests were common. At Norwood for example the bywash water from the flight drove a sawmill and woodworking shop.

In such a low lying district the waterways also played a key role in land drainage. Conversely, waterways were often key water suppliers with water being abstracted for industrial purposes as varied as brewing, irrigation, chemical works and brick making. All these activities have left a further legacy along the water corridor.

## Appendix B:

# *Chesterfield Canal Strategy for Protection and Restoration (1993)*

## **1 Introduction**

- 1.1 The Chesterfield Canal is navigable in its easternmost section from the River Trent to Morse Lock, Worksop. Plans are well advanced for the restoration of the section from Worksop to the Bassetlaw/Rotherham boundary. The Strategy therefore addresses the whole of the remaining western section from Chesterfield town centre to the Rotherham Boundary near Shireoaks. In this section, parts of the canal have been infilled or developed over and the lengthy Norwood Tunnel is partly blocked. Restoration is considered to be an ambitious but feasible task given time and resources
- 1.2 It must be stressed that the Strategy is not a proposal for development or a detailed programme of work. It is a policy devised with the aims of bringing all the local authorities into line to ensure a coordinated and sustainable approach to the future of the Chesterfield Canal.
- 1.3 The Strategy has been prepared by a working party of local authority and Chesterfield Canal Society officers. The following Local Authorities endorse the strategy:
- Chesterfield Borough Council,
  - Derbyshire County Council,
  - North East Derbyshire District Council and
  - Rotherham Metropolitan Borough Council.

The Strategy document is intended to complement rather than supersede the local authorities existing Development Plans.

## **2 Objectives of the Strategy**

- 2.1 The basis of the strategy is the recognition that the canal constitutes a major recreational, amenity, tourism and natural history resource and is an important heritage feature.
- 2.2 The following objectives are proposed in the Strategy:
- a. To ultimately achieve restoration of the canal for navigation, following the original route where practical and desirable, or create diversions where appropriate. Where the original route is not followed, endeavours will be made to protect important abandoned features and to protect the line of the footpath as near to the original canal as possible. Footpath diversions have been necessary in the past in a few instances, but these will be avoided where possible in the future



- b. Wherever possible, development will be resisted where it would sterilise the canal and prevent restoration. Some development has previously taken place, as at Killamarsh, and this will necessitate diversions, as stated above.
- c. For the Canal towpath to be promoted and developed as a long distance path known as “The Cuckoo Way” with provision for cyclists and horse riders where appropriate
- d. The canal should be protected for its natural history and its historic value and its wider recreational potential should be developed and managed to suit the requirements of a variety of user groups whilst conserving the ecological and general amenity interest of the canal environment.
- e. Important heritage and functional features should be protected and conserved where possible, including original canal bridges, water supply reservoirs and water courses and overflows.
- f. Canal restoration and associated development should not have an adverse impact on the existing adjacent land uses.
- g. The environment of the canal should be protected and any work, including development of new features and facilities, should be sensitively carried out so as to preserve the amenity of the canal and surrounding areas. Landscaping in the vicinity of the canal will be encouraged. All work undertaken should be to a common high standard.
- h. Wherever possible efforts should be made to try to ensure that activities and development adjacent to the canal do not detract from the canal and wherever possible they should enhance it.
- i. The strategy recognises that different areas along the canal have their own priorities and policy commitments. These should be accommodated and consultations undertaken at a local level at each stage of the Canal’s development.

### **3 Implementation**

- 3.1 The restoration of the canal, footpath development and other work will require considerable resources. No timescale can be put on the full restoration and this strategy does not imply a particular level of resource commitment by the local authorities.
- 3.2 It is recognised that there are significant obstacles to the restoration of the canal, prominent among these being the plans for the Norwood Tunnel and the development within Killamarsh
- 3.3 Local Authorities will consider proposals for the protection, restoration, conservation, recreational and tourism development of the canal in their Development Plans.
- 3.4 It is envisaged that restoration will be achieved by the following;
  - Grant assistance in the form of Derelict Land Grants, European Programmes and other sources.
  - Contributions and work by local authorities, private sponsors, the Inland Waterways Association and through other initiatives.
  - Voluntary work and fund raising by the Chesterfield Canal Society and other amenity societies.

## Appendix C

# *Restoration Remaining: A description of the route and the remaining challenges to restoration of the Chesterfield Canal (as revised 2006)*

Nine and a half miles of the original line of the Chesterfield Canal remain to be restored – This document describes the route from Staveley to Kiveton Park. It is divided into a number of sections which reflect the achievable stages of restoration. Further detailed information on these sections will be found in the report *Next Navigation: The Restoration of the Chesterfield Canal from Staveley to Killamarsh* (2006).

### **Section One: Staveley Town & Lowgates:**

#### *Mill Green Wharf (Bridge No.10) to Bellhouse Basin (Bridge No.14)*

The restored Chesterfield to Staveley section of the canal ends at Mill Green Wharf, Staveley. Beyond the waters end the canal is infilled but the line of the wash walls rebuilt by Chesterfield Canal Trust work parties can be followed to the former bridge where the Staveley church footpath crosses the line of the canal at Constitution Hill.

At Constitution Hill excavations have revealed the foundations of bridge No.11 which have been consolidated and will be incorporated into a new bridge. Shortly beyond, at Hall Lane, the original road bridge has been removed and the canal blocked. A new navigable bridge will be provided as part of the road improvements associated with the creation of the Markham Vale Northern Loop Road Scheme. As part of the same scheme, a new bridge under the bypass road and the replacement for the Eckington Road bridge will both provide navigable spans.

Beyond Eckington Road Bridge the canal is crossed by a railway line. The levels at this point have been severely affected by mining subsidence and a new passage under the railway will require the construction of a “fall and rise” or “drop lock”. As the canal emerges east of the railway, minor changes will have to be made to the access ramps leading to the Trans Pennine Trail and a new foot and cycle bridge provided.

The canal then passes the site of Bellhouse bridge (a footbridge), which will require reinstating, and enters Staveley Lowgates or Bellhouse basin. The basin is infilled but still undeveloped.

### **Section Two: Doe Lea Valley**

#### *Bellhouse Basin (Bridge No.14) to Hagues Lane (Bridge No.17)*

*[including Norbriggs Cutting, Mastin Moor (not intended for navigation)]*

Beyond Bellhouse and to the north east of Staveley lies the “Puddle Bank”. This is an embankment carrying the canal across the valley of the river Doe Lea and is one of the few

times the canal's engineers adopted a "short cut" on an otherwise meandering contour canal – In the 18th century it was one of the very first earth cored canal embankments and was seen as a bold and daring civil engineering innovation. Regrettably it has suffered considerable damage from mining subsidence, has been breached in three places and the aqueduct over the river Doe Lea has been removed entirely. Reconstruction of the Puddle Bank and the replacement of the Doe Lea Aqueduct is the major challenge on this section.

The branch canal known as the Norbriggs Cutting joins the canal near Huggester Farm. The channel is not completely infilled but the levels have been disturbed by subsidence. The branch will not be restored for boating but some rewatering for nature conservation purposes is planned and in consequence Norbriggs or Packsaddle footbridge will need replacing to ensure continued access from Mastin Moor to the Cuckoo Way.

From the junction with the Norbriggs Cutting to Hague Lane the original line of the canal is completely infilled and has been badly affected by mining subsidence (up to 4.5 metres in places). It is anticipated that reinstatement will involve the construction of a new canal channel to compensate for the irregular surface levels.

### **Section Three: Renishaw:**

*Hagues Lane (Bridge No.17) to Rabbit Lane Quarry (Birley Bridge, No.19a).*

Hague Lane Bridge was dropped in the 1970's and will need to be rebuilt. From Hague Lane to Miners Crossing the canal channel is infilled. At the site of the former Miners Crossing a new brideway bridge will be constructed. Approximately 100 metres further north the channel becomes partly open and remains so until Barlborough Road Bridge. This was the result of an earlier restoration attempt and was undertaken to an incorrect channel profile with consequent damage to the puddle lining. Proposed restoration will see the profile regarded to match that elsewhere on the canal and the waterproof lining replaced.

Renishaw Foundry has been demolished and much waste removed to regain the towpath level in front of the new housing. Some overfill remains to be removed. Reinstatement in this section requires a new footbridge to be constructed from the housing estate to the towpath and the new children's play area.

The canal is infilled with foundry waste to Spinkhill Lane, where the bridge has again been dropped and will need reinstating.

### **Section Four: Sitwell -- Birley & Boiley Farms:**

*Rabbit Lane Quarry (Birley Bridge, No.19a) to Gallas Footbridge (Bridge No.24) [including Original Brindley Route (Not intended for Navigation)]*

Beyond Renishaw the canal when opened in 1777 followed a circuitous route around Chapel wheel forge and dam. This route was abandoned in the 1880's when the construction of the Great Central Railway forced the canal into a direct straight line route between Birley and Boiley Farms. Running parallel to the railway this is often called the "railway mile" (actually only \_ mile). It is this later diversionary route – the canal line at closure – which will we intend to restore to navigation.

The original 1777 Brindley line of the canal is to the west of the existing line. At present the southern end of the original route is accessible to walkers. We are hoping in due course to reopen the entire original towing path along this historic section.

The empty channel bed is in evidence for much of this section, with some rewatering to provide a fishing facility just south of Killamarsh. After the fishing facility on the approach to Killamarsh the canal is again infilled for about 350 metres. Forge Bridge has been infilled.

## **Section Five: Killamarsh West:**

*Gallas Footbridge (Bridge No.24) to Nethermoor Lake, Killamarsh*

Through Killamarsh extensive house-building has taken place on the original line and it has been necessary to survey a number of alternative routes. Following local consultation a preferred route has been agreed which avoids both existing properties and which meets the requirements of the local community for the canal to pass through the village.

The preferred route follows the original line of the canal (where it is not built on) from Old Hall Farm to near Killamarsh Leisure Centre. From there it leaves the original line and heads downhill to pass under Sheffield Road following an existing storm drain route. From here it can either remain within the flood bank and skirt the edge of Rother Valley Country Park or it can pass through a flood control gate and enter Nethermoor Lake. The latter is currently the preferred solution as it will enable the development of Nethermoor Lake as a low key marina and overnight mooring.

## **Section Six: Killamarsh East to Kiveton Park:**

*Nethermoor Lake, Killamarsh, to Kiveton Park*

The Climb from Nethermoor lake back to the original line at Norwood Industrial Estate is steep but not impossible for a flight of locks. Consideration is also being given to an engineering solution similar to the boat lift at Falkirk. The Falkirk Wheel has proved to be a stunning tourist attraction and is now one of the most visited attractions in Scotland.

Once the new route rejoins the original line canal course is once more clearly visible. From here the bed of the canal, in some places retaining water, can then be followed as far as the crossing of the A618 Mansfield Road, where the bridge will need reinstating.

Across the A618 the canal is in water under the listed Norwood Bridge as far as the bottom of Norwood Locks. South of the bridge is the (unmarked) boundary where the canal passes from Derbyshire into Yorkshire (Rotherham MBC).

The thirteen locks of the Norwood flight are in private ownership and will need extensive restoration. Works will also need to be undertaken to remove access obstructions built across the canal and provide navigable bridges. Water supply for these locks formerly came from Woodall and Killamarsh Ponds in the hill above Nor Wood. As an alternative to reinstating these reservoirs, which are presently empty (Woodall) and a fishing facility (Killamarsh), it is proposed that water is back-pumped up the locks. Restoration of this section was costed at £1.3m in 1995. This does not include land purchase costs or back pumping costs.

Norwood Tunnel collapsed in 1907 due to mining subsidence and was never repaired. Since then it has suffered numerous further collapses and has been breached by drift mining from

Kiveton Park Colliery (now closed). It is not considered practical or desirable to restore it in its entirety.

Several solutions have been proposed to restore the line from Norwood to Kiveton Park— most plans assume that restoration in this section will proceed from Kiveton back to Norwood (reversing the order of our excursions so far) in stages and that final reunification of the canal will therefore take place at the head of the Norwood Flight.

A plan published by British Waterways in 2001 proposed a restoration in four phases:

1. Construction of three lakes on the former Colliery Site – these will be built to navigable profile and will be used as fishing lakes in the first instance.
2. Reopening of the eastern surviving 400 yard fragment of the Norwood Tunnel from Kiveton Park to just short of Hard Lane where it will open into a cutting. After passing under Hard Lane Bridge the canal will rise by two locks to the level of the fishing lakes. Connection with the lakes will enable them to be used as a marina and temporary head of navigation facility.
3. The canal main-line will pass the lakes and cross the former colliery site on the already agreed and protected surface route around the north of the former colliery tip.
4. The Canal can then either:
  - (a) continue on the surface and pass under the motorway using the existing farm culvert (similar to the approach adopted on the Rochdale Canal). It would then descend by two locks to rejoin the line of the original canal at or near the former West Portal of the Norwood Tunnel
  - or
  - (b) it can descend by two further locks in a cutting down into the remaining fragment of Norwood Tunnel believed to survive under the M1 motorway (and infilled with fly ash) and thus rejoin the original route at that point.

Further detailed study is required to decide which option would be the most cost effective solution for finally closing the “missing link”

## Appendix D:

# Origins and Development of the Canal Partnership

- D.1 In 1995, the separate groups involved in planning the restoration of the eastern and western ends of the canal agreed to merge and to pool the available resources and expertise. The resultant “Chesterfield Canal Partnership” has since been working towards the restoration of the whole length of the canal. A members steering group was formed in 1998 and its inaugural meeting held in February, 1999. It was supported by an officers working party and working sub-groups. In 2004 the Partnership appointed a Development Manager to pursue its core objectives.
- D.2 In 2005 a revised constitution was adopted which reflects the growth of the Partnership and its activities. At present the Partnership has three elements; A members led executive committee – the Executive Steering Group, an implementation committee – the Technical Officers Group and a series of as-required working parties or Sub-Groups.
- D.3 Immediately, the pooling of information and resources revealed one critical factor influencing the development of the canal corridor. The canal meanders across the boundaries of six local authorities, three counties and two regions. Each section viewed in isolation, represented a significant heritage resource within each administrative area, but in the context of each area, the scale of the resource appears relatively small. It is only when the canal is viewed as a whole that its real potential can be appreciated – it truly is greater than the sum of its individual parts.
- D.4 It was also apparent that as it crosses borders and boundaries the 46 mile long Chesterfield Canal runs through widely differing landscapes many of which still bear witness to the environmental depredations of heavy industry and mining and which have left a legacy of economic and social exclusion. The partnership believes that the full restoration of the Chesterfield Canal can make a significant contribution to the quality of life in Nottinghamshire, Rotherham and Derbyshire through acting as focus and catalyst for environmental, economic and social regeneration.
- D.5 The Chesterfield Canal Partnership, therefore, is fully committed to protecting, restoring and enhancing the natural history and historic value of the canal, whilst promoting the sustainable development of its social, economic and environmental potential to benefit all sectors of the regional community.