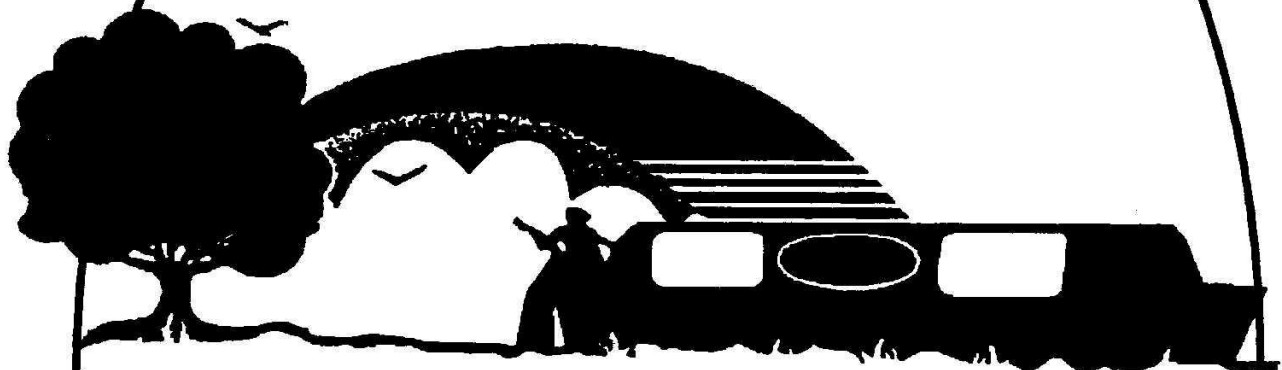
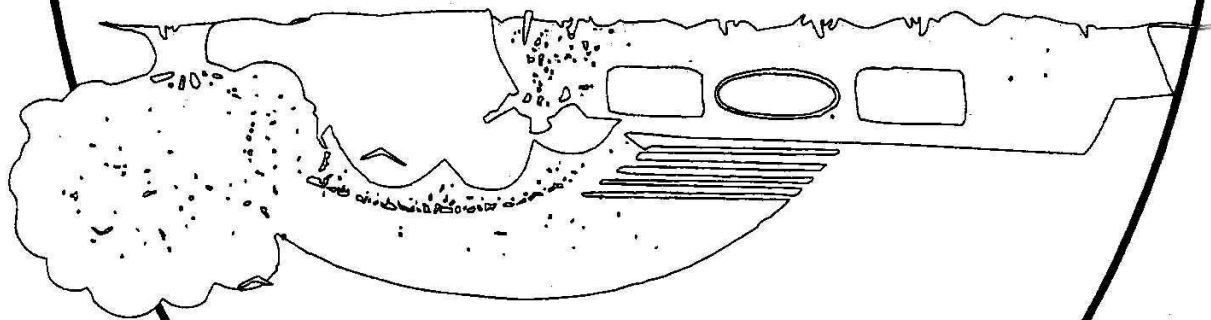


THE PACKET



DERBY AND SANDIACRE CANAL SOCIETY

DERBY AND SANDIACRE CANAL SOCIETY



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Front Cover. A bit of Nostalgia – the front cover from December, 1996, issue 17.
Centre Pages. A broad and narrow boats crossing the Derwent in Derby.
(Reproduced by kind permission of Maxwell Craven).

EDITOR'S CORNER.

Advertising.

If you wish to advertise or, most importantly, know anyone that does, contact the Editor.

Don't forget, there are 3 issues per year.

Acknowledgements.

Views expressed by individuals in The Packet are not necessarily those of the Society or Trust.

This edition was printed by Eight Days a Week Print Solutions.

Next Issue.

Please do remember to send all material for the next issue to Doug Flack no later than the middle of August, 2011.

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From the Chair.

Welcome to a belated Packet, It has been a busy winter and spring season.

Planning Developments.

We delayed publishing in the hope that we'd have news of a successful planning application by now, but unfortunately we seem to be inching very, very slowly over the line. The latest date we have is 21st June for the Derby City Council Planning Committee to hear the application, but this time the Trust have sought assurances from key officers that the date is the real one.

Since I last wrote we have dealt with:-

- Wildlife objections from Derbyshire Wildlife Trust and Natural England.
- Highways and Environment Agency questions.
- Objections from pension trustees holding the Acordis/Celanese land.

The wildlife objections required us to complete surveys on habitat and impact on water voles, bats, greater crested newts and badgers. Fortunately the Trust managed to negotiate the headline fee from Middlemarch Consultants of £55,000 down to £8,000. Thanks to them for their sympathetic and prompt approach. I am sure they will be able to undertake further work at better rates as the project progresses. As a result of these studies the objections have been lifted.

It seemed a little unfair that we should be subjected to this late objection, but opinions sought suggested that if we hadn't done so we would have been in danger of any permission being contested later. We believe that Derbyshire Wildlife Trust and Natural England who raised the objection were broadly backing the application but were obliged to object. I'm sure they recognise that a large part of the restoration will look to protect and encourage natural habitat and wildlife.

As a result of this expenditure the Trust is looking at all ways possible to raise funds for this unexpected bill. Not to have pursued this action would have risked the planning application and potentially the whole restoration project.

The challenge now rests to find the money to clear the expenditure. Any help on fundraising would be most appreciated and as ever if you can think of anyone interested in joining please let us know.

Interpretation Panels have now been installed at six locations along the route. The aim has been to fill in gaps between existing boards. Early reports show they are attracting a lot of attention, particularly at Swarkestone where boaters

and walkers are detouring up the canal path to read it. You'll see the new look boards at:-

- Swarkestone Lock 50 yards up the canal path
- Just south of the Harvey Road crossing,
- Pride Park by the culvert and the turn to the new Barrett estate,
- Draycott outside the Co-op cottages on Hopwell Road,
- Outside the Navigation Inn at Breaston
- By Cockayne's Bridge in Sandiacre.

There are already boards at Shelton Lock, Spondon (two by courtesy of the Spondon Community Association) and by the Sandiacre junction with the Erewash Canal. This means that no-one using the path can be in any doubt of the history of the canal and our intentions to restore it. Once we have the publicity from a successful planning application they will help us to promote the next stages and encourage further memberships. I'm sure there will be a challenge to keep the boards in good condition so any help from members living close to them would be welcomed. *(A couple of the originals have recently been cleaned without our having to ask – Ed).*



The funding of the boards has been secured through a grant from the National Lottery 'Awards for All' fund, which also paid for the leaflets printed recently. We were granted just over £4,000 in total, and have been able to raise a further donation of £1,000 from the local Notts. and Derbys. branch of the IWA to match

the grant. As we had planned to use Society funds to do this we will be able to contribute this amount to the Trust's survey shortfall above.

The IWA donation was made in a joint meeting walking the canal from Spondon to Draycott, when we had the opportunity to inspect one of the Boards. We had a most enjoyable evening finishing with a warm welcome and sandwiches at the Chequers in Breaston. Our members have been invited to join future IWA

events e.g at the Rushcliffe Centre, West Bridgeford on 16th September, where you'll be able to hear me tell the members about our progress and plans for the Derby and Sandiacre. Other meetings can be found in the Aegre magazine available on the web.



New Panel at Hopwell Road, Draycott.

Events.

We are reaching the busy season for event attendance. Paul (and co-opted family) attended the Breaston Carnival on May Day provoking lots of interest and possibly a few new members. We have also registered to attend the following events:

County Show	26 th June at Elvaston Castle
Swarkestone Lock Wheel	24 th July (ahead of the National Show)
National Festival & Boat Show	29 th to 31 st July at Shobnall Meadows, Burton
Spondon Carnival	10 th September

and of course offers of help would be most welcome to man the stalls, sell our merchandise and talk to interested parties.

I'm pleased to say that we have a much improved sales offering including DSCS polo and sweatshirts, cards, kids' items and puzzles. Thanks to Paul I hope we have something for everyone.

Membership.

We have added a further 8 members since the last Packet.

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Committee Development. I am delighted that we have been able to strengthen our committee at and since the AGM. Thanks to the continuing stalwarts Paul Birtles, Paul Shepherd & Doug for their continued and renewed support. Thanks are also due to David Hayes who has taken on the mantle of secretary and provided sage advice on planning issues. Our joint meetings members Eileen and Anne have organised an exciting programme despite illness. Julie continues to manage the membership database.

Welcome to our newest addition to the committee Chris ReesFitzPatrick. It is great to have a new enthusiastic face and challenging around the committee table. Indeed so impressive is his impact that he has now been co-opted onto the Trust to manage its bookkeeping. This will be welcomed by both organisations as the benefit of one point of contact cannot be overestimated.

Despite this success the call goes out again to anyone interested in helping. We meet monthly and share the tasks between us according to expertise and time available. It's always easier to join a strong committee.

Working Parties. First I am delighted to let you know that Brian Burke is nearly recovered from his recent illness and regaining fitness to help Dick Broomfield mow the towpath for Sustrans. It's good to have you back Brian

The hedgelaying training sessions were completed according to our programme during Feb/March. Unfortunately it means we didn't get a chance to do much on our own hedges, but we now have 6 trained layers that should enable us to speed up the massive project. As one of the late nominees I can say that it was a mostly enjoyable series of Saturdays, spoilt only by occasional rain. We were let loose on a hedge at Kniveton and made a pretty reasonable job according to the experts. Part of the deal was that we would enter the Brailsford hedge laying competition, where we acquitted ourselves well in the novice section. Roll on next October when the season starts again!

Following on from this success we will also be taking up training in use of chain saws – an important part of the hedgelaying process. David Hayes and Paul Shepherd are negotiating part funding, with the balance to be financed by the two individuals who will be trained.

The Society trailer has now been built by Paul Birtles and as I pen these notes it is waiting painting at the Gowercroft workshop. Once we have sprayed the base colours it will be a call for volunteers with a steady hand with a paintbrush to finish the job. Our aim is to have it ready for the County Show at the end of June.

Meetings.

We have had tremendous support for the monthly meetings so far this year with attendance up by 50%. This may be connected to Eileen's success at publicising them in the local media. Unfortunately after a brief sojourn at Gregory's it was again closed for refurbishment into an Indian Restaurant. Meetings will therefore continue at **The Moon in Spondon**. Watch the website for details or supply me with an email address to receive monthly updates.

Since the AGM we have been entertained by:-

November 2010	Dr Wendy Freer on "Canal Boat People".
January 2011	Ann Bailey on Memories of the Second World War.
February 2011	Philip Clayton on the BCN.
March 2011	Barry Lings on the Cromford and High Peak Railway.
April 2011	Derek Palmer on the destruction of old Derby.
May 2011	Nigel returned to fly his Harris Hawks along the canal route.

Planned meetings are:-

June 21 st	The Chesterfield Canal (a new building has been commissioned and Geraint Coles will tell us of progress.
July 26 th	Keith Blood will talk on Monks and Monasteries.

No meeting in August.

September 27 th	Mike Kelley on the Cromford Canal and an update on the clearing parties and recent funding successes.
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October 26 th	AGM.
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**All meetings are held on the fourth Tuesday of the month
n.b. this is not necessarily the last Tuesday.**

Please feel free to join us at any or all of the meetings above, and also to bring guests, partners, chauffeurs and especially younger participants.

Monthly Draw.

Congratulations to recent winners of the Monthly Draw who were:

Feb	Graham Halls, Michael Bourne.	March	Mary Hunt, Basil Cross.
April	David Coombs, Gary Beeby.	May	J Freemantle, P Heathcote.

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The Towpath Hedge Restoration.

Over the years since the closure of the canal, its towpath hedge has become overgrown and invaded by tree species other than the original hawthorn.

Restoration work has been done in the past on the Wilmorton and other parts of the southern section of the canal but the members who did that work are no longer available.

Hedge Laying.

Thanks to a grant of £360 from the Spondon Neighbourhood Board and a similar amount of matched funding from the Society, six members of Paul Shepherd's working party have taken a course in hedge laying. This will enable the working party to continue the towpath hedge restoration work on the Spondon to Sandiacre section.

In the practical examination at the end of the course two of our members came second and third out of a class of eighteen, so we should begin to see some smart looking hedges evolving when the working party starts work again in the autumn.

Chain Sawing.

Whilst some of the trees in the hedge are amenable to laying, there are many that have grown too big to be laid and will need more drastic surgery if they are to be retained. To do this will require the use of chain saws.

To enable the working party to carry out such surgery, we have submitted a bid to Erewash Borough Council for funding to send two members on a chain saw training course and to buy protective clothing. This bid is for just over a thousand pounds to which the Society will add half in matched funding.

We will hear in June if we have been successful. Once members have been trained they will be able to work on trees up to 350mm diameter.

David Hayes,

Minutes Secretary.



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PRESS RELEASE (BRITISH WATERWAYS)

WORKS SET TO BEGIN ON RIVER TRENT BRIDGE.

Works at the site of a new bridge over the River Trent are set to begin on Monday.

The works taking place near Shardlow will involve clearing vegetation to establish an access route to the site of the new bridge.

The new bridge will re-establish an important link across the river that has been lost since Long Horse Bridge was closed in 2002 due to fears over its structural safety.

The new bridge has been designed for use by cyclists, horse riders and less able-bodied users and will expand on existing walking and cycling opportunities in the area.

Tony Harvey, Head of Regeneration for British Waterways, said; "There's been a lot of hard work to get to this point but we're now focussed on getting started and re-establishing this important link across the River Trent. The new bridge will tie-in with a number of existing walking routes providing greater opportunities for leisure as well as providing a vital connection over the river that we know the local community has been keen to see re-established.

The initial works will involve clearing scrubland to form the foundations of a walkway to the bridge and are expected to last approximately one week. Works to construct the bridge are expected to commence in the summer with the project set to be completed in the summer of 2012.

The £1.5m bridge project is being managed in a partnership between British Waterways and Derbyshire County Council.

Long Horse Bridge, Shardlow.

Work has begun on the replacement bridge at Shardlow at last, and whilst it is further upstream in order to reduce costs i.e. it's only about half the length of the original, it cannot fulfil the purpose of the old one as it is not possible to bow haul or draw a boat by horse.



Site of Old Bridge at Derwentmouth.

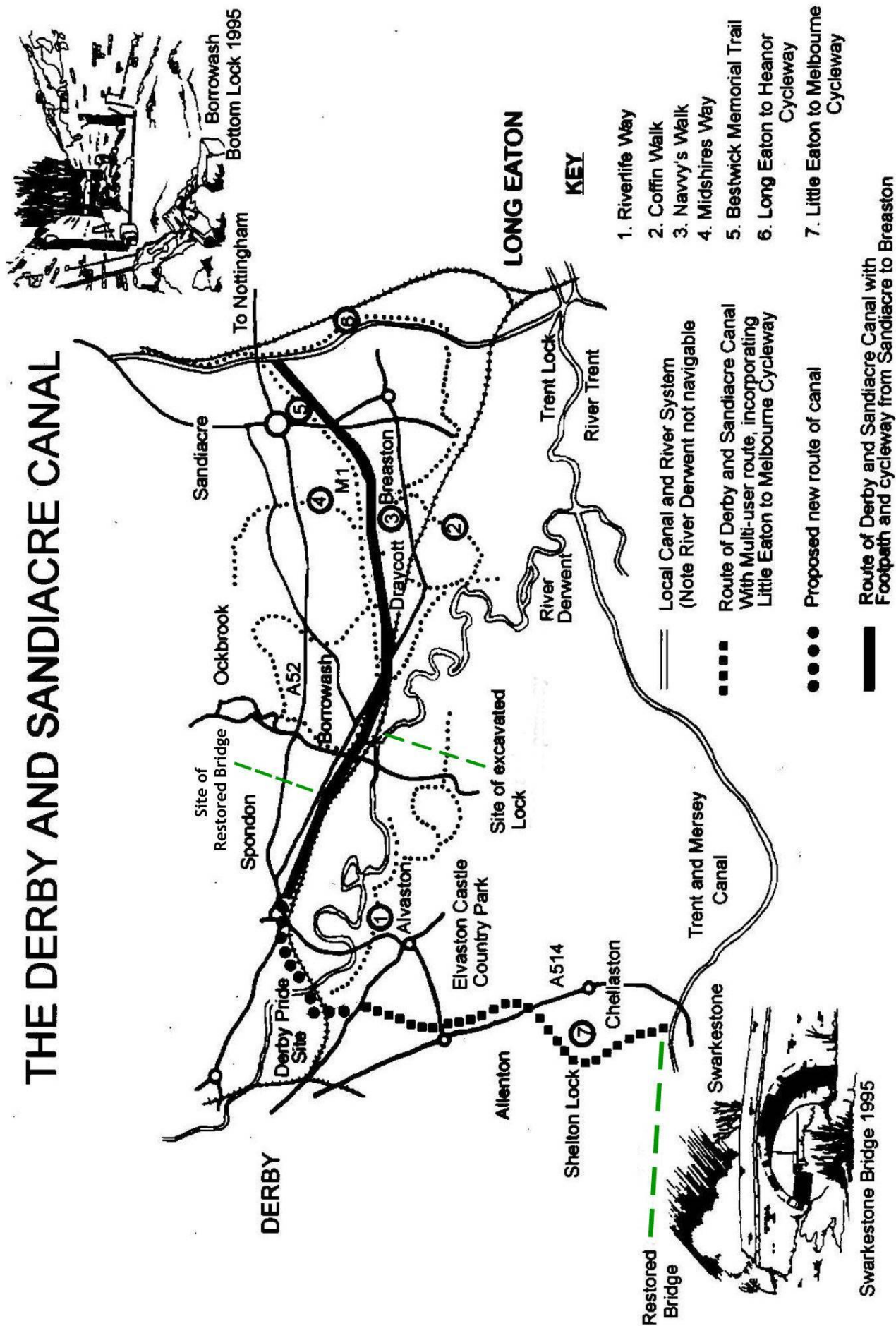


West Abutment of New Bridge, T&M and Trent Left to right at the top.

East Abutment of New Bridge.



THE DERBY AND SANDIACRE CANAL



Other News.

All Party Parliamentary Waterways Group Governance Inquiry.

The Group met on the 11 May at the House of Commons.

Former Cabinet Member and ex-Waterways Minister The Rt. Hon. Alun Michael MP, chaired the meeting which was form of a formal inquiry into what sort of vehicle should manage the British Waterways network and the appropriate governance for that model.

DEFRA Consultation Document on the Future of Britain's Waterways.

The Inland Waterways Association (IWA) has issued its initial response to Defra's consultation document – A New Era for the Waterways – on the Government's proposals to transform British Waterways into a charity.

Clive Henderson, IWA national chairman, said:

“IWA sees clear advantages for Britain's navigable inland waterways being managed by a third sector body, however, our first reactions to the consultation proposals are that:

- The primacy of navigation on the inland waterways, as a defining influence on how the charity is operated, is too weak throughout the expressed aims for the organisation and its structure.
- The indicative funding currently does not appear to stack up in delivering a sustainable charity. We appear to be some £15- £45 million p.a. short of what is required.
- The governance proposals need to be fully consistent with localism so that local 'ownership' of waterways can lead to tangible benefits for the waterways, which includes stakeholders being able to say how money can be spent on local priorities.
- The Government must ensure processes are in place to ensure that the Environment Agency navigations can transfer smoothly in 2015/16.
- The classification of the commercial, cruising and remainder waterways must be addressed by Government to meet the charitable purposes of the body in a manner that sustains and enhances existing usage.

We hope our preliminary analysis document will aid others in their efforts to respond properly to the consultation. Our detailed response to the full 29 questions put in the consultation will follow shortly.”

Continuous Cruising.

Judgment has been made recently in Bristol County Court (31/3/2011) concerning the interpretation of Section 17 of the British Waterways Act 1995 (relating to Continuous Cruising).

Mr Davies the defendant, kept his boat on the Kennet & Avon Canal in the Bradford upon Avon area and declined to respond to BW’s repeated warnings that his boat movement was not sufficient to meet the licensing requirements. These state that to qualify for a BW boat licence, a boat must have a home mooring – somewhere where it may lawfully be kept when not being used for cruising. An exception is made for boats which ‘bona fide’ navigate throughout the period of the licence. Because Mr Davies did not move sufficiently or agree to comply with its other terms and conditions, BW refused his application to license his boat. Also, because the boat is Mr Davies’ home, BW followed its usual procedure of asking the Court to decide on this case.

There was little or no dispute as to the extent of Mr Davies’ boat movements. Central to the issue considered by the court was the meaning of the term ‘bona fide navigation’.

The Judge noted that Mr Davies’ purpose in keeping the boat on the short stretch of canal between Bath and Bradford upon Avon was so that his home was within convenient distance of his place of work and his social circle, and that his purpose in moving the boat was to attempt to escape the requirement to have a permanent mooring. The Judge said: “What is clear to me is that the defendant who is clearly living on the boat cannot successfully claim that he is using it ‘bona fide for navigation’ by moving it every so often up and down a short stretch of canal.”

The Judge’s decision is that Mr Davies now has three months (30 June 2011) to remove his boat from British Waterways’ canals and rivers.



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