



The Derby and Sandiacre Canal Trust is a registered charity (no. 1042227).

The objective of which is to restore as much as possible of the original Derby Canal to a navigable waterway.

Through its membership, the associated Canal Society supports the operation of the Trust.

A Submission to Derbyshire County Council

Proposing the Inclusion of the
Derby and Sandiacre Canal Restoration Project

in the
Derbyshire Infrastructure Plan

Approved by Steve Jeffery,
Chairman, Derby & Sandiacre Canal Trust.



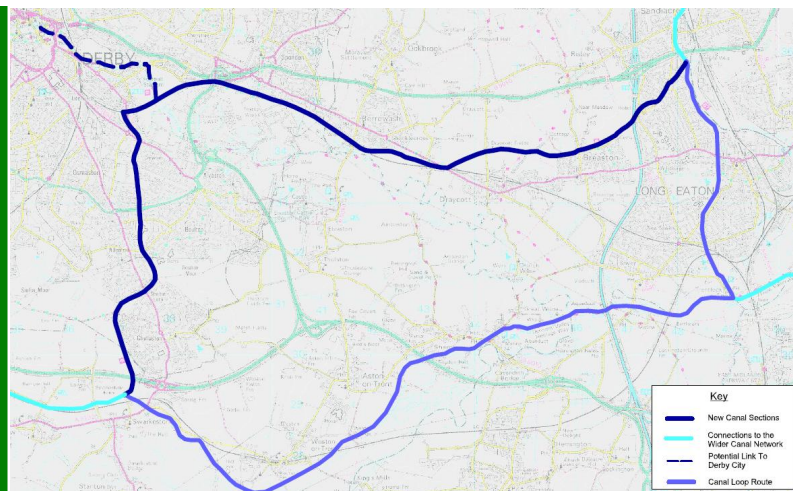
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1. The Purpose of the Project

Mission Statement

To restore the former Derby Canal as a navigable waterway, from the Erewash Canal at Sandiacre to the Trent & Mersey Canal at Swarkestone via central Derby as close as possible to the original route, thereby creating a cruising ring and reconnecting the City of Derby to the national canal network. To maximise the sustainable economic, job creation, environmental, tourism, quality of life, nature conservancy, leisure, heritage and educational benefits to the City of Derby, the Borough of Erewash and the surrounding areas.



History

The Derby Canal was built between May 1793 and May 1796. It carried commercial traffic until 1945 and was closed in 1946. Most of the original canal has been filled in, with only two short sections and a winding hole remaining unfilled. Many of the in-filled sections are used as public recreational routes; some sections have been returned to agricultural use and some, close to Derby city centre, have been built on. Most of the sections used for recreation are in the ownership of the local authorities.

The Project

The purpose of this project is to restore the Derby Canal along as much of its original line as possible.



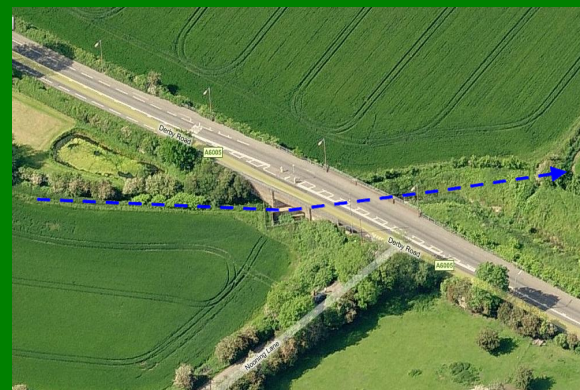
The overall objective is to recreate a navigable waterway between Sandiacre on the Erewash Canal, through Derby and on to Swarkstone on the Trent and Mersey Canal, together with a navigable section of the River Derwent up to the southern boundary of the Derwent World Heritage Site in the city centre.

Starting from its junction with the Erewash Canal at Sandiacre, the canal will follow its original route westwards as far as Spondon. It will then pass under Raynesway, the A5111, and, swinging southwest, take a new route towards the A6, passing over the River Derwent and under the railway on its way. From the A6, it will follow its original line south towards Swarkstone, where, with a minor deviation from the original line, it will join the Trent and Mersey Canal.

The project will involve excavating the in-filled sections of the old canal; digging new sections where necessary; building and rebuilding locks; building new bridges; tunnelling under the Derby to London railway and, possibly, the M1; installing an aqueduct across the River Derwent; building a boatlift, known as the Derby Arm, to give access to the river and making the river navigable creating a nationally important tourist attraction.

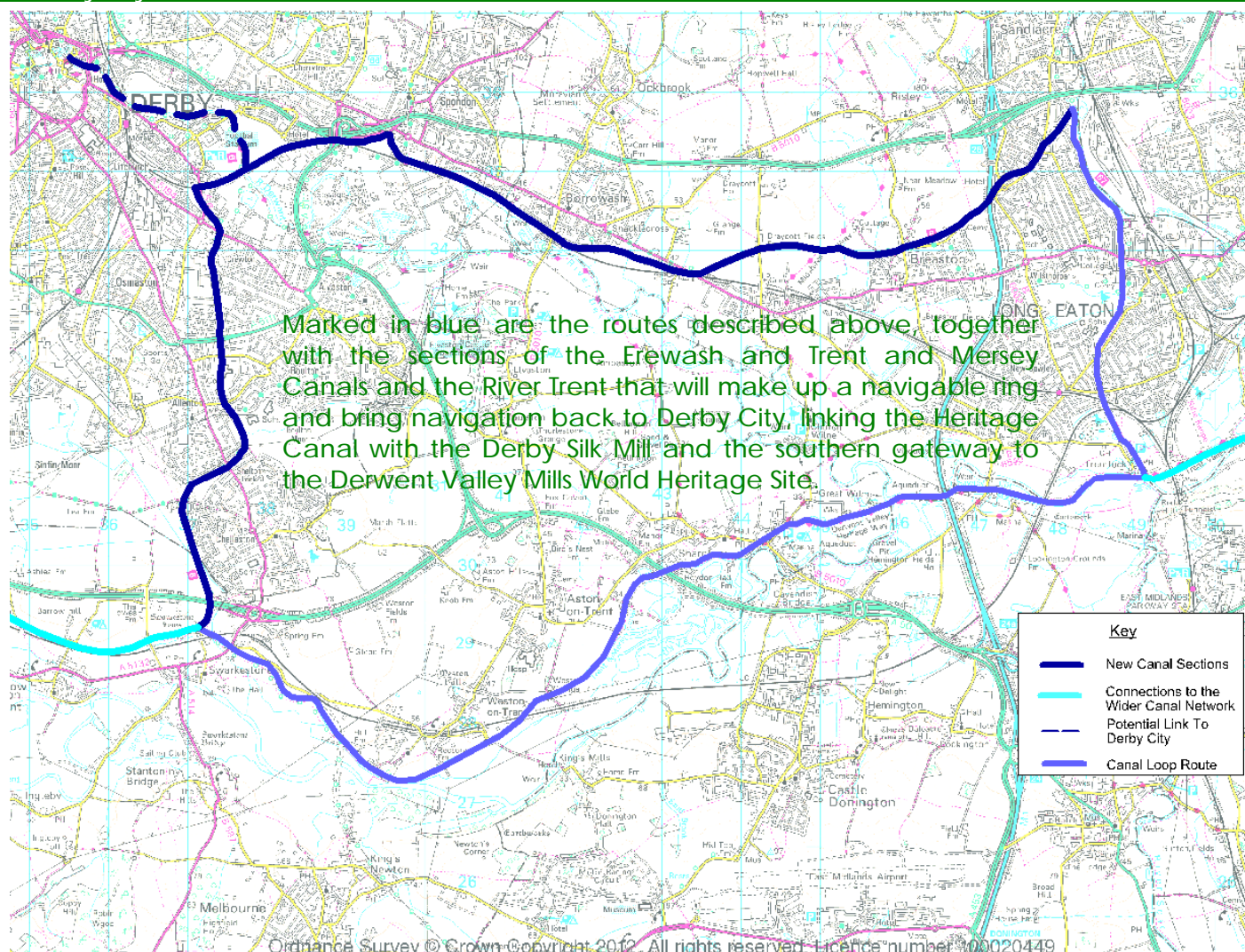
The original towpath will be upgraded into a multi-user trail for walkers, cyclists, horse riders and disabled access with links to public transport.

The project is at the position of having had outline planning permission granted in the autumn of 2011 by the three planning authorities through which the canal passes. Two of the planning permissions have been given a ten year life, the other eight.



2. The Location of the Project

The project covers a strip of land 18.5km long, stretching from the Erewash Canal in the east, through Derby, across Pride Park and on south to the Trent and Mersey Canal at Swarkstone. A navigable spur in the River Derwent, will link the canal in Pride Park and the Silk Mill, the southern gateway to the UNESCO Derwent Valley Mills World Heritage site, in Derby city centre.



3. The Case for Restoration

The case for restoring the Derby Canal is based on the range of benefits it will bring to the communities along its length. These benefits can be categorised as being: economic, tourism, historical and archaeological, environmental, ecological, communal and educational.

Economic

Reconstruction of the canal will bring significant job creation to Derbyshire. As well as many people being employed during the construction phase, permanent jobs will be created to service the canal and the people who use it.

The restored canal will attract a wide range of visitors to the communities along it. In addition to the many boaters who will want to cruise along it, many others will visit it for a variety of reasons. Some will want to take exercise along the tow-path, others to just enjoy a drink or a meal at one of the pubs along its banks, boaters will provision their larders at nearby shops. In addition, businesses that deal with outdoor activities will be encouraged to develop. Jobs will be safeguarded and created.

The project is seen as a catalyst for waterside housing and business developments. The most significant economic benefit is anticipated to be the iconic

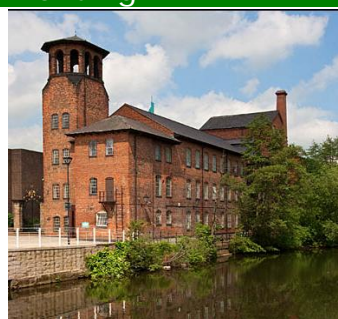
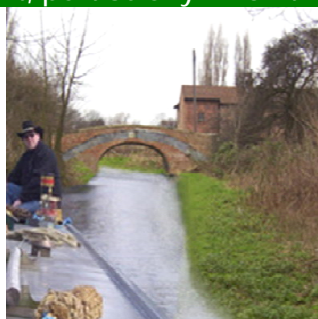
Derby Arm boat lift that will create a revenue generation legacy for the southern end of the county.

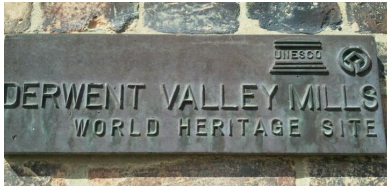


Tourism

The significant feature will be the Derby Arm which will be centrally located within a catchment area of 20 million people. Given that the Falkirk Wheel in Scotland attracts 400,000 annual visitors and the Foxton Lock flight in Leicestershire attracts well in excess of 250,000 annual visitors, it is not unrealistic to expect that in excess of 500,000 annual visitors will be attracted to the Derby Arm.

Not least the City of Derby will be reconnected to the national canal network with the establishment of a linear waterway through the City, Erewash and South Derbyshire. Together with the Erewash and Trent and Mersey Canals it will create an inviting navigable ring to cruise round, enhancing the use of the Erewash Canal considerably. It will also provide a safer, alternative access to the Erewash Canal than that from the River Trent, particularly when the river is high.



Historical and archaeological

The canal is significant in the urban environment in the way it provides a green corridor through much of Derby and alongside the villages and towns to the east. Its restoration will greatly enhance this environment both in aesthetic and functional ways. A number of canal bridges still exist and influence the area around them. Some carry major roads over the canal, some still just serve as access to farm fields. They vary considerably in age, three are original red brick single track features, others much later, are built of engineering blue brick, another is a fine art deco concrete structure. On the southern arm, part of the culvert which carried the Cuttle Brook under the canal still exists. Buried archaeology exists mainly as features such as locks and their operating equipment.

The restoration will bring back to life the buried features and ensure the maintenance of existing items.



Environmental

A number of environmental benefits are evident including flood prevention management by use of the canal as a balancing tank during heavy rainfall. During the construction phase ground source heat exchange capabilities can be installed to support canal side development including the proposed Derby Arm visitor centre.

A canal based freight scheme linking the surrounding gravel pits to the rail network and the movement of waste and recycling material from Raynesway to the processing site at Stanton provide opportunities to reduce road journeys.

Ecological

The reconstructed canal will create a linear water corridor and the associated canal-side green corridor encompassing substantial lengths of hawthorn hedging on both the off-side of the canal and along the tow-path. This will create habitat for bats, water voles, aquatic life and flora and fauna stimulating the bio-diversity along the corridor.



Communal

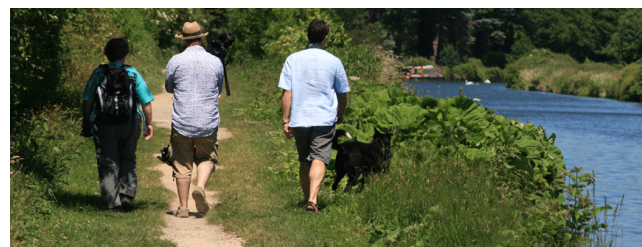


The restored canal would create a substantial social asset. Much of the canal is already used by the communities along its route as a place to walk and cycle. Restored it would attract many more users: people boating, canoeing, fishing, bird watching, walking, biking, horse riding etc. In some cases these uses will either create new clubs and societies or in other instances strengthen existing ones. It will be a much more attractive place for people to walk along and so will encourage people to exercise. It will visually enhance the urban communities through which it passes. The proximity of water to living areas is seen by most people as very desirable.

Educational

The canal will be an educational resource. It will bring to the doorstep of a large number of schools a facility that can be used as a practical workshop in a wide range of subjects such as botany, biology, ecology, history, geography, technology and physical education.

There are 32 primary sector and 6 secondary schools within one kilometre of the canal route. Assuming 250 pupils attend each primary and 1200 each secondary school, this means there are around 15,000 pupils and their teachers who will have easy access to it.



4. Estimated timescales

If sufficient funding was available to undertake the restoration of the whole canal as one project, it could probably be completed in five years. Whilst this is two years longer than it took to build the original in the 1790s, the complexities of subjects such as planning permissions, environmental matters and traffic management during construction now mean the task will take longer.

If, as envisaged, the restoration is done on a section by section basis, the whole project will take longer. The sectional approach will be very much influenced by the acquisition of funding; keeping a steady stream of grants flowing will be a major challenge.

5. Estimated capital costs

Section	£m
1. Swarkstone to Shelton Lock	1.5
2. Shelton Lock to London Road(A6)	6.9
3. London Road(A6) to River Derwent	10.8
4. River Derwent to Spondon (Megaloughton Lane)	11.0
5. Spondon(Megaloughton Lane) to the Borrowash boundary	1.5
6. Borrowash boundary to the Ock Brook	4.4
7. The Ock Brook to Breaston	5.5
8. Breaston to Springfield Avenue	6.6
9. Springfield Avenue to the Erewash Canal	1.5
10. Derby Arm, river navigation and visitor centre	13.0
Total	£62.7m
When fully restored the Derby Canal will be self financing	

6. Potential funding sources

Introduction

The overall objective of the project is to achieve a fully restored canal. The most cost effective delivery would be achieved by obtaining sufficient funds to restore the whole canal from one source in a one off project. The probability of obtaining such funding is low.

The Trust's plan is therefore to approach the project in an incremental fashion, restoring the canal section by section. The objective is to get the first section restored as soon as possible. When this has been achieved it will be possible to review the availability of accessing larger scale funds.

The type of funding to be used will be decided on a section by section basis. Each section will require a tailored approach depending on the opportunities, the projected income possibilities, the possibility of commercial interests and timescales.

i. Lottery Funding

The lottery is a major source of potential funding through two types:

- Heritage Lottery Fund. This fund is directed towards assets with historical or cultural value. Areas that might be eligible on the canal route include the Co-operative Cottages in Draycott and potentially some of the route's locks and bridges.



- Big Lottery. This fund provides grants for substantial projects. The Trust has previously submitted a bid to this fund. It was not successful but it did pass two of the three selection stages. It was a good learning exercise and the Trust believes it is now better positioned to succeed now that outline planning permission is held.



LOTTERY FUNDED

ii. Developer Led Funding



There are possibilities that sections of the canal will be undertaken within a commercial scheme. For example some housing developments in Spondon will benefit from integrating a canal section. By incorporating the canal the developer could:

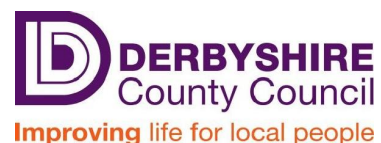
- enhance the sales value of homes by up to 20% for those bordering water;
- provide leisure space (from land provided by the Canal Trust);
- use S106 and other Local Authority generated money for on-site canal construction.

Given the improvement in profitability of canal-side homes there is an opportunity to persuade the developer to build a section of canal for the Trust.

iii. Local Authority and Regional Government Funding

When opportunities arise, the Trust is working with the four councils to get features that will benefit the restoration included within council capital schemes.

Three Local Authorities currently own large lengths of the canal route and have already committed by members' resolution to transfer this land to the Trust when it is ready to develop and maintain the land.



iv. Sale of Spoil



Most of the canal was filled in after abandonment in 1964. Test borings indicate that this is reasonable quality infill with no contamination. In total there is an estimated 7m tonnes of fill material available.

Several major developments are planned in the vicinity of the canal project, many of which will require land levels to be raised for purposes of flood risk management. The excavation arisings from the canal have a commercial value to such projects.

v. General Grants

There are a number of general grants promoted by various philanthropic bodies. Generally there are limited options to use these grants for the development of a whole section of canal, but they can be used to attract funding to match other grants or to fund activities which lead to larger fundraising – promotional activities for example.

vi. Voluntary Labour

The membership of the Trust and the Society represents a large body of voluntary labour with a range of technical, professional and craft skills. In addition the Trust has been offered assistance by a number of local companies. Combined with a professional project manager it will be possible to effect significant savings against the stated cost and use the value of own labour to leverage further matched funding.

The Trust is also able to call upon the wider canal restoration community, in particular, the Waterways Recovery Groups of the Inland Waterways Association. These groups provide skilled expertise associated with all aspects of canal restoration.

There are opportunities to obtain training grants which could enable the Trust to form a training company to teach craft and technical skills such as bricklaying, masonry, woodworking, etc. The Trust could thereby gain income and free labour with this approach, a process already used on the Chesterfield restoration.



7. Risks of non-delivery and constraints

Risks of non-delivery

The risks of non-delivery are divided into two types. The first covers topics that threaten the completion of the project; the second deals with the adverse consequences of not completing the project.

Threats to completion

- Inability to secure funding
- Inability to obtain adequate water sources
- Failure to purchase land
- Refusal of full planning permission for one or more sections
- Inability to satisfy Environmental Assessment requirements
- Inability to satisfy Environment Agency flood criteria
- Inability to gain access for construction

Adverse Consequences of Non Completion

- Loss of employment opportunities
- Loss of growth to the local and county's economies
- Loss of tourist attractions: a navigable waterway and the Derby Arm boat lift
- No boost to the usage of the Erewash canal
- Unimproved recreational facilities
- Unimproved wildlife habitat

Constraints

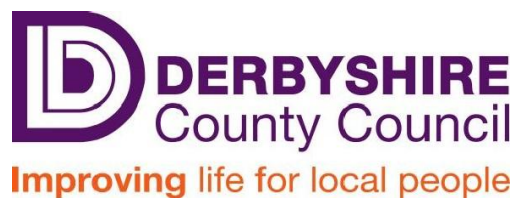
- Land ownership
- Funding
- Planning permission
- Water supply
- Physical – The M1, the River Derwent, other roads crossed by the canal
- Ingress of buildings onto the route

8. Project partners

The Trust's partners are divided into two types: Active and Supporting Partners:

Active Partners

- Derbyshire County Council (nominates two Trust directors)
- Derby City Council (nominates two Trust directors)
- Erewash Borough Council (nominates two Trust directors)
- South Derbyshire District Council (nominates two Trust directors)
- The Inland Waterways Association
- ADDC-Architects
- The Derby & Sandiacre Canal Society



Supporting Partners are those that have previously or currently support to the Trust together with those who have offered assistance in future projects.

- Bakewells
- Barclays Bank
- BWB Consulting
- Canals and Rivers Trust (formally British Waterways)
- CGMS (Archaeological)
- Derbyshire Wildlife Trust
- Dew
- Geldards
- GF Tomlinson
- GLA

- Gleeds
- Groundwork Trust
- Jeffery Jones
- Ling Phipp
- Middlemarch Consultants
- Nottingham Trent University
- Smith Cooper
- Sustrans
- University of Derby
- WS Atkins

