

# Next Navigation West:

Part 19: Design Summary for  
Restoration Section 3:  
Renishaw

Second Edition, March 2013.

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NB. Items highlighted in Grey are either complete and ready for use or are under construction at the time of writing and are likely to be ready for use in the very near future.

Geraint Coles 2010, 2013.

## 19 Design Summary for Restoration Section 3: Renishaw

### 19.1 Overview

- 19.1.1 Section Three commences on the north side of Hague Lane Bridge. From Hague Lane to Miners Crossing the canal channel is infilled. At the site of the former Miners Crossing a new bridleway bridge (N<sup>o</sup>.17a) is under construction by the Canal Trust using the new “standard design” based on a style employed by the Great Central Railway during their tenure as canal owners. The bridge narrows are complete and have been backfilled to await the bridge piers and deck.
- 19.1.2 Approximately 100 metres further north from Miners Crossing the channel becomes partly open and remains so until just before Barlborough Road Bridge. Short lengths of this channel retain shallow pools which largely dry out in the summer. The badly damaged puddle on this section will be repaired and the channel re-profiled to match that elsewhere on the canal with the opportunity taken to provide a “reed shelf” along the off bank wherever possible.
- 19.1.3 Along this length an existing engineers blue brick side weir on the towpath bank will be rebuilt. The weir chamber is currently open and either safety rails or bridge planking will be installed during reinstatement.
- 19.1.4 Immediately before Barlborough Road Bridge is a GCR built stop plank narrows and gauging chamber in engineers blue brick, hard red brick and freestone. This is in sound condition and has recently been cleaned out and re-pointed by a Waterway Recovery Group summer camp.
- 19.1.5 Barlborough Road Bridge (N<sup>o</sup>.18a) was replaced with a concrete structure when the road was upgraded in the 1980’s. The bridge incorporates a navigable channel and a towpath with guard rail. An adjacent structure takes the Trans Pennine Trail under the same road.
- 19.1.6 The existing small car park off Barlborough Road near the bridge has recently been enlarged to c.20 spaces and access improved.
- 19.1.7 The canal track now curves sharply to the east before curling back toward the north around the foot of the former Renishaw Iron Foundry site. This historic foundry finally closed in 1992 and was subsequently demolished – a housing estate (Heritage Park) now occupies the site.
- 19.1.8 At Barlborough Road the canal channel is completely infilled - a small area of retaining wall will be installed at the foot of the slope adjacent to the north side of Barlborough Bridge to ease the corner (the “Renishaw Narrows”) and achieve a stable bank profile. On the towpath bank a wash wall and slipway / canoe launch area is under construction by the Chesterfield Canal Trust.
- 19.1.9 From that point to the end of the Smithy Brook embankment the channel was completely excavated in 2007-2008. A new footbridge - Renishaw Foundry Footbridge (N<sup>o</sup>.18a) – was installed to provide a connection between the housing and the developing green space and play area on the east bank of the canal. The

canal here has been widened and there is an intention to install wash walling at a later date to provide short term moorings.

- 19.1.10 The route then crosses the Smithy Brook on what was originally an embankment with culvert. Progressive infilling of the valley to the east of the embankment has left the canal running on the edge of a level area of made ground with a very steep wooded slope to the west down into the Smithy Brook Valley. To make the embankment secure deep piling (to bedrock) of both banks was carried out in 2008 prior to reinstatement of the canal channel. These major works were designed and managed by Derbyshire County Council's Land Reclamation Section on behalf of the Chesterfield Canal Partnership.
- 19.1.11 At the end of the Smithy Brook Embankment length the canal turns northwest and runs along the flanks of the Smithy Brook Valley as it rejoins the Rother. At the turn a new bridge (Tramway Bridge N<sup>o</sup>.18b) will maintain the connection with the footpath on the line of an early 19<sup>th</sup> century tramway leading to Spinkhill
- 19.1.12 North of the embankment the canal channel is infilled (largely with foundry sand) but the supporting earthworks are clearly visible. The area has not suffered from the extremes of mining subsidence seen in the Doe Lea valley and it will be possible to excavate the channel and re-use it.
- 19.1.13 Around 100 m from tramway bridge a former lay-up basin (where boats were stored when not in traffic) will be reopened and engineered as a full length winding hole and reedswamp / wetland nature reserve. The two small streams which enter the canal course at this point will provide additional water supply.
- 19.1.14 A weir and water control features will be incorporated into this length to permit discharge of excess water back into the River Rother via the Smithy Brook.
- 19.1.15 The infilled channel then continues along the valley side until Spinkhill Lane (SK 4472 7855) and the site of Spinkhill Bridge (N<sup>o</sup>.19). The bridge hole was reused for a sewer pipe and this will require division both north and south of the bridge site. The bridge site marks the end of the Renishaw Restoration Section. The bridge is the first structure in Restoration Section 4: Spinkhill and Railway Mile.

## 19.2 Environment & Ecology

### Issues

- 19.2.1 The estate and ancient woodland south of Barlborough Road Bridge (Clinker Wood) is of great potential importance to many protected species such as badger.
- 19.2.2 The relatively recent birch woodland developed north of Barlborough Road Bridge on the Renishaw Station Colliery and Ironworks tips to the west of the Foundry length has great potential for development as a community woodland whose composition and taxa are perfectly complementary to the ancient woods to the south. This has also has great educational potential allowing learners to experience two distinct woodland types, and the graduations between, in a small area.
- 19.2.3 The aged woodland on the west side of the Smithy Brook Embankment offers the opportunity to replant with native species.

- 19.2.4 The Smithy Brook is a valuable asset with an existing water vole population which may be encouraged to colonise the canal in due course.

### **Mitigation**

- 19.2.5 Reconstruction will result in temporary disturbance of the canal track. The smaller puddles in the canal channel will be washed out by the works. Voucher samples of mud (with its seed bank) and plants from these pond areas will be collected and stored on site to provide a first stage re-seeding mixture for the new channels and their reed shelves once completed.
- 19.2.6 Reconstruction of the canal channel will enable introduction of lengths of “reed shelf” along the off bank. This will provide a linear wildlife habitat on the undisturbed – non towpath - side and encourage water vole and wildfowl.
- 19.2.7 The central part of the boat lay up basin at “Bagshaw Bay” will be dredged to full depth and a “v” shaped wooden post and rail “turning bumper” will be installed in the centre of the basin to enable full sized boats to wind here if required. The area between the turning bumper and the eastern side of the basin will be dredged to a shallower profile and developed as shallow water reedswamp. This will both provide additional reedswamp habitat and also act as a bio-filter on the sediments washing into the canal via the two seasonal brooks at this point.
- 19.2.8 Given the presence of water vole in the surround area, if not on the site itself, a management and mitigation plan based on best practice (e.g. Strachan & Moorhouse 2006, ADA / Natural England 2007) will be produced in conjunction with the detailed works phasing plan. This will set out, in agreement with English Nature and the Wildlife Trusts, the procedures to be adopted to ensure that water vole are excluded from working sites and that the works are staggered and phased so as to allow the gradual step-wise movement of water vole. The potential to incorporate some vole access features in the existing wash walls will be investigated provided it can be made compatible with the need to protect the built heritage.
- 19.2.9 Similar management and mitigation plan will be produced for encouraging bats onto the new canal line and will include measure such as retaining old bat roosts in restored structures and incorporating bat roosting niches (“bat bricks”) in extensively modified or new structures.

### **Enhancement**

- 19.2.10 The reinstatement of the canal will provide an opportunity to improve the ecological management of the surrounding woodlands, possibly through some form of stewardship or management agreement. This may include the gradual removal and replacement of non-native species with native trees and the creation of minor clearings to increase woodland margin habitats. The woods are a popular local walking location and there are opportunities to engage the local community in there maintenance and management.

## 19.3 Archaeology & Heritage

### Issues

- 19.3.1 The reinstatement route does not affect any listed or scheduled monument. The land adjacent to this section has suffered considerable disturbance by industrial activity, coal extraction, road building and re-development.
- 19.3.2 Original canal structures have been severely degraded. Much of the canal channel is infilled and the sites of key bridges lost. Barlborough Road Bridge was reinstated with a concrete box culvert structure in the 1980's. Only the Gauging Chamber, south of the bridge, used to measure water extraction from the canal by the ironworks company, has survived largely intact. The Chamber was the subject of restoration work by the Canal Trust and Waterway Recovery Group in 2007/08.
- 19.3.3 Spinkhill Bridge was dropped in the 1970's but the site is intact and the wing walls to the west and canal wharf to the north survive. There is clearly scope for detailed archaeological work prior to restoration in this area.
- 19.3.4 One site of particular interest to social history are the excavations which lie along the cutting face between Barlborough Road Bridge and Miner Crossing. The cutting dates to the railway re-alignment of the canal in 1890. This shallow excavations run along coal seams and were made by miners during the 1984 miners strike to win coal from shallow near surface coal seams which outcrop along the cutting face. Although not visually striking as they are easily lost in the undergrowth these are important reminders of recent social history and should be recorded and preserved wherever possible. Interpretation would be an opportunity to explore the decline of the coal industry in the area and its social impact.
- 19.3.5 The key sites outside the canal track (and outside the zone of disturbance) are:-
- 19.3.6 The site of Renishaw Ironworks – this lay to the east of the canal in the valley of the Smithy Brook. It predated the canal by some time as it was active from Mediaeval times onwards and supplied ironwork to the Navy of Queen Elizabeth the First. Subsequent development was sporadic but the site saw major expansion following the arrival of the canal which transported both raw materials inwards and also finished products outward.
- 19.3.7 Closely associated with Ironworks was the horse drawn tramway known as the Spinkhill Railway. This ran from Iron Mines and Coal Pits at Coombes Hill though Spinkhill to the canal and the ironworks at a point close to where Tramway Bridge is proposed. The route of the tramway is followed by the public footpath from the canal to Spinkhill. The line was out of use by the 1850's.
- 19.3.8 The ironworks finally closed in 1980 and the site was cleared and the Smithy Brook Valley was partly infilled during the 1990's. It is now the site of a major housing estate known as Heritage Park. It is likely that there is considerable buried archaeology on this site at some depth. It is very regrettable that no major archaeological investigation of this important site was undertaken prior to the infilling of the Smith Brook valley and the construction of Heritage Park. It is unlikely that the opportunity to examine this site will occur for some time. Fortunately there is good documentary evidence for the latter phases of the sites development (from c.

1880 to 1980) and hence an opportunity to interpret the history of the site from the canal line.

- 19.3.9 The site of Renishaw Central Station – the GCR station opened in 1892 and was responsible for the re-alignment of the canal route in this area. The site is currently being excavated to extract the ironworks slag used as a foundation for the track bed. The long term aim being the creation of a nine hole golf course.
- 19.3.10 Fragments of the original canal alignment east of the Station site. These are short lengths of canal channel to be found in Lower Clinker Wood. The fragments lie east of the area of disturbance resulting from the Station site redevelopment and thus survive at present. They are an important sample of the canal's condition and development up to this length's abandonment around 1890.

### Engagement

- 19.3.11 The reinstatement of the waterway will provide an opportunity to engage with local history groups and the wider community to explore the local history of the canal, its transport links and the industries which it served.
- 19.3.12 Emphasis here should be placed upon the rise and fall of the Iron industry which provided the initial impetus for the growth of both Renishaw and the Canal. It is envisaged that the exploration of the early iron and coal industry will be the focus of a major community archaeology project.
- 19.3.13 It is envisaged that heritage exploration will be ongoing during the project and will leave a legacy of activity which will help to maintain the canal in future.

## 19.4 Economic & Social Regeneration

- 19.4.1 The restoration will create a new local focal point for interpretation and activity on the waterway.
- 19.4.2 The restored canal will attract walkers, cyclists, canoeists, rowers and boaters to use the canal. To maximise the local economic benefit effort will be made to retain people in the area for longer. This will be done by improving footpath links and signposting from the canal to Renishaw village, Eckington and local tourist attractions such as Renishaw Hall. Information will be provided to encourage visitors to use local facilities. The aim being to keep them for longer in the area and to spend more locally.
- 19.4.3 The slipway at Barborough Road (Black's Pit Corner) will enable use of the site by trail boats and canoes. There is some potential to hold small water based festivals in the Renishaw area and to develop new businesses either directly related to the waterway such as canoe and cycle hire. Both would encourage healthy activity and exercise.
- 19.4.4 The return of the waterway is very strongly supported by the local community. This will be built upon to expand the number and range of groups engaging with the project. In particular the development of the basin provides an opportunity to engage with (a) schools to provide alternative curricula for pupils at risk of exclusion (as piloted with Eckington School) and (b) with Chesterfield College to provide on-

site training in construction and heritage construction skills. Recruitment and retention of younger volunteers is a current priority for the Chesterfield Canal Trust.

## 19.5 Planned Works

### Canal Track & Channel

19.5.1 Since the First Edition of this report several lengths in this Restoration Section have been completed, others are being worked upon.

#### Length 3/1

19.5.2 From Hague Lane or White Bridge (Bridge No. 17a) (SK 4447 7715) to Miners' Crossing Bridge (Bridge No. 17a), Renishaw (SK 4437 7760) (476 m)

19.5.3 The channel is completely infilled through length. Circa 100m South of Miners Crossing limited mining subsidence will require minor bank raising. Note that, as elsewhere, the Railway diversion narrower than the original Brindley formation. The infill (c. 5820 m<sup>3</sup>) of the channel is foundry sand over canal silt. The fill has been tested and found inert – it will be used on site.

19.5.4 Reinstatement will be to an open “U” channel profile, with soft banks on both sides. From Hague Lane to the junction with railway diversion at SK 4437 7732 (c.200m) the channel will be c. 10 m wide with reed shelf on the offbank. From the junction with the Railway diversion to Miners Crossing (c.285m) the channel will narrow to c. 8 m wide with no reed shelf.

19.5.5 The channel is waterproofed with Clay Puddle - where it is possible the original puddle will be patched with local clay. If quality is poor then it is possible to use old puddle as a compression layer for bentonite or gel-geofabric liner.

#### Length 3/2

19.5.6 From Miners' Crossing Bridge (Bridge No. 17a), Renishaw (SK 4437 7760) to Opposite Clinker Wood, Renishaw (SK 4436 7773) (145 m)

19.5.7 The canal channel is intact but completely infilled through the length. The approximately 1740 m<sup>3</sup> of infill is foundry sand dumped in the 1970's over canal silt. Tests of the foundry sand show it is inert and can be disposed of, or used, elsewhere on site.

19.5.8 The restored channel profile is an open “U” channel, with soft banks on both sides. The channel is a railway diversion and will be restored to a relatively narrow 8 m width. A very narrow, discontinuous, reed ledge will be introduced along off bank over much of length (c.120 m). This will take advantage of the variability of the off bank.

19.5.9 The channel is waterproofed with Clay Puddle - where it is possible the original puddle will be patched with local clay. If quality is poor then it is possible to use old puddle as a compression layer for bentonite or gel-geofabric liner.

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### Length 3/3

- 19.5.10 From Opposite Clinker Wood, Renishaw (SK 4436 7773) to Barlborough Road Stop Planks (SK 4442 7802) (305 m)
- 19.5.11 The channel formation is constricted by dimensions of Railway Diversion. At present the channel is partially open having been partially re-excavated during an earlier restoration attempt in the 1980's. The channel was infilled with foundry sand in the 1970's but when re-excavated the new channel was cut to a very narrow and deep profile which punctured the puddle clay while leaving strips or pockets of foundry sand on both the towpath and offbank. Roughly 1830 m<sup>3</sup> of fill remain.
- 19.5.12 A short part of this length retains some water but this is variable and often dries out. It is clear that the entire length will need to be relined. Given the narrow track the re-lining will use a bentonite or gel-geofabric liner and re-cycle any remaining clay as part of the compressive layer. The profile is again the steep side "U" of the railway diversions with soft banks on both sides. There is potential for a narrow reed ledge along offbank over much of length (c. 100 m) if a wash wall is constructed on the towpath bank.
- 19.5.13 As in the previous lengths the infill is an inert foundry sand which will be re-used on site to increase the width of the towpath footing and build up the surface level of the adjacent car park.

### Length 3/4

- 19.5.14 From Barlborough Road Stop Planks (SK 4442 7802) to Barlborough Road Bridge (Main Road), Renishaw (SK 4445 7808) (45 m)
- 19.5.15 This length consist of two joined structures both with structural inverts and linings – the first is a stop plank narrows and gauging chamber, the second is Barlborough Road Bridge. Since the first edition the gauging chamber has been cleared of silt and repaired and re-pointed by CCT Work Party and Waterway Recovery Group Volunteers.

### Length 3/5

- 19.5.16 From Barlborough Road Bridge (Main Road), Renishaw (SK 4445 7808) to Near Edge of Black's Pit Tip (SK 4452 7812) (60 m)
- 19.5.17 This length is on the site of the former "Renishaw Narrows" a sharply curved channel which was faced with red (edged blue) brick both sides (the "Renishaw Narrows"). It was partly re-excavated in 1980's and then refilled. The original channel has suffered damage from a water pipeline and adjacent housing construction.
- 19.5.18 The new channel will be widened to ease the curve by the removal of the badly damaged outer brick wash wall and widening of the canal formation on the towpath side. The new offbank will lie within the line of old canal preserving the offbank wash wall. The new channel will have a minimum width of 8m and will have retained wash walled banks on both sides.
- 19.5.19 As with the other sections in this length the infill (c. 360 m<sup>3</sup>) is of inert foundry sand and will be used on site. The waterproofing will use fresh new puddle clay.

- 19.5.20 Since the first edition the outer wash wall has been constructed by the volunteers of the Chesterfield Canal Trust and the Waterway Recovery Group. The site has been backfilled to protect the works.

Length 3/6 & Length 3/7

- 19.5.21 From Near Edge of Black's Pit Tip (SK 4452 7812) to North end of Smithy Brook Embankment (SK 4492 7821) (535 m)

- 19.5.22 These two lengths have been completed since the first edition and are now in a navigable condition. This includes the new footbridge at Renishaw Foundry (Bridge No. 18a) and the steel-pile reinforcement of the Smithy Brook Embankment.

Length 3/8

- 19.5.23 From North end of Smithy Brook Embankment (SK 4492 7821) to the South End of Spinkhill Winding Hole (SK 4489 7836) (150 m)

- 19.5.24 This length uses the original 1777 canal channel which is infilled and heavily surcharged with foundry sand (c. 2688 m<sup>3</sup>). The length requires excavation of infill and re-formation of the canal track to an a 10 m wide open "u" channel profile with soft banks on both sides. The liner will be a new clay puddle.

- 19.5.25 A new foot bridge – Tramway Bridge (Bridge No. 18b) -- will be provided here to maintain connectivity between the towpath and the Spinkhill Railway path which follows the line of an early horse tramway. This will require modification to both the towpath bank and off bank at this point.

Length 3/9

- 19.5.26 From South End of Spinkhill Winding Hole (SK 4489 7836) to South side of Spinkhill Bridge (Bridge No. 19) (excludes bridge) (SK 4473 7853) (287 m)

- 19.5.27 This length starts and includes the boat lay up wide known as Bagshore Bay. This will be used to create a winding hole. The basin will be excavated and reinstated with a "turning bumper" and rail to prevent boat entry beyond that required for winding. Beyond the bumper a shallowing profile will be allowed to develop as a reed swamp habitat. If required as boat numbers rise install geo-textile "silt-barrier" behind boat barrier to create a largely silt free shallow water nature reserve.

- 19.5.28 Beyond the winding hole the channel follows the original 1777 canal line and will employ a 10m wide, open "u" channel, profile with soft banks. Where opportunities exist reed-pockets will be created on the off bank. Field survey suggests that the original channel narrowed slightly towards Spinkhill Bridge.

- 19.5.29 The wide and channel are both infilled (c. 3680 m<sup>3</sup>) with inert foundry sand which can be re-used on site to improve the towpath width. The channel liner will be new Clay Puddle.

**Utilities**

- 19.5.30 The canal was crossed by a buried electric cable at Miners Crossing. This was re-routed for the Canal project in 2006.

- 19.5.31 The canal was crossed by a main water pipe at Barlborough Road. This was re-routed for the Canal project in 2011.
- 19.5.32 The canal is crossed by a sewer pipe line at Spinkhill Bridge. A contract to re-route this pipe has been agreed with Yorkshire Water.

### Bridges

- 19.5.33 One main road bridge was required on this section. Barlborough Road Bridge (No.18), was completed in 1990 as part of the road improvement works for the A616.
- 19.5.34 One minor road bridge is required at Hague Lane (Bridge No.17). This bridge has been fully designed and all above ground investigations have been completed.
- 19.5.35 Three foot & cycleway bridges are required; No.17a Miner's Crossing Bridge, No.18a Renishaw Foundry Bridge and No.18b Tramway Bridge. The footings and narrows for Miners Crossing Bridge were completed by the Chesterfield Canal Trust Restoration Work Party and the Waterway recovery Group in 2008. Renishaw Foundry Bridge was completed in 2008. Tramway bridge is in the design stage but will utilise the same basic deck structure as that at Renishaw Foundry.

### Locks & Water Control

- 19.5.36 This section has no locks.
- 19.5.37 Stop plan narrows will be at Hague Lane Bridge, Miners Crossing Bridge, Barlborough Road Gauging Chamber, Tramway Bridge and Spinkhill Bridge.

### Water Supply

- 19.5.38 Water supply for this section comes from the River Rother in Chesterfield. All water in this section is ultimately discharged back into the River Rother.
- 19.5.39 Additional water supply is derived from the two un-named seasonal brooks which flow into the boat lay up basin at Bagshaw Bay.
- 19.5.40 Consideration has been given to the abstraction of water from Smithy Brook and a provisional agreement in principle obtained from the Environmental Agency. It was recognised, however, that the brook dilutes the outfall from the Renishaw Sewage works and thus was not best placed to provide additional water supplies.

### Construction Impacts

- 19.5.41 Construction impact on the Renishaw section will be slight. The major works have already been completed and the remaining works will have only minor impacts. Further the works will be taking place in a corridor already subject to reclamation works and to the construction of a housing estate works and which now has relatively low ecological potential.
- 19.5.42 Further consultation with the community will be carried out to ensure that they are fully informed and engaged with progress and aware of the works timetable.

## Potential Risks

- 19.5.43 There are few potential construction risks and hazards along this length. There is only one utility remaining to divert (and this is in hand) and three of the four major structures are complete. The extensive prior works have ensured that ground conditions are very well understood and that there is little chance of unexpected discoveries such as uncapped mineshafts, unknown archaeology or unknown ecology.

## 19.6 Access Improvements

### Towpath & Access Points / Nodes

- 19.6.1 The canal towpath will be upgraded throughout to access to all standards. The access nodes will also be upgraded to the same standards.
- 19.6.2 Within restoration section three, access to the canal towpath will be possible at the following points with the following connections:
- Hague Lane
  - Miners Crossing
  - Barlborough Road (Main Road Renishaw)
  - Foundry Bridge
  - Tramway Bridge (for Spinkhill)
  - Spinkhill Bridge (Spinkhill Lane)
  - Rabbit Lane (for TPT)
  - Trans Pennine Trail
  - Boiley Farm New Bridge
  - Boiley Farm Old Bridge
- 19.6.3 Further the Old Line of the Canal offers additional connections to:
- Birley Farm Bridge (site of, path to Renishaw Hall & Eckington )
  - Eckington Bridge / Setcup Wharf (Setcup railway line to Eckington, old farm track up hill to Boiley Farm and link to Railway Mile)
- 19.6.4 The use of the canal towpath and existing rights of way will enable the creation of a series of local circular or figure of eight “doorstep walks”.
- 19.6.5 These access points or nodes are described further (including details of Public transport connections) in the Chesterfield Canal Access Strategy (2006).
- ### Links to the Wider Foot & Cycleway Network
- 19.6.6 The Towpath will obviously link to the Trans Pennine Trail northwards towards Sheffield and Rother Valley Country Park and southwards via the Arkwright Line Greenway to Chesterfield.

- 19.6.7 The Canal towpath is an integral part of the areas foot and cycleway network and features in the North East Derbyshire Greenway Strategy and the areas Rights of Way Improvement Plans. Improvements to its accessibility will improve its utility and connectedness in general.
- 19.6.8 There is scope to improve the line of many of the former tramway links to the waterway – notably the Setcup Railway (path from canal to Eckington) and the Killamarsh Railway (path from canal to Spinkhill and on to the south of Killamarsh).

### Visitor Facilities

- 19.6.9 It is envisaged that visitor facilities will grow as the use of the canal grows, initial provision will include:
- Sign posting and on-site interpretation.
  - Signposting and town facilities information
  - Children’s adventure play area on off bank in area of Foundry Bridge.
  - Fishing platforms and disabled fishing platforms at suitable locations
  - Moorings rings and bollards at Black’s Pit Turn.

## 19.7 Future Aspirations

- 19.7.1 The aspirations for the development of this section are tied to the development of the Railway Mile section (Part 20). These form the basis for the Lost Canal project for which funding is being sought as a stand alone programme. The key elements of this programme are:
- 19.7.2 Explore the early industrial revolution in North East Derbyshire through the remains of mills, dams, coal-pits, furnaces and foundries together with the turnpike roads, canals and tramways and later railways which enabled the growth of these industries.
- 19.7.3 Investigate and conserve the physical remains of the “lost canal” –the original 1777 route of the Chesterfield Canal cut off and abandoned in 1890 and largely untouched since. This includes major stone structures, bridge sites and the unique survival of an 18th century tramway interchange wharf.
- 19.7.4 Investigate and restore the canal from Renishaw through to the edge of Killamarsh. This combines elements of both the original 18th century route and the 19th century diversions and therefore encapsulates the canals historic development.
- 19.7.5 Investigate, make accessible and interpret the routes of early railways (c.1790’s) at Eckington and Spinkhill which connected the canal to local mines and industries.
- 19.7.6 Utilise both the canal routes and the tramways as the core for interpreting the long industrial revolution in this area – commencing with Mediaeval iron working along Smithy Brook through Chapel Wheel (c.1550) and the growth of major industries and ending with the closure of Renishaw Foundry and the local collieries in the 1980’s.

- 19.7.7 Develop the restored length as a sustainable recreational amenity enabling local people to become more engaged with their past and to realise health, social, environmental and economic benefits from its re-use.
- 19.7.8 Work with local partners to engage communities and grow visitor audiences (e.g. Renishaw Hall).
- 19.7.9 Encourage participation and volunteering
- 19.7.10 Create a sustainable heritage skills training programme for young people and volunteers.

## **19.8 Photographic Survey of Route**

- 19.8.1 The plates below illustrate the route. They commence at the western end of the section and conclude at the eastern end. Unless specifically marked “reverse view” all these photographs were taken looking and facing north (towards Killamarsh) along the canal track.

Figure  
19.3

Old Farm Lock

Dry canal channel near  
site of Old Farm Lock  
looking east towards the  
village centre.









