

Grantham Canal Regeneration Project

- Progress Report to IWA Restoration Committee

Presented by:

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Restoring the Grantham Canal - the Last 40 Years

- The 1970's - the **Belvoir Coalfield** hiatus
- Late 80's/ early 90's - **substantial projects** - Denton slipway, Woolsthorpe locks and railway embankment removal, Hickling Basin and 3 miles restored
- Late 90's - **Millennium Bid for Trent Link** project failed
- 2002 - development and presentation of the **Three Shires '3x3' Regeneration Project** - a major regional development opportunity centred around the Grantham Canal
Nottinghamshire : Leicestershire : Lincolnshire
City : Country : Town
Holme Pierrepont : Linear Leisure Park : Grantham Canal Basin
- 2003 to date - revitalised **Grantham Canal Partnership**
- 2005 - appointment of **full time project manager**
- Extensive engagement of **WRG, BITM** and others
- **£6 million of restoration work completed**

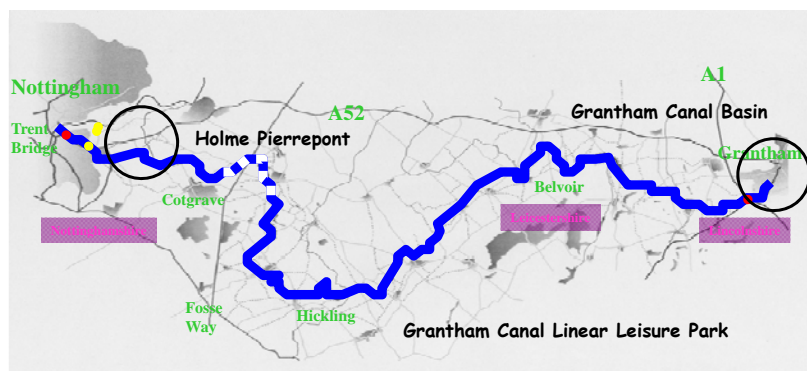
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- **We proposed:**

- A public / private partnership for the reclamation and regeneration of the **Holme Pierrepont** area, to create 'world class' multi-purpose sport, leisure and amenity facilities
- Designation of the greater **Grantham Canal Basin** area as a major redevelopment zone, with restoration of the Canal and Basin as key features at its core
- Creation of a **Grantham Canal Linear Leisure Park** - stretching from Holme Pierrepont to the Grantham Canal Basin - incorporating full restoration of the Canal to navigation and its re-connection to the national waterways network

□ Grantham Canal Partnership 2006

The Grantham Canal



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Grantham Canal



Linear Leisure Park

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Grantham Canal Basin



The Straddle Warehouse
Grantham Canal Basin



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Grantham Canal Basin

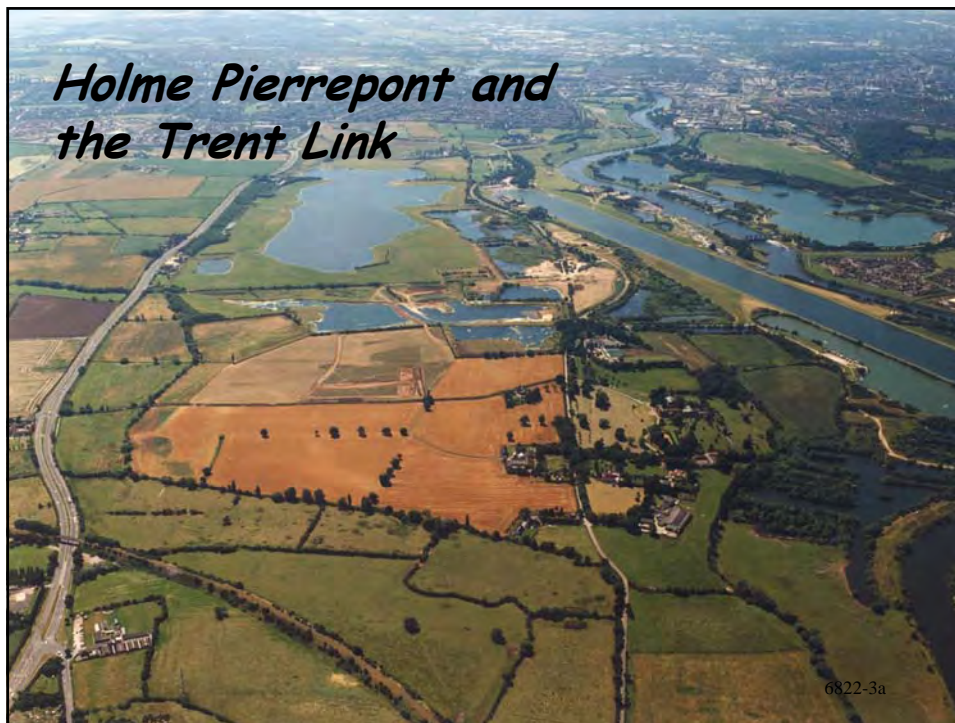
- A c.30 acre 'brownfield' site, around the former Canal Basin
- Within $\frac{1}{2}$ mile of the Town Centre / CBD and Railway Station
- Prime-sited betwixt the A1 and ECML
- Proposed Designation as a major Re-development Zone and a public / private partnership to exploit this wasted opportunity and regenerate the area for multi-purpose commercial, residential and leisure use
- Re-connection of the final mile of the Canal, by tunnelling through the A1 embankment
- Re-creation of the former Basin, as a focal point for the residential and leisure developments - and 33 mile journey from the River Trent
- South Kesteven District Council very committed to project - have invested £100,000 in development studies.

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Holme Pierrepont ... and the Trent Link

- A major, centre-of-country / edge-of-city site
- Commanding the 'gateway' to the Grantham Canal corridor
- 1,000 acres of gravel extraction land with exciting after-use possibilities
- Currently with 28 separate water areas / 19 miles of shoreline
- In the hands of just 3 major (and interested) landowners
 - Nottinghamshire County Council
 - Hacketts
 - Havenwood
- Already an internationally recognised Watersports venue ... but existing facilities are no longer 'best in class'.

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Holme Pierrepont and the Trent Link

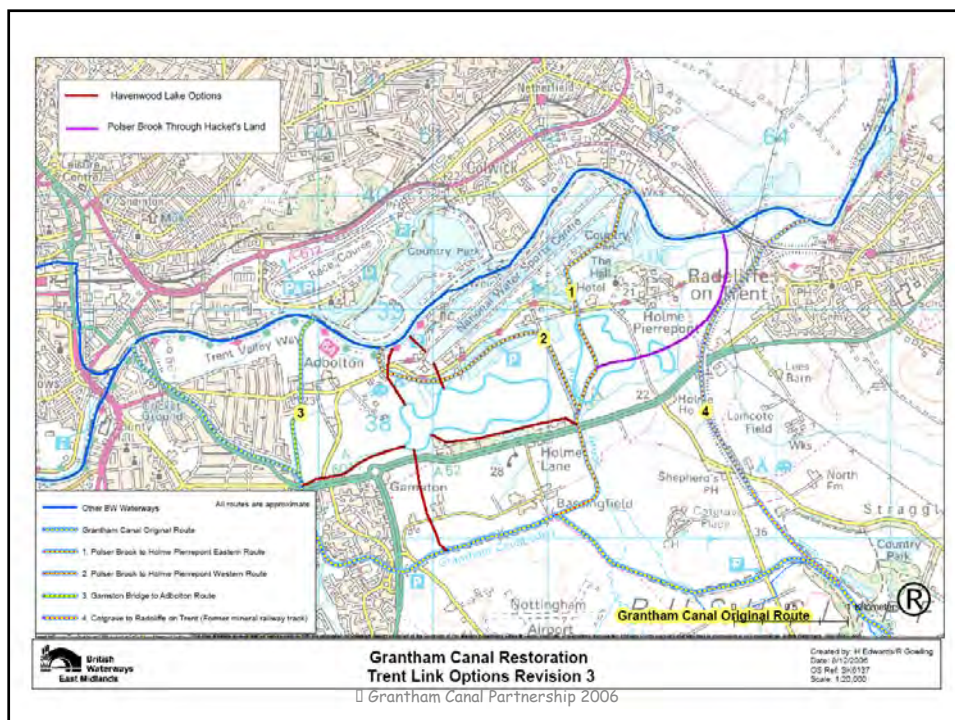
3 Shires Objectives

- To re-establish Nottingham / Holme Pierrepont on the international watersports map, as *the* UK centre for water based sport and leisure activity
- To generate leisure, tourism and hospitality employment, broader economic and social returns
- To improve access to sport and the health and quality of life of the East Midlands' population
- To provide an alternative River Trent / Grantham Canal link
- To complement the Nottingham Waterside and similar developments.

Nottinghamshire County Council

- Owners of Holme Pierrepont Watersports Centre
- Sport England withdrawing grants when lease expires in 2008
- NCC moved to major consultation programme on future use/ development of the area
- NCC statement

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Own
the
land
to
west
of
Polser
Brook
line

The benefits of the Gamston to Holme Pierrepont route

- Link connects at the navigable terminus at Tollerton Road—No dead-end branch
- The shortest possible length -
 Total length of the route = 1.3 miles
 Total length of the canal sections = 0.75 miles
- The least expensive route
- No loss of water to the canal
- No additional lifts other than the A52 crossing and no additional locks required
 - not affected by fluctuations of the river level
 - junction with the river is above Holme Lock where the river level is generally constant
- Offers the most practical engineering solution
- Encourages new and sustainable opportunities for Holme Pierrepont Watersports Centre, ie:
 - Regeneration of the buildings
 - Wide range of water activities
 - Additional outdoor sports & all-family recreation
- Extends existing activities, ie National Cycling Routes, bridle ways & footpaths
- The inclined plane will create an exciting tourist attraction

Holme Pierrepont Watersports Centre



Holme Pierrepont buildings would be retained and converted to provide a wide range of hospitality and recreational facilities to help create a popular tourist



A link directly from the river to the western end of the regatta watercourse would create the opportunity for a deep marina for large river boats without the necessity of a bridge. A dam would extend across the width of the watercourse and banks of the watercourse re-modelled to

GRANTHAM CANAL LINK to the RIVER TRENT



Grantham Canal at Skinners Lock



Junction with the River Trent



Crossing Radcliffe Road (A52)



Havenwood Lake

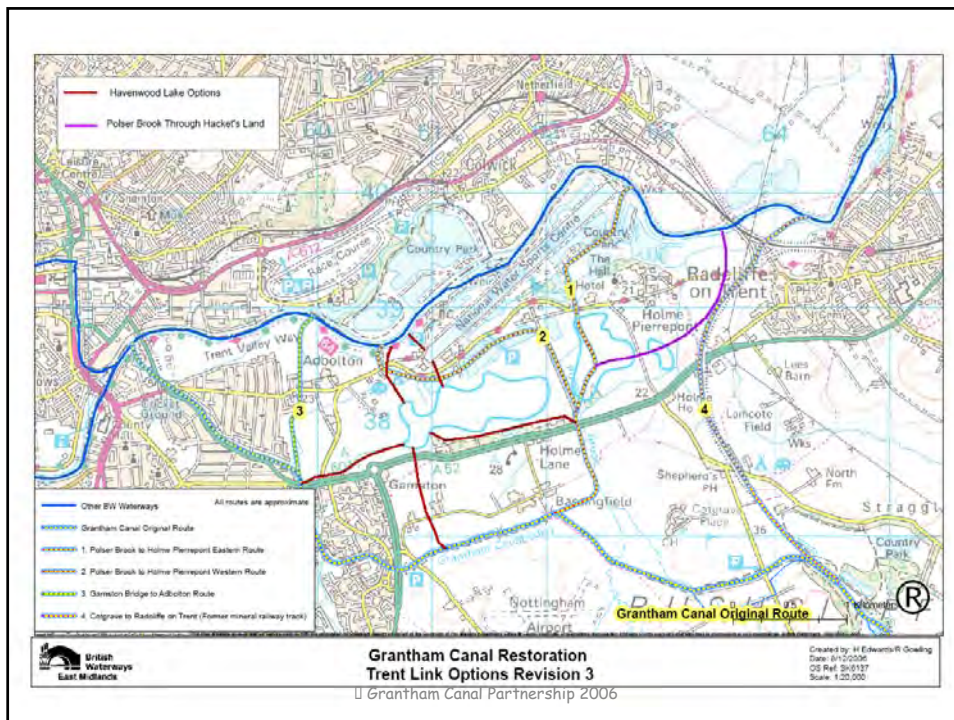


Living Landmarks Bid - The R2W

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Hacketts -

*Landowners to the east of the Polser Brook,
north of the A52*

- Making formal presentation to BW in the new year to show Hackett's proposed route and marina location
- 450 to 600 berth marina suggested
- Initial consultation with Rushcliffe Borough Council planners signalled no foreseeable problem
- Will be reviewed in context of Rushcliffe local plan
- Meeting planned with Nottingham Regeneration



The Partnership has two restoration priorities.

1. Trent Link

Identify, gain consensus and eventually establish 'Trent Link'.



2. Canal Restoration

To establish a working section of canal over a sustainable length A1 to Redmile (9.5 miles.)



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A1 to Redmile Restoration

Opportunity to build on the restored section between the A1 and Woolsthorpe in the 1990's.

Sufficient mileage to generate income.

One of the most attractive lengths connecting Grantham with Bottesford, Redmile and Belvoir Castle

The most cost effective section to restore per mile.

Demonstration model for future restoration

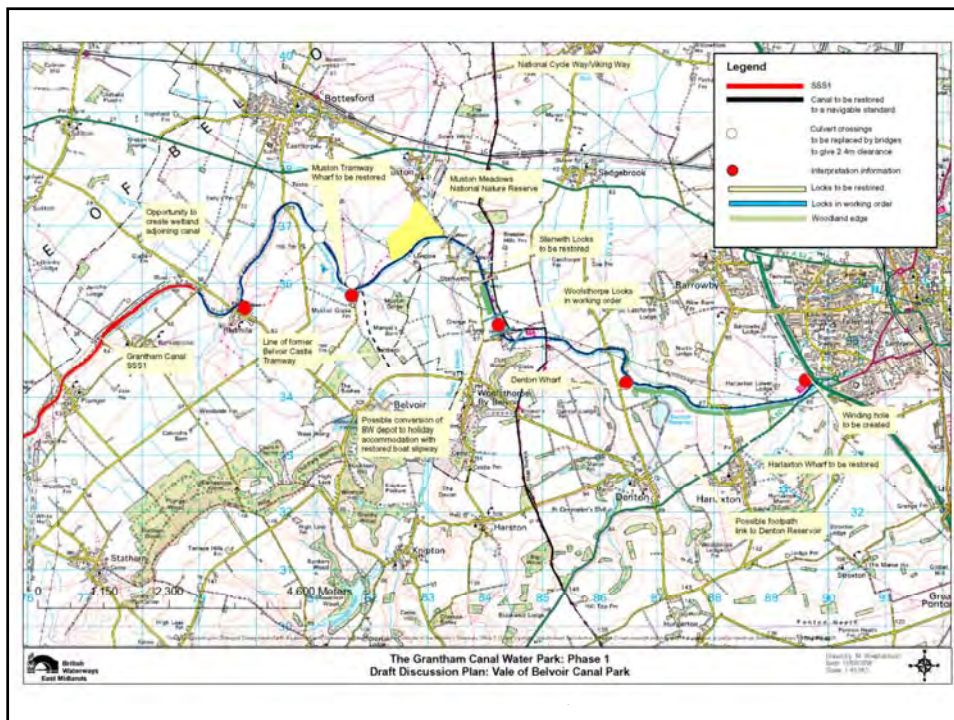
Heritage and conservation – Perhaps the opportunity to create a Vale of Belvoir Canal Heritage Park.

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Possible future development idea to attract grant :-
 The Grantham Canal Water Park
 Phase 1: The Vale of Belvoir Canal Park ?



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Current Initiatives A1 To Redmile

- Engineering appraisal of the A1 to Redmile section of the canal together with detailed costings undertaken June 2006 - £4.6 million
- Voluntary activity – a focussed programme of voluntary activity on the A1 to Redmile section of canal.
- Inland Waterways Association National Trail Boat Festival ‘Grantham on Water’– Spring Bank Holiday 2007
- Focussed programme of British Waterways maintenance activity.
- Funding being raised for the restoration of a derelict former canal stable into canal based holiday accommodation.
- The opportunity to have a traditional working narrow boat on the canal at Woolsthorpe. School link has been established with St Hugh’s College.

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National WRG Bonfire Bash held over weekend 4/5th November 2006. 120 volunteers – focus of work predominantly the Knipton Feeder



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Focussed programme of British Waterways maintenance activity to assist with Trail boat festival. Lock 17 repair, open day 22nd November. Denton Bridge repairs



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Funding being raised for the restoration of a derelict former canal stable into canal based holiday accommodation



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Inland Waterways Association National Trail Boat Festival
'Grantham on Water' – Spring Bank Holiday 2007



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The opportunity to have a traditional working narrow boat on the canal at Woolsthorpe. Refurbishment by St Hugh's College, Grantham



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Restoration of 7km between A1 to Woolsthorpe - Issues

- **Navigable canal** – although 7km navigable by trail boats in 1994 now reduced to 4km due to depth and vegetation.
- **Volunteer input** – due to H and S considerations reduced to very minor works.
- **Sustainability** – for the canal to be given a ‘restored status’. Additional funding per mile over a 20 year period essential. Ranging from £6k to £13k per mile per annum.
- **Restoration / British Waterways** – restoration on category 2 canals a low priority. Restoration Director directors post being absorbed into other posts.

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Submission to EMDA for grant assistance

- Value 350k to cover dredging, tree management, winding hole, wheel chair access.
- Need to demonstrate that spend can be achieved this financial year.
- Sustainability – not prepared to fund just a 3 day event.

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The way forward ?

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