

# TRENT LINK (River Trent to Cotgrave) Green Infrastructure Master Plan



Report No: D120103/03



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## TRENT LINK GREEN INFRASTRUCTURE – THE VISION

*It is 2028, and what began as an endeavour to create a new canal link between the River Trent and Cotgrave Country Park has resulted in an extensive and attractive green space that is now valued as a significant resource for residents and visitors for an array of different interests, that connects the urban landscape of the City of Nottingham to the rural splendour of the Vale of Belvoir.*

*The Trent Link Green Infrastructure (GI) project, whose Master Plan was first published in 2009, has delivered, first and foremost, the development of the Grantham Canal which has allowed the Grantham Canal Partnership to further progress its identified aspiration to once more bring into being a fully navigable canal between Grantham and the River Trent. However, the inclusion of broader leisure, recreation, biodiversity, education and access aspirations has meant that a much more valued and accessible resource has been established within the urban fringe environment between Holme Pierrepont and Cotgrave. In particular, the plan has transformed the myriad of lakes created through gravel extraction and colliery workings into an integral component of an integrated country parks and 'green' landscape that provides a leisure and learning resource for individuals, families, education and interest groups.*

*The construction of the River Trent to Cotgrave Canal Link has been accompanied by a marina, a mooring basin and boating services and the associated towpath which consequently provide the main focus for the area. The marina, located close to the River Trent, is alive with activity through the coming and goings of the boats and people taking the chance to have a drink or a bite to eat, or even to peruse the small shop available. Similarly, the smaller mooring facility at Cotgrave Country Park has given vibrancy that was previously lacking from this former colliery site. Both facilities attract many visitors, with the horse-drawn barge boat rides one of the more popular attractions in the area, especially with families and the disabled, whilst the café-cum-visitor centre in Cotgrave Country Park houses historic artefacts and interesting insights into the local history of the area that can be used by education groups.*

*For the more energetic, canoe and kayak boat hire and cycle hire are both available. Canoes and kayaks can utilise the full stretch of the 9km length of canal, with suitable slipways provided at lock points, or venture onto the River Trent. Cyclists can access the over 30km of cycle paths that link Holme Pierrepont Country Park and Cotgrave Country Park and many sites of interest in between. This is fully integrated with the National Cycle Network and the full length of the Grantham Canal, which in turn provides traffic-free walking and cycling opportunities into the Vale of Belvoir and beyond.*

*Cyclists and walkers may be especially interested in the various opportunities to observe the local wildlife in the area. Encouraging biodiversity was identified as a key component of the project and has resulted in partnership working with conservation groups, businesses, communities and other stakeholders joining together to address a range of issues to ensure that the conservation efforts actually benefit from the overall development that has taken place within the area. Particularly impressive is that this has been established across a whole landscape, with species encouraged to migrate throughout the Trent Link area via the canal and other strategically important wildlife corridors. In particular, the gravel ponds have matured as habitats and, when combined with the canal itself, have now culminated*

*in an array of sites of importance for wildlife that, whilst protected and conserved, actively encourage visitor access and interpretation. The innovative visitor centre at Cotgrave Country Park provides a great introduction, especially for children but equally for adults, in terms of the sights and sounds of the wildlife they could discover on their journey through the area. Strategically positioned hides and information boards complement this by providing casual users to school groups with an opportunity to learn more in-situ.*

*A more unusual site is the horses that can be seen having a drink of water at the local pub as their riders enjoy a pint and a meal at the various catering establishments in the area, including the Cotgrave Country Park and Holme Pierrepont cafes. The integration of horse riding, which was already a popular activity in the area at the time the Master Plan was established, was identified as an integral component. As a result, horse riders now have a series of long and short rides to choose from, with a series of dedicated and segregated open spaces allowing safe galloping and cantering, arguably one of the more enjoyable elements of horse riding. Moreover, all of the activities can be undertaken by people of differing abilities and needs, an aspect that is designed to be of specific benefit to Vitalise Skylarks that can now offer horse riding and cycling as part of its holiday package that it offers disabled people and their carers.*

*A key focus of the area has always been to provide a valuable resource for the local community, to improve opportunities for leisure and recreation that also drive greater benefits in terms of health and welfare. Nevertheless, the integration of the principal features of interest plus the presence of Holme Pierrepont as a destination centre, means that the area has the capacity to draw visitors for overnight trips, especially for families. Furthermore, visitors have a number of accommodation types to choose from, including on a boat itself. The Cotgrave Place Golf Course has always been a popular golfing venue, but it now forms part of a package of activities that can appeal to the whole family, catering collectively and separately for both adults and children in terms of their leisure interests. Importantly, parents can rest assured that their children will be in safe hands and will return with new skills, knowledge and greater zest for the outdoors. In this respect, it is understandable that the area has emerged as a destination in its own right, spearheaded by Holme Pierrepont and the Grantham Canal, but supported by the wealth of other activities that the Trent Link offers.*

*Underlying all of this is the principle of sustainability. This is exemplified on the one hand by local initiatives such as the cultivation of local produce on agricultural holdings that is sold directly via local pubs and restaurants at Holme Pierrepont, the marinas and Cotgrave Country Park. On the other, the GI has had tangible benefits for the welfare of local residents in Radcliffe-on-Trent, Cotgrave, Gamston and West Bridgford who now embrace it as being one of the main reasons why they like living and working in the area.*

*In this context, significant progress has been made since 2009 when the Master Plan was initially adopted. The enthusiasm, energies and abilities of all stakeholders have been used to deliver a multi-faceted green space that provides direct and easy access. With the creation of the River Trent to Cotgrave Canal Link as its catalyst, the area between Holme Pierrepont and Cotgrave has been transformed into a distinctive and sustainable countryside that has high environmental value and which delivers tangible benefits for local residents and people working in and visiting the area. Furthermore, this has led to job creation and an improved image of the area as a place to work and to visit.*



## 1.0 INTRODUCTION

The Grantham Canal Partnership has appointed Scott Wilson to prepare a Green Infrastructure Master Plan to guide the future development of the River Trent to Cotgrave Green Infrastructure (GI) area. The Master Plan needs to be founded on a clear, robust and evidence based framework for delivering an achievable vision.

The Master Plan has been developed on the basis of an investigation comprising two key stages:

- Stage I has examined the development options for the River Trent to Cotgrave Canal Link to provide a link between the River Trent and existing Grantham Canal and Cotgrave, and provides an initial scoping report (the Interim Feasibility Report, D120103/01, August 2008) for the different elements that the wider GI will consist of.
- Stage II has provided more detailed analysis on the feasibility of the River Trent to Cotgrave Canal Link, a supporting rationale and an economic case for the different leisure and recreation components that the Master Plan is to include (see report D120103/2), and a visual Master Plan (this report) with supporting vision, objectives and action plan.

The Master Plan is the culmination of this study programme and outlines a vision which is both sustainable and achievable whilst meeting the aspirations of the key stakeholders, namely:

- the local community who live and work within the proximity of the study area;
- the businesses and industry that operate within the proximity of the study area;
- the authorities and agencies responsible for the stewardship of the study area; and
- the people who can be encouraged to visit the study area and utilise its resources for a variety of purposes.

This Master Plan is supported by an action plan (refer to Section 6 of this report). Please note that whilst the following represents a stand-alone report, much of the supporting evidence for the GI and the River Trent to Cotgrave Canal Link is provided in the Interim Feasibility Report (D120103/01) and the Feasibility Study Report (D120103/02). Therefore, it is recommended that all reports be read in order to gain a detailed understanding of the rationale for the Master Plan.



## 2.0 SCOPING THE POTENTIAL

### 2.1 The Study Area

The River Trent to Cotgrave Green Infrastructure study area is bounded to the north by the River Trent and Colwick Country Park, to the west by the town of West Bridgford and Gamston, to the east by the village of Radcliffe-on-Trent and to the south by the town of Cotgrave (see Map 1).

The character of the study area is neatly divided by the A52 running east to west through the site. The area to the south of the A52 is dominated by farm settlements, simple pattern arable fields and predominantly hawthorn hedgerows with hedgerow trees whilst the area to the north of the A52 is dominated by river terraces, recreational developments for watersports and areas of wetland. The existing, currently disused Grantham Canal meanders through the farmland east to west to the south of the A52 and has established associated vegetation. Nottingham Airport lies within the area to the south of the disused canal.

The majority of the land is made up of clusters of farm settlements and fields, recreational areas (e.g. golf course, sailing club, playing fields, National Watersports Centre), river wetlands, former gravel workings and Nottingham Airport to the south. Overall it is a landscape of intervention to the north of the A52 with farmed arable land to the south.

The area includes the Cotgrave Country Park (CCP) in the south, which occupies part of a now defunct colliery site, and Holme Pierrepont in the north. The landscape in the northern section of the area has also been heavily influenced by former gravel workings on the flat river terraces that have resulted in a number of lakes. The former Cotgrave Colliery Branch Line that travels from Radcliffe-on-Trent to Cotgrave Country Park is located on the eastern edge of the study area.

Although the scope of the study is restricted to this area, it should be noted that the area forms part of a wider corridor along the River Trent and the Grantham Canal, with the former being the subject of a study<sup>1</sup> aiming to maximise its inherent potential and appeal; and the latter providing a leisure corridor into the Vale of Belvoir and through to Grantham.

### 2.2 Defining Green Infrastructure

The value of green infrastructure is that it incorporates and integrates the core assets of green spaces and positions them within a wider context to identify the full benefits from a social well-being, environmental and economic perspective. In this respect, there is a growing body of evidence that defines:

- the benefits of leisure and recreation access in terms of improving people's physical health and fitness, particularly to combat the growing problems associated with obesity;
- the psychological benefits associated with accessing green spaces that helps improve people's interaction with the natural and historical

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<sup>1</sup> Trent River Park Report, 2008

environment, and thus improving the perceptions of the place within which people live, work and visit;

- the subsequent support that visitor interest in green spaces can generate for conservation practices, particularly for agencies such as The Wildlife Trusts, the RSPB and Natural England for example, with support being provided in terms of income generation and voluntary activities; and
- the wider economic benefits that can be generated for the local economy, often supporting rural enterprises and local entrepreneurs.

There is a further benefit in that green infrastructure can assist in providing sustainable development by establishing links between rural settlements, suburbs and urban centres both for recreation, commuting and other day-to-day functions. Overall, therefore, the provision and enhancement of green space for the purpose of leisure, recreation, and conservation is increasingly being recognised as a mechanism for delivering greater sustainability at a local level.

In this context, the East Midlands Spatial Strategy identifies that green infrastructure should be specifically targeted towards the provision of an action-based strategy to inform and complement sub-regional growth and regeneration by defining, incorporating and integrating the value and potential of making provision for green spaces.

### **2.3 Trent Link (River Trent to Cotgrave) Green Infrastructure Network**

This study has been established to take account of the full potential for enhancing the biodiversity, cultural heritage, leisure and recreation provision and landscape character emanating from the proposed development of the River Trent to Cotgrave Canal Link. This new section of canal will create a navigable waterway between the River Trent and Cotgrave, which in turn will bring known leisure and recreation opportunities. Furthermore, it is recognised that the canal also has the potential to act as an axis for a more integrated network of leisure and recreation that could also benefit the natural and historic environment in this designated area of Green Belt on the outskirts of the City of Nottingham through the enhancement of biodiversity, cultural heritage and the area's landscape. The importance of this premise is further enhanced by the knowledge that there could be pressures for development in the area in the foreseeable future, particularly in relation to housing, commercial and even sports stadia projects.

The restoration of Grantham Canal and the potential creation of a new link between the existing canal and the River Trent, have been under discussion for some time. Four potential options for a proposed new link between the existing Grantham Canal and the River Trent, referred to as the "Trent Link options" were the subject of previous studies. A key part of the River Trent to Cotgrave Green Infrastructure Study has been to examine and identify a preferred route canal link option for development as the first step in the process of creating an integrated GI Master Plan. The four original Trent Link route options, together with a number of variations and additional route options were investigated. The investigation process and the rationale behind the preferred route option are provided in the Feasibility Study Report which accompanies this report.

The purpose of this Master Plan is to define the role of the River Trent to Cotgrave Canal Link as a catalyst for and axis within a wider GI. For the purposes of this report, we have named the project the Trent Link GI.

### 2.3.1 Grantham Canal

As previously identified, the creation of a new canal link between the River Trent and the existing canal route has the potential to provide an axis for the GI network.

The canal ceased operation in the 1930's. Since this time, a number of developments have resulted in the destruction of sections of canal and the creation of physical obstructions to navigation at a number of points. In particular, navigation along the existing canal is currently blocked where it is crossed by A52, east of Gamston, and where it is crossed by the A6011. This factor has presented a particular barrier to the restoration of the canal through to the River Trent. As such, it has long been identified that there is a need to robustly assess the benefits, opportunities and threats associated with either the restoration of the original route or the creation of alternative routes to link the canal once again to the River Trent.

The Interim Study focussed primarily on addressing these issues by defining the different route options and the physical constraints associated with those options. Scott Wilson also identified alternatives and minor variations in the route options, based upon the information and evidence collected. This included a baseline assessment of the ecology, the historic environment, planning policy, flood risk, the landscape and recreational amenities available in the study area and its immediate surrounds.

As a result of the studies undertaken in Stage 1, recommendations for a preferred canal link route were put forward, as presented in the Interim Feasibility Study Report (Scott Wilson, 2008. Report No. D120103/01). The preferred route for the canal link (referred to as Option 1b/1d) was approved by the Grantham Canal Partnership Executive Committee at a meeting held on October 7<sup>th</sup> 2008. This was subsequently modified to include a new A52 underbridge (Option 1b/1d with 1c). An outline cost of £20.5 million is envisaged for the engineering and construction works associated with the new canal link and with restoration of the existing canal between Cotgrave and the A52 east of Gamston, with an additional ~£0.7 million for construction of a mooring basin at Cotgrave Country Park. This includes a 20% contingency and takes into account the more detailed investigations undertaken during Stage 2 of the Study.

Overall, the route chosen has the capacity to provide an axis route for the Trent Link GI from the River Trent and the Holme Pierrepont Watersports facility through to Cotgrave and Cotgrave Country Park and onwards to the Vale of Belvoir, beyond the A46.

### 2.3.2 Leisure and Recreation

The investigation process to date has identified that the area has a number of leisure and recreation assets that could be utilised for green infrastructure.

Holme Pierrepont (HPP) dominates as the study area's most significant existing leisure and recreational facility. The complex is renowned as the current National Watersports Centre, hosting a variety of watersports training and events in rowing, kayaking, white water rafting, sailing, power boating, and water skiing. In addition, other features housed on-site include a country park, 60-room serviced

accommodation, a 28-acre campsite, and conference facilities. However, the centre is set to lose its status as a Sport England designated and supported National Sports Centre in 2009, meaning that the nature and composition of the site is likely to change. Outline plans suggest that the centre will retain its watersports function but will develop other aspects such as the accommodation, countryside recreation, and education. Future proposals could also include a marina development. Overall, the centre is the subject of a proposed £10 million investment with the development programme to start in 2009.

The other main asset in the area is the Cotgrave Country Park (CCP) in the south of the study area, a former colliery site that has received extensive tree planting and includes a restored section of the Grantham Canal. Access to this site is, as yet, fairly constrained, especially using more sustainable forms of transport (walking, cycling and horse riding) from other communities within the area. Use of the former Cotgrave Colliery Line and Grantham Canal for leisure and recreation could assist in resolving this issue.

The main observation in relation to these main leisure assets is that they are locationally separate with no non-motorised connection routes between them. The proposed Grantham Canal restoration project would certainly assist in providing this link when combined with other recreational routes.

The remaining assets (Blotts Country Club, Holme Pierrepont Hall, and Nottingham Sailing Club) are predominantly clustered around Holme Pierrepont, with Cotgrave Place Golf Club located fairly centrally.

In addition, there is a loose network of public footpaths and bridleways within the area, although it appears to be largely fragmented in relation to travel between the north and the south areas. The network includes use of the original Grantham Canal line. In fact, the walking publication 'The Romantic Canal – Alongside Grantham Canal' presents a series of linear and circular walks based upon the 33 miles of the Grantham Canal starting at Trent Lock.

A further leisure and recreation route that accesses the study area is the Trent Valley Way. Although this route appears on the OS Explorer Maps, it is interesting to note that the OnTrent Initiative recently commissioned a project to examine the route and options for the making of a long distance route using the Trent Valley Way, with the investigation also to determine whether it should be a multi-user access route. The proposed route covers 166 miles (284km) in length and is to offer the walker up to 10 days walking holiday, with the overall conclusion being that it has the potential to become a major sustainable tourism product as it is within relatively easy reach of 6 million residents. Similarly, it is understood that the former colliery line (the Cotgrave Colliery Branch Line) has been mooted in the past as a multi-user route which, if developed, could conceivably be extended to link into the proposed National Cycle Route 48 (Fosse 2). If achieved, both the canal towpath which extends through to Grantham and this form of extended cycle path will provide direct multi-user access routes from the City of Nottingham through to the Vale of Belvoir.

The investigation process did not determine any cycle hire facilities in the study area, with the nearest facilities being in Nottingham City Centre, though cycle sales and repair shops are available in West Bridgford. However, there are three horse riding facilities in the area:

- Bassingfield Riding School, Livery and Stables which has 40 acres available for teaching and leisure riding;
- West Bridgford Equestrian Centre with both teaching, casual hire, and hacking available on a daily basis; and
- Gertrude Road Stables which offers lessons and led-rides every weekend.

The initial feedback from the consultation process, undertaken as part of Stage 1, suggests that there is both the scope and the need to incorporate more designated cycleways and bridleways into the GI with the current routes being used having to incorporate roads, designated footpaths and the Grantham Canal towpath. Similarly, the footpath network is regarded as fragmented with a need to connect certain footpaths to create more defined routes.

Although this has not been specifically identified within the study area, previous experience suggests that there can be a potential conflict between users, especially in relation to safety and surface degradation. Very much linked to this issue, the use of towpaths for horse riding is considered inappropriate by British Waterways<sup>2</sup>.

Therefore, there is a requirement for the Master Plan to suitably address the demand for users, but this will need to be done sympathetically to mitigate potential conflicts that could arise between different user groups.

### 2.3.3 Biodiversity

Green infrastructure relies upon 'green' assets, none more so than areas of known ecological value. The development of green infrastructure provides opportunities to:

- identify, protect and if possible enhance areas of ecological value within the study area; and
- provide greater connectivity between areas of ecological value within the study area and to the surrounding landscape.

At this stage, areas of ecological value within the study area are considered to consist of:

- 10 Sites of Importance for Nature Conservation (SINCs);
- additional habitats identified in the Nottinghamshire Local Biodiversity Action Plan (LBAP) which are not protected as SINCs; and
- additional areas of potential value for protected species.

There is also a nature reserve within the study area, namely Skylarks, a site managed by the Nottinghamshire Wildlife Trust. The site is not of a significant size, attracting an estimated 5,000<sup>3</sup> visits per annum with only minor viewing and interpretation amenities and no interpretation centre.

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<sup>2</sup> British Waterways Byelaw 31 states that no person, unless authorised by the Board or otherwise legally entitled to do so shall ride or drive any animal or vehicle over any towing path.

<sup>3</sup> Source: Nottinghamshire Wildlife Trust

None of the above assets can be considered to be well-used, with most of the SINCs and areas of potential value being inaccessible or on private land and out of bounds to the general public.

A key part of the aspiration for the Trent Link GI will be to integrate, enhance, and protect these areas of environmental importance and to demonstrate that there can be mutual benefits for encouraging residents and visitors to have greater interaction with the environment that surrounds them. The potential scope for interpretation and education related to these areas presents a major opportunity.

In terms of other types of development, there is often an apprehension that development and biodiversity are not mutually compatible. However, if development can be designed and managed to take account of biodiversity interests, it can often be the case that developed land can engender greater conservation benefits than if it were left in its traditional form. Moreover, the developments themselves can incorporate mechanisms for achieving continuing benefits for biodiversity targets, including securing an income to support biodiversity activities. This latter aspect is certainly pertinent in the current climate of high levels of competition for funding.

Therefore, the relationship between biodiversity and development should be one that seeks mutual benefit; whereby biodiversity can have a sustained and long-term function in the land management of the Trent Link area through appropriately designed development; and whereby the function of the development becomes a more attractive proposition through the attractive and interesting landscape initiated by the biodiversity measures.

In this respect, it is widely recognised that nationally, regionally and even locally important nature reserves promote nature-based or wildlife visitors and that these visitors can provide a direct mechanism for securing income that supports continuing biodiversity programmes. In addition, these visitors will also spend money in other sectors such as food and drink, leisure and entertainment, transport, and potentially accommodation. Thus, the relationship between biodiversity and Trent Link GI is that it can be utilised to assist in providing a significant mechanism for generating economic support for the wider economy. Again, the Master Plan should seek to maximise this interrelationship by providing designated wildlife areas for public access, ideally associated with other public amenities. These should also act as a buffer for more sensitive areas to protect these from inadvertent damage.

#### 2.3.4 Historic Environment

The Grantham Canal in itself represents a significant historic feature within the study area. In particular, the canal helps to provide a greater understanding of the initial industrial linkages for Grantham with Nottingham and parts of central England.

However, the human activity of the area actually dates back to the Lower Palaeolithic and Mesolithic eras. This occupation continued through the Neolithic and the Bronze Age, with the wetland areas likely to have provided a rich source for fish, wildfowl and building materials.

Artefacts of historical importance have been found across the landscape that helps define the occupation across the ages. The principal heritage elements within the study area consist of:



- 138 undesignated archaeological sites and records within the National Trust Monuments Sites Register (NTMSR) and National Monuments Record (NMR);
- 14 listed buildings, one registered park and garden, and 19 locally listed buildings; and
- a number of structures and buildings of local and historical importance identified on the Nottinghamshire Sites and Monuments Record (NSMR) associated with Nottingham Airfield, the River Trent and Grantham Canal.

Selection of the proposed route for the new canal link has taken into consideration the known and potential existence of archaeological and historical assets in the area and has sought to balance the potential for impacts on these with the potential for impacts on other environmentally valuable assets. The creation of certain new recreational routes, particularly the new canal link, will need to give appropriate consideration to the historic landscape and historical assets in the area, including buried remains that could be disturbed during construction works. However, the overall benefit of the GI itself should be to draw upon the historic environment to ensure that important heritage aspects are made more accessible. This in turn will provide both local residents and visitors alike with a greater understanding and appreciation of the area as a place.

In this respect, the Master Plan should ensure that the discovery and appreciation of appropriate elements of the historic environment are promoted.

## **2.4 Other Considerations**

### **2.4.1 Tourism Prospects**

Holme Pierrepont is the main tourism facility within the area, not only because it represents the most significant asset serving visitors but also because it hosts activities and events that attract visitors. This is supplemented by the onsite accommodation it provides through its serviced unit and camping site. Although the loss of the 'National Watersports Centre' could have an impact on the nature of the use of the facility, it is understood that it will continue to function as a site for use by visitors for a variety of formal and informal activities.

Other tourist-specific facilities includes a further camping site (Thornton Holt), two small-scale serviced units, Blotts Country Club, and Holme Pierrepont Hall, with the latter two facilities operating as function venues. However, the study area does not contain a significant tourism attraction in its own right, with the accommodation facilities generally servicing the wider Nottingham area.

Vitalise Skylarks is a further visitor amenity within the study area. As a national charity, Vitalise provides short breaks (respite care) and other services for disabled people, visually impaired people, and carers. Initial discussion suggests that the complex is very much self-contained and, if day trips are organised, they are generally coach tours to sites outside of the study area. However, with accessibility a key issue that the GI Master Plan must take into consideration, it is certainly conceivable that Vitalise Skylarks could become a potential stakeholder and user of the Trent Link area.

### 2.4.2 Landscape

The study area is typical urban fringe landscape, with few features distinctive enough to attract recreational interest on its own. However, the initial survey stage has identified a number of landscape elements such as hedgerows and small woods that need to be considered within a developing GI. Such items need to be categorised according to their priority for protection, maintenance, or enhancement. It should also identify scope for creating additional landscape features.

As explained earlier, the GI is a network of open spaces and recreational routes and the first stage of the study has shown that there is a fragmented network of routes. Although the area has two designated country parks, neither are currently recognised as providing open space for a variety of different user groups. The Master Plan should identify the scope for maximising the opportunities of both country parks suitable as informal play grounds or public areas, perhaps supported by the creation of smaller open spaces and resting points associated with the River Trent to Cotgrave Canal Link and other recreational routes. Similarly, the Master Plan should encourage greater integration and interpretation of the existing and future landscape assets of the area to encourage use and maximise positive experiences across the GI.

### 2.4.3 Other Development Considerations

The study area is subject to a number of potential developments. The main development that will directly influence the Trent Link GI is in relation to the creation of a new link between the River Trent and Grantham Canal and the associated restoration of the existing Grantham Canal.

However, there are a number of other development projects being proposed and planned that could have a direct or indirect influence on the Green Infrastructure for the study area. Further details are provided in Section 5 of the Feasibility Study Report (Report No. D120103/02). These include the following:

- several housing developments in the central and western sections of the study area, though exact details are not available at present. In addition, there is potential for housing development outside the northeast boundary of the study area;
- several marina proposals to the north of the A52, with other amenities to be associated with them (e.g. boat yard services and catering facilities). These include separate proposals by Mosaic Estates and Nottinghamshire County Council (see below);
- Holme Pierrepont National Watersports Centre (HPNWSC), incorporating Holme Pierrepont Country Park. This management of HPNWSC is to be transferred from Sport England to the County Council in 2009. Subject to a proposed investment of £10 million, the site is set to:
  - continue to provide watersports provision and training from learner through to elite standard;
  - develop the education market in particular, offering an array of outdoor education services based around watersports;

- develop new watersports components to include an extreme sports zone that will house the country's first indoor surfing machines;
  - refurbish the existing campsite, potentially to include some static unit provision;
  - provide an enhanced outdoor recreation utilising the Holme Pierrepont Country Park; and
  - investigate the potential of a marina at Holme Pierrepont.
- East Midlands Development Agency's plan to create mixed use development, including 470-500 dwellings to the south east of the study area;
  - possible relocation of Nottingham Forest football stadium to a site on land west of Regatta Way, in the west of the study area; and
  - a possible Park and Ride facility by Gamston Lings Bar roundabout.

Each of these developments could have a direct and indirect influence on the nature of the GI, its usage and its future sustainability. Whilst it is clear that some of the development aspirations demonstrate direct integration of the Grantham Canal through the establishment of a marina (Mosaic, HPNWSC), or the strengthening of leisure routes (HPNWSC, Crown Golf), the prospects of new housing will impact on the audience and usage penetration rates for any infrastructure.

It is recognised that within the Study Area pressure exists for significant housing led development schemes. This is linked to the emerging Regional Plan housing requirements and Greater Nottingham's status as a 'New Growth Point'. Under Policy 13 of the Secretary of State's Proposed Changes to RSS8, which deals with Regional Housing Provision, average annual rates for housing provision within Rushcliffe Borough over the period 2001 to 2026 could be 660 (refer to Section 5.4 of the Feasibility Study Report D120103/02). The GI Master Plan will be of key importance in ensuring that any new development takes account of the need to enhance and conserve the environment and to provide access to green spaces, to the benefit of people, the environment and the economy of the Study Area.

The realisation of any proposed developments within the Study Area will be subject to constraints associated with the designation of the area as Green Belt and with potential flood risk. The northern part of the Study Area within the floodplain of the River Trent and has between a 1 in 20 and 1 in 100 annual chance of flooding (Greater Nottingham Strategic Flood Risk Assessment, 2008). For this reason, housing development along the River Trent corridor north of the A52 was not recommended by the Appraisal of Sustainable Urban Extensions Study undertaken in 2008 (refer to Section 5.6.2 of the Feasibility Study Report, Report No. D120103/02). Flood risk in this area is also likely to impact upon other types of development in this area. This could include any proposed infrastructure/buildings associated with a new marina in the vicinity of Holme Pierrepont.

## 2.5 Summary

The findings of the investigation process suggest that there is certainly evidence to support the concept of a GI within the study area. The proposed River Trent to

Cotgrave Canal Link has the capacity to present an open green space between the River Trent and Cotgrave that would raise interest in leisure and recreation and thus provide the axis upon which the GI Master Plan could become established. Furthermore, the GI could present net benefits in terms of improving biodiversity, enhancing the area's heritage, and developing a greater sense of place through landscape improvements. In the future, the GI Master Plan should ensure that these benefits are maintained and integrated with any future built development in the area.

The preferred route option for the new canal link will not only create a direct link between the River Trent and Grantham Canal but will go some way to linking the two main assets of the area, namely HPP and CCP. Although the nature of HPP is set to change and CCP at present lacks a degree of quality as a public amenity, both have the capacity to provide significant leisure and recreation facilities in the area.

In this respect, anecdotal evidence relating to the demand for defined leisure and recreation routes has been forthcoming through the consultation process, especially in relation to horse riding. The scope for the new link to represent an axis route for the Trent Link GI is integral to this concept, as it would allow the movement of people through the study area. However, for the area to truly represent a GI, other routes will be needed that link into the primary residential centres (Radcliffe-on-Trent, Gamston and West Bridgford), other recreational routes (The Trent Valley Way, National Cycle Route 48), the main recreational assets (e.g. equestrian centres, nature reserves, heritage assets) and other green spaces (e.g. Trent River Park, and Colwick Country Park via a proposed bridge).

It is recognised that developing the right components which will suit the array of different user groups will present a challenge, particularly in relation to the users of the canal towpath itself due to health and safety concerns. Whilst British Waterways is unlikely to change its policy (BW Byelaw 31) of precluding horse riding and the use of other vehicles except bicycles along the Grantham Canal towpath, the notable presence of horses and horse riders needs to be reflected in the GI and recognised as an opportunity that has the capacity to become a valuable activity. Similarly, although cycling is permitted along the existing canal towpath through the provision of an agreement between BW and Rushcliffe Borough Council, the lack of a defined cycling network within the study area needs to be addressed, especially in terms of creating alternative and non-motorised access to green spaces for the residents of Rushcliffe Borough and between Rushcliffe Borough and the centre of Nottingham City. This will become more important should any of the proposed housing developments proceed in the future.

The Trent Link GI also represents a significant opportunity to further develop and create a sense of place for the CCP. Nottinghamshire County Council's Countryside division acknowledge that the CCP is not currently being utilised as a public green space, with the low level of amenity considered to be a key constraint. However, the NCC also denotes an aspiration to realise its potential and feel that the Grantham Canal and the Trent Link GI could well form the catalyst.

Similarly, the inherent heritage and environmental assets should be incorporated into the GI in order to heighten the area's sense of place and of discovery. In particular, the 10 SINC's and principal heritage components provide the area with certain unique selling points that, if utilised appropriately, could raise awareness and improve visitor experiences. It will be equally important to ensure that visitors do not detract from or cause damage to these aspects; rather, where possible, visitor interest (and their spend) should be utilised to enhance conservation measures.

Altogether, the investigation process has identified that there is a suitable strategic and market fit for developing a GI within the Trent Link study area, with the Grantham Canal to form its axis route. The scope of the GI will mean that it has the capacity to appeal to a variety of different users – both on water and on land – for a variety of different purposes and pursuits. The purpose of the Master Plan is to demonstrate how these different interests can be integrated into the Trent Link area sustainably by providing a vision, a series of objectives, and a framework from which this can be achieved.



### 3.0 ISSUES, OPPORTUNITIES AND CONSTRAINTS

The following provides a brief synopsis of the main issues, constraints and opportunities that will need to be taken into consideration when developing the Trent Link GI. Please note that more detailed examination of these elements can be found within the Feasibility Study Report (report D120103/02).

#### 3.1 Summary of the Key Issues

The main issues arising from the consultation in relation to access, development and the Trent Link GI are as follows:

- There is likely to be a need to keep certain user groups separate, particularly along the towpath of the canal and river.
- Consideration should be given to areas where horse riders can access designated routes and how this can be developed so that it also links in with other amenities (CCP, pubs, cafés, visitor centres).
- Similarly, consideration could be given to the heritage of horse drawn boats along canals. Elsewhere in the UK, this is exemplified by special trips on horse-drawn barges along a suitable section of the canal.
- The focus of HPP is set to change in the future to accommodate and attract new audience groups. Whilst the sports function will continue, it is likely that developments will include renewed focus on the 'Country Park' element making it more accessible for casual leisure use.
- There is a need to make more of the existing leisure, recreation, heritage and ecological assets which are currently unconnected and under-interpreted.
- Although large swathes of the area are identified Sites of Importance for Nature Conservation (SINCs), accessibility to wildlife is limited with the identified nature reserve not being of sufficient capacity to attract or cater for significant numbers of visitors.
- The CCP is isolated from the other assets within the study area. In addition, the CCP is lacking an identity, awareness and amenities to encourage visitation by the wider public. Anecdotal evidence suggests that it is mainly used for dog walking and horse riding from its immediate surroundings (i.e. the village of Cotgrave).
- The disused Cotgrave Colliery Branch has potential to be developed as a multi-user leisure and recreation route.
- Accessibility for visitors with disabilities is a key issue that the Trent Link GI Master Plan should consider, but this is made more pertinent given the location of Vitalise Skylarks, a dedicated respite centre for people with disabilities and their carers, in the study area.

- Several proposals for marina developments have been identified in the study area that could be associated with the new River Trent to Cotgrave Canal Link.
- The new River Trent to Cotgrave Canal Link has the opportunity to provide an axis upon which the GI network will hinge, especially as it links the main assets of the area namely HPP and CCP.
- Access issues need to be considered, particularly in relation to providing access from the main urban areas to the east and west of the study area, but also to the north and Nottingham city centre. This should focus on sustainable access, but will need to give consideration to car-borne access also.
- There is an opportunity to integrate the Trent Link GI into the wider network with the Trent River Park initiative and Colwick Country Park through the creation of a bridge<sup>4</sup>, thus creating a more succinct and integrated network of outdoor leisure, recreation and utility movement via more sustainable means for Rushcliffe Borough and Nottingham as a whole.
- There is a further opportunity to create an effective link between the conurbation of Greater Nottingham and the attractive countryside of the Vale of Belvoir via the full stretch of the Grantham Canal towpath.

## **3.2 Identifying the Opportunities for the Trent Link GI**

### **3.2.1 Country Parks, Open Spaces and Other Amenities (See Map 2)**

- The re-development of Holme Pierrepont as a year-round destination centre that will generate up to 250,000 visitors per annum has a direct synergy with the Trent Link GI concept. Whilst HPP will represent a significant visitor attractor in its own right, it is conceivable that it could form a northern gateway to the Trent Link GI for both day visitors and overnight visitors. In this respect, leisure routes between HPP facility, Holme Pierrepont Country Park and its camping and caravanning site should be developed to link in with the other components of the Trent Link GI.
- The Trent Link GI could act as a catalyst for improving and developing new amenities within the CCP, creating a more user friendly and visitor focussed facility in its own right as well as providing a southern gateway into the wider GI. Already popular with horse riders, the CCP could become established as a boating hub through the creation of a small canal basin with moorings, turning area and some associated amenities such as a café and even a small-scale visitor centre showcasing the heritage and or environmental assets of the GI area. This could be similar to the facility at Rushcliffe Country Park at Ruddington.
- Further open and green spaces could become established as part of the GI, particularly at canal junctions or associated with locks.

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<sup>4</sup> Trent River Park Report, 2008



### 3.2.2 Canals and Associated Activities

- The creation of the River Trent to Cotgrave Canal Link will open the area up to both water-based and land-based activities associated with canals. These include:
  - a marina and other offline moorings available on a licensed and visitor permit basis;
  - associated boating services in terms of repairs, chandlery, ablutions block, and boat sales;
  - tour boats, including opportunities for traditional horse-towed boat rides along sections of the canal;
  - boat hire for day trips, short breaks and long holidays;
  - the prospect of cafés, pubs, restaurants and even non-boating retail units;
  - unpowered boating (rowing boat, canoe, kayak) and angling, with the latter already a known activity being undertaken in the area; and
  - leisure and recreational use of the towpath, including prospects of cycle hire provision.
- Canals are recognised as having an important role to play in relation to heritage and wildlife conservation and raising awareness.
- Canals can also enhance property development and regeneration.
- The development and restoration of the canal could in turn be utilised as a driver for volun-tourism, with the Waterway Recovery Group actively organising ‘Canal Camps’, a week’s outdoor holiday spent working on the canals.
- It should be recognised that the economic benefits and business opportunities associated with canals are not restricted to the canal bank. Rather, canals have a wider sphere of direct and indirect influence that will impact on existing shops, pubs, attractions, public transport routes and other local businesses, in addition to generating further employment in construction and maintenance services.

### 3.2.3 Biodiversity

- The Trent Link GI should be utilised as an opportunity to achieve biodiversity aspirations, especially in relation to the 10 SINC’s already identified in the area and Skylarks Nature Reserve.
- Although the area already consists of a network of SINC’s, the GI itself should be utilised as a mechanism for highlighting the biodiversity potential across the whole of the area through the creation of a designated biodiversity corridor.

- The opportunity for the creation and enhancement of human interface wildlife sites across the Trent Link GI that can be managed appropriately in terms of impacts should be explored to act as the main introduction to wildlife conservation and potentially to include an educational element.

#### 3.2.4 Leisure and Recreation Network (see Map 3)

- A key driver behind any GI is to create access to open and green spaces for the purpose of leisure and recreation, with the creation of leisure and recreation routes a key output to attract walkers, cyclists and horse riders, all significant markets across the UK.
- The canal towpath will provide an axis route through the study area, with the emphasis on linking existing designated rights of way with the towpath. This could be achieved through the creation of new rights of way, permissive rights, and the designation of quiet lanes.
- The canal towpath also represents a dedicated, traffic-free route linking Greater Nottingham to the countryside of the Vale of Belvoir.
- The disused Cotgrave Colliery Branch from CCP to Radcliffe-on-Trent provides a further potential north-south axis route, allowing linkage to the eastern urban areas. Whilst restoration of this route to a working passenger line has been mooted for some time, no definitive plans are as yet in place and it is understood that Network Rail may be open to a conversion of the route to a multi-user route.
- The existing Grantham Canal towpath provides existing access from the west for walkers and cyclists, whilst the Trent Valley Way, which crosses the northern section of the study area, is itself the subject of an improvement scheme and is an integral component of the Trent River Park concept.
- There are already frequent bus services between Nottingham and Radcliffe-on-Trent and Nottingham and Cotgrave, which would facilitate access by pedestrians to the area for recreational purposes, without requiring the use of a car.
- Fundamentally, the leisure and recreation network should seek to connect the two principal assets, HPP and CCP, as well as integrating other assets to promote usage amongst:
  - the three equestrian centres;
  - the designated human interface sites of wildlife importance;
  - other designated green and open spaces;
  - other leisure, recreation, and commercial developments including the marina if developed; and
  - existing and future residential areas.

- The leisure and recreation network would also support tourism visits to the area that are more directly associated with other elements of the GI proposition, such as:
  - sporting, leisure activity and outdoor education-based visits associated with HPP, angling and the equestrian centres;
  - powered boating, unpowered boating and non-boating visits to the available off-line moorings by boat owners, boating visitors and boating enthusiasts; and
  - volun-tourism visits associated with canal restoration and ongoing maintenance programmes;
- The use of leisure and recreation routes would provide a critical audience for hire boats and tour boats that could operate out of the marina and other key boating hubs.
- It is noted that there is a recently enacted modification order to upgrade an existing footpath to a bridleway from Cotgrave to the existing Grantham Canal via Peashill Farm, which includes a crossing over the Grantham Canal. The modification order also includes a further crossing close to Bassingfield at Lowe's bridge, though at present this represents a stand-alone modification.

### 3.2.5 Education and Access

- HPP has already identified that the education market will be a key market focus from April 2009, with the main emphasis on outdoor education.
- Furthermore, Vitalise Skylarks is a respite centre offering short breaks in a holiday environment for disabled adults and carers.
- A key focus of the GI Master Plan should be to support the activities of these centres in terms of access and education, encouraging greater lengths of stay and greater use of the area for these stays (i.e. it is understood that currently Vitalise Skylarks do not make use of facilities in the immediate area and rather tend to go further a field in terms of outings and trips.)
- Aspects of the GI that could be utilised further in terms of access and education are:
  - the improved biodiversity and wildlife interest;
  - heritage and history; and
  - leisure and recreation, particularly cycling trips and horse riding trips<sup>5</sup> specially designed to disabled people.
- In addition, both user groups would add further viability to other commercial sectors that could conceivably become associated with the Trent Link GI.

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<sup>5</sup> The existing equestrian centres and the Riding for the Disabled Association will be key stakeholders in this regard.

### 3.2.6 Commercial Opportunities

- There is an array of commercial opportunities that can become associated with canal developments. These include:
  - boat sales;
  - the core operations of a marina through berth-rent, visitor berths, boat repairs, chandlery, etc;
  - hire boats (powered and unpowered) and tour boats; and
  - retail and catering services, particularly in relation to cafes and pubs;.
- Leisure and recreation networks provide scope for cycle hire, guided walks and rides, horse hire and guided hacks.
- Availability of leisure and recreation can also be a catalyst for retail sales in specialist clothing and equipment and, in the case of horse riding, the purchase of horses and the stabling of horses locally.
- Attractive open spaces associated with waterways can provide attractive settings for other developments, including residential and business premises with evidence suggesting that access to a canal can lead to above average property values and lease prices by providing an enhanced quality of living for residents and workers.

### 3.3 Identifying the Constraints

- It should be recognised that HPP is a largely commercial operation and thus will seek to maximise the value available from its own interests. This could include the development of its own marina in the future that could act as a potential competitor to any marina proposed for the Grantham Canal.
- It is recognised that CCP requires development that will raise awareness and usage of the site. Yet it is a small-scale country park in a relatively rural and remote location. Thus, careful consideration will need to be given to the nature and types of amenities that could be developed. Again, Rushcliffe Country Park at Ruddington could provide useful examples.
- Whilst horse riding is recognised as an important component of the overall GI, British Waterways has a general policy of not permitting persons to ride or drive any animal or vehicles over any towpath. This means that other solutions need to be found to allow horse riders to maximise the GI and to provide access to the CCP for cantering and galloping.
- Although the GI leisure and recreation network can often be referred to as multi-user routes, there are potential conflicts between different route users (walkers, cyclists and horse riders). Where appropriate, unsegregated routes are generally preferred, however in the case of the Trent Link GI there will be a need for segregated sections, especially along the canal towpath.

- The SINC designations have already influenced the route options of the canal and could also be a constraint on other potential developments that would encourage human interaction with sensitive environments. It will be important to avoid detrimental impacts on the most sensitive sites through development and future activity, potentially through the creation of suitable 'buffer' sites that have greater scope for management.
- Similarly, the heritage and historic landscape features of the Trent Link GI may influence the design of the leisure and recreation routes.
- For the purposes of this Study and the economic assessment contained herein (refer to Section 10 of the Feasibility Study Report), the maximum number of boat movements has been taken to be 2,100 per annum, on the basis of potential water supply restrictions. According to Scott Wilson calculations, the available water supply would constrain the number of lockages to 1,275 per annum. By applying a boat-lockage ratio of 1.7, this equates to an overall boat movement limit of just under 2,200 per annum (refer to Section 6.0 of the Feasibility Study Report for further details). This issue could, however, be resolved via applying certain engineering solutions, such as providing a new water supply main.
- When the canal is fully restored, there will be a need to monitor the impacts of boating on ecology and there may be a need to restrict boat movements, particularly within sections of the canal currently designated as SSSIs.
- Although the modification order for footpath upgrade to a bridleway has been enacted (between Cotgrave and Grantham Canal via Peashill Farm), it is understood that the nature of the proposed crossing and the lead agency responsible for constructing the crossing has yet to be determined.



## **4.0 DEVELOPING THE TRENT LINK GREEN INFRASTRUCTURE NETWORK**

The following section provides the guiding vision and development principles that should be utilised to develop the Trent Link GI.

### **4.1 Establishing the Concept**

The main catalysts for the Trent Link GI are:

- the development of a navigable canal link between the River Trent and Cotgrave Canal Link;
- a desire to open up the green spaces and recreational opportunities within the Study Area to public access; and
- the prospect of further development, particularly in relation to housing, and the need to ensure that any such development is sustainable and is undertaken in a way that will conserve and enhance the environmental, recreational and economic assets of the area whilst also ensuring that the public continue to have access to green spaces.

The Trent Link GI project will deliver connectivity and encourage interplay between a range of different activities and interests. These components will consist of:

- The Grantham Canal and boating interests
- Cotgrave Country Park and Holme Pierrepont
- A leisure and recreation network
- Other leisure activities and interests
- Wildlife interests
- Heritage interests
- Educational interests

Each of these activities and interests is explored further in the following section. Please also see Maps 4 to 6 for an illustration of the key zones for activity and potential development in terms of leisure and recreation routes, biodiversity, development and access. Please note that these maps are provided to assist with the interpretation of the Master Plan and do not represent definitive plans. Rather, they allude to the aspiration, spatial distribution and potential developments that could be associated with each of the core components identified.

#### 4.1.1 River Trent to Cotgrave Canal Link

The development of the canal link, together with restoration of the existing Grantham canal between the A52 east of Gamston and Cotgrave, will automatically provide opportunities for boating activities in terms of moorings. In response to the development interest already identified, to accord with British Waterways' preference for developing new offline moorings, and as a means of integrating a key economic generating activity, the Master Plan includes provision for a marina development together with additional offline moorings.

Ideally, the marina should be sited close to the River Trent, drawing boat usage from this major navigation. It is recommended that the prospects of the main marina should be for a moderate-sized marina, at least initially. There are a number of reasons for this, including:

- the Grantham Canal is unlikely to be totally navigable (i.e. from River Trent to Grantham) until sometime after the marina would conceivably be constructed;
- during the consultation process some residents (Holme Pierrepont Residents Association) have highlighted concern over the potential implications of a marina within their vicinity, especially in terms of increased traffic; and
- some berthing provision, in the form of a mooring basin, is ideally to be associated with CCP to provide a central focus for this site, the demand for which may be affected by the size of the marina which would provide the vast majority of moorings for the area.

On this basis, we would suggest limiting the size of the marina to 300-berths, at least initially. As identified above, this is to be supplemented by a more modest mooring facility (restricted initially to 20-berths) at CCP. Restricting the size of the marina should allow for both this marina and the smaller additional CCP berths to realise their capacity, after which time it may be possible to develop further berths depending on identified demand.

It should also be noted that the provision of the marina close to the River Trent will be dependent upon the implementation of a back-pumping system at Lock A to provide for the additional boat movements that would be created (estimated at approximately 31 movements per day<sup>67</sup>). This provision would be part of the requirements for the development of the marina, which it is envisaged, would be undertaken by other developers (i.e. outwith the GCP scheme to create the new canal link and restoration of the existing Grantham Canal between the A52 east of Gamston and Cotgrave).

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<sup>6</sup> It is generally assumed that all boat trips along the River Trent to Grantham Canal would create two boat movements, firstly upon entry to the canal and secondly to leave the canal. This is because the River Trent to Cotgrave Canal represents a dead-end waterway.

<sup>7</sup> Based upon the assumption that a 300-berth marina would generate close to 11,400 movements per year from 288 permanent berths and 18 visitor berths.



#### 4.1.2 Holme Pierrepont and Cotgrave Country Parks

The re-development of Holme Pierrepont Country Park (HPP) will have a distinct synergy with the wider GI principles, especially in relation to providing:

- greater focus on the Country Park element of the site, encouraging casual leisure and recreation use for walking, cycling, horse riding and picnics;
- additional and improved accommodation, with each of the other amenities envisaged for the GI (e.g. walking, cycling, horse riding, angling, wildlife visits, and boating) providing potential motivations for overnight visits;
- catering and information facilities that will be available for use by more casual visitors; and
- educational facilities, with other components of the Trent Link also offering potential for this market (e.g. tour boats, wildlife sites, heritage interpretation, outdoor activities).

Overall, therefore, the HPP presents a good opportunity for the Trent Link GI, whilst it is also conceivable that users of the Trent Link GI could also help support activities of HPP.

With respect to Cotgrave Country Park (CCP), the purpose of including a more modest mooring basin with 20 moorings is to assist in providing the parkland with a greater sense of place and purpose by delivering a more definitive integration with the canal. Therefore, the combination of the CCP and the canal could subsequently provide a catalyst for other activities, with a café-cum-visitor centre similar to the 'Gateway Centre' at the Cotswold Water Park offering a potential development option. This type of option presents a visitor attraction in its own right that has the capacity to generate visits and visitor spend that in turn will support employment. Moreover, it represents an anchor from which these visitors can be encouraged to explore the wider GI area.

HPP and CCP would provide the principal hubs for the leisure and recreation network to be created. As such, visitors would automatically be encouraged to utilise these points as access and stop-off points, increasing the viability of the café in CCP in particular. Secure cycle lock up and even horse corrals could be established to encourage stop-off and use.

The visitor facility element of the CCP unit could also be utilised to present information and interpretation of the other assets of the area. This would include details of and access information for specific points of interest in terms of wildlife and heritage, with displays and information boards highlighting different elements that people can see.

It is also recommended that HPP and potentially CCP (depending upon demand) would be appropriate points to establish cycle and unpowered boat hire.

#### 4.1.3 Leisure and Recreation Network

The Trent Link GI has good potential in relation to providing new leisure and recreation routes amongst each of the key user groups, namely walking, cycling and horse riding.

In order to address the issue of potential conflicts of different user groups, the Master Plan will view the network as three separate networks tailored towards the different uses. In this respect, the routes will consist of the following:

- Walking – 45.7 km of network, with the canal towpath providing the axis route that will allow greater permeability of movement between the north and south of the study area. The existing elements of the rights of way are to be knitted together through a combination of new rights of way designations and permissive rights.
- Cycling – 31.0 km of network, with the canal towpath providing the axis route. The Master Plan also envisages that the former colliery line will provide a designated cycle route, potentially as part of the National Cycle Network linking into route 48 to the south of the study area. On the whole, it is envisaged that these routes will be unsegregated from walking and horse riding routes. Investment in upgrading routes and removing potential barriers may be required to assist in this process. Where segregation is deemed necessary, it is important that route diversions are clearly marked and that access back onto the main trail is available as soon as possible.
- Horse riding – 19.4 km of riding trails is envisaged, with access to the CCP and open spaces for galloping and cantering regarded as a key priority. Segregation of horse riders from the Grantham Canal will be necessary to accord with British Waterways policy, however the Master Plan also promotes the development of unsegregated routes (multi-user routes) and segregated sections where horse riding routes converge with the towpath at strategic locations. The segregated sections include:
  - at the junction of the original canal line and the new River Trent to Cotgrave Canal Link, with the unsegregated route (or as a minimum parallel routes) running for approximately quarter of a kilometre before reaching the proposed new bridleway (from Cotgrave to the existing Grantham Canal via Peashill Farm);
  - from the junction of Bassingfield Road and the canal, along the canal and through the underbridge, along to the footpath-upgraded to bridleway, where the bridleway diverts north to Holme Lane;
  - in CCP, with access to the CCP for horse riders being via a new multi-user route between CCP if travelling from the north-east, and via the enacted footpath to bridleway modification through to a new multi-user section that crosses into CCP if travelling from the north west (e.g. Bassingfield) and via the former colliery line if travelling from the north east. In this respect, a bridge over the canal would need to be created so that a circular route can be devised.

The routes themselves will utilise a combination of existing public rights of way (approximately 14.6 km) and bridleways (3.0 km), new defined multi-user pathways (11.0 km), towpaths/upgraded footpaths to cycleway standard (8.4 km), upgraded existing footpaths to bridleways (4.0 km) and the establishment of designated quiet lanes (4.7 km).

A further critical factor in the design of the leisure and recreation network is that it should connect the key interest elements of the Trent Link GI. In this respect, the route network should:

- connect HPP and CCP;
- link in with the equestrian centres and any future provision of cycle hire and boat hire (e.g. HPP and CCP);
- link in with accommodation enterprises of Vitalise Skylarks, the HPP camping and caravan site, Thorntons Holt Caravan Park, Green Acres Mobile Home Park, and the serviced enterprises at HPP, Holly Lodge (Guest House) and Holme Grange Cottage (B&B), for example;
- connect to other commercial enterprises in the area, particularly local pubs (The Rose and Crown, Cotgrave; Shepherds, Thornton's Holt; and The Bridge and The Goose in Gamston), Cotgrave Place Golf Course, and local shops;
- connect to Skylarks Nature Reserve and other important habitat areas that are designated public access zones; and
- connect to other locally and regionally important leisure routes and areas, including the Trent Valley Way, Sustrans National Cycle Route 48 to the south, and from Nottingham through to the Vale of Belvoir via the full length of the Grantham Canal Towpath.

It is recognised that the Trent Link GI area is the subject of various development pressures, including the prospect of new housing as well as the creation of the River Trent to Cotgrave Canal Link and associated activities such as a marina. In this context, there is an opportunity to instigate a process of securing new leisure and recreation linkages through the planning process. This requirement will need to be reflected in policy terms to ensure that the developments can be influenced to deliver suitably designed leisure and recreation routes at strategically beneficial locations.

However, it is also recognised that some sections of the route network will need to cross over land that may not be subject to development. In the main, this is likely to be agricultural land. Therefore, other mechanisms will need to be employed to engage with landowners to assist in securing these sections of the route. Agreeing Permissive Rights with landowners is generally the preferred option and can be raised as an incentive as part of the Higher Level Stewardship grant. For horse riding, there is a further option of payment of a toll for usage as is used by the Toll Rides Off-road Trust (TROT). This is a charity-based scheme that pays the landowner between £200 and £500 a mile per year in return for horse riders to be given access to land. TROT recoups funds through membership subscriptions and through the offering of day-licences to visitors for a one-off payment.

A further possibility for securing greater leisure and recreation route is through the designation of 'quiet lanes'. Championed by the Campaign to Protect Rural England (CPRE) and initiated by the Department of Transport, this initiative allows local authorities to designate quiet lanes in rural areas. According to the CPRE, quiet lanes are generally minor rural roads that can be designed to pay special attention to the needs of walkers, cyclists, horse riders and the mobility-impaired in relation to movement around rural areas.

Ensuring greater safety and encouraging car drivers to respect more vulnerable road users are the primary objectives of quiet lanes. This is achieved through a mix of signage (appropriate to its rural character); traffic speed restrictions; creating aesthetically designed measures to deter through traffic and enforce road care (e.g. false cattle grids and narrow lane entrance); and sensitively managing the landscape to be more conducive to other user groups (e.g. hedges, verges, walls and wayside trees can improve the landscape, retain local character and make travel easier for cyclists, walkers and horse riders).

When combined with the natural environment of the Trent Link area, the benefit of a leisure and recreation network is that it begins to present opportunities for establishing a 'Green Gym'. Pioneered by the Conservation charity BTCV (formerly known as British Trust for Conservation Volunteers), 'Green Gyms' are established by local community groups in order to combine outdoor exercise with environmental conservation. Therefore, this type of initiative would appear to have a good synergy with other aspects of the Trent Link Master Plan.

#### 4.1.4 Angling

Angling is a popular activity that is already evidenced in the Trent Link GI. Whilst the canal itself is likely to provide greater opportunities for angling, there is also an opportunity for the development of a dedicated angling centre. An example of this type of facility is Roman Lakes Angling Centre which is a large fishery and coaching centre in Stockport. The facility provides day packages which include tackle, bait, fishing permit and professional coaching if required. The centre also actively seeks youth membership through its junior club, again with coaching provided. This centre receives around 25,000 visitors per year.

Angling is identified as a mechanism for helping to avert youth anti-social disorder, especially in urban areas, with schemes such as Get Hooked on Fishing improving truancy, improve skills and deter anti-social behaviour in youths through encouraging them to fish. In this respect, the Roman Lakes Angling Centre is actively engaged with Social Services to provide activities for children with special needs, including fishing and canoeing. The development of a dedicated angling centre within the Trent Link GI could certainly assist in providing such a youth angling focus for Nottingham.

The centre also offers cycling, canoeing, biking, boxing and angling events. The angling centre's shop is key to the business, attracting anglers from a wide area, and makes the most profit for the centre. All of these elements have a distinct synergy with the Trent Link GI by providing a central focus for angling activities, as well as offering an additional access point for other users.

#### 4.1.5 Biodiversity and Public Access

From a biodiversity perspective, the study area already includes a Local Nature Reserve (Skylarks Nature Reserve) and 10 Sites of Importance for Nature Conservation (SINCs). SINCs are designated because they provide a habitat for many rare and scarce species, some of which may be the last fragments of habitats that were once widespread and typical of the Nottinghamshire landscape.

According to the Nottinghamshire SINC Selection guide, SINC designation has to be more than putting fences around small groups of rare plants. Rather, the designation

needs to serve the widely held desire to identify and preserve effective traditional management units, the fields, woods and ponds etc that make up the countryside.

Whilst an important tool from a planning perspective and the designation can lead to landowners gaining points under the Entry Level Scheme of Environmental Stewardship (for example species-rich permanent grassland can be entered for the EK3 and EK4 options<sup>8</sup>), they are a non-statutory designation. This means that there are no legal obligations from a landowner's perspective directly associated with identification as a SINC.

The Master Plan for the area needs to deliver more pronounced benefits for biodiversity that utilises opportunities for development. Furthermore, it should take a more holistic approach to biodiversity that translates into developing linkages between the sites already identified as being important wildlife habitats and others that could be developed in the future. In accordance with the 'Living Landscapes' approach advocated by The Wildlife Trusts, this will be achieved through the utilisation of inter-connecting green corridors that allow species to disperse more freely across the wider area.

The main axis for this concept will be the corridor presented by the Grantham Canal, with the new cut set to travel from the River Trent through to Cotgrave. Whilst the route of the canal has been designed to avoid the most sensitive sites, we would advocate that the canal and its immediate surrounds be designed to become a wildlife corridor that promotes species movement, with canals often featuring as a means for promoting biodiversity. This would supplement the SINC designations and hopefully encourage habitat and species prosperity within them.

Furthermore, in conjunction with the investment in biodiversity, certain areas of the Trent Link GI should become designated sites for public access to wildlife. This is especially pertinent in the northern reaches of the study area where a number of lakes are already present, but this should also include the CCP to provide a 'local patch' for wildlife observation, education and interpretation.

#### 4.1.6 Heritage

The range of historical features provide visible evidence of the area's habitation since the Lower Palaeolithic and Mesolithic eras through to the modern day. In this respect, the historic environment is closely linked to the landscape character of the Trent Link. An aspiration of the Master Plan is to enhance and improve the historic environment to help define the area's sense of place and helping to raise its profile.

Protecting and enhancing the Grantham Canal, both in terms of the existing route and future route, and its environs should be a key priority. Likewise, the further development of HPP and CCP should both be utilised as opportunities to strengthen the sense of history and heritage of the place itself. These elements could also be integrated into the leisure and recreation network through the creation of themed routes. For example, the more recent cultural heritage and industrial archaeology of the area, based around the former Cotgrave Colliery and gravel extraction activities, is likely to be of particular interest to local people and to visitors to the area.

In addition, with the known archaeological interest, it is certainly conceivable that new material may be discovered in the future. This in turn may have a significance or

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<sup>8</sup> SINC's in Nottinghamshire Leaflet

critical mass to be showcased, either through a café or a dedicated visitor centre. The most recent influences on the landform of the GI area, namely gravel extraction and colliery activities, could also be interpreted in this centre. In particular, this could be tied into the identification of the positive consequences of these activities, e.g. the creation of new habitats.

#### 4.1.7 Education and Access for All

Education and access for all are already important considerations for the area through the existence of HPP and Vitalise Skylarks respectively. The Master Plan provides an opportunity for these elements to be maximised further. This should include:

- Education
  - Education packs that detail elements to learn and discover in relation to local wildlife, heritage and conservation issues.
  - A dedicated educational facility that can be used by local schools and visiting schools via HPP.
  - Canoe and kayak lessons on the canal itself (subject to health and safety considerations).
- Access for All:
  - The design of new leisure and recreation amenities (leisure routes, trip boats, hire boats, café, wildlife sites, sports provision) to include consideration of access for people of varying abilities.
  - The Trent Link area to include more definitive provision of riding and cycling for disabled people, with organisations such as the Riding for Disabled Association, the Cycling Project and Vitalise Skylarks itself being key stakeholders for consultation.

It is recognised that the Trent Link is certainly suitable for encouraging access for all as it is largely flat. Furthermore, the towpath is already attractive to those with wheelchairs and pushchairs, and thus this aspect of the plan would essentially build upon existing amenities and include the provision of additional facilities (e.g. toilet facilities).

#### 4.1.8 Access and Movement

The Trent Link GI design needs to ensure that users within the immediate (Radcliffe-on-Trent, Cotgrave, Gamston and West Bridgford) and the local area can access the Trent Link as sustainably as possible. In this respect:

- the Trent Valley Way and the disused colliery line provide access from the east;
- the Trent Valley Way and the current Grantham Canal towpath provide access from the west; and

- with CCP being a hub for the leisure and recreation network, there would be a number of route options from which residents and visitors to Cotgrave can access the GI. The CCP would further benefit from improved signage to identify its location.

Furthermore, the River Trent Park scheme envisages a bridge over the River Trent to link the Trent Link into Colwick Country Park, an initiative that this Master Plan endorses.

In order to ensure continued connectivity and people permeability throughout the Trent Link GI, it is envisaged that several road crossings, underpass bridges and overpass bridges will need to be improved or upgraded. This includes:

- across the canal at the CCP to allow a circular multi-user route. At present, this is envisaged to be in the form of a modified pedestrian crossing as part of the canal lock to allow for horse riders;
- under the road into Cotgrave from Shepherd's crossing;
- close to the junction between the existing canal route and the new canal cut. At present, this is identified as a swing bridge that utilises the crossing point identified in the enacted modification order for the upgraded footpath to a bridleway.
- across the new canal close to Bassingfield to join in with a new section of multi-user route travelling to join the east and the west of the area. This is envisaged to be a swing bridge;
- across the existing canal close to Bassingfield to join the small section of upgraded footpath to bridleway with a new multi-user route to the south of the canal. This is envisaged to be a swing bridge;
- under the A52 at the new culvert by Polser Brook;
- a further crossing point over the canal at Sandy Lane to the north of the A52. This is envisaged to be a swing bridge;
- an improved pedestrian crossing on the A52 (Radcliffe Road) at Holme House Junction, to accommodate potential horse crossings; and
- an improved pedestrian crossing on the A52 (Gamston Lings Bar Road) to accommodate potential cyclists and walkers.

Access to the Trent Link GI area by public transport appears to be good through the provision of bus services between Nottingham, Cotgrave and Holme Pierrepont. Similarly, the integration of the proposed leisure routes into the wider network servicing Nottingham and beyond should be used as a mechanism for encouraging visitors to access the area via more sustainable forms of transport. Opportunities should be taken to promote access by public transport wherever possible. This could include discussions with bus companies with regards to joint promotion or modifications to routes to take in specific access points if appropriate. On the basis that a fundamental component of the GI is the leisure and recreation routes that it will provide, it should be possible to encourage the exploration of the area through more sustainable means. As such, the Master Plan has included provision in the leisure

and recreation to connect in with key access points in terms of key facilities and amenities, other leisure routes, the car parks and the equestrian centres.

The Trent Link GI also has the capacity to attract and accommodate visitors from further afield. Arrivals via the train at Radcliffe-on-Trent should be promoted wherever possible, however it needs to be acknowledged that other arrivals will use personal motorised vehicles that will need to be accommodated. In this respect, the area already has car parks at HPP, CCP, and located on the Trent Link side of the Gamston Lings Bar Road. It is envisaged that additional parking provision would be associated with the marina and the Cotgrave mooring basin, whilst the CCP too would require additional parking to accommodate visitor interest in other components. It is also understood that there are proposals to establish a park and ride facility just off the A6011 at the junction with the access road to HPP. A planning application is expected to be submitted for these proposals during 2009.

It is also important to recognise that any visitors for equestrian purposes bringing their own horse will require special parking areas that have ample space for horse boxes and trailers. In this respect, the Master Plan envisages the need for specific equestrian access points. It is recommended that these are associated with the existing equestrian access points, namely the equestrian centres and CCP.

## 4.2 Forecast Use

An economic business case has been established for the Trent Link GI using different development scenarios. The detailed results of this exercise can be found in the Feasibility Report, D120103/02. To summarise, using the max-facility development scenario where all elements of the above are included, the forecast use of the Trent Link is as follows:

- it is envisaged that the Trent Link GI could attract in the region of 345,000 visits per annum compared to an estimated 50,000 visits to the study area at present;
- the majority of the visits will be derived from walkers (65%), of which around two-thirds will be leisure or tourism related;
- cycling trips would also be dramatically increased to an estimated 18,000 trips;
- boating will also generate a significant number of visits (48,000), all of which represent new activity for the Trent Link GI area;
- an estimated 10,000 plus horse riding trips are already taken within the Trent Link GI area, however this could more than double to 21,000 trips of which a significant proportion (87%) will be leisure and tourism day trips;
- angling visits could be significantly increased through the development of a dedicated angling centre, with an estimated 30,000 visits per annum; and
- wildlife-motivated visits to the wider area are anticipated to increase to around 30,000 compared to 5,000 at present. This will only be possible from a sustainable context if suitable provision of facilities (particularly hides and interpretation boards) be designed in areas that have capacity for this type of activity.



Although the forecasting process has utilised assumptions based on local, regional and national data available, in some instances these figures represent the minimum that could be expected from the development of the GI. In particular, Sustrans suggests that there is as much as a 50:50 split between walkers and cyclists on some of the off-road sections of the National Cycle Network, especially those close to urban areas. As such, the actual use of the GI by cyclists could be significantly higher than envisaged.

The usage model has also been devised to establish a value from use. Overall, it is estimated that the Trent Link could generate in excess of £4.4 million<sup>9</sup> per annum in additional revenue. In turn, it is estimated that this could support 82 full time equivalent (FTE) jobs. It should also be recognised that canals, heritage attractions and certain leisure pursuits are recognised for engendering volunteering opportunities. Volun-tourism has already been identified in the context of generating visits, but local community members, groups and clubs too will benefit from the Trent Link GI.

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<sup>9</sup> Direct, Indirect, Induced Value After Displacement



## 5.0 VISION AND OBJECTIVES

### 5.1 The Trent Link GI Vision

Having identified the key components and aspirations of the Trent Link, the following section seeks to identify the vision and the objectives for developing the vision.

It is important that the vision for the Master Plan is forward looking, but to assist in articulating the aims and objectives of the vision it is often useful to first project the vision in the future to provide a description of what the Master Plan has achieved. As such, the following vision provides a futuristic overview of the Trent Link GI and the nature of the offer available.

#### 5.1.1 The Trent Link Green Infrastructure Network 2028

*It is 2028, and what began as an endeavour to create a new canal link between the River Trent and Cotgrave Country Park has resulted in an extensive and attractive green space that is now valued as a significant resource for residents and visitors for an array of different interests, that connects the urban landscape of the City of Nottingham to the rural splendour of the Vale of Belvoir.*

*The Trent Link Green Infrastructure (GI) project, whose Master Plan was first published in 2009, has delivered, first and foremost, the development of the Grantham Canal which has allowed the Grantham Canal Partnership to further progress its identified aspiration to once more bring into being a fully navigable canal between Grantham and the River Trent. However, the inclusion of broader leisure, recreation, biodiversity, education and access aspirations has meant that a much more valued and accessible resource has been established within the urban fringe environment between Holme Pierrepont and Cotgrave. In particular, the plan has transformed the myriad of lakes created through gravel extraction and colliery workings into an integral component of an integrated country parks and 'green' landscape that provides a leisure and learning resource for individuals, families, education and interest groups.*

*The construction of the River Trent to Cotgrave Canal Link has been accompanied by a marina, a mooring basin and boating services and the associated towpath which consequently provide the main focus for the area. The marina, located close to the River Trent, is alive with activity through the coming and goings of the boats and people taking the chance to have a drink or a bite to eat, or even to peruse the small shop available. Similarly, the smaller mooring facility at Cotgrave Country Park has given vibrancy that was previously lacking from this former colliery site. Both facilities attract many visitors, with the horse-drawn barge boat rides one of the more popular attractions in the area, especially with families and the disabled, whilst the café-cum-visitor centre in Cotgrave Country Park houses historic artefacts and interesting insights into the local history of the area that can be used by education groups.*

*For the more energetic, canoe and kayak boat hire and cycle hire are both available. Canoes and kayaks can utilise the full stretch of the 9km length of canal, with suitable slipways provided at lock points, or venture onto the River Trent. Cyclists can access the over 30km of cycle paths that link Holme Pierrepont Country Park and Cotgrave Country Park and many sites of interest in between. This is fully*

*integrated with the National Cycle Network and the full length of the Grantham Canal, which in turn provides traffic-free walking and cycling opportunities into the Vale of Belvoir and beyond.*

*Cyclists and walkers may be especially interested in the various opportunities to observe the local wildlife in the area. Encouraging biodiversity was identified as a key component of the project and has resulted in partnership working with conservation groups, businesses, communities and other stakeholders joining together to address a range of issues to ensure that the conservation efforts actually benefit from the overall development that has taken place within the area. Particularly impressive is that this has been established across a whole landscape, with species encouraged to migrate throughout the Trent Link area via the canal and other strategically important wildlife corridors. In particular, the gravel ponds have matured as habitats and, when combined with the canal itself, have now culminated in an array of sites of importance for wildlife that, whilst protected and conserved, actively encourage visitor access and interpretation. The innovative visitor centre at Cotgrave Country Park provides a great introduction, especially for children but equally for adults, in terms of the sights and sounds of the wildlife they could discover on their journey through the area. Strategically positioned hides and information boards complement this by providing casual users to school groups with an opportunity to learn more in-situ.*

*A more unusual site is the horses that can be seen having a drink of water at the local pub as their riders enjoy a pint and a meal at the various catering establishments in the area, including the Cotgrave Country Park and Holme Pierrepont cafes. The integration of horse riding, which was already a popular activity in the area at the time the Master Plan was established, was identified as an integral component. As a result, horse riders now have a series of long and short rides to choose from, with a series of dedicated and segregated open spaces allowing safe galloping and cantering, arguably one of the more enjoyable elements of horse riding. Moreover, all of the activities can be undertaken by people of differing abilities and needs, an aspect that is designed to be of specific benefit to Vitalise Skylarks that can now offer horse riding and cycling as part of its holiday package that it offers disabled people and their carers.*

*A key focus of the area has always been to provide a valuable resource for the local community, to improve opportunities for leisure and recreation that also drive greater benefits in terms of health and welfare. Nevertheless, the integration of the principal features of interest plus the presence of Holme Pierrepont as a destination centre, means that the area has the capacity to draw visitors for overnight trips, especially for families. Furthermore, visitors have a number of accommodation types to choose from, including on a boat itself. The Cotgrave Place Golf Course has always been a popular golfing venue, but it now forms part of a package of activities that can appeal to the whole family, catering collectively and separately for both adults and children in terms of their leisure interests. Importantly, parents can rest assured that their children will be in safe hands and will return with new skills, knowledge and greater zest for the outdoors. In this respect, it is understandable that the area has emerged as a destination in its own right, spearheaded by Holme Pierrepont and the Grantham Canal, but supported by the wealth of other activities that the Trent Link offers.*

*Underlying all of this is the principle of sustainability. This is exemplified on the one hand by local initiatives such as the cultivation of local produce on agricultural holdings that is sold directly via local pubs and restaurants at Holme Pierrepont, the*

*marinas and Cotgrave Country Park. On the other, the GI has had tangible benefits for the welfare of local residents in Radcliffe-on-Trent, Cotgrave, Gamston and West Bridgford who now embrace it as being one of the main reasons why they like living and working in the area.*

*In this context, significant progress has been made since 2009 when the Master Plan was initially adopted. The enthusiasm, energies and abilities of all stakeholders have been used to deliver a multi-faceted green space that provides direct and easy access. With the creation of the River Trent to Cotgrave Canal Link as its catalyst, the area between Holme Pierrepont and Cotgrave has been transformed into a distinctive and sustainable countryside that has high environmental value and which delivers tangible benefits for local residents and people working in and visiting the area. Furthermore, this has led to job creation and an improved image of the area as a place to work and to visit.*

## 5.2 Guiding Statement for Achieving the Vision

The descriptive 2028 vision of the future development of the Trent Link GI is based on the principle of deriving an integrated and sustainable solution that utilises the development of the River Trent to Cotgrave Canal Link to create a valued green space. This space needs to be nurtured for the benefit of the environment and the community both now and in the future in a balanced and well co-ordinated manner. The following acts as a guiding statement as to how the Vision is to be achieved:

***The Vision will be achieved by harnessing the development opportunities of the River Trent to Cotgrave Canal Link, Holme Pierrepont Watersports Centre and other potential developments to create a distinctive and sustainable countryside of high environmental value between Holme Pierrepont and Cotgrave Country Park.***

***This countryside environment is to be utilised for a variety of leisure, recreation, biodiversity, educational purposes for the enjoyment of local residents and people working in and visiting the area.***

## 5.3 Objectives for the Trent Link GI

The main premise that has supported the investigation process is that the River Trent to Cotgrave Canal Link will provide a catalyst for the development of an integrated and co-ordinated Green Infrastructure Network.

The following provides principal objectives for each of the core components of the Trent Link GI proposition as identified in section 3:

- The Grantham Canal to become a **valued resource and integral component** of Trent Link GI environment, providing an axis route between the north and south of the GI area as well as an important resource for boating and other leisure activities.
- The Trent Link GI to offer a **network of leisure and recreation routes** to be created to support walkers, cyclists and horse riders of all abilities, with the Grantham Canal providing the primary access route for most users. Implicit

within this context is the potential use of the Trent Link for jogging and fitness through the establishment of a Green Gym concept<sup>10</sup>.

- The Trent Link to raise the profile and value of **sites of importance for nature conservation** in order to proactively achieve biodiversity targets through a landscape-scale programme in which all stakeholders are collectively involved in creating, nurturing, and protecting rare and endangered indigenous habitats and species. Education and learning programmes as well as volunteering schemes will be integral to the success of this element.

Underpinning these activities will be the sustainability edict with which all development now needs to be considered. In this context, the objective in relation to sustainability is defined as:

- The Trent Link to become a **truly sustainable place** that encourages local and sustainable movement to and around the area, promotes improved health and wellbeing, creates an improved environment, and which supports local employment and businesses.

In addition, it will be important to ensure that:

- education and access for all are key considerations in relation to the overall composition of the Trent Link GI, particularly related to increasing access to local heritage and the growing wildlife importance of the area; and
- the historic landscape and heritage features are incorporated into the development of the GI to provide a greater sense of place and heightened awareness of the area.

The objectives provide the vehicle from which a framework can be devised to realise a more coherent and identifiable entity and to influence the attractiveness and quality of the Trent Link GI.

## 5.4 The Core Components

The core components of the Trent Link GI are as follows:

- A fully navigable section of the canal between the River Trent and Cotgrave.
- Clearly identifiable connectivity between Holme Pierrepont and Cotgrave Country Parks, which themselves have been improved and upgraded to provide defined green spaces available for various leisure and recreation pursuits.
- 45.7 km of accessible leisure and recreation routes, which will include:
  - 17.7 km of existing public pathways and bridleways;
  - 8.4 km of towpath with full cycling capacity associated with the River Trent to Cotgrave Canal Link, 5.3 km of which is based on the

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<sup>10</sup> A scheme operated by the British Trust for Conservation Volunteers (BTCV)

- existing towpath and 3.1 km is associated with the newly created canal towpath;
- 4.0 km of upgraded public pathways to bridleways;
- 11.0 km of new designed multi-user routes, of which the former Cotgrave Colliery Line accounts for 3.8 km; and
- 4.6 km of designated quiet lanes.
- A series of off-line boat moorings formed via:
  - a marina to the north of the A52 that would consist of up to 300 berths. This could consist of ablutions and boat repair services, hire boats, and depending upon the nature of the marina a small shop and café/pub; and
  - Cotgrave mooring basin, consisting of no more than 20 berths, anchored close to a café-cum-visitor centre which could also be the launch place for a tour boat, preferably horse-drawn to recreate a sense of the original purpose and use of canals.
- A series of wildlife observation, information and interpretation points including Skylarks Nature Reserve, a new reserve associated with CCP, and a potential reserve with bird hides using the former gravel pits close of HPP.
- A dedicated café-cum-visitor centre to include information and education facilities located at CCP.
- A dedicated angling centre located within the north of the Trent Link, associated with one of the lakes located there.
- Cycle hire, conceivably located at HPP and CCP.
- Day boat hire and holiday boat hire associated with the marina.
- Tour boats, with a horse-drawn canal boat ride recommended to operate from CCP to provide another selling point for the park.

## 5.5 The Integrated Elements

The integrated elements of the Trent Link GI are:

- a series of themed trails focussed on the historic and natural environment, fully signed and interpreted;
- the key heritage features of the Trent Link area such as THE canal itself and the landscape features that denote the area's occupancy from the Neolithic and Bronze Age; and
- a series of refreshment stop-off points with secure cycle lock-up and potentially horse tie-up facilities or corral, including:

- the existing public houses of The Rose and Crown (Cotgrave), Shepherds (Thornton's Holt), The Bridge (Gamston) and The Goose (Gamston);
- the catering facilities which are to be associated with HPP;
- the café-cum-visitor centre at CCP; and
- a café/restaurant associated with the marina.

## 5.6 The Cross Cutting Elements

### 5.6.1 Landscape design

Although the existing landscape character may be altered by the Trent Link, as identified above the Trent Link will include a comprehensive network of visitor-orientated features and assets, many of which will require a suitably aesthetically designed landscape to maximise its overall potential.

In this instance, the main landscape feature of the River Trent to Cotgrave Canal Link will be a suitable addition and focal point for the area. Furthermore, the influence of the canal should be at the forefront of any future landscape development considerations. This should include the creation of more vistas and open views through appropriate landscape improvements and necessary screening of obtrusive structures (e.g. the sight and noise of the A52). Similarly, providing aesthetically designed linkages to the wider network of leisure and recreational routes.

Therefore, as a key recommendation, a more holistic landscape strategy needs to be established for the Trent Link GI in order to guide the future priorities for establishing the principles for promoting sustainable development, protecting and enhancing the environment and positively managing landscape change. This strategy should have regard to challenges of the past, present and future on the basis that development activity has already occurred, is continuing, and is likely to continue in the future. Overall, these changes and improvements should be designed to create a strong and coherent landscape character for the Trent Link area that will strengthen its image and raise awareness.

### 5.6.2 Delivering Sustainability

The key principle that has been applied in relation to the overall vision and objectives for the Trent Link GI has been one of seeking to balance the interests and potential conflicts of the various stakeholders in order to deliver a sustainable approach to future development.

In accordance with the definitions of a dedicated Sustainability Appraisal (SA), a mandatory requirement under the Planning and Compulsory Purchase Act 2004, this has been achieved through the integration of social, environmental and economic considerations. The sustainability considerations under each of these headings can be summarised as follows.

#### *Social*

The immediate and local communities of Rushcliffe Borough are defined as a key beneficiary of the Trent Link in a strategic context. As such, the requirements and



aspirations of residents are a fundamental consideration of future development proposals.

In this respect, the Master Plan seeks to improve the wellbeing and welfare of the local communities by improving access to the Trent Link area, providing access to leisure and recreation opportunities and enhancing the sense of place. As such, development of the Trent Link should consider the following:

- establishing a more coherent countryside setting that accentuates the inherent historic, man-made and natural characteristics of the area to be enjoyed, explored and discovered by local residents;
- encouraging improved health via participation in the various leisure activities, particularly walking, cycling, horse riding and angling; and
- establishing a volunteering programme in the Trent Link which is open and accessible to local residents.

A key test to the success of the value that residents place on the Trent Link will be the acknowledgement that they are regular users of the Trent Link GI for leisure and recreation purposes when questioned.

However, the Trent Link also has the potential to become a regionally important asset, attracting visitors for a range of activities, be it for sporting, leisure, wildlife watching, education purposes.

#### *Economic*

The Trent Link will present commercial opportunities that will ultimately support local employment and strengthen the local economy, with the economic case suggesting that the overall worth of the various activities could be as much as £4.4 million per annum in additional spend, which in turn could support 82 full time equivalent employees.

It will be important to ensure that these opportunities are strategically matched to the core components. In particular, the aspirations and objectives as outlined should:

- provide direct support for existing activities such as HPP, accommodation establishments and equestrian centres;
- encourage new enterprises in relation to boating services, catering units, hire facilities, and even an angling centre; and
- provide indirect support for other local businesses ranging from local producers, property improvement/maintenance, and public transport services.

In the main it is envisaged that the economic opportunities of the Trent Link will support mainly small and medium-sized enterprises. However, there could be opportunities for the Trent Link to form ties with significant operators in relation to the proposed marina.

### *Environmental*

Protecting, conserving and improving the natural, historic and man-made environment of the area will be intrinsic to the success of Trent Link in terms of enhancing the wider area as a place in which to live, work and visit. This is echoed throughout the Master Plan, with the objectives being designed to have cumulative benefits from an environmental perspective.

First and foremost, the Master Plan recognises the Trent Link area as a countryside area, but one which faces considerable change due to development, especially in relation to housing. In this respect, it is important to ensure that green space is secured that will not only provide benefits for the environment based upon the existing population, but also reflects the prospect of greater numbers of residents.

On the whole, the priorities identified envisage that this will be achieved via:

- improving and enhancing the countryside and historic landscape through development, with development to actively incorporate principles that will deliver cumulative benefits, especially in terms of biodiversity;
- establishing suitable 'buffer' areas that protect the more sensitive environments from inappropriate human activity; and
- ensuring that the design of any development not only meets but exceeds sustainable construction guidelines. This in turn will be evident in relation to the ability of the buildings to receive local, regional and national awards for sustainable construction.

The Master Plan acknowledges that the prospect for other impacts on the environment could occur through development, especially in relation to encouraging visitors to the area that in turn could lead to more pollution, noise, and traffic congestion. Likewise, visitors will also have an impact on the resource utilisation in terms of energy consumption, waste generation, and water consumption. In both respects, the Master Plan needs to be considered against wider requirements for minimising additional resource consumption, encouraging more sustainable modes of travel, and reducing carbon footprints.

## 6.0 ENABLING THE TRENT LINK GI MASTER PLAN

### 6.1 Financial Implications

#### 6.1.1 Overall Projected Cost

The overall cost for the Trent Link GI is envisaged to be between £28.2M and 30.2 M<sup>11</sup>, consisting of the following core components:

- £20.5 million for the restoration of the existing canal and towpath and the creation of the new canal cut and towpath through to the River Trent;
- ~£700,000 for construction of a mooring basin at Cotgrave Country Park;
- £3 to 4 million for the construction of a 300-berth marina to the north of the A52<sup>12</sup>;
- £3 to 3.5 million<sup>13</sup> for the creation of the additional multi-user routes, consisting of 8.4 km of existing footpaths and new towpath to cyclepath standard, 2.0 km of footpaths upgraded to bridleways<sup>14</sup>, 4.7 km of designated 'quiet lanes' and 11.0 km of new multi-user routes suitable for walkers, cyclists and horse riders;
- £500,000 - £750,000 for the proposed café-cum-visitor centre at CCP; and
- £500,000 - £750,000 for proposed conservation and enhancement of the area's biodiversity, heritage and landscape, though please note that it is likely that other projects may be forthcoming in the future.

It is recognised that this represents a significant investment. However, the project is likely to be completed in phases and thus the funding requirement will also be phased appropriately. The most pressing requirement is to secure the large capital funding for the canal restoration and new cut creation as this forms the axis upon which the other activities (including economic) will be derived.

#### 6.1.2 Projected Revenue Return

As identified in Section 5, whilst the investment is considerable, the project could also have a considerable return. Fundamentally, the level of returns is closely aligned to

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<sup>11</sup> These are indicative costings based on the latest information available. They should not be treated as finalised costings as more detailed investigations of the canal and leisure routes will be required before they can be designed. Furthermore, whilst these costings include contingency allowances, the cost of raw materials and labour can fluctuate, as does the rate of inflation. Thus, the true cost of the project will only become clear at the detailed design stage.

<sup>12</sup> Based upon a proportionate assessment of the works involved in the opening of the Mercia Marina, Derbyshire in 2007 which had a capital cost of £7 million.

<sup>13</sup> Based upon Natural England's assumption that it costs between £25,000 and £100,000 to create 1km of multi-user routes, plus a further £150,000 for interpretation and waymarking (Greenways Handbook). For the purpose of this study, we have assumed the upper cost level. However, on the basis that not all routes will need to accommodate all users, it is our view that this figure is at the upper end of the cost scale for this GI component and includes contingencies.

<sup>14</sup> Excludes the footpath to bridleway upgrade which is already the subject of an enacted modification order.

the level and nature of the facilities that are to be provided. The overall vision for the Master Plan is envisaged to incorporate the varying components of the Max Facility Scenario identified in the Economic Business Case which can be found in Section 10 of the Feasibility Study (Report D120103/02). To reiterate, under this scenario, the Trent Link GI is to incorporate:

- a combined 320 off-line moorings (300 permanent moorings and 20 visitor moorings altogether via the marina and mooring basin);
- opportunities for holiday boat hire, day boat hire and organised pleasure trips;
- a network of walking, cycling and horse riding routes which will be accessible to all and which will especially generate usage from local communities (Cotgrave, West Bridgford, Gamston, and Radcliffe-on-Trent).
- resources and facilities for casual watersports, including kayaking/canoeing and fishing;
- cycle hire, kayak/canoe hire, and a dedicated angling centre;
- a visitor centre/education facility, potentially associated with a café/bistro;
- further catering facilities at the marina; and
- dedicated sites for wildlife watching and heritage interpretation.

Altogether, the forecast usage calculations suggest that the area could ultimately attract 345,000 visits per annum that would generate some £4.4 million per annum in terms of additional revenue for the local area. This would be spent on both existing and new facilities provision.

Furthermore, there is a growing body of evidence to indicate that there are additional health and welfare benefits that can be derived from living within, making use of and actively contributing to environments that contain good access to green spaces, interpretation of local wildlife and historic environments, and which encourage recreation. This evidence is applicable to the residents themselves in terms of their satisfaction with the place in which they live and their 'willingness to pay'<sup>15</sup> for such facilities on their doorstep. It is also applicable to the value saved by public services, especially health, from people living healthier lifestyles. As such, the investment in the Trent Link GI will have significant cumulative benefits both directly and indirectly to ultimately offset the initial investment required.

## 6.2 Management and Governance

Given the nature and complexity of the development proposal, it is envisaged that the Trent Link GI will require a strong governance and management system. Whilst the Grantham Canal Partnership already includes representatives of key organisations and agencies with a vested interest in GI and its potential benefits, the lead role in the implementation of the GI Master Plan is likely to sit with a Steering Committee, likely to comprise representatives from the key partner organisations and potentially

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<sup>15</sup> Willingness to pay (WTP) generally refers to the value of a good to a person as what they are willing to pay, sacrifice or exchange for it

other stakeholder organisations, for example the Environment Agency. It is noted that the Master Plan falls within the 6Cs GI Strategy area, hence the Steering Committee is likely to include representation from the 6Cs GI Board.

There will be a need for each of the key stakeholders to have involvement in and take responsibility for the delivery of this project if the full benefits are to be realised.

The following section aims to determine the roles and responsibilities of these stakeholders in terms of the delivery of key components of the Trent Link GI.

### 6.2.1 The role of Key Partners

The continued commitment and support of the following key partners is considered to be critical in the overall success of the project. This includes:

- Nottinghamshire County Council
- Rushcliffe Borough Council
- Grantham Canal Partnership
- British Waterways
- East Midlands Development Agency (EMDA)
- The Inland Waterways Association (IWA)
- Natural England

It is encouraging to note that the majority of these agencies are represented on the steering committee for this project and thus have already demonstrated a commitment to its overall delivery, whilst EMDA and the IWA have each demonstrated support for the concept and have provided funding for this project. This support will need to continue in terms of securing commitment to the Master Plan and vision amongst their own partners and the wider community; helping to secure the proposed routes for the canal and leisure routes; establishing the technical design of the canal and leisure routes; achieving planning approval; delivering funding and helping to secure other funding sources; and the overall delivery of the green infrastructure network. Furthermore, all partners will also need to be involved in the ongoing operation of the Trent Link GI.

Nottinghamshire County Council (NCC), Rushcliffe Borough Council (RBC) and Natural England are likely to be key partners in securing both the canal and leisure routes. RBC would have a key role to play by establishing planning policies that would take full account of the Master Plan in the Local Development Framework. RBC would also have a role to play both in safeguarding the canal link route and supporting the concept of the Master Plan during its consideration of planning applications and negotiations with landowners to establish agreements over any proposed development. NCC as the local highway authority, would be responsible for public rights of way (existing and proposed) and is involved in the provision and management of open space/recreational facilities, including the Water Sports Centre and Cotgrave Country Park. Both agencies would be fundamental in ensuring the conservation and enhancement of biodiversity, heritage and the landscape of the Trent Link GI.

As the delivery agency for the Environmental Stewardship scheme, Natural England can assist in the negotiation with landowners of each of these functions, with the Higher Level Stewardship grants offering added incentives for enhanced public access, habitats and/or heritage landscape conservation. However, even at the Entry Level Stewardship, landowners are required to fulfil their obligations over existing public access and rights of way, protect historic features and certain good agricultural practices, all of which are likely to benefit the Trent Link GI.

Securing permissive rights is a further option in order to establish leisure routes through the GI. In this respect the local authorities will be integral stakeholders in negotiating the permissions, the users that the permissions would apply to, and the ongoing maintenance of the routes. Furthermore, the Master Plan has also identified the use of designated 'quiet lanes' in order to create complete networks for the different user groups, with the Campaign for the Protection of Rural England (CPRE) key additional stakeholders in the regard.

### 6.2.2 The role of the Private Sector

The private sector needs to be encouraged to contribute to both the development of the canal and the wider Green Infrastructure components through their own activities and through developer contributions should other considerations over development on Green Belt be modified. With the area known to be the subject of developer interest, especially for housing, the presence of green infrastructure and access to waterside recreation should be regarded as a potential benefit to both current and future residents and thus should make the area a more attractive place to live. Therefore, it is conceivable that a developer would have a stakeholder interest in the establishment of the green infrastructure overall and the canal in particular.

Similarly, the prospect of a 300-berth marina along the canal has already been courted by the private sector. The prospect of a marina would certainly be enhanced through the construction of the canal and thus it is advisable that a development partner is sought at the earliest opportunity. Given the current economic climate, this may not be possible over the short term. Nevertheless, the overall running of the marina is a commercial venture and thus its costs should ideally be met by the commercial sector.

In order to avoid competition, it is our view that the small mooring basin associated with the CCP should be viewed as part of an overall off-line mooring solution associated with the Grantham Canal. In this respect, it would form a commercial operation that would require a commercial operator. However, on the basis that the 300-berth marina may ultimately be a longer-term aspiration, if the Cotgrave Country Park-based mooring basin is to become a key component of the canal link project, it is likely that intervention would be required from the key partners earlier in the development process. It should be recognised that there are benefits for doing this, not least in relation to delivering some initial revenue from the canal and also in helping to deliver a key focus for the CCP.

The private sector will also have a critical role in the long-term financial sustainability of the project. A key output of the Trent Link will be the creation of business opportunities that will arise from greater visitor interest and activity. In order to sustain their enterprise, this visitor interest needs to be maintained which may require investment in certain services that fall outside of the remit of the other partners and stakeholders – for example, the hosting of special events, improved landscaping on a larger scale, establishing greater interpretation, and creating additional amenities. In

these instances, there is growing evidence that businesses are willing to form partnerships with local authorities to address these and other issues through collective investment. Potential schemes that could be applicable to the Trent Link GI include:

- an appropriately modified version of Business Improvement Districts<sup>16</sup> (BIDs) to accommodate the rural nature of the Trent Link;
- a visitor payback scheme whereby a proportion of the cost of a service or purchase of a good is set aside for the development of specific projects; and
- local produce schemes, whereby the use of local produce amongst local businesses is actively encouraged in order to strengthen the local supply chain.

### 6.2.3 Landowners

The involvement and co-operation of landowners is integral to the overall development of the Trent Link GI. It is advised that a local landowners forum is established in order to effectively communicate the opportunities and benefits of the Trent Link GI and to engage with landowners over any concerns that they may have.

### 6.2.4 The Communities

Similarly, the involvement and enthusiasm of the local communities in delivering and using the Trent Link GI is integral.

It is already acknowledged that members of the community and community-based groups use the facilities and leisure amenities available within the area at present. However, it is critical that more people are encouraged to access and take advantage of the GI as it develops.

As such, the establishment of a community forum is recommended to encourage comment and feedback as to issues and barriers to usage as well as encouraging suggestions for improvement.

### 6.2.5 Other Stakeholders

Other schemes and organisations that could present useful allies to the Trent Link GI include:

- the 6Cs Green Infrastructure Strategy Project Board;
- EMDA;
- Nottingham Development Enterprise and Nottingham City Council, as the other key partners in addition to EMDA involved in the Trent River Park Vision and Action Plan;

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<sup>16</sup> A Business Improvement District is a partnership between a local authority and the local business community to develop projects and services that will benefit the trading environment within the boundary of a clearly defined commercial area. They are usually located in urban areas.

- Sustrans in relation to the GI cycle network and potential integration into the National Cycle Network;
- Nottinghamshire Wildlife Trust and the further development of protected wildlife sites and accessible wildlife sites;
- Toll Ride Off-Road Trust, who provide agreements with landowners for gated access schemes for horse riders;
- Vitalise Skylarks, Riding for the Disabled Association, Sustrans in terms of designing appropriate access and facilities for the disabled;
- Holme Pierrepont/NCC in terms of future sporting and leisure development at HPP and ensuring integration into the Trent Link GI; and
- On-Trent, which is seeking to enhance the Trent Valley Way in particular.

#### 6.2.6 Funding Prospects

As identified above, although the Trent Link GI has a significant cost attached to its generation, it is our view that the potential benefits associated with the 'Max Facility GI Master Plan' scenario will more than compensate for this cost over its life.

It is envisaged that the funding for the Trent Link GI will be required in phases, with the most critical initial phase being the continued restoration of the existing canal stretch and the development of the new canal cut. It is likely that all of the key partners will be required to assist in seeking appropriate funding for this element of the project.

In addition, private sector contributions to the Trent Link GI will be essential either directly through capital investment projects or through developer contributions (formally Section 106 agreements).

In terms of other sources of funding, Table A3.1 in Appendix 3 identifies potential funding sources for the GI. It should also be noted that different components of the Trent Link GI may also be eligible for Lottery Funding, with both the Heritage Lottery Fund and the Big Lottery Fund receiving canal restoration applications in the past<sup>17</sup>. Examples of the more sizeable lottery funding programmes that may be appropriate include:

- Heritage grants (HLF) – To access this fund, the project should make sure that everyone can learn about their own and other people's heritage.
- Landscape Partnerships (HLF) – This fund is designed to support programmes of individual projects and activities which intend to conserve or restore the built and natural features that create the historic landscape character. The project has to clearly demonstrate a heritage focus.
- Access to Nature Programme (Big Lottery/Natural England) – This programme is designed to encourage people from all backgrounds to understand, access and enjoy the natural environment. It focuses on three

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<sup>17</sup> It should be noted that the Heritage Lottery Fund would be applicable for the restoration of the existing canal which forms part of the heritage landscape, though it would not apply to the new section of canal cut.



broad themes - community awareness and active participation; education, learning and volunteering; welcoming, well managed and wildlife rich places.

- Community Investment Fund (Sport England) - focuses investment into projects and programmes that help create an active nation through sport and active recreation. Projects need to include the whole community, particularly hard-to-reach groups, that match regional priorities laid out in our plans for sport; and that recognise the wider benefits of sport and activity in terms of health, education and community.

Smaller schemes may also be applicable, including Community Spaces Programme, Ecominds and the Local Food Programme. However, given the likely time lag between the present time and the need to access certain funding streams for different projects, some of these programmes may have changed priorities or ceased. As such, it is recommended that the programmes and priorities for lottery funding be monitored in order to determine appropriate times and specific Trent Link GI projects to target.

#### 6.2.7 Financial Sustainability

Whilst the investment required to develop the Trent Link GI is considerable, the project could also have a considerable return. The level of returns is closely aligned to the level and nature of the facilities that are to be provided. Under the Max Facilities GI proposals, the forecast usage calculations suggest that the area could ultimately attract 345,000 visits per annum, which would generate some £4.4 million per annum in terms of additional revenue for the local area, which in turn would support 82 FTEs<sup>18</sup>. This would enable the capital costs for the restoration of the Grantham Canal and the new canal link component of the Trent Link GI to nominally be recouped in less than 10 years. Under the Leisure Network scenario, the generated additional revenue would be around £1 million per annum, whilst with the Grantham Canal scenario, the generated additional revenue would be less than £0.6 million per annum.

With the Max Facilities GI proposals, the income generated should be sufficient to cover the on-going operation and maintenance costs for the new canal link and restored section of the Grantham Canal. About £0.12 million of the estimated additional income would come from licence fees for boats using the proposed 300-berth marina, with the majority expected to be additional income due to latent demand not being met due to lack of mooring space. This represents potential direct income to British Waterways, adding to the overall revenue the organisation requires for waterway maintenance (£95.1 million in 2007/8). The apportioning of other revenue generated by the GI proposals, including how much could be made available for the maintenance of the other aspects of the GI, and by what means, would need to be agreed between the GI partners responsible for the scheme.

#### 6.2.8 Future Sustainability

A key role of the Master Plan is to establish usable green space, corridors for sustainable movement and access, places for wildlife and heritage discovery and economic viability, all of which are vital to achieving sustainable communities. By being recognised within the Local Development Framework, the Master Plan will help to protect the green assets of the area, whilst also securing benefits for any future

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<sup>18</sup> FTE: Full Time Equivalent employment opportunities

developments that may take place in the area. The nature of the Master Plan is such that it would not preclude potential future development in the area but should rather be used to ensure that any such development is designed to integrate with the elements of the Master Plan.

### 6.3 Action Plan

The following Action Plan is the key output of the Master Plan in that it:

- sets out a co-ordinated work programme for implementation of the Green Infrastructure Master Plan over the next five years;
- identifies actions required, with an indication of priority and timeframe, based on a nominal start date;
- identifies the inter-relationships between different activities; and
- identifies the agencies that are likely to be involved in implementing specific actions. The plan includes suggestions for agencies that could take lead roles and other agencies/organisations that could act as partners, for each of the actions identified.

Together, the actions aim to provide the focus for the implementation and delivery of the vision.

The wide range of tasks identified in the Action Plan raises the fundamental issue of the availability of the resources needed to carry them out. Some elements simply involve the commitment of existing manpower, or the continuation of existing financial support, but others require the allocation of additional resources and funding. This will only come about from a fundamental commitment of the Partnership and other stakeholders to the principles and objectives of the Trent Link, and the recognition that a non-involvement option will lead to the opportunity for this broad and wide ranging project that will deliver tangible benefits to be missed.

Clearly, construction of the proposed new canal link and restoration of the existing Grantham Canal between Cotgrave and the A52 east of Gamston forms an integral element of the Green Infrastructure Master Plan. In terms of the technical practicalities of implementing the canal link proposals, there are a series of key project specific actions that would be required prior to implementation of the project. These are identified in a secondary action plan (Part B), which is presented here following the main Action Plan for Implementation of the Green Infrastructure Master Plan (Part A).

Within the main Action Plan (part A), the Core Components are introduced following the Principal Objective to which they primarily relate. The Cross-cutting elements are related to a number of sub-objectives, which are also presented within the plan.

**Part A ACTION PLAN FOR IMPLEMENTATION OF THE RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE MASTER PLAN**

IMPLEMENTING THE GREEN INFRASTRUCTURE MASTER PLAN										
No.	Task	Critical Path /Associations	Timeframe					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
<b>IMPLEMENTING THE STRATEGY</b>										
<b>ADOPTION OF MASTER PLAN VISION AND CONCEPTS</b>										
IS1	Consultation on Master Plan with stakeholders							Steering Committee	RBC, NCC, BW, EA, HA, NE, NWT, GCP, CoTC, RPC, HPGPC, NC,HPRA, 6Cs SGIP, NDE, EMDA, EDAW, CPRE, Sustrans, Landowners Forum, Community Forum	Proposed canal and multi-user routes will require discussion and further consultation with stakeholders, including landowners. RBC would have a specific consultation role in terms of considering planning applications and in the preparation of LDF policies and proposals. NCC would have a specific consultation role in considering , applications relating to public rights of way and proposals affecting local highways
IS2	Secure a commitment to the vision and concepts within the Master Plan							Steering Committee		
IS3	Secure canal link route	IS5, C1.1						Steering Committee	RBC, affected landowners	RBC role would be through negotiations in respect of planning applications and through putting in place specific planning policies in the LDF
IS4	Secure former mineral railway line as future multi-user route and as possible route for new water supply main	IS5, C1.1						Steering Committee	RBC, Network Rail	Former railway could be considered for re-opening as passenger railway route if not secured.
<b>ESTABLISH PLANNING POLICY FRAMEWORK</b>										
IS5	Establish Planning Policy that takes full account of the Master Plan in the relevant Local Development Framework							RBC, NCC		Planning policy required to ensure that Master Plan concepts and visions are taken into account during review of any future planning applications within the study area. Planning policy should safeguard route for canal link and preferably safeguard former railway line as multi user route.
<b>GOVERNANCE AND FUNDING</b>										
IS6	Establish local Landowner Forum and Community Forum							Steering Committee	RBC, NCC, CoTC, RPC, HPGPC	
IS7	Review and allocate roles and responsibilities of existing stakeholders and bodies for the delivery of the master plan.							Steering Committee	RBC, NCC, BW, EA, HA, NE, NWT, GCP, CoTC, RPC, HPGPC, NC,HPRA, 6Cs SGIP, NDE, EMDA, EDAW, Landowners Forum	
IS8	Identify funding requirements and potential sources of funding							Steering Committee	RBC, NCC, BW, EA, NE, NWT, GCP, EMDA, IWA, developers	
IS9	With relevant partners, further investigate funding sources and monitor funding streams with a view to submitting funding applications							Steering Committee	GCP, BW, IWA, RBC, NCC, EMDA, NE	Funding will be required throughout the development process. The changing nature of funding streams means that it is imperative to have up-to-date information. It should also be recognised that it is only worthwhile applying for specific funding streams at the appropriate time in the project development phase. In this respect, securing land agreements will be an immediate pressure for funding, whilst the funding for

IMPLEMENTING THE GREEN INFRASTRUCTURE MASTER PLAN										
No.	Task	Critical Path /Associations	Timeframe					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
									construction only required once the appropriate planning applications have been approved.	
CORE COMPONENTS										
Objective 1 : The Grantham Canal to become a valued resource and integral component of the Trent Link GIN										
Grantham Canal and Canal Link										
C1.1	Compile a detailed programme for development of new canal link and restoration of existing canal, from Cotgrave to A52 east of Gamston	Part B						GCP, BW,	RBC, NCC	Key elements to include: - seeking funding; - further engineering assessment works; - detailed design; - Statutory Processes (including work required to take scheme through Statutory Process)
C1.2	Commission detailed design, prepare EIA , and other technical documents as appropriate for a planning application(s) submission							GCP, BW	Appointed Designer/Contractor	Subject to funding availability, separate planning applications may be required for the canal link and for Cotgrave marina
C1.3	Initiate Restoration and New Canal Link Construction Programme							GCP, BW	Appointed Contractor	
Objective 2: The Trent Link GI to offer a network of leisure and recreation routes										
Leisure and Recreation										
C2.1	Identify programme for development of new multi-user routes, upgrade of existing routes and provision of associated facilities, e.g. cycle hire facilities at Holme Pierrepont and Cotgrave Country Parks							NCC		To include detailed design, Statutory Processes, and implementation
C2.2	Discuss proposed new multi-user routes with landowners, within Landowners Forum and with relevant stakeholders	IS1						RBC, NCC	Private landowners, BHS, CTC, Sustrans, Ramblers Association, RDA, TROT, BW	Consultation required with user groups and with affected landowners. Where routes follow canal towpath or canal off-bank, BW also to be involved
C2.3	Explore opportunities for opening up/promoting public access to currently under-used areas for recreational use through consultation on Master Plan proposals	IS1						RBC, NCC	NWT, Private landowners	This would include promotion of the Holme Pierrepont Water Sports Centre, Holme Pierrepont County Park and Cotgrave Country Park, but also should include discussions with private landowners, to explore opportunities for opening up other sites, e.g Gamston Pits
C2.4	Explore opportunities for additional links to areas outside Master Plan area, e.g. Colwick Country Park	IS1						NCC	6Cs SGIP, EDAW. NDE, NC, SUSTRANS	The River Trent currently forms a barrier between the north and south banks of the River Trent for non-motorised users. A non-motorised user link to Colwick Country Park would require a new crossing over the River Trent, but would open up a wider area for recreation and leisure and has been suggested in the vision for the Trent River Park.
C2.5	With relevant stakeholders, investigate funding sources with a view to securing funding	IS8, IS9						NCC	6Cs SGIP, EDAW. NDE, NC, SUSTRANS, BHS, CTC, Sustrans, TROT, RDA, BW	
C2.6	Commission detailed design, initiate Statutory processes	C2.4						NCC	Appointed Contractor	

IMPLEMENTING THE GREEN INFRASTRUCTURE MASTER PLAN										
No.	Task	Critical Path /Associations	Timeframe					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
C2.7	Initiate Multi-user Routes Construction Programme							NCC	Appointed Contractor	
<b>Information and Education</b>										
C2.8	With relevant stakeholders, investigate the feasibility and potential funding sources for a visitor and interpretation centre associated with CCP.							NCC	NWT, EMDA, RBC, CoTC, local businesses	The Visitor Centre can be developed independently of the canal link and/or canal restoration, however ideally this needs to have improved access, interpretation and leisure routes. Access at present is dependent upon the EMDA development.
C2.9	Commission design and construction of Visitor Centre at Cotgrave Country Park. Centre to include café, information and education facilities. Planning application and funding will be required.	C2.8						NCC	Appointed Designer/Contractor	
C2.10	Construct Visitor Centre							NCC	Appointed Contractor	
<b>Objective 3: The Trent Link Master Plan to proactively contribute to achievement of biodiversity targets by raising the value and profile of SINCS throughout the area</b>										
<b>Environment – Biodiversity</b>										
C3.1	Develop plans for implementation of environmental improvement and environmental improvement monitoring							RBC, NCC	NE, NWT, EA,	
C3.2	Generate ecological baseline database, through desk study and surveys and establish priorities for environmental improvement, e.g. by reference to LBAPs.							NE, NWT	BW, RBC, NCC, EA	Database should cover study area and also areas outside study area to which linkages could be created. Monitoring of canal likely to be targeted initially on section between Cotgrave and A52 and would only be rolled out to other sections should further restoration of the Grantham Canal be considered. Other local wildlife organisations also likely to have a role in data provision
C3.3	Monitor biodiversity within and along existing Grantham Canal between Cotgrave and A52 east of Gamston							BW	NE, NWT, RBC	Monitoring of canal likely to be targeted initially on section between Cotgrave and A52 and would only be rolled out to other sections should further restoration of the Grantham Canal be considered. Monitoring should be undertaken before, and continue after restoration.
C3.4	Investigate the options for developing visitor-orientated wildlife areas on sites currently not accessible to the public	C2.2						RBC, NCC, NWT		Options could include establishing Local Nature Reserves, of additional County Wildlife Sites, with both publicly accessible and restricted access area. Aim to promote wildlife interest and education whilst also maintaining wildlife value
C3.5	Identify buffer zones to protect more sensitive environments	C2.2, C3.5								Although largely unintentional, visitor activity can cause significant and long lasting damage on the most sensitive environments. Any areas determined by the key stakeholders in biodiversity as highly sensitive should be protected. This means that the visitor-orientated wildlife sites should act as suitable buffer zones to concentrate activity away from highly sensitive areas.
C3.6	Establish Development Briefs that contain guidance aimed at promoting wildlife-friendly development	CE3						RBC, NCC	NWT, NE	Features could include % garden space, use of hedge and tree planting, green roofs,

IMPLEMENTING THE GREEN INFRASTRUCTURE MASTER PLAN										
No.	Task	Critical Path /Associations	Timeframe					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
<b>Objective 4: The Trent Link Master Plan to create a sustainable area, to encourage local and sustainable movement, promote health and well-being, to create an improved environment and to support local employment and businesses</b>										
<b>Environment, Education and Transport</b>										
C4.1	Generate environmental baseline database, through desk study and surveys	C3.1						RBC, NCC,	6Cs SGIP, EDAW, NDE, NC	Database should cover study area and also areas outside study area to which linkages could be created. The 6Cs GI Strategy project and the Trent River Park initiative should be able to provide information on the wider area. Database to include information on cultural heritage, landscape, geology and soils, landform, land uses ( including agriculture, recreational sites, educational facilities, population centres), multi-user routes, transport links (including bus services)
C4.2	Appoint a Conservation Volunteer Coordinator and/or Education Officer to provide support and to liaise between local authorities, developers and volunteer groups and to promote interest in the development of the canal link, Cotgrave Country Park and other Green Infrastructure Network.							RBC/NCC		
C4.3	Promote volunteering by the local communities by developing opportunities for local residents to become involved in nature conservation and/or archaeological projects							RBC, NCC, NWT,	Local history groups, local nature conservation groups, BTCV, local volunteer centres, local schools.	Potential for local schools projects and/or contribution by local schools and /or Community Forum to , e.g. the Visitor Centre
C4.4	Promote use of sustainable transport by developing multi-user routes and providing appropriate access points into area							NCC, RBC	CTC, Ramblers	
C4.5	Promote and facilitate use of public transport to access the area by provision and support for appropriate services.							NCC		
<b>Local Employment and Business</b>										
C4.6	Look to maximise the opportunities for small and medium-sized enterprises (SMEs) within the Trent Link area							NCC, Local Businesses		A key thrust of the GI is to provide business opportunities to existing and new enterprises. It may be appropriate to appoint a business development officer to assist in the promotion of these opportunities, especially those associated with the canal and potential marinas. A key element of this process should be to also strengthen the local supply chain and increase the economic sustainability of the GI concept.
<b>INTEGRATED ELEMENTS</b>										
<b>Environment - Cultural Heritage</b>										
IE1	With relevant stakeholders, clearly identify the historic and cultural heritage components of the Trent Link GI that are to be showcased.							GCP, NCC, Local Archaeologists/historic groups		

IMPLEMENTING THE GREEN INFRASTRUCTURE MASTER PLAN										
No.	Task	Critical Path /Associations	Timeframe					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
IE2	Incorporate interpretation of the historic environment into development of the area through creating way-marked trails with interpretation boards, and creating displays at existing or proposed visitor facilities, e.g. at Cotgrave Country Park, Holme Pierrepont Country Park.							NCC	RBC, GCP, local history interest groups	
IE3	Produce guidance/advice on requirements for archaeological investigations (pre-determination and/or during construction) to inform potential developers							NCC	RBC	
IE4	Establish Development Briefs that contain guidance aimed at encouraging developers to promote cultural heritage in development design, where relevant and appropriate.									
<b>CROSS-CUTTING ELEMENTS</b>										
<b>Landscape Design</b>										
CE1	Establish a landscape strategy for the area – to include priorities/targets for landscape improvements	IS5						NCC, RBC, NE		Improvements may include e.g. increases in tree planting, building type/appearance
CE2	Establish Development Briefs to provide guidance for developers on landscape design targets and principles.							RBC, NCC		
<b>Delivering Sustainability</b>										
CE3	Establish Development Briefs that encourage construction design that exceeds sustainable construction guidelines and incorporate principles required to deliver cumulative environmental benefits, in particular with respect to biodiversity.							RBC, NCC		

**Abbreviations**

6Cs SGIP	6Cs Strategic Green Infrastructure Project	HPGPC	Holme Pierrepont and Gamston Parish Council
BTCV	British Conservation Trust Volunteers	HPRA	Holme Pierrepont Residents Association
BHS	British Horse Society	LBAP	Local Biodiversity Action Plans
BW	British Waterways	NC	Nottingham City Council
CoTC	Cotgrave Town Council	NCC	Nottinghamshire County Council
CPRE	Campaign for the Protection of Rural England	NDE	Nottingham Development Enterprise
EA	Environment Agency	NE	Natural England
ECow	Environmental Clerk of Works	NWT	Nottinghamshire Wildlife Trust
EDAW	EDAW Consultants	PPS	Planning Policy Statement
EMDA	East Midlands Development Agency	RBC	Rushcliffe Borough Council (the Local Planning Authority)
Env	Environmental	RPC	Radcliffe-on-Trent Parish Council





**Part B IMPLEMENTATION OF NEW CANAL LINK AND RESTORATION OF THE EXISTING GRANTHAM CANAL COTGRAVE TO A52 EAST OF GAMSTON – KEY ACTIONS REQUIRED**

IMPLEMENTING THE NEW CANAL LINK AND RESTORATION OF THE EXISTING GRANTHAM CANAL COTGRAVE TO A52 EAST OF GAMSTON										
No.	Task	Critical Path /Associations	Timeline				Suggested Lead Role	Suggested Partners	Comments	
			Immediate	Short Term	Medium Term					Long Term
			0-6 months	Year 1	Year 2-3	Year 4-5				Year 5 and beyond
<b>ENGINEERING</b>										
EN1	Investigate condition of former Cotgrave Colliery rising main							GCP, Engineering consultant	BW	
EN2	Topographic survey of route and proposed marina area (s)							GCP, Engineering consultant	BW	
EN3	Undertake targeted ground investigations							GCP, Engineering consultant	BW	
EN4	Detailed design of canal link							GCP, Engineering consultant	BW, IWA, Notts CC, RBC	Planning authorities input required in terms of appearance of structures etc
EN5	Detailed design of Cotgrave marina							GCP, Engineering consultant	BW, IWA, Notts CC, RBC	
EN6	Investigate and pursue installation of new water rising main with view to providing increased water supply in future							GCP, Engineering consultant	BW	New water main would provide potential to support increased boat movements and likely to be required as part of future restoration of further sections of the Grantham Canal.
<b>ENVIRONMENT</b>										
EV1	Prepare a programme for further baseline ecology surveys	PA5, PA6						GCP, Env. Consultant	BW, NE, NWT	Provisional programme to be prepared, identifying type and number of surveys required, and appropriate time(s) of year for undertaking surveys. This will assist in informing programme for planning application submission and future construction.
EV2	Implement ecology survey programme to inform ES	PA6						GCP, Env. Consultant	BW, NE, NWT	
<b>PLANNING APPLICATION</b>										
PA1	Prepare Outline Scheme Drawings									Scheme drawings required to inform Environmental Scoping Report and to provide basis for consultations with planning authority and with Statutory Bodies
PA2	Undertake Flood Risk Assessment (FRA)									Consult with EA on approach to and requirements of FRA. All developments subject to assessment under PPS25.
PA3	Prepare Environmental Scoping Report							GCP, Env Consultant	BW, Notts CC, RBC	Construction of new canal link would have some significant environmental impacts and therefore an EIA would be required under Schedule 2 of the Town and Country Planning (EIA) Regulations (England and Wales (1999)). The Scoping Report would inform the ES and would be and provide Statutory Consultees with the opportunity to comment on issues and proposed EIA methodology.
PA4	Prepare Environmental Statement (ES)							GCP, Env Consultant	BW, Notts CC, RBC	ES can only be completed once scheme details are available
PA5	Undertake consultation with Statutory Bodies and other statutory consultees.							Env Consultant	GCP, BW	

IMPLEMENTING THE NEW CANAL LINK AND RESTORATION OF THE EXISTING GRANTHAM CANAL COTGRAVE TO A52 EAST OF GAMSTON										
No.	Task	Critical Path /Associations	Timeline					Suggested Lead Role	Suggested Partners	Comments
			Immediate	Short Term	Medium Term		Long Term			
			0-6 months	Year 1	Year 2-3	Year 4-5	Year 5 and beyond			
PA6	Planning submission and granting of planning consent							GCP, Planning consultant	BW	Planning Consultant may also be the Environmental Consultant, subject to capabilities.
<b>CONSTRUCTION</b>										
CO1	Prepare tender documentation & seek tenders									
CO2	Award contract									
CO3	Prepare Construction Environmental Management Plan							BW , BW Contractor		
CO4	Prepare programme of ecological monitoring							BW Contractor ECoW		Include monitoring of aquatic species along canal
<b>OPERATION &amp; MAINTENANCE</b>										
OM1	Monitor boat movements along existing canal							BW		It is assumed that BW would adopt the restored canal and new link once it becomes operational
OM2	Continue ecological monitoring							BW	NWT, NE	Review results of ecological monitoring against boat movements. If necessary, boat movements may need to be controlled in future.

**Abbreviations**

BW	British Waterways
EA	Environment Agency
ECoW	Environmental Clerk of Works
Env	Environmental
NE	Natural England
NWT	Nottinghamshire Wildlife Trust
PPS	Planning Policy Statement
RBC	Rushcliffe Borough Council (the Local Planning Authority)

## **Appendix 1**



<b>Existing Leisure Route Information (see Map 1)</b>		
<b>Route Number</b>	<b>Route Length (in km)</b>	<b>Route Comments</b>
<b>Designated Footpaths</b>		
1	3.70	Trent Valley Way (Holme Lane Section)
2	1.35	
3	0.43	
4	0.53	
5	0.28	
6	1.20	
7	0.63	
8	2.20	
9	0.75	
10	5.33	Existing Towpath
11	4.48	
12	2.08	
13	1.13	
14	0.63	
15	0.43	
16	0.53	
17	0.50	
18	0.88	
19	0.15	
20	0.68	
21	0.23	
<b>Total Pathways</b>	<b>28.05</b>	
<b>Designated Bridleways</b>		
22	1.25	
23	1.15	
24	0.25	
25	0.35	
<b>Total Bridleways</b>	<b>3</b>	
<b>Total</b>	<b>31.05</b>	
Source: NCC		



## **Appendix 2**





<b>Proposed Leisure Route Rationale (see Map 5)</b>		
<b>Route Code</b>	<b>Route Length (in km)</b>	<b>Route Comments</b>
<b>Off-Road Multi-user</b>		
A	3.80	Former Cotgrave Colliery Line. This route would provide a direct link between Radcliffe-on-Trent, the Trent Valley Way and Cotgrave Country Park
B	1.40	Designed to link Route K to Cotgrave Country Park via an off-road route. Will also connect to Route A via a modified lock crossing to accommodate horses.
C	0.73	Small section of multi-user route designed to link Route L to Route Q, with Route Q providing access to the canal and Route A via existing bridleway 25.
D	0.80	A spur route away from the canal, mainly to accommodate horse riders travelling to and from Bassingfield. This route utilises an existing track and canal crossing point.
E	1.10	A multi-user route from Bassingfield to link in to Route L, which in turn links with Route C to the south or leads to the improved crossing over the A52. This route utilises an existing farmers track.
F	0.78	A small multi-user section to create a circular route from the canal and Bassingfield in conjunction with Route E and Route L.
G	2.25	A long section of multi-user route that connects the facilities in the far north-west (two equestrian centres, Nottinghamshire Sailing Club, Vitalise Skylarks, and the main camping and caravan sites) into the GI network.
H	0.15	A connector section of route to join Route K with Route Q.
<b>Total Length</b>	<b>11.00</b>	
<b>New Towpath/Upgraded Footpath to Cycleway Standard</b>		
I	3.08	A stretch of new towpath associated with River Trent to Cotgrave Canal link. This new section will connect with the existing towpath via the proposed swing bridge associated with Route K. Route I continues along the northern side of the canal, passing under the A52 using the new culvert, but then crosses to the southern side of the canal at the swing bridge located along Sandy Lane. The towpath ceases at the juncture with Trent Valley Way.
J*	5.33	The Grantham Canal towpath associated with the GI begins at car park at the western edge adjacent to the A52 (Gamston Lings Bar Road) and continues through to Holygate Bridge. This is the existing canal towpath length, and no route diversions are envisaged.
<b>Total Length</b>	<b>8.40</b>	
<b>Upgraded Footpath to Bridleway</b>		
K	2.08	Route K is already the subject of an NCC enacted modification order to upgrade this existing footpath to a bridleway. The route includes a crossing over the canal, where it will then converge with Route H and Route I.
L	1.03	This route links in with Route C to the south or leads to the improved crossing over the A52. It also links with Route F and Route E to provide a small circular route from Bassingfield.
M	0.88	As a route that leads from Holme Pierrepont to the canal, this is a critical section in the aim to link Holme Pierrepont and Cotgrave Country Parks via an uninterrupted route for walkers, cyclists and horse riders.
<b>Total Length</b>	<b>3.98</b>	



## **Appendix 3**



**Table A3.1 Potential Green Infrastructure Funding Opportunities**

Funding Name	Funding Body	Description of funding	Amount	Website	Contact	Phone
Access to Nature	Big Lottery Fund	Aims to encourage more people to enjoy the outdoors. Funding available to statutory bodies, including councils	Total allocation: £25 million. Grants range from £50,000 to £500,000	<a href="http://www.naturalengland.org.uk/leisure/grants-funding/">www.naturalengland.org.uk/leisure/grants-funding/</a>	Kristina Gould	0115 900 5402
ASDA foundation	ASDA foundation	Will support schemes within the vicinity of a local store. Funding types include environmental.	None specified.	<a href="http://www.asda.co.uk">www.asda.co.uk</a>	West Bridgford ASDA – Paul Dennis, Manager (contact the most local store)	0115 969 4200
Biffaward	Landfill Communities Fund	Funding is directed to projects which provide funding and improve public amenities for communities within 10 miles of a Biffa operation.	£250- £500,000	<a href="http://www.biffaward.org">www.biffaward.org</a>	Newark office	01636 6700
Single Programme (Regional Development Agencies) (EMDA)	DII, DCLG, DfES, DEFRA and DCMS	Wok with people in communities and partner organisations to regenerate unused or run-down sites, and improve the quality and attractiveness of public spaces.	Non specified	<a href="http://www.emda.org.uk">www.emda.org.uk</a>	EMDA's Urban Policy and Planning Team	0115 988 8325
Big Lottery Fund	Big Lottery Fund	Supports a wide range of programmes, which might support the Green Infrastructure project	£360 million per year	<a href="http://www.biglotteryfund.org.uk">www.biglotteryfund.org.uk</a>	Office	0115 872 2950
Nottingham Community Foundation		Funds projects that are located within the Nottinghamshire County boundary	Varies	<a href="http://www.nottscf.org.uk">www.nottscf.org.uk</a>	Grants team	01623 636365
Viridor Credits Environmental Company		Funding available to provide provisions for the maintenance or improvement of public amenities and parks, which is open and accessible to the public.	Varies	<a href="http://www.viridor-credits.co.uk">www.viridor-credits.co.uk</a>	Office	01823 327 221
Inland Waterways Association		Funding available for projects that promote inland waterway restoration schemes. Applications from bodies promoting new waterway routes will also be considered. (IWA currently part-funding this study)	£20,000	<a href="http://www.waterways.org.uk/Restoration/UsefulInformation/FundingUpdate">http://www.waterways.org.uk/Restoration/UsefulInformation/FundingUpdate</a>	Chesham office	)1494 783453
WREN		Projects that demonstrate self-help, viability, sustainability.		<a href="http://www.wren.org.uk">www.wren.org.uk</a>		01953 717 165
Awards for All		Funding for projects that enable people to take part in art, sport, heritage and community activities, as	£3,000-£10,000	<a href="http://www.awardsforall.org.uk/england/">www.awardsforall.org.uk/england/</a>		0845 600 2040

Funding Name	Funding Body	Description of funding	Amount	Website	Contact	Phone
		well as projects that promote education, the environment and health.				
Jephcott Charitable Trust		Grants are made to charities under the following themes: population control; the natural environment; education and health	£2000-£10,000	<a href="http://www.jephcottcharitabletrust.org.uk">www.jephcottcharitabletrust.org.uk</a>		Contact only by address
East Midlands Airport Community Fund		Prioritises funding to projects that have a community or environmental benefit that is long-lasting and offer environmental improvement and/or heritage conservation.		<a href="http://www.eastmidlands.com/cmc/142/community-fund.html">www.eastmidlands.com/cmc/142/community-fund.html</a>	Gay Evans	0871 919 9000 ext 3834
Ernest Cook Trust		Aimed at charitable organisations working through education or training to conserve the natural environment, architecture of distinction and traditional skills and to create opportunities for employment, particularly in rural areas.	£50 - £25,000	<a href="http://www.ernestcooktrust.org.uk">www.ernestcooktrust.org.uk</a>	Ros Leigh	01285 712492
Kellogs Active Living Trust		Gives small grants to fund projects and activities which lead people taking part in sustained physical activity.	£1000	<a href="http://www.communityfoundation.co.uk">www.communityfoundation.co.uk</a>		0161 214 0940
Greater Nottingham Partnership		The GNP identifies projects that it wishes to fund and advertises opportunities on its website.	Not specified	<a href="http://www.gnpartnership.org.uk">www.gnpartnership.org.uk</a>		0115 950 2608
Sport England		Funding prioritised towards projects that increase the number of people that play sport, coach sport or volunteer in sport; projects that are about people rather than places; and projects that meet local needs	£10,000	<a href="http://www.sportengland.org/eastmidlands">www.sportengland.org/eastmidlands</a>		08458 508 508
Sports & Arts Grants		Foundations aim is to enhance the quality of life for the communities to encourage and fund sports and arts at every level.	£75,000	<a href="http://www.grantsnet.co.uk">Wwww.grantsnet.co.uk</a>		0151 259 5505
Keepmoat Fund		Funding intended to support communities facing disadvantage and hardship through assisting local voluntary and community group	£500-£1,500	<a href="http://www.notttscf.org.uk">www.notttscf.org.uk</a>	Sam Wright	0115 845 5236

Funding Name	Funding Body	Description of funding	Amount	Website	Contact	Phone
		projects that will benefit the area and residents of Rushcliffe and Clifton.				
Charity bank		Provides funding for regeneration and sustainable development.	£5,000-£500,000 Loan	<a href="http://www.charitybank.org">www.charitybank.org</a>	Peter Hughes	0791 954 3237
Esmee Fairbairn Foundation		Funding priorities include environment	Not specified	<a href="http://www.esmeefairbairn.org.uk">www.esmeefairbairn.org.uk</a>		020 7297 4700
SITA Trust		Enriching Nature programme: enriching nature is the name of SITA Trust's funding programme for wildlife projects. They can support projects within ten miles of landfill sites in England. Not for profit organisations, charities and local authorities can apply.	Not specified	<a href="http://www.sitatrust.org.uk">www.sitatrust.org.uk</a>		01454 269090
Waterways Trust		Prioritises projects that improve the waterways e.g. canals and rivers. Emphasis should be placed on improving the environment and ensuring that projects have a positive impact on wildlife.	£1,000	<a href="http://www.thewaterwaystrust.org.uk">www.thewaterwaystrust.org.uk</a>	Jenny Rogers	01452 318 220
Growth Point Funding	6C's GI Programme					











## **Maps**



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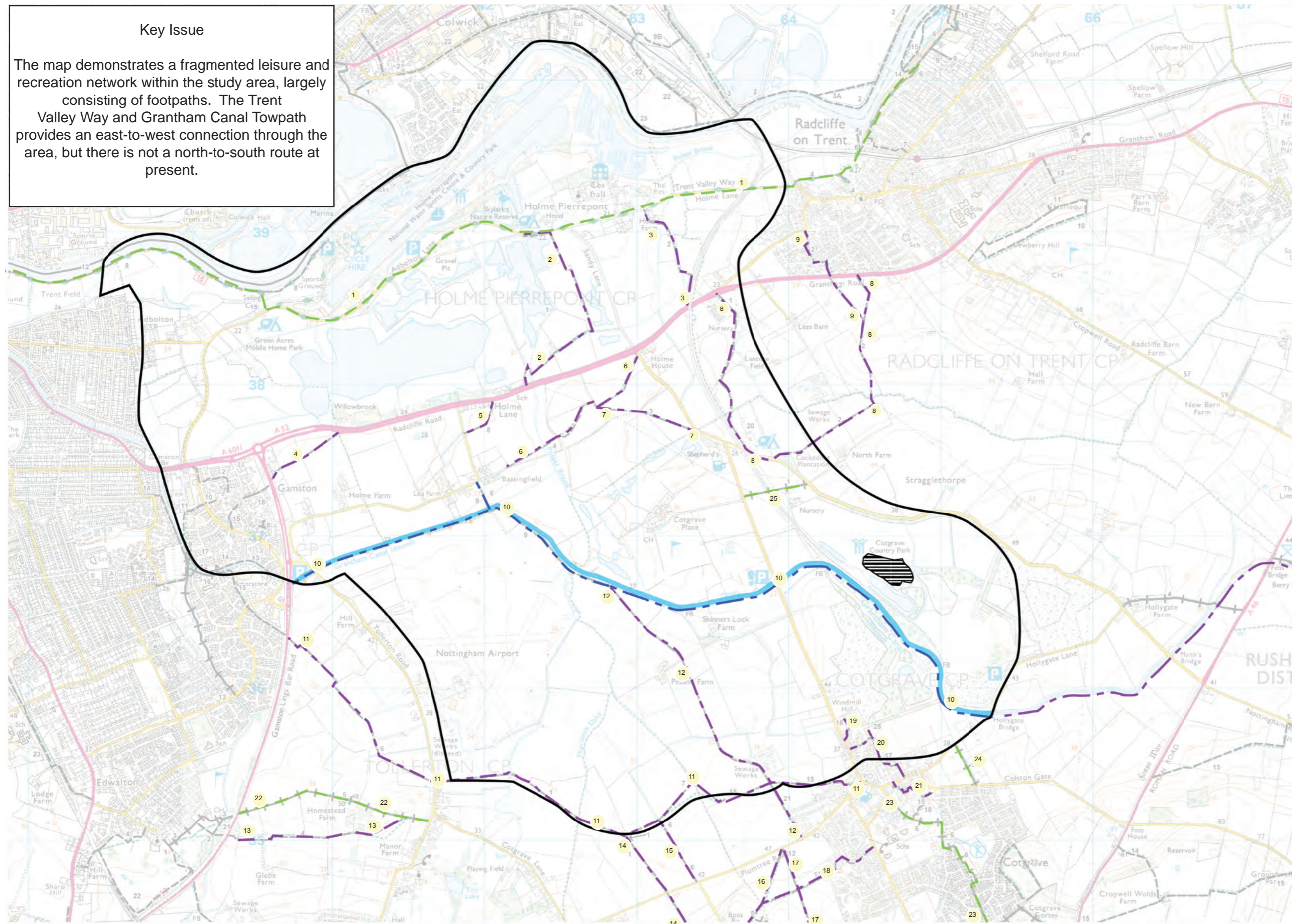
**Key**

-  Existing Footpaths
-  Existing Canal Route and Towpath
-  Existing Bridleways
-  Trent Valley Way
-  Galloping/ cantering points
-  Study Boundary

The numbers associated with each length of route relate to the table in appendix 2 in the masterplan which identifies the current nature and length of each.

**Key Issue**

The map demonstrates a fragmented leisure and recreation network within the study area, largely consisting of footpaths. The Trent Valley Way and Grantham Canal Towpath provides an east-to-west connection through the area, but there is not a north-to-south route at present.



Revision Details	By	Check	Date	Suffix

DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
A	Submitted for Review	X		14/01/09
C	For Construction			
I	For Information			
E	Cost Estimate			
AB	As Built			

Job Title  
**RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE STUDY**

Drawing Title  
**Map 1 Existing Context: Study Boundary & Existing Pathways**

Scale @ A3  
Scale: 1:25,000  
Source: NCC

Drawn	Approved
RP/BW	SBB
Stage 1 check	Stage 2 check
	Originated
	Date
	14/01/09

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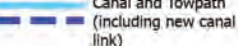





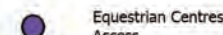
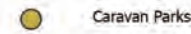
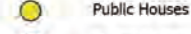
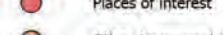
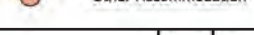


Drawing Number  
**D120103/3/MAP1**



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**Key**

-  Footpath
-  Canal and Towpath (including new canal link)
-  Bridleways
-  Trent Valley Way
-  Gallop/Canter Point
-  Country Parks
-  Nature Reserve/Observation Point
-  Equestrian Centres/Access
-  Caravan Parks
-  Public Houses
-  Places of interest
-  Other Accommodation

Revision Details	By	Check	Date	Suff
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DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
A	Submitted for Review	X		14/01/09
C	For Construction			
I	For Information			
E	Cost Estimate			
AB	As Built			

**RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE STUDY**

**Map 2 Existing Context: Leisure Amenities and Assets**

Scale @ A3 Scale: 1:25,000

Drawn	Approved
RP/BW	SBB
Stage 1 check	Stage 2 check
Originated	Date
	14/01/09

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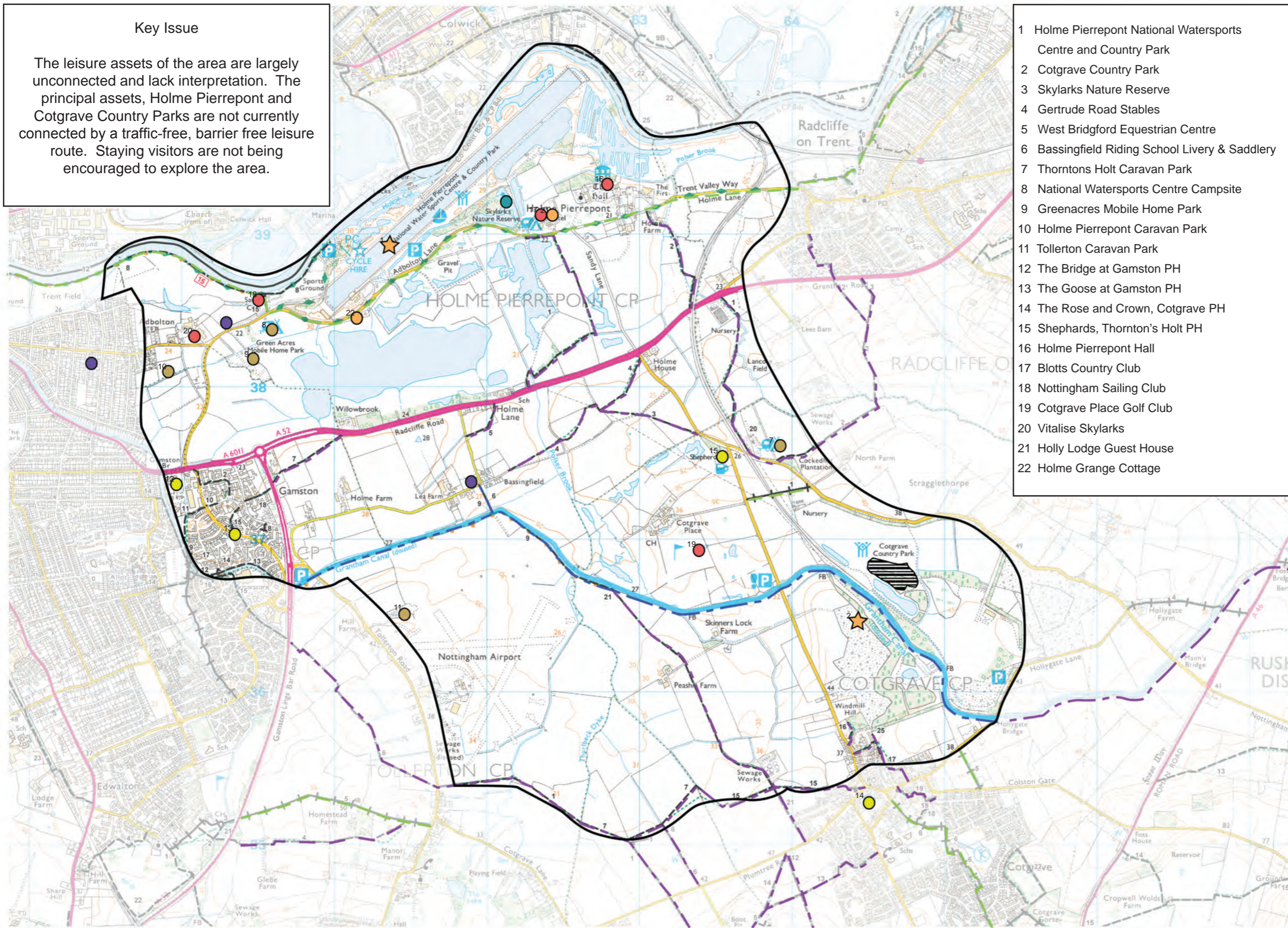


Drawing Number: D120103/3/MAP2

**Key Issue**

The leisure assets of the area are largely unconnected and lack interpretation. The principal assets, Holme Pierrepont and Cotgrave Country Parks are not currently connected by a traffic-free, barrier free leisure route. Staying visitors are not being encouraged to explore the area.

- 1 Holme Pierrepont National Watersports Centre and Country Park
- 2 Cotgrave Country Park
- 3 Skylarks Nature Reserve
- 4 Gertrude Road Stables
- 5 West Bridgford Equestrian Centre
- 6 Bassingfield Riding School Livery & Saddlery
- 7 Thorntons Holt Caravan Park
- 8 National Watersports Centre Campsite
- 9 Greenacres Mobile Home Park
- 10 Holme Pierrepont Caravan Park
- 11 Tollerton Caravan Park
- 12 The Bridge at Gamston PH
- 13 The Goose at Gamston PH
- 14 The Rose and Crown, Cotgrave PH
- 15 Shephards, Thornton's Holt PH
- 16 Holme Pierrepont Hall
- 17 Blotts Country Club
- 18 Nottingham Sailing Club
- 19 Cotgrave Place Golf Club
- 20 Vitalise Skylarks
- 21 Holly Lodge Guest House
- 22 Holme Grange Cottage



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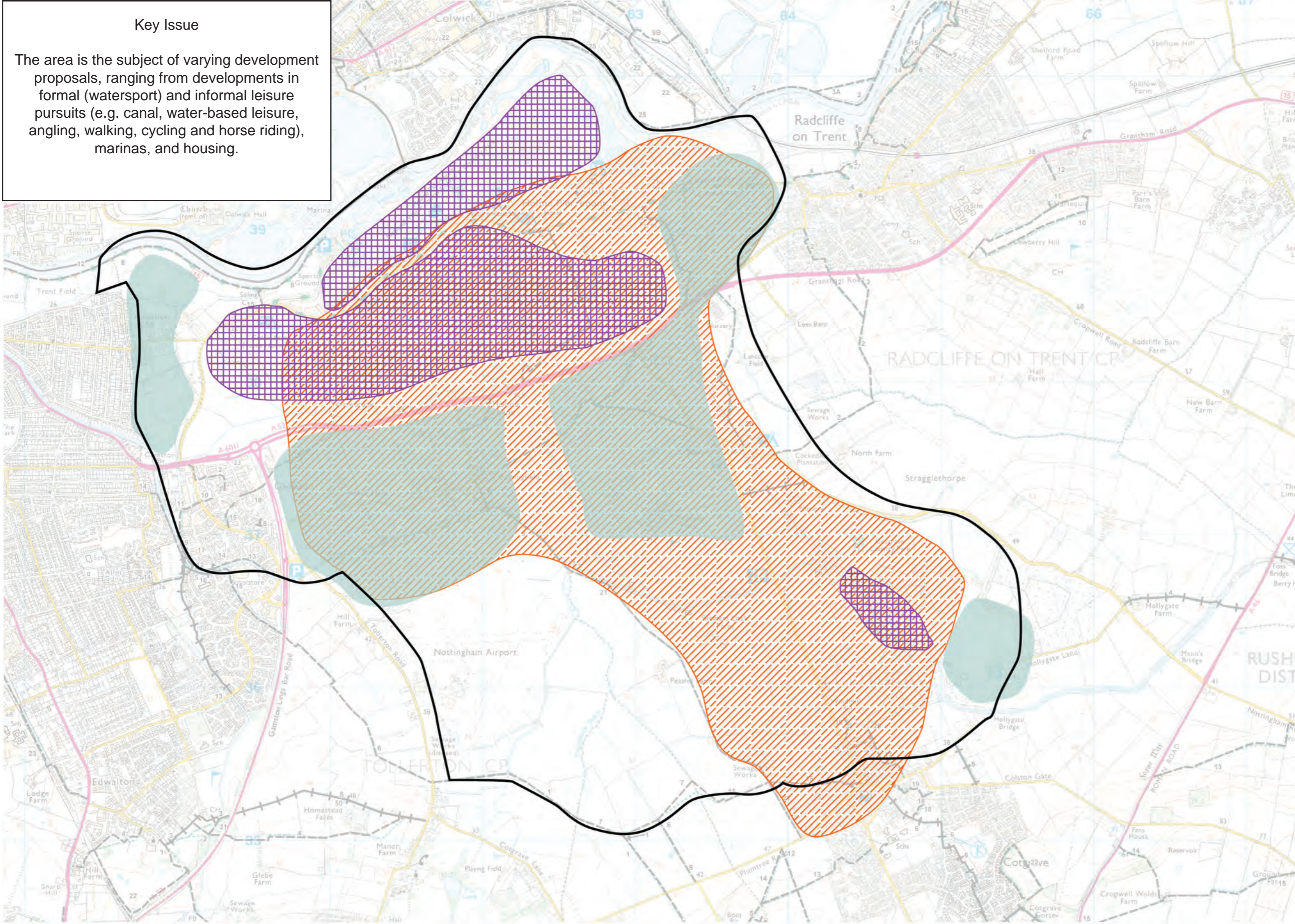
**Key**

-  Opportunities for Outdoor Leisure and Recreation
-  Opportunities for Leisure Development
-  Potential Other Development
-  Study Boundary

This is a graphic representation of the potential areas where development may take place in the future. The areas identified do not represent the actual size of any specific development.

**Key Issue**

The area is the subject of varying development proposals, ranging from developments in formal (watersport) and informal leisure pursuits (e.g. canal, water-based leisure, angling, walking, cycling and horse riding), marinas, and housing.



DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
A	Submitted for Review	X		14/01/09
C	For Construction			
I	For Information			
E	Cost Estimate			
AB	As Built			

**RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE STUDY**

**Map 3 Opportunities for Leisure and Recreation**

Scale @ A3 Scale: 1:25,000

Drawn		Approved	
Stage 1 check	Stage 2 check	Originated	Date
RP/BW	SBB		14/01/09





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Drawing Number: **D120103/3/MAP3** Revision

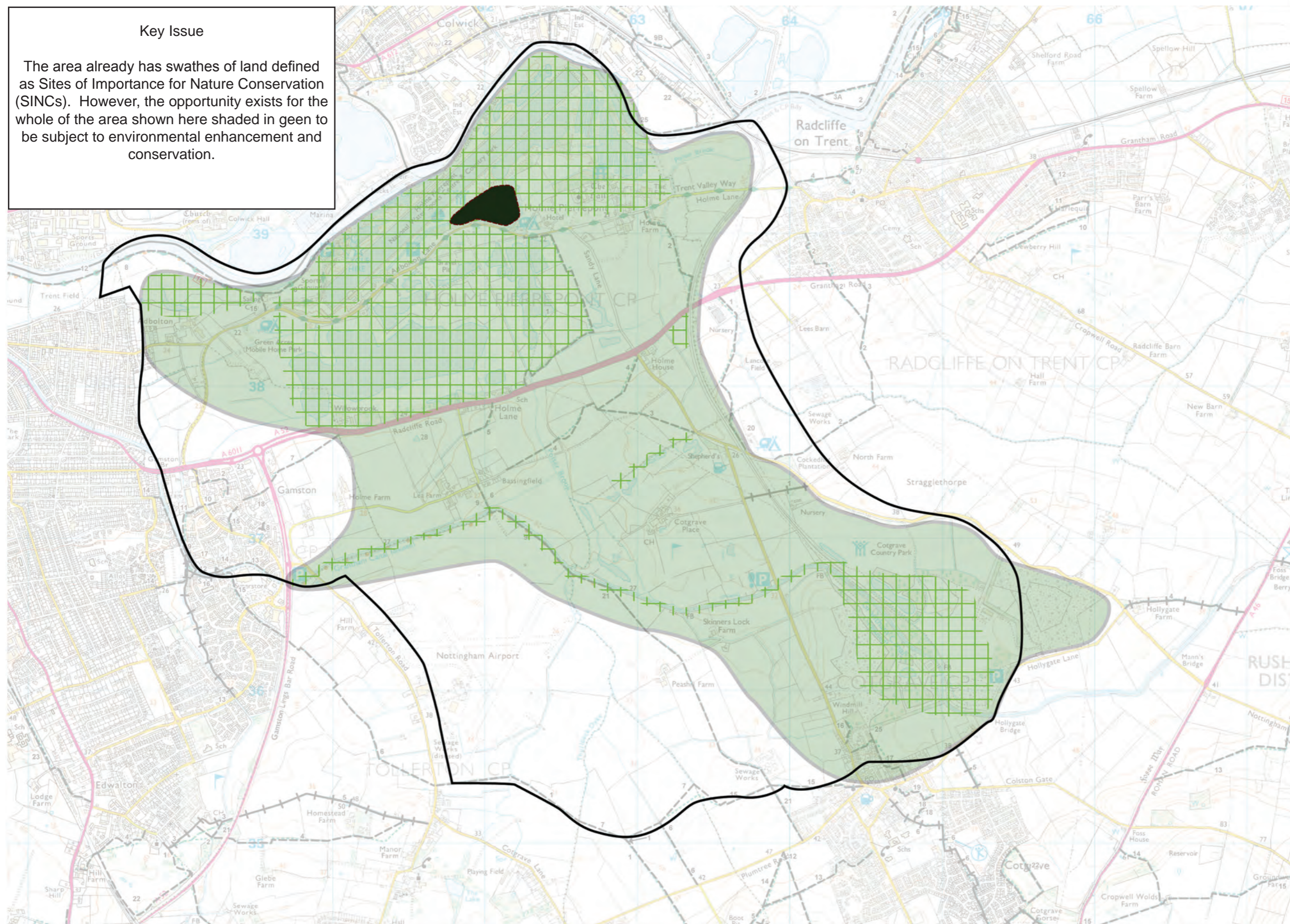
THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

**Key**

-  Sites of Importance for Nature Conservation
-  Skylarks Nature Reserve (NWT)
-  Environmental Enhancement/Conservation Corridor
-  Study Boundary

**Key Issue**

The area already has swathes of land defined as Sites of Importance for Nature Conservation (SINCs). However, the opportunity exists for the whole of the area shown here shaded in green to be subject to environmental enhancement and conservation.



Revision Details	By	Check	Date	Suff

DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
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I	For Information			
E	Cost Estimate			
AB	As Built			

Job Title  
**RIVER TRENT TO  
COTGRAVE  
GREEN INFRASTRUCTURE  
STUDY**

Drawing Title  
**Map 4  
Opportunities for  
Environmental  
Enhancement/  
Conservation**

Scale @ A3 Scale: 1:25,000

Drawn	Approved
RP/BW	SBB
Stage 1 check	Stage 2 check
Originated	Date
	14/01/09

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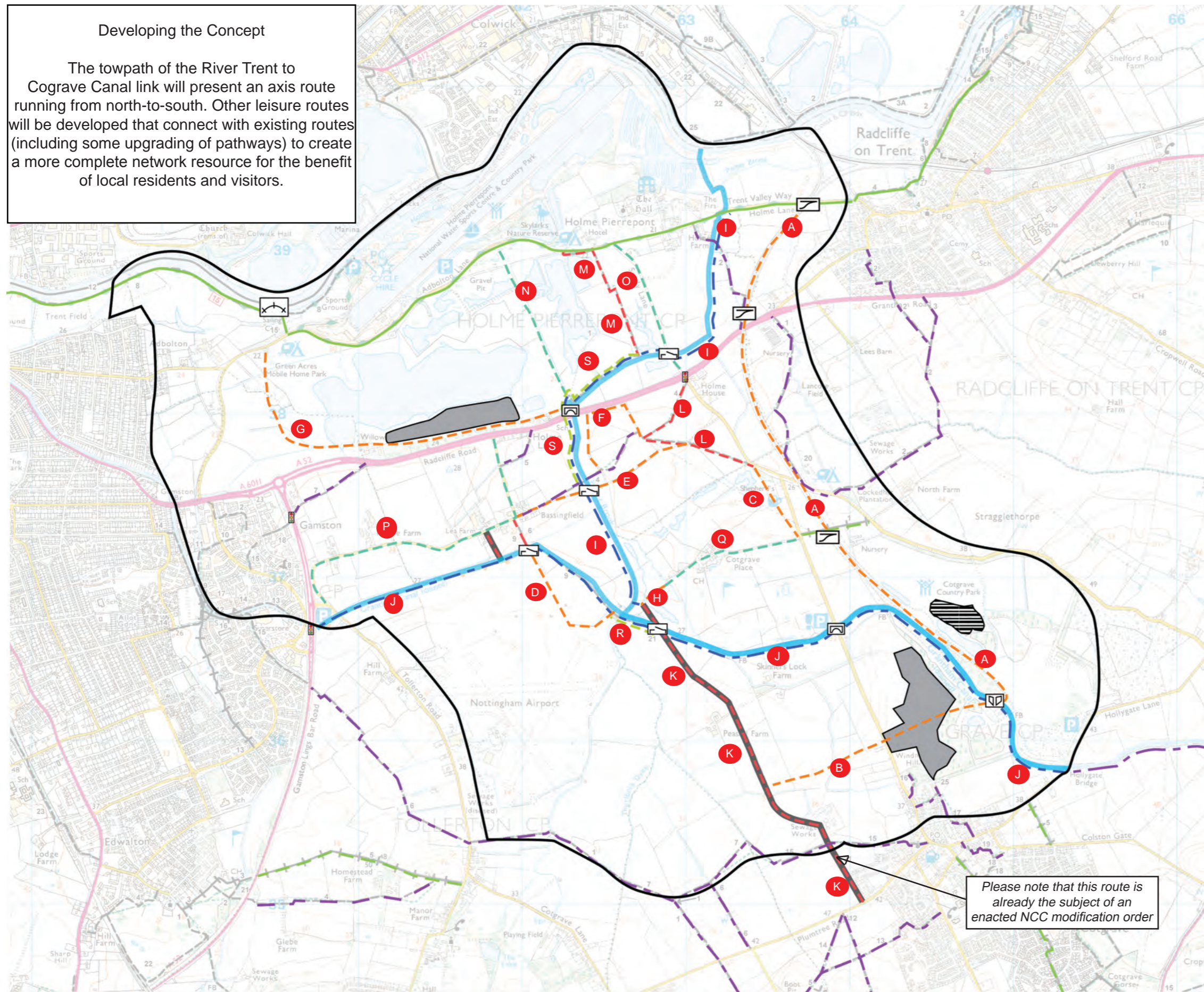
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Drawing Number  
**D120103/3/MAP4**



### Developing the Concept

The towpath of the River Trent to Cotgrave Canal link will present an axis route running from north-to-south. Other leisure routes will be developed that connect with existing routes (including some upgrading of pathways) to create a more complete network resource for the benefit of local residents and visitors.



Please note that this route is already the subject of an enacted NCC modification order

### Key

#### EXISTING

- Footpath
- Canal and Towpath (including new canal link)
- Bridleways
- Trent Valley Way
- Galloping/Cantering Point

#### PROPOSED

- Off Road Multi-user Path
- Upgraded Footpaths to Cycleways
- Upgraded Footpaths to Bridleways
- Segregated Bridleways (along canal only)
- Designated Quiet Lanes
- Multi-user Underpass Crossing
- Swing Bridge Crossing
- Enhanced Public Crossing
- Multi-user Overpass Crossing
- Route Connector
- Modified Lock Crossing
- Galloping/Cantering Points

#### Designated Network Length

Walking: 45.7 km  
Cycling: 31.0 km  
Horse Riding: 19.4km

#### Route Key

- Upgraded Footpath to Cycleway:  
I, J (Canal Towpath)
- Upgraded Footpath to Bridleway  
K, L, M
- New Multi-User Routes  
A, B, C, D, E, F, G, H
- Designated Quiet Lanes  
N, O, P, Q
- Segregated Bridleways (along canal only)  
R, S

Please refer to appendix 3 for more information on the individual route requirements.

DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
A	Submitted for Review	X		14/01/09
C	For Construction			
I	For Information			
E	Cost Estimate			
AB	As Built			

RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE STUDY

Map 5:  
Potential Green Infrastructure Leisure Network

Drawn	RP/BW	Approved	SBB
Stage 1 check	Stage 2 check	Originated	Date
			14/01/09

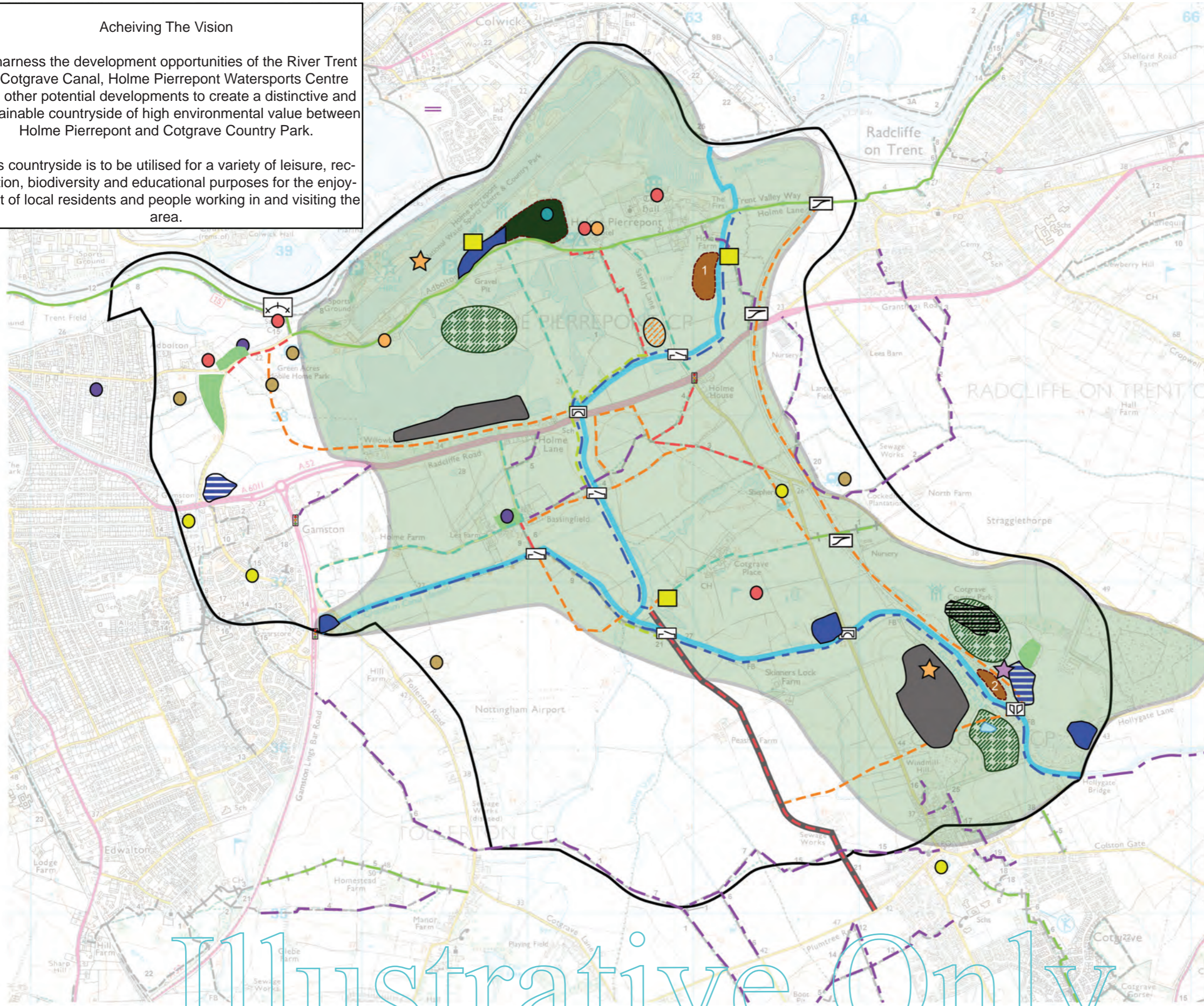
supported by

Project Office:  
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### Achieving The Vision

To harness the development opportunities of the River Trent to Cotgrave Canal, Holme Pierrepont Watersports Centre and other potential developments to create a distinctive and sustainable countryside of high environmental value between Holme Pierrepont and Cotgrave Country Park.

This countryside is to be utilised for a variety of leisure, recreation, biodiversity and educational purposes for the enjoyment of local residents and people working in and visiting the area.



Illustrative Only

**Key**

**EXISTING**

- Footpath
- Canal and Towpath (including new canal link)
- Bridleways
- Trent Valley Way
- Galloping/Cantering Point
- Country Parks
- Nature Reserve/Observation Point
- Equestrian Centres/Access
- Caravan Parks
- Public Houses
- Places of Interest
- Other Accommodation
- Car Park/Access Point

**PROPOSED**

- Off Road Multi-user Path
- Upgraded Footpaths to Cycleways
- Upgraded Footpaths to Bridleways
- Segregated Bridleways (along canal only)
- Designated Quiet Lanes
- Wildlife Access Point
- Environmental Enhancement/Conservation Corridor
- Equestrian Access Point
- Marinas
- New Catering Points
- Dedicated Angling Centre
- Multi-user Underpass Crossing
- Swing Bridge Crossing
- Enhanced Public Crossing
- Multi-user Overpass Crossing
- Route Connector
- Modified Lock Crossing
- Galloping/Cantering Points
- Carpark/ Access Point
- Feeder Lake
- Visitor Centre/Cafe

THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Revision Details		By	Check	Date	Suffix

DRAWING STATUS				
Code	Description	Current Status	Appd	Date
P	Preliminary			
A	Submitted for Review	X		14/01/09
C	For Construction			
I	For Information			
E	Cost Estimate			
AB	As Built			

Job Title

**RIVER TRENT TO COTGRAVE GREEN INFRASTRUCTURE STUDY**

Drawing Title

**Map 6  
Green Infrastructure  
Masterplan:  
The Full Potential**

Scale @ A3 Scale: 1:25,000

Drawn	Approved
RP/BW	SBB

Stage 1 check	Stage 2 check	Originated	Date
			14/01/09

supported by

east midlands development agency

NATURAL ENGLAND

GRANTHAM CANAL PARTNERSHIP

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British Waterways

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Drawing Number: D120103/3/MAP6

Revision