

Next Navigation East:

Restoration of the Chesterfield Canal from Killamarsh to Kiveton Park

Overview, Environmental Context & Design Proposals

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Report Structure

Parts One and Two of this report outlines the aims and background of the project and presents a summary of the key proposals.

Part Three sets out the case for restoration, the benefits which it would bring and the capability of the project to deliver the proposals.

Parts Four to Eight reviews our knowledge of the current condition of the environment of the proposed canal route. It examines population and communities, landscape character, underlying geology, flora & fauna, and built heritage. In so doing it provides a statement of resource and analyses the potential impact of the reinstatement of the Chesterfield Canal upon the environment. Collectively it forms a statement of resource for the Killamarsh to Kiveton Park section of the Chesterfield Canal.

Part Nine sets out the Conservation Management Strategy for the Killamarsh to Kiveton Park section. The CMS outlines the guiding principles which govern the design and implementation of the restoration and reinstatement works.

Parts Ten to Seventeen describe the key design elements and offers a design guide for the restoration or construction of individual structural elements.

Parts Eighteen to Twenty-Two summarises the design for each section of the restoration. This takes into account the heritage, ecology, engineering and community requirements to produce, as far as is possible at this stage, an integrated vision for the restoration or reconstruction of each section.

Parts Twenty-Three to Twenty-Six outline how the proposals can be delivered. Part Twenty-Three examines the ways in which the project is currently engaging communities and explores how these will grow. Part Twenty-Four examines the management of the project during restoration and once it is restored.

Part Twenty-Five outlines the revised project budget which reflects increased understanding of the key challenges.

Part Twenty-Six provides an outline action plan intended to culminate in the delivery of the project.

Part Twenty-Seven provides a glossary to support the previous parts, together with a collated reference list.

NB. This is intended to be a living document. Each Part or Chapter will be renewed and updated as new information becomes available. For that reason each part is numbered independently.

Contents: Report

1 Introduction and Background

1.1	Introduction	1
1.2	Project Aims	1
1.3	Project Promoters	2
1.4	Project Delivery	2
1.5	Historical Background	3
1.6	The Chesterfield Canal Partnership	4
1.7	Restoration to Date	5
1.8	Prior Studies Contributing to this Proposal	5
1.9	Project Conventions & Terminology	7

2 Summary of Restoration Proposals

2.1	Introduction	1
2.2	Project Outline: Killamarsh to Kiveton Park	1
2.3	The Eastern Division: Killamarsh to Kiveton Park	2
2.4	Restoration Section 6: Killamarsh Town	3
2.5	Restoration Section 7: Killamarsh East	6
2.6	Restoration Section 8: Norwood	7
2.7	Restoration Section 9: Wales	9
2.8	Restoration Section 10: Kiveton Park	11
2.9	Restoration Phasing	12
2.10	Funding Strategy	13
2.11	Strategy for the Management of the Restored Waterway	14
2.12	Operation	16

3 The Case for Restoration

3.1	Introduction	1
	Summary of Benefits (extended table)	2
(a)	<u>Policy Context</u>	
3.2	National Policy	3
3.3	Regional Policy	6
3.4	Local Policy	11
(b)	<u>Evidence of Benefit</u>	
3.5	Valuing Waterways (Multifunction Green Infrastructure)	15
3.6	Economic Growth & Regeneration	18
3.7	Land & Property	22
3.8	Tourism, Leisure, Recreation and the Waterways Economy	25
3.9	Employment	36
3.10	Learning, Training and Skills	37
3.11	Health and Wellbeing	42
3.12	Sustainable, Cohesive and Engaged Communities	44
3.13	Culture and Heritage	49
3.14	Environment and Biodiversity	51
(c)	<u>Evidence of Capability & Standing</u>	
3.18	Capability of Partnership to Deliver the Project	54
3.19	Independent Assessment and Ranking of Project	57

The Environment of the Canal Corridor

4 Economic and Social Context: The Communities of the Canal Corridor

4.1	Regional Setting	1
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4.2	Local Setting	2
4.3	Administrative Context	3
4.4	Social Context	3
4.5	Economic Activity	5
4.6	Employment	6
4.7	Education	7
4.8	Leisure & Recreation	8
5	Environment: Geology, Geomorphology & Soils	
5.1	Landscape & Topography	1
5.2	Landscape Character	2
5.3	Geology, Geomorphology & Geomorphic History	6
5.4	Sites of Importance to Earth Science	8
5.5	Soils	8
5.6	Contaminated Land	10
6	Environment: Water & Air	
6.1	Introduction	1
6.2	Hydrological Context	1
6.3	Hydrology of the Canal Track & Corridor from Killamarsh to Kiveton Park	5
6.4	The Potential Impact of Reinstatement and Constraints to Development	8
6.5	Flooding & Flood Risk	10
6.6	Climate	14
6.7	Air Quality	14
6.8	Noise	17
7	Environment: Habitats, Flora & Fauna	
7.1	Introduction	1
7.2	Methods & Sources	1
	<u>Results</u>	
7.3	Site Description	7
7.4	Topography, Geology, Geomorphology, Soils & Hydrology	7
7.5	Habitats of the Canal Corridor	8
7.6	Habitat Summary: Section 6: Killamarsh Town	11
7.7	Habitat Summary: Section 7: Killamarsh East	15
7.8	Habitat Summary: Section 8: Norwood	20
7.9	Habitat Summary: Section 9: Wales	22
7.10	Habitat Summary: Section 10: Kiveton Park	24
	<u>Constraints and Opportunities</u>	
7.11	Known Sites of Ecological Importance within the Canal Landscape	27
7.12	Significant and Protected Species	30
7.13	Significant and Protected Species: Badgers	30
7.14	Significant and Protected Species: Bats	32
7.15	Significant and Protected Species: Water Vole	34
7.16	Significant and Protected Species: Other Mammals	38
7.17	Birds	38
7.18	Herptofauna	39
7.19	Plants	40
7.20	Invasive Species	41
	<u>Preliminary Assessment and Mitigation Proposals</u>	

7.21	Introduction	42
7.22	Landscape Character, Geology and Soils	42
7.23	Section 6: Killamarsh Town	43
7.24	Section 7: Killamarsh East	43
7.25	Section 8: Norwood	46
7.26	Section 9: Wales	48
7.27	Section 10: Kiveton Park	49
	<u>Conclusions</u>	
7.28	Next Steps	51
<i>see also</i>	Appendix A1: Habitat Survey: Killamarsh to Kiveton Park (Map & Target Notes)	
	Appendix A2: Protected & Designated Sites in the Canal Corridor	
	Appendix A3: Derbyshire Wildlife Trust Survey Reports on the Canal at Norwood.	
8	Archaeology and Heritage of the Canal Corridor	
	<u>Aims & Methods</u>	
8.1	Introduction	1
8.2	Aims and Objectives	1
8.3	Methods	2
	<u>Assessment of Evidence:</u>	
8.4	Survey Results	3
8.5	Palaeoenvironmental Evidence	5
8.6	Prehistory (From Earliest times to 43 AD)	6
8.7	Roman Period (43 – 410 AD)	9
8.8	Post-Roman to Mediaeval Periods (410 – 1540 AD)	11
8.9	Post Mediaeval Period (1540 – 1750 AD)	15
8.10	Industrial Period (post 1750 AD)	18
	<u>Assessment of the Archaeology & Heritage of the Chesterfield Canal</u>	
8.11	Historical Background	28
8.12	Archaeology of the Canal	33
	<u>Assessment of Potential Impact of Proposed Restoration</u>	
8.13	Assessment of Potential Impact	47
8.14	Proposed Archaeological Strategy & Mitigation Measures	50
<i>see also</i>	Appendix B1: Gazetteer of Sites in the Survey Area	
	Appendix B2: Gazetteer of Locally Significant Monuments & Sites Outside the Canal Corridor Survey Area.	
	Appendix B3: Railway Heritage: Gazetteer & Chronology	

Proposals for the Restoration and Reinstatement of the Chesterfield Canal

9	Guiding Principles: Design as Conservation Management	
9.1	Introduction	1
9.2	Conservation Management Objectives	2
9.3	Guiding Principles	3

9.4	The Built Environment & Heritage	3
9.5	The Natural Environment & Ecology	6
9.6	Access	14
9.7	Education and Training	19
9.8	Sustainable Economic and Social Regeneration	19
10	Design Elements I: Route and Land Requirements	
10.1	Introduction	1
10.2	Design Best Practice	1
10.3	Route	4
10.4	Levels	5
10.5	Land Requirements (land take)	6
10.6	Land Ownership & Land Acquisition	9
11	Design Elements II: Canal Track and Canal Channel	
11.1	Canal Track: Structure	1
11.2	Canal Track: Historic Appearance	1
11.3	Canal Track: Current Condition	3
11.4	Canal Channel Dimensions & Cross Sectional Profile	7
11.5	Wharf & Wash Walls	9
11.6	Lining and Waterproofing	10
11.7	Winding Holes, “On-line” and “Off-line” Reserves	16
11.8	Water Level and Regulation	18
11.9	Managing and Regulating Water in the Canal	20
12	Design Elements III: Towpath and Access	
12.1	Introduction: Towpath and Access	1
12.2	Access Objectives	1
12.3	Towpath Users	2
12.4	Historic Appearance & Design	4
12.5	Current Condition	5
12.6	Links with the Local and Regional Foot- and Cycle-path Network	6
12.7	Proposed Improvements to Connectivity	8
12.8	Structure - Access for All Requirements	9
12.9	Surfacing	10
12.10	Fencing, Access Structures & “Furniture”	11
12.11	Lighting	13
12.12	Directional & Information Signage	13
12.13	Interpretation and Interpretation Signage	14
13	Design Elements IV: Bridges and Culverts	
13.1	Canal Structures: Bridges and Culverts	1
13.2	Bridges: Historic Design and Appearance	2
13.3	General Considerations in Bridge Design	4
13.4	Major Road Crossings	6
13.5	Minor Road and Accommodation Crossings	9
13.6	Footpath, Cycleway and Bridleway Crossings	14

13.7	Railway Crossings	16
13.8	Aqueducts	16
13.9	Culverts and Watercourses	16
14	Design Elements V: Tunnel	
14.1	Introduction	1
14.2	Norwood Tunnel: History & Design	2
14.3	Current Condition	2
14.4	Options for Replacing and Reusing the Norwood Tunnel	3
14.5	Creating a New Surface Route	4
14.6	Works to stabilise the Western Portal of the Norwood Tunnel	4
14.7	New channel and locks west of the M1 ridge	6
14.8	Modification of the M1 Motorway underpass	6
14.9	New channel, water storage ponds and locks to the east of the M1 ridge	7
14.10	New cutting and locks to descend to tunnel level	8
14.11	Re-use of the eastern tunnel fragment and the Eastern Portal of the Norwood Tunnel	8
14.12	Access, interpretation and display improvements	9
14.13	Reconstruction Principles & Materials	10
15	Design Elements VI: Locks	
15.1	Introduction	1
15.2	Historic Design & Appearance	2
15.3	General Considerations in Design, Repair and Construction	3
15.4	The Killamarsh Flight	7
15.5	The Moorhouse Flight	8
15.6	The Norwood Flight	10
15.7	The Norwood Flight Extension	13
15.8	The Wales Locks	13
15.9	The Hard Lane Locks	14
16	Design Elements VII: Water Supply	
16.1	Introduction	1
16.2	Water Supply West of the M1 (Rother Catchment)	1
16.3	Water Supply East of the M1 (Ryton Catchment)	3
16.4	Reservoirs and Side Ponds	4
16.5	Feeders and Leats	4
16.6	Groundwater Extraction	5
16.7	Water Conservation	5
17	Design Elements VIII: Moorings, Marinas and Visitor Facilities	
17.1	Basins, Wharfs, Marinas and Moorings	1
17.2	Historic Design	1
17.3	Forecast Demand for Moorings	2
17.4	Proposed Moorings	3
17.5	Proposed Minor Moorings & Wharfs	3
17.6	Proposed Major Marinas & Facilities	4

17.7	Nethermoor Lake Marina, Killamarsh	5
17.8	Kiveton Waters Marina, Kiveton Park.	8
17.9	Visitor Facilities: Improving Access for All	10
17.10	Fishing Pegs,	10
17.11	Toilets	10
17.12	Car Parks	11
18	Design Summary for Restoration Section 6: Killamarsh Town	
18.1	Overview	1
18.2	Environment & Ecology	4
18.3	Archaeology & Heritage	5
18.5	Economic & Social Regeneration	5
18.6	Planned Works	6
18.7	Access Improvements	7
18.7	Future Aspirations	9
18.8	Photographic Survey of Route	10
19	Design Summary for Restoration Section 7: Killamarsh East	
19.1	Overview	1
19.2	Environment & Ecology	4
19.3	Archaeology & Heritage	6
19.4	Economic & Social Regeneration	8
19.5	Planned Works	8
19.6	Access Improvements	10
19.7	Future Aspirations	12
19.8	Photographic Survey of Route	12
20	Design Summary for Restoration Section 8: Norwood	
20.1	Overview	1
20.2	Environment & Ecology	2
20.3	Archaeology & Heritage	4
20.4	Economic & Social Regeneration	5
20.5	Planned Works	6
20.6	Access Improvements	8
20.7	Future Aspirations	9
20.8	Photographic Survey of Route	9
21	Design Summary for Restoration Section 9: Wales	
21.1	Overview	1
21.2	Environment & Ecology	3
21.3	Archaeology & Heritage	4
21.4	Economic & Social Regeneration	5
21.5	Planned Works	6
21.6	Access Improvements	8
21.7	Future Aspirations	10

21.8	Photographic Survey of Route	10
22	Design Summary for Restoration Section 10: Kiveton Park	
22.1	Overview	1
22.2	Environment & Ecology	2
22.3	Archaeology & Heritage	3
22.4	Economic & Social Regeneration	4
22.5	Planned Works	5
22.6	Access Improvements	7
22.7	Future Aspirations	8
22.8	Photographic Survey of Route	9

Implementing the Restoration Proposals

23	Community Engagement	
23.1	Introduction	1
23.2	Towards a Community Partnership	1
23.3	Widening the pool of potential stakeholders	2
23.4	Communications: Keeping stakeholders informed	3
23.5	Expanding the programme of community consultation	5
23.6	Community Engagement Events & Activities	6
23.7	Engaging communities directly in using, supporting, restoring, developing and maintaining the canal	8
23.8	Supporting the growth of community capacity	10
23.9	Working with Young People	10
23.10	Skills Training	10
24	Management & Development	
24.1	Introduction	1
24.2	Management to deliver the reconstruction	1
24.3	Current Management System	1
24.4	Proposed Management System	3
24.5	Strategy for the Management of the Restored Waterway	5
24.6	Operation	7
25	Initial Project Costing	
25.1	Introduction	1
25.2	Underpinning Evidence for the Cost Estimate	1
25.3	Basis of the Cost Estimate	2
25.4	Format of the Cost Estimate	2
25.5	Summary of Project Costing	3
25.6	Commentary on the Project Costing	3
Annex:	Project Costing by Construction Element and Section	
26	Next Steps	
23.1	Introduction	1
26.2	Stakeholder and Community Consultation	1

26.3	Stakeholder and Community Engagement	2
26.4	Creation of an Appropriate Delivery Vehicle	3
26.5	Funding Policy Development and Strategic Engagement	4
26.6	Detailed Ecological Investigation of Route	4
26.7	Detailed Archaeological Investigation of Route	6
26.8	Planning and Design	8
26.9	Conclusion	9

Supplementary Information

27 Glossary & References

Large Scale Fold Out Plans

28 Proposed Route

Plan 1: Proposed Route for the Restoration of the Chesterfield Canal from Killamarsh to Kiveton Park

29 Illustrative Structure Designs for the Reinstatement of the Canal

Plan 2: Schematic Construction Details showing typical canal infrastructure and channel profile.

Plan 3: Bilby Lane General Arrangement Drawing: This design to be used as the basis of all the minor bridges associated with the reinstatement of the Chesterfield Canal between Killamarsh and Kiveton Park.

Plan 4 : Renishaw Footbridge General Arrangement Drawing: This design to be used as the basis of all the foot and cycleway bridges associated with the reinstatement of the Chesterfield Canal between Killamarsh and Kiveton Park.

Supporting Evidence on CD ROM

The following data and evidence is supplied on the CD Rom at the end of the volume. The CD Rom also includes the full text of the report in Word format together with the main drawings in PDF format.

Appendices:

- 1 A Environmental & Ecological Data**
 A1: Habitat Survey: Killamarsh to Kiveton Park (Map & Target Notes)
 A2: Protected & Designated Sites in the Canal Corridor
 A3: Derbyshire Wildlife Trust Survey Reports on the Canal at Norwood.
- 2 B Heritage & Archaeology Data**
 B1: Gazetteer of Archaeological & Heritage Sites
 B2: Gazetteer of Locally Significant Monuments & Sites Outside the Canal
 Corridor Survey Area.
 B3: Railway Heritage: Gazetteer & Chronology
- 3 C Landownership for Canal Track & Adjacent Land**
- 4 D Design Proposals**
 Table D1: Canal Channel Condition, Fill, Contamination and Proposed Design
 Table D2: Canal Structures Extant and Proposed
 Table D3: Utilities crossing the Canal Track & Adjacent Land
 Table D4: Specifications for Structural Designs
- 5 Chesterfield Canal Access Strategy**
- 6 Access Node and Towpath Condition Survey Tables**

Evidence: Selected Prior Studies: Restoration Feasibility

- 7 Chesterfield Canal - Kiveton to Killamarsh Feasibility Study** (Arup, 2008)
- 8 Chesterfield Canal – Killamarsh Route Cost Benefit Study: Final Report**
 (Jacobs Babtie in association with Ecotec Research and Consulting, 2004)

Evidence: Selected Prior Studies: The Economic Case

- 9 Chesterfield Canal Economic Assessment Study** (Gibb, 2001)
- 10 East Midlands Inland Waterways Study: A report to the East Midlands
 Development Agency** (Ectotec, 2007)
- 11 The Benefits of Inland Waterways. Report to DEFRA and IWAC.**
 (Jacobs, 2009)

Evidence: Selected Prior Studies: Capability & Standing

- 12 **Inland Waterway restoration and development projects in England, Wales & Scotland, Third Review Report 2006** (Inland Waterways Advisory Council, 2006)
- 13 **A selection of Recent Articles** about the Chesterfield Canal from the waterways press demonstrating the breadth of support and the diversity of projects underway.

NB. Other reports such as the British Waterways “Water Resources Study” are available on request.