

YOUR CANAL NEEDS YOU!



OUTLINE PLANNING PERMISSION

Derby City



Erewash



South Derbys



*The
Packet*

*Issue 69
Autumn 2011*

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DERBY AND SANDIACRE TRUST:

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Front Cover. **Speaks for itself!**

Centre Pages. **Long Horse Bridge Placement.**

EDITOR'S CORNER.

We are, of course, thrilled with the news that all three councils gave us outline planning permission for the whole canal and naturally that features in this edition of The Packet.

Front Cover.

We really do need as much help as we can get now that OPP has been granted – we must put a section in water in each council area in the time allotted to retain planning permission and we need people with experience of Civil Engineering, drawing up and letting of contracts, fund raising, surveying, costing and computing such as spreadsheets, Risk Management etc.

Now is the time and if we don't make a move we will lose credibility.

Long Horse Bridge Shardlow.

One other event took place locally, the installation of the new bridge over the Trent at Shardlow on the 15th of September, not without incident as when the massive crane was assembled on site a vital jib pin was found to be the wrong one and a frantic search around Sunderland and Newcastle took place early on, delaying the lift by 4 hours.

It's a good job a pin was found and delivered to Shardlow as the cost of an extra day on site would have cost the Hire firm dearly.

See pages 10 & 11 for pictures.

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 January, 2012.

From the Chair - Planning

This is definitely a celebratory issue of the Packet. At last we have the Outline Planning application approval that we have been chasing for the last four years. After so many false dawns we have not focussed on being ready for the next phase as perhaps we should have done. Whilst I am sure this is a natural reaction, we have spent the last month or so putting that right.

Paul Turner (member number 1 and one of the original founders of the project) has penned an update on the planning decisions and how we have organised committees to take us forward. From my point of view I believe the structure provides a lot of flexibility to move forward and I like the idea that the twin track doubles the potential impact. We have a strong Society committee who put in a lot of effort to publicise and raise funds to enable the canal restoration. They have also reacted very strongly to the opportunity to plan the return of water to the canal.

At the time of writing it is still early days, but we already have a good start on the "Masterplan" and have started to cultivate a number of contacts in business and local authority areas. Mike and I attended a meeting with G. F. Tomlinsons – yes, the previous owners of the canal who filled it in when it closed. They have expressed a very strong interest, particularly around the Derby Arm development and have offered to undertake costing work on our behalf. I love the irony that they may now come full circle and help to dig it out again! I am sure there will be other people in the community who will also pledge their support now that the project credibility has been raised with a success in planning.

Events.

We have had a very busy time over the summer publicising the cause and selling merchandise. Paul has further developed the canal boat with very realistic painting. No-one ignores us at events now! We attended the Spondon Spring Fair (thanks David and Derek,) Mercia Marina Open Weekend, a Lock Wheel at Swarkestone and Spondon Carnival. Our attendance at the County Show at Elvaston Castle was very successful as we also able to promote ourselves on Radio Derby, and at the National Festival & Boat Show at Burton we were judged a top 5 stand by the IWA.

Paul's much improved sales offering was very successful, although a lot of success was due to Jacquie finding a very attractive boat light offering from the stand next door at Mercia Marina and buying some in. Takings across the season amounted to a remarkable £750 together with donations of over £100. This will ease the wheels for the Society and enable copies of this Packet to be published.

Membership.

We have added a further 15 members since the last Packet. The committee has also looked to enhance the new members' experience and we now aim to send a letter of welcome together with a previous Packet, leaflet and car sticker.

We have also completed a full audit of our members' database and will be talking to lapsed members to understand why they have left and how we need to change in future. With the recent good news now is the time we need to ensure our members stay with us. Of course if you know of someone who might be interested please let us know.

Congratulations to recent winners of the Monthly Draw who were:

June	Ann Dorking and Richard Docker
July	Paul Bartlett and Jean Cudworth
August	Mr M Faulkner and Reg Handley
September	James Davison and David Gould

As you know the profit from the monthly draw is how we finance the running of the Society (membership subscriptions go to the Trust to help restoration) so we are indebted to the supporters who contribute the £12 p.a. for the draw and would like to encourage any new subscribers!

Meetings.

We continue to have tremendous support for the monthly meetings. We have received some excellent speakers during the summer including updates on the Chesterfield and Cromford restorations and the lessons we can draw from them and a talk on the history of monasteries in Derbyshire and I'm delighted to say that we have some excellent meetings coming up.

October 25th	AGM with a chance to talk to David Hollingsworth from BWB, who dealt with the Planning Application.
November 22nd	The Development of the Grantham Canal.
December	No meeting.
January 24 th	Brian Stone on Derbyshire in the Civil War.
February 28 th	TBC.
March 27 th	Dr Wendy Freer returns to talk to us about the Canal Boat Mission.

As those who attend will know we are back at the Moon at Spondon. We will be trying out the main bar for the AGM and hope that it is more comfortable than the enormous function room that we fail to fill. For those not familiar with the Moon it will be a canalside pub at Station Road in Spondon. Watch the website for details or supply me with an email address for monthly updates. Please feel free to bring guests, partners, chauffeurs and especially younger participants.

Working Parties.

After the hedgelaying training we are now set to spring into action. Paul Shepherd has organised a couple of teams to tackle the hedgelaying and scrub bashing at Spondon.

Help is required to the west of Station Road bridge near B & Q in Spondon. Work is going on east of Station Road by a different team and help would be welcome on Tuesdays.

No particular skills are required and tools are provided but gloves, a hard hat and substantial footwear are advisable. Please contact Paul Shepherd on 07733 346111 for details before turning up.

WORKING PARTY DATES FOR 2011 - 2012 ARE:

October 22nd & 23rd.

November 12th & 13th.

December 10th & 11th.

January 14th & 15th.

February 11th & 12th.

March 10th & 11th.

Meet at B & Q Car Park, Spondon 09:30, work until 15:30 or whatever you can spare.

Thanks for your support in the past and hopefully in the future.

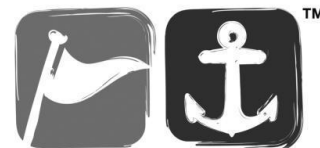
Chris Madge

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OUTLINE PLANNING PERMISSION.

Update from Paul Turner – Trust Director.

The Outline Planning approval is a major milestone in the overall project, but this only the start of the next phase to restore the canal to full navigation.

All the Trust's efforts to date have been to obtain Outline Planning permission because without it we would not get any major funding nor the support of developers, and it has taking a long time because the process is so complex; let me explain some of the difficulties and work involved:

1. Landowners of the canal track and all neighbours had to be identified at the Land Registry, records updated and contacted – 138 in all.
2. Negotiations had to be entered into with various statutory consultees and affected parties including (alphabetically) British Waterways, Derbyshire Wildlife Trust, Environment Agency, Highways Agency, Natural England, Severn Trent Water, and Sustrans plus the emergency services, parish councils, and the utilities. Most of these objected to something and had to be placated; we were left with 60 assorted conditions to get them to withdraw.

Of these the EA could have sunk the whole project by insisting on various detailed surveys way beyond our financial means; they have cooperated after lengthy negotiation and finally agreed to hold off various reports until the detailed planning applications are made.

3. The Outline Planning permissions that we have from the three Councils each have over 20 conditions to be satisfied before they will approve detailed planning permissions for each and every section that we want to build. We have 10 years (rather than the usual three) to start building in Derby City and Erewash and 8 in S Derbyshire before the permission needs to be renewed.

What we have is the footprint of the canal incorporating the likely land take for the canal itself, the banks, multi-user trail, road and footpath diversions so bridges can be built, contractors compounds and site accesses – no other detail such as the water levels, position of locks etc., as these are part of the detailed planning later.

We are now in a major recession with little funding from developers local regional and national government likely, and what funding there is about is

focussed on job creation and employment. So that we can maximise our impact and keep the momentum going the committees from the Trust and Society have been organised into two groups. One will be focussed around developer led work e.g. the Spondon mile and comprise many of the consultants that have offered to help including:

- a. BWB Consulting – they are environmental, engineering design and planning consultants with a specific interest in water engineering who prepared our outline planning application.
- b. Gleeds – project managers, and quantity surveyors with expertise in funding applications.
- c. Dew Construction –building contractors who will give us expert design and costing support. They are refurbishing the Lea Wood aqueduct on the Cromford and have done other works all around the canal system including Ashby (2 sections and one lock).
- d. Rob Hartley and Nottingham Trent University's school of Design & Build, business school, and urban estates department.
- e. Jeffery Jones Chartered Surveyors – Steve Jeffery acts for, and interacts with, a number of landowners and developers.

This team will be trying to persuade developers to see that it is in their financial (and philanthropic) interest to support us.

The other group will comprise Mike Woods, David Hollingsworth from BWB, and Society committee members Chris Madge, David Hayes and Chris ReesFitzPatrick. Mike Woods is a Derby based Architect with 37 years of experience in practice with a huge number of influential contacts. The group will set immediate priorities on developing an overall plan for restoration, especially the non developer led areas. This will work on the very successful foundations built up during the Big Lottery bid. This plan will aim to ensure everyone works in a coordinated manner and will be used to communicate the project to the various outside parties including the community, business leaders, politicians and fund holders.

My role will be to work with both groups to ensure both work to the best advantage of the project.

Paul Turner.



Ready to lift, the missing pin linked the far right straining ropes from the lattice jib to the platform





Nearly there



Complete.

Representation by Paul Turner to Erewash Borough Council Planning Committee meeting Wednesday 27th July 2011 in favour of the Outline Planning Application by the Derby & Sandiacre Canal Trust.

As a letter of objection had been sent to Erewash Borough Council to be read out at the Planning Committee meeting I was asked to speak in favour of the proposal. I arrived at the Town Hall to be greeted by a number of objectors waving placards; fortunately this was about the Tesco application to build a supermarket at Sandiacre next to the Erewash Canal bridge (but it did give me bit of a fright!) Worse was to follow. The meeting was being held in the Council Chamber and I entered to find it (and the viewing gallery) absolutely packed – but thankfully entirely because of the Tesco issue. I was asked to sit on the front row directly opposite to the committee but I did spot a number of “interested parties” including our MP (and Director of the Canal Trust) Jessica Lee, Cllr Kevin Miller (Mayor and previously Director of the Canal Trust) and Peter Wigglesworth, formerly a senior planner at Erewash, who had helped get us our very first local authority grant back in 1994.

The Chairman of the committee, Cllr Robert Parkinson, opened the meeting, and after the usual apologies minutes etc, decided to change the running order to take the canal application first as there were nearly 20 speakers to be heard on the Tesco application. He immediately gave up the chair to his deputy as he has a conflict of interest with the canal likely to go through his garden. The council officers gave a short review of the application and read the letter of objection; I was then allowed 5 minutes to say my piece as follows:

“Chair, members of the Planning Committee, Officers. May I thank you for the opportunity to speak in favour of this unique outline planning application.

I should from the outset declare my interest in the canal scheme having been the founder Chairman of both the Canal Trust and the Canal Society; I continue to be a Director of the Trust. Furthermore I also live next to the canal line in Breaston so I am very aware of the effects this project will have on our home and farm.

Since 1994, in cooperation with Derbyshire County, Derby City and South Derbyshire District Councils, EBC has included the protection of the canal route for restoration within its Local Plan, which, after being upheld at Public Enquiry by an independent government inspector, became public policy. May I also thank the Council for being the first of the four Local Authorities to take this scheme on board in 1994 with the first small grant to get the project started.

The scheme has always enjoyed huge public support following many public meetings held all along the 12 mile route over a number of years – the Canal Society (the volunteers) has 1,000 members and we enjoy support from many user groups including Sustrans, Erewash Riders, and Derby Cyclists. The number of consultees to the outline planning application offering no objection and only a few proposing conditions is further testament to the schemes overall credibility.

The Canal Trust is a registered charity with directors drawn from councillors and officers from all four councils plus a panel of independent unpaid directors to guide the scheme but the emphasis has always been to welcome views from all users and neighbours and to encourage local communities to be involved in the final design. Spondon Community Association have been "on-board" for some years – they want to have the first section in water.

I was instrumental in starting this scheme in 1993 because I could see the huge benefits that would accrue to the whole 12 mile canal route, to open up the Erewash Canal corridor and, in forming a canal ring with the Trent and Mersey, would benefit an even wider area.

In addition to the heritage benefits of rebuilding the lost Derby Canal, the project will bring enormous economic benefits by job creation (both short and long term), inward investment, increase house and land values, enhance leisure and exercise opportunities in partnership with Sustrans with a multi user trail for walkers, cyclist, runners, horses riders. Disabled people, boaters, canoeists, plus improvements to the natural environmental and nature conservation and aid land drainage. The canal will bring educational and tourism opportunities too.

The officers are to be complimented on the thorough and impartial briefing notes that you all have. We at the Trust have read them in detail and accept the conditions as being wholly reasonable. Additionally, in respect of all issues raised by the objectors, we believe that we have answers and solutions to all parties' mutual satisfaction. This is not "OUR" canal but everybody's canal and is there for the public good – and it must therefore be a good neighbour to all.

It has taken a huge amount of time, effort and commitment from councillors, officers and 100s of volunteers plus the assistance of the IWA, BW and a number of local businesses, sponsors and donors over the last 18 years to get to this momentous moment. This is the spring board we need to seek funding from various sources including the Lottery and developers - I would therefore humbly ask the Committee to approve this outline planning application as set out in the agenda. Thank you"

I was stunned to receive a round of applause when I finished (after 4min 15sec!) and a number of Councillors lined up to give their total support to the scheme – the vote was unanimously (and enthusiastically) in favour. I then left the meeting which I believe then went on for some hours with Tesco finally getting the “go-ahead”.

Paul Turner.

Report of the South Derbyshire Planning Committee meeting held at Swadlincote on Tuesday 23rd August, 2011.

Attended by Paul Turner, Rob Hartley and David Hayes.

After two other planning applications had been dealt with first (because there were speakers for and against) the Canal Trust’s outline planning application was presented to the meeting by Council Officers. It was a very brief summary followed by what turned out to be a long debate.

The first Councillor to speak presented a potted history of the canal from its construction in 1796 through to its closure in the 1960s – and then proceeded to advise that he would vote against the application! A number of Members spoke for and against the proposal.

Those “against” unfortunately focussed on detailed matters which would be addressed later but the main issue appeared to be that some felt that the canal should be restored along the original line and there should not be a new route along the bottom of the old embankment with a new connection to the Trent & Mersey below Swarkestone Lock. There was an implication that the Trust had not done its homework and gone for the easy option. Condition 13 of the proposed approval was amended to make it clear that the restoration should be on the old line unless it could be proved not to be viable. One member was particularly keen to ensure that the towpath remained as a multi-user route and that the existing rights of cyclists and horse riders were preserved.

Those in favour cited the economic benefits the whole area and that both Derby city and Erewash had already approved the outline planning application.

The Members were reminded that the application was only for the horizontal alignment (i.e. footprint) and not the detailed levels, locks, culverts etc and at the vote only one Councillor was against.

Report of the Derby City Planning Committee meeting held at Derby on the 7th of July, 2011.

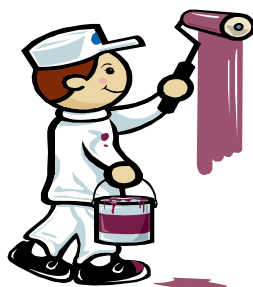
Derby's Planning Committee met on the 7th of July to consider one of the longest reports about an outline planning application it had ever had put before it. Thirty nine pages of closely argued text and four maps demonstrated the breadth and depth of review that our application had received from the officers and consultees. The councillors were clearly impressed by the arguments for the restoration of the canal and asked only one question. No objectors attended to put the case against restoration.

Cllr. Robin Wood, the chair of the committee, spoke enthusiastically in favour; the rest of his colleagues supported him by voting unanimously to grant outline planning permission for the unusually long period of ten years."

PS from Paul – the application went through so quickly that Chris Madge, who arrived 10 minutes late, found that it was all "done and dusted" and David Hayes and I had already gone home!

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Slow Boat to London Part 1.

Having set out from Long Eaton, Jennifer had to return home from Leicester for a couple of long term medical appointments. I was to carry on until Northampton and was a bit concerned about coping single handed. I need not have worried, I had a most extraordinary journey.

At the 1st lock I met another single hander with whom I shared the lock and out of nowhere there appeared a man on a bike and a lock windlass who went ahead and did the next 9 locks for us. On offering him a drink he refused, telling us he was a dry alcoholic and canals were his hobby! The next day from Kilby Bridge I was by myself but met boats going the other way which halved the work on most locks. One boat was 'The Way' from the Erewash and in Boaters Christian fellowship like ourselves, displaying the sign of the fish in the window.

When working solo the technique was to disembark, open the gate and pull the boat in on the rope, keeping out of the lock for safety reasons. Then it started raining heavily and when I reached the next lock the gates were open so, I thought I will go in and climb the vertical ladder and tucked the windlass in my belt. Then clang, bang, clang splash I dropped the windlass in the water. After swearing loudly in this isolated spot I found my strong magnet on a rope and started fishing for it in the murky water in desperation, but no luck.

Suddenly a couple of dog walkers appeared and suggested I try the other side of the boat. "But that's not where it went in" I said. But they insisted I try and Eureka there it was! The following day was Foxton staircase locks and I was allocated a volunteer who did all the work. The next few days were lock-free, followed by Watford Gap with more assistance. Then I moored at the top of the Buckby flight ready for next day, when unbelievably there was a tap on the window, "Hello we live in the village and are Christian boaters. When are you going in the morning? Stay on your boat we will lock you down" !!!

The final stretch to Northampton was lock-free and I arrived and tied up next to a live-aboard boat. They turned out to be Christian boaters and asked me if there was anything I needed and told them I needed a taxi phone number to get to the bus station next morning. The fellow even offered to drop me off on his way to work next morning, but it would have been much too early. It was Sunday evening and I took up their invitation to their chapel and found good friendship with the members.

To be continued.....

David Glue.

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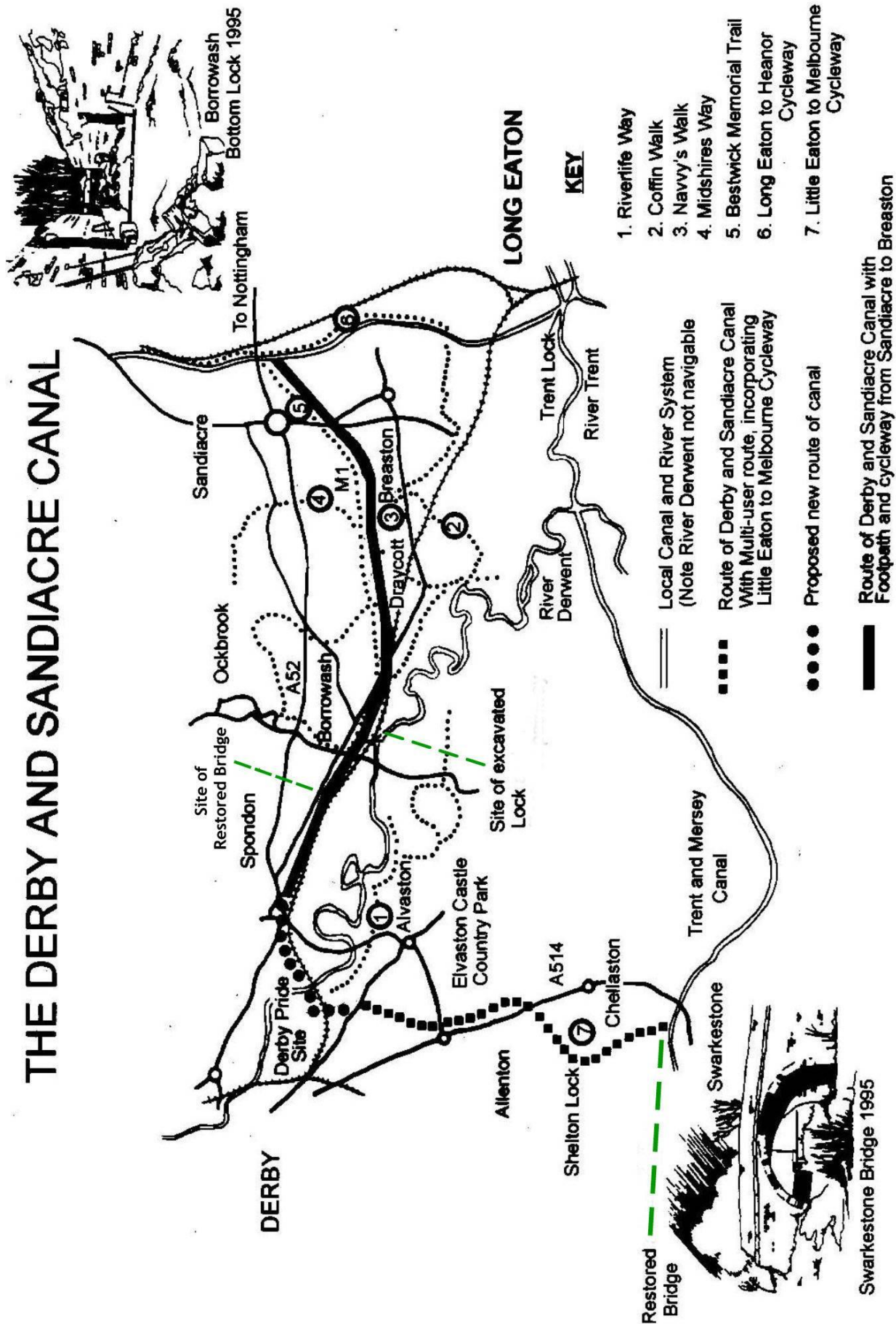
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