

Next Navigation East:

Part 17: Design Elements VII: Moorings, Marinas and Visitor Facilities

Contents:

| | | |
|-----------|---|----|
| 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 |

17 Design Elements VIII: Moorings, Marinas and Visitor Facilities

17.1 Basins, Wharfs, Marinas and Moorings

- 17.1.1 Moorings, Marinas and associated facilities for boaters are integral to the operation of the new waterway. They are also integral to the economic vitality of the waterway.
- 17.1.2 Basins, wharfs, marinas and moorings are where goods and services are provided. The business opportunities they represent are vital to meeting the economic regeneration needs of the project. They are also where the environmental impact of boating is likely to be concentrated. It is therefore essential that basins, wharfs, marinas and moorings are designed into the scheme from the outset in order to maximise economic potential while minimising environmental impact.
- 17.1.3 At present the demand for moorings and supporting facilities both on the national network and on the Chesterfield Canal exceeds supply and with the continued growth of leisure boating this is likely to remain the situation for some time. It is anticipated that with reconnection to Chesterfield the demand for moorings on the Chesterfield Canal will rise steeply.

17.2 Historic Design

- 17.2.1 When built the canal had a series of wharfs and basins. These were concentrated in Chesterfield, Worksop and Retford and at the Junction with the River Trent at West Stockwith. These major centres had one or more basins or side arms to accommodate traffic.
- 17.2.2 Between these urban centres, intermediate wharfs for public use were located at the bridges since this gave access to the both road and water. These bridge wharfs usually took the form of a length of wharf frontage extending from one side of the bridge wash walls together with a gated ramp down from the road crossing onto a distinct “wharf” area. In many case this was known by the name of the bridge or by the name of the community which it served (e.g. “Brimington Wharf” or “Spinkhill Wharf”). Other private wharfs and basins were developed to serve collieries, ironworks and glassworks. Many private wharfs were fed by tramways and the “raile road” from Norbriggs Colliery to Norbriggs Wharf was probably the first such railway in Derbyshire.
- 17.2.3 Both Public and Private wharfs were distinctive and recognisable areas with vertical stone wharf walls and were often associated with a nearby winding hole (a wider point on the canal where a boat longer than the canals width can be turned). The shallow sloping sides of the canal, bankside vegetation and the absence of wash walls conspired to discourage mooring and unloading at intermediate points. In consequence most activity remained centred on the wharfs.

17.3 Forecast Demand for Moorings

- 17.3.1 Detailed evidence from British Waterways and independent business consultants Ecotec shows that demand for boat moorings of all kinds is high and that increasing boat numbers are continuing to exert pressure on the market. Detailed evidence of current demand, and predictions of future demand, are given in the *Inland Marina Investment Guide* (British Waterways 2007). In summary:
- The number of boats on British Waterways' network has grown at an average rate of 1.7% per annum since 1992, and at 2.4% per annum since 2000, driven by demographic change and the increasing popularity of canal boating.
 - The majority of boaters prefer offline marina type moorings, which command a price premium over other mooring types.
 - Most marinas are now full and have long waiting lists, but many are unable to expand the number of moorings they provide due to space constraints.
 - Demand forecasts point to the need for around 5,300 additional marina berths by 2010 and around 8,400 berths by 2017.
- 17.3.2 The rise in popularity of canal boating is consistent with strong growth in the wider UK leisure marine market, currently growing at 6 to 8% per annum and taking an increasing share of overall leisure spend.
- 17.3.3 Ecotec (2007 et seq) note that forecast demand in the East Midlands and Yorkshire areas of British Waterways is especially strong as these areas have a legacy of under-provision. The transformation of the regions waterways from industrial ditches to linear green-spaces has been paralleled by a marked rise in demand and in water based activity.
- 17.3.4 An independent external study of mooring and marina demand on the Chesterfield Canal is in preparation. In the interim the base line data gathered to date indicates that:
- There is a shortage of secure long term (home berth) mooring spaces on the Chesterfield Canal with long waiting times for berths at Shireoaks, Retford, Clayworth and West Stockwith.
 - This is compounded by a shortage of overnight or short term (24, 48 & 72 hour) moorings for visiting boats.
 - There is a particular paucity of moorings and facilities on the recently restored Chesterfield Canal west of Shireoaks marina.
 - The Chesterfield Canal is very underdeveloped in terms of water-based economic activity.
- 17.3.5 The evidence supports the case for the development of additional facilities on the canal. In particular it makes the case for the development of Marina facilities at Kiveton Waters and, at a later date, at Nethermoor Lake.
- 17.3.6 Even in the absence of a through connection to Chesterfield there is a strong case for the development of marina facilities at Kiveton Waters as temporary "head of navigation" feature. Considerable expansion can be expected once the through connections Chesterfield Has been achieved.

17.4 Proposed Moorings

- 17.4.1 As noted above the historic pattern of boat mooring on the Chesterfield Canal was dispersed along the waterway in small groups at bridge wharfs. This is at odds with the needs of modern leisure boaters for improved facilities and the growing numbers of boats which require moorings. It is especially important to avoid the development of ribbon moorings along the canal which can be unsightly, restrictive to other activities and damaging to the bankside vegetation and habitats.
- 17.4.2 To meet these requirements a two track approach is proposed: (1) The development of short term small scale (limited number) moorings at selected locations along the route mirroring the original bridge wharfs and industrial wharfs. (2) The development of relatively large scale “off line” marinas to cater for the needs of boaters based on the canal (i.e. provision of home berths).
- 17.4.3 Wherever possible the names of moorings will reflect the original name (if known) or, if on a diversionary section, a local topographic name. The use of the term “wharf” rather than “mooring” will be promoted to help underscore the distinctive character of the Chesterfield Canal.

17.5 Proposed Minor Moorings & Wharfs

- 17.5.1 Between Killamarsh and Kiveton Park the following minor wharfs and moorings are proposed by this plan:
- Walford Road Wharf
 - Primrose Lane Moorings
 - Norwood Colliery Wharf
 - Norwood Bridge Wharf (Norwood bottom moorings)
 - West Kiveton Colliery Wharf (Norwood Upper Pond moorings)
 - Coalpit Lane Wharf
- 17.5.2 The intention is to try and reintroduce some of the historic pattern of small scale scattered mooring activity while restricting uncontrolled expansion. To this end moorings will be developed at recognised sites and their use will be encouraged through the provision of information and signage. Mooring will be actively discouraged from other more sensitive areas (such as the reed banks) by the use of restrictive signage, fend off posts and deliberate vegetation growth.
- 17.5.3 The bridge and industrial wharfs will follow a similar pattern; a length of wash wall being constructed on the towpath bank on one side of a bridge site to form the wharf. It is envisaged that the wharf wall length will be circa 50 m which is equivalent to two full length (72 ft) or three “northern length” (52 ft) narrow boats. The towpath surfacing on the wharf will be wider (subject to location up to 3 m) and the provision of mooring rings will prevent damage to the towpath by spikes and trip hazards from lines. No other facilities will be provided. The majority of “Bridge Wharfs” will be short term 48 / 72 hour visitor moorings.
- 17.5.4 The exception will be the Primrose Lane Moorings, unlike the bridge and industrial wharfs this consists of a length of linear mooring utilising the original line of the

canal south of the point where the Moorhouse Flight diverges from the original line. Moorings will be situated on the off bank. Development will be limited to the provision of an off bank access path (similar construction to a normal towpath), some mooring posts with mooring rings on the off bank and planked access points. No facilities will be provided as the Nethermoor Marina will be 500m west of site. The majority of berths will be long term moorings with some 24 / 48 hour visitor moorings near to the commencement of the Moorhouse Flight.

17.6 Proposed Major Marinas & Facilities

17.6.1 Between Killamarsh and Kiveton Park two new marinas are proposed to provide necessary core facilities and the capacity for economic development. These are:

- Nethermoor Lake Marina
- Kiveton Waters Marina

17.6.2 The marinas will support waterborne activity and will provide a number of key facilities;

- Toilets (with chemical toilet disposal point), changing rooms and showers. The latter might be a BW key accessed adjunct to public toilet facilities on the site.
- External water standpipes (like that at Tapton Lock – lockable with access via BW key). There will be at least one standpipe in each new section of the canal.
- At boat electricity supplies – most modern marinas provide (pay per use) external electrical hook up points. It is not necessary to provide this at all possible berths but a selected number of locations might be considered to provide sites for holiday boats (floating holiday cottages). Similar, possibly more permanent, arrangements have to be considered to enable the development of restaurant boats, office boats or even residential house boats.
- Lighting and security – these will be integral to the development as it will provide 24/7 activity.

17.6.3 The dimensions of the marinas are shown on the main plans. The construction of the basin or wharf walls is identical to that for the canal channel wash walls detailed above. Development plans are discussed further below.

17.7 Nethermoor Lake Marina, Killamarsh

17.8.1 The preferred route for the reinstatement of the canal in Killamarsh involves passage through Nethermoor Lake. The Lake is located at the southern end of Rother Valley Country Park on the northern edge of Killamarsh. This would also be the likely junction between the reinstated original, east-west line of the canal and the proposed Rother Valley Link. The site is well suited to the construction of a low key marina.

- 17.7.2 Nethermoor Lake is located in the centre of the nine mile un-restored section and clearly cannot be developed until the canal is restored to through navigation. Development of the Nethermoor Marina will therefore follow the development of the Kiveton Waters Marina.
- 17.7.3 There are a number of key constraints upon the use of the lake as part of the canal route and upon its development as moorings and marina. These are outlined below. The proposals made here have taken account of these constraints and further work prior to submission of detailed planning proposals would obviously take them as starting points.

Constraints upon Development of Nethermoor Lake I: Flood Control

- 17.7.4 Nethermoor Lake is the southernmost of the lakes in Rother Valley Country Park which were created following open cast coal mining during the 1980's.
- 17.7.5 The lake is an integral part of the Rother Valley Flood defence system which covers the entire Country Park. The lake is surrounded by a broad flat area and flood banks which form a "reservoir area" which is designed to be flooded in a controlled way. Nethermoor is the third location in the park to be sequentially flooded:
- 1 The terraced bank of the River Rother (1 in 10 year flood)
 - 2 The terraces and Meadowgate lake (1 in 25 year flood)
 - 3 The terraces, Meadowgate, and Nethermoor lakes (1 in 50 year flood)
 - 4 The terraces, Meadowgate, Nethermoor, Main & Northern lakes (100 year flood)
- 17.7.6 When the flood subsides the stored water (up to a million cubic metres) can then be released in a steady controlled manner by a series of flap gates and sluices.
- 17.7.22 At present flooding of the Nethermoor Lake occurs infrequently and irregularly; major flood events entered the lake in 2000 and 2007. Models of the impact of global warming suggest an increase in the frequency and severity of major storm events, most notably summer rain storms (see summary in IWAC 2009). This would suggest that Nethermoor lake may be flooded somewhat more frequently than the probability figures quoted above suggest. It also suggests that flooding may occur at any time of the year depending upon local circumstance.
- 17.7.8 Design must therefore take account of this likely increase in the severity and frequency of rainfall events and the increased probability that the lake reservoir will be flooded. This obviously precludes the development of fixed buildings and structures to service moorings or to provide facilities for visitors and tourists.
- 17.7.9 Any route which enters the lake will require integration into the flood control system and must not compromise the effectiveness of the flood controls already in place. It must also provide for the safety of those using the lake and the surrounding landscape and provide protected withdrawal routes to adjacent higher ground.

Constraints upon Development of Nethermoor Lake II: Existing Uses

- 17.7.10 The lake has a deep central section and has in the past been used for police and other sub-aqua diver training. Under these preliminary proposals only the south western margin of the lake would be modified to provide mooring areas and the northern half of the lake will be retained as a boat free area by use of markers and

buoyed lines. This would enable adequate separation between boats and divers and would permit the continued use of the lake for diving and diver training.

- 17.7.11 The lake is marketed by Rother Valley Country Park as a fishing pond but is less well used than the Northern lake (casual fishing) and Main RVCP lake (match fishing). As noted above under these preliminary proposals the north and eastern banks of the lake would remain unmodified and these would continue to be used for angling. The increased areas of shallow water around the lake margin will result in increased aquatic plant and reedswamp growth and will be beneficial for fish diversity and stocks. Any possible loss of fishing space occasioned by the construction of the moorings would be compensated for by the new lengths of fishing offered by the restored canal within Killamarsh and from Killamarsh to Staveley (6 miles) and Killamarsh to Kiveton (3 miles).
- 17.7.12 The controlled flooding area on the west side of the lake is used as football pitches and informal recreation grounds. The proposals made here would only affect a small strip along the western shore of the lake and will not impinge on the area currently covered by pitches. The provision of better access through footpaths, cycleways and car-parking may help to increase use of these pitches.

Constraints upon Development of Nethermoor Lake III: Environment

- 17.7.13 Nethermoor Lake and the surrounding area is an artificial environment created by post open-cast restoration works in the 1980's. In spite of its relative youth the environment of Rother Valley Country Park is developing well with areas of new growth woodland and new washland grasslands. Initial survey shows that the most biodiverse areas are on the north and north-east shore of the lake (adjacent to Meadowgate lake nature reserve). Under the proposal made here the northern and north-eastern shores would not be developed and will retain their current diversity.
- 17.7.14 Nethermoor Lake is to the south of and adjacent to Meadowgate Lake which has been developed as a highly successful local nature reserve. Meadowgate is a relatively shallow lake and has succeeded in attracting large groups of migrating wildfowl. Observation suggests relatively few of these birds use Nethermoor Lake. It has been suggested that this is due to the shape of the lake bed and the paucity of fringing reedswamp vegetation.
- 17.7.15 The bathymetry or depth profile of the lake shows a relatively deep steep sided lake basin with limited areas of shallow water near the shores. In consequence the lack of shallow water has prevented the development of extensive shallow and transitional wetland, marsh, reedswamp and floating macrophyte plant communities. This truncated hydrosere may be responsible for the paucity of good fishing and wildfowl.
- 17.7.16 While the passage of deeper water is not problematic, the creation of moorings (whether overnight or long term) requires the creation of shallow water areas. To ensure safety the depth of water under moorings should ideally be no more than 1.5 to 2.5m.
- 17.7.17 To create a suitable area of shallow water a "bench" will be excavated around the south-western margin of the lake. This bench surface will be approximately 2.5m below normal water level and extend approximately 50m inward from the current

shoreline. The bench will also provide the working surface in which the pilings for the rise and fall access pontoons will be emplaced.

- 17.7.18 The margins of the bench and the new shoreline will be engineered to provide new shallow water areas and with them floating water plants, reedswamp and marsh.

Proposed Development of Nethermoor Lake

- 17.7.19 It is proposed that moorings in Nethermoor lake be developed in a step wise fashion in parallel with the restoration of the canal.
- 17.7.20 The first, obvious, prerequisite is to bring the Chesterfield Canal through the village to Nethermoor Lake from Staveley. The lake will then form the temporary northern terminus of navigation from Chesterfield while the next section from the lake to Kiveton Waters is completed.
- 17.7.21 During this period as temporary terminus (which may last several years) there will be small scale demand for boat mooring and the potential to develop a limited “day boat” or “weekend boat” hire business on the isolated section. In consequence it will be necessary to provide at least one rise and fall mooring pontoon with attendant footways.
- 17.7.22 During this initial phase it is not anticipated to provide any facilities other than moorings. Those mooring will be encouraged to use the businesses in the adjacent village. Additional rise and fall pontoons would only be provided if demand warranted it.
- 17.7.23 Once the canal is extended out of the lake to reconnect with the BW owned section at Kiveton Waters it is anticipated that demand for moorings will increase and the potential for hire boat business will also rise. Additional mooring areas and rise and fall pontoons could then be added to expand capacity.
- 17.7.24 With additional boat numbers there will be a need to provide on site facilities such as a shower/toilet block and waste disposal. Given the location within a flood area these facilities would themselves need to float and be located on a large rise and fall pontoon. Examples of this type of provision on large semi-floating pontoons can be found on several marinas on the River Seven which cope with flood waters up to five metres above normal flow. More substantial services and facilities such as restaurants, cafes etc would continue to be provided in Killamarsh or at the solidly grounded Park Centre at Bedgreave Mill.
- 17.7.25 The final phase of development would see Nethermoor Lake connected northwards to the Rother Valley Link (The Chesterfield & South Yorkshire Navigation Junction Canal – a long term aspiration). This would again increase demand and might require addition mooring space to be provided.

Proposed Facilities at Nethermoor Lake Marina

- 17.7.26 Nethermoor Lake is envisaged as a “quiet moorings marina”. Facilities and services are kept to a minimum at all stages of development. The main facility will be series of floating (rise and fall) pontoons, running north from the southern shore of the lake. These will be designed to cope with the maximum possible rise and fall of the lake during flood conditions (Upton-on-Seven Marina on the River Seven has pontoons with a rise and fall distances of c.6 metres – here the maximum will be 4 metres).

There is scope to extend the length or number of pontoons depending upon demand.

- 17.7.27 Numbers of boats accommodated will rise as the site becomes better connected by water. Initial estimates of boat berth numbers (target figures) are:

| Stage | Description | Number of Boat Berths | Completion |
|-------|---|--|-------------|
| 1 | Temporary northern terminus of isolated canal from Killamarsh to Chesterfield (a total of 11 miles) | 10 boats rising to 50 boats as day / weekend boat hire business becomes established. | 6-10 years |
| 2 | Through connection to Kiveton Waters and rest of national network completed. | 50 boats rising to 100 boats over five years. | 10-15 years |
| 3 | Connection to South Yorkshire Navigation completed (Rother Valley Link) | 100 boats rising to a maximum of 200 boats over ten years. | 15-20 years |

- 17.7.28 A bonded recycled gravel-substitute surfaced path would link the pontoons with the towpath and the path along the top of the flood bank which provides several alternative access routes into Killamarsh village. Each of these routes will be upgrading and signposted. A small area of secure car parking might be developed for hire boat traffic but the main aim will be encourage “car-free” boating.
- 17.7.29 Other than a basic shower block and waste disposal no other facilities are planned within the moorings at any stage. The intention is that services and supplies can be obtained from within Killamarsh village some 100 m distant.
- 17.7.30 The site is **not suited** to the development of facilities for mechanical work on boats or boat building (dry docks, boat yards, etc). Better locations for such developments can be found at Kiveton Waters to the east and at Hollingwood to the west.
- 17.7.31 It should be noted that the constraints noted above are similar to those encountered by many restoration schemes. In each case successful solutions have been identified and put into practice.

17.8 Kiveton Waters Marina

- 17.8.1 Kiveton Waters Marina will be the first mooring development on the Killamarsh to Kiveton Section. The waterspace for the marina was built during the reclamation of the former Kiveton Colliery site when three large ponds, Kiveton Waters, were constructed on the colliery site. These ponds are located to the north of the intended “main line” and were cut to a navigable depth profile with the intention that they can be converted into a marina once the canal is restored. In the interim they are let as fishing ponds. In addition to the ponds a small toilet and shower facilities block was constructed on the site. Kiveton Waters opened as fishing lakes in 2007.
- 17.8.2 The development of the marina is dependent upon completion of the connection between Kiveton Waters and the existing head of navigation at the east portal of the Norwood Tunnel. The mechanics of this connection are described in 10.12 above.

17.8.3 Reinstatement through the eastern tunnel fragment will enable Kiveton Waters to be developed as a marina and temporary head of navigation facility for the British Waterways section prior to the completion of the through connection. This would have considerable economic benefit for the surrounding communities.

Mooring Capacity

17.8.4 The total mooring capacity of the Eastern Division from Killamarsh to Kiveton Park will depend on the scale of development of Nethermoor Lake Marina and Kiveton Park Marina which will be driven, in part, by commercial considerations and demand. If these two sites are excluded the total number of cruising narrow boats which can be accommodated on the Killamarsh to Kiveton Park section at approved mooring sites will be around 25 depending upon boat length. This compares favourably with the density of short term moorings on the Kiveton Park to West Stockwith section.

| | Proposed Working Sections | | | | | |
|--|---------------------------|-----------------|---------|-------|--------------|------------|
| | Killamarsh Town | Killamarsh East | Norwood | Wales | Kiveton Park | TOTAL |
| Length of Section * | 1354 m | 1714 m | 654 m | 875 m | 1845 m | 6442 m |
| Marinas | 1 | 0 | 0 | 0 | 1 | 2 |
| Linear Moorings | 0 | 1 | 0 | 0 | 0 | 1 |
| Approx. Number of Long term boat berths | Up to 200* | 12 | 0 | 0 | Up to 100* | Up to 312* |
| “Bridge Wharf” Moorings (24/48 hour) | 1 | 1 | 2 | 1 | 0 | 5 |
| Approx. Number of Short term boat berths | 3+5** | 3 | 6 | 3 | 5** | 25 |
| Winding Holes (boat turning points) | 1 | 1 | 1 | 0 | 1 | 4 |

Figure 17.1 Summary of Proposed Basins, Linear Moorings, Wharfs and Winding Holes.

(* Maximum values -- Initial opening capacity will be far less than this)

(** Numbers of additional short term berths/visitor moorings provided within the marinas)

17.9 Visitor Facilities: Improving Access for All

17.9.1 The canal is host to a great number of activities. To support the growth of these activities and to ensure that they are available to the widest possible audience irrespective of physical or mental handicap, the Chesterfield Canal Partnership has produced an Access Strategy (2006) which is available in full at:

www.chesterfield-canal-partnership.co.uk/downloads.

17.9.2 The strategy sets out the approach which the Chesterfield Canal Partnership will adopt to the development of access to the waterspace, to the land around and to the history and heritage of the canal. The policies set out in the Access Strategy will form the basis for the actions undertaken during restoration. Some of the supporting facilities not already described are noted below.

17.10 Fishing Pegs/Platforms

17.10.1 Angling is one of the most important and popular leisure activities in the UK and one with a very broad base of support from all social and economic groups. The Partnership recognises the importance of angling to the health and economy of the canal and supports the development of appropriate fishing facilities on the canal.

17.10.2 Angling obviously requires access to the water space but equally obviously also requires access to the towpath. Some of the issues governing access to fishing also apply to other towpath users – in particular the provision of adequate parking at key angling hot-spots and the condition of the towpath surface.

17.10.3 On other canals conflict has arisen between anglers and other towpath users, especially cyclists. Proposals to upgrade the towpath to accommodate cyclists will take this into account. Two linked solutions are proposed:

- Provision of an adequate vegetated berm between the towpath and the canal bank – this provide space for fishing equipment off the trafficked areas.
- Fishing Platforms – with the vegetated berm these move the angler entirely off the towpath.

17.10.4 The fishing platforms will be based on those currently in use on the Chesterfield Canal at Bluebank Pools and at Kiveton Waters. They use recycled plastic “beams” and “planks” to produce a structure as strong as a conventional fishing platform but with a greatly extended use life.

17.11 Toilets, Showers, Changing Facilities

17.11.1 Toilets, showers and possibly changing facilities will be provided within the development areas of the Kiveton Waters and Nethermoor Lake Marinas. These will support the development of the marinas for boaters but will also be available to canoe clubs and organisations to encourage diversification of the on the water offering.

17.11.2 At present no other public facilities are planned on this section. There may be scope for further development in conjunction with development of the Community Woodlands on the former Kiveton Colliery site which surrounds the Kiveton Waters ponds.

17.12 Car & Coach Parks

17.12.1 It is the policy of all the local authorities in the canal corridor to promote the use of public transport. There are, however, several user groups for whom the private car remains the most likely means of accessing the canal. These include those with equipment to transport (fishermen, trailboaters, etc.) and those with some form of mobility impairment caused by injury, disability or age.

17.12.2 While it is not the intention to promote car use, it must be recognised that for many the car remains, and is likely to remain, the chief means of reaching the countryside and visitor destinations within it. A balance must therefore be struck between providing sufficient facilities to make the canal accessible while not promoting car usage. At the same time it is important to encourage visitors to make the transition to public transport wherever possible.

Current Parking Provision

17.12.3 A full access audit of the entire Chesterfield Canal was undertaken in 2005/2006. This was reported in detail in the Chesterfield Canal Partnership **Access Strategy** (2006) which is available in full at:

www.chesterfield-canal-partnership.co.uk/downloads.

17.12.4 The access audit identified a shortage of car parking along the canal. Two sites between Killamarsh and Kiveton Park were identified for development or further development;

| <u>Access Node</u> | <u>Location</u> |
|--------------------|--|
| 44 | Bailey Drive, Killamarsh |
| 53 | Hard Lane, Kiveton (British Waterways Fishing Ponds) |

17.12.5 The Bailey drive site is located on the edge of the Norwood Industrial Estate. There is an opportunity to create linear car park along a wide spine access road with access to the foot of the Norwood Flight.

17.12.6 Also near the foot of the Norwood Flight is Rother Valley Country Park. Although around 2km from the canal, long stay parking is also available at Rother Valley County Park and proposals to improve the links between the canal and the park (below) would enable better use to be made of this existing facility.

17.12.7 At Hard Lane Kiveton, private car parking is provided for patrons of the Kiveton Waters Fishing Ponds. In time this will become parking for users of the Marina. Public Parking is also provided for users of the Community Woodlands although hours are limited. This site is in need of only minor improvement and appropriate signage and with the establishment of the marina this could become a major access node for canal users.

- 17.12.8 Development of additional car parking provision will be subject to the appropriate planning policy guidance and will require compliance with policies which promote access by a variety of means of transport. It is envisaged that all parking provision will be very low key, use appropriate materials and provide sufficient public transport information at the site to encourage visitors to use alternative means of transport on their next visit. Consideration will be given to issues of personal security such as the provision of CCTV at key parking locations.

Coach Access

- 17.12.9 At present there is no location between Killamarsh and Kiveton Park where private hire coaches could safely load or unload in the vicinity of the canal. Where adequate space existed it was usually in a town, some distance from the canal and was time-limited. This restricts both tourist development (especially with regard to the elderly and disabled) and the potential use of the canal for educational purposes (see intellectual access).
- 17.12.10 Coach parking will therefore be made available as part of the development of the Kiveton Waters site. Other opportunities will be explored as they arise.