

**APPENDIX A2**

**Public Information and Consultation Event – Comments  
Received**

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## PUBLIC INFORMATION AND CONSULTATION EVENT 24 JULY 2008

### List of Attendees

Contact Name	Company/Organisation
David Lynham Brown, Executive	The Grantham Canal Partnership
Jeremy Dixon	AMScott
Terrance Bauhin	Association of Waterways Cruising Clubs
Angela Cooke	British Horse Society
Ann Ellis - Cotgrave Town Clerk	Cotgrave Town Council
Councillor Ian Shaw	Cotgrave Town Council
Councillor Richard Butler	Cotgrave Town Council
Drew Willkie - Cotgrave Town Chairman	Cotgrave Town Council
Eric Woolsey	Cotgrave Town Council
Carol Collins	Council for the Protection of Rural England (Rushcliffe Group)
Roger Codling	CTC
Melissa Jordan	EMDA
John Brydon	Grantham Canal Society, Deputy Chairman
Ian Wakefield	Grantham Canal Society
Martin Day	Grantham Canal Society
Martin Wakeling	Grantham Canal Society
Mike Stone	Grantham Canal Society
Tony Petman	Grantham Canal Society
Sarah Hill	Greater Nottingham Partnership
Councillor Diane Kidger	Holme Pierrepont & Gamston Parish Council
Councillor Frank Thomas	Holme Pierrepont and Gamston Parish Council.
Nancy Johnson	Inland Waterways Association
Kevin Cotton	Jackson Civil Engineering
Alan Pole	Mosaic Estates **
Graham Day	Mosaic Estates **
David Turner	Nottingham Anglers Association
Adrian Jones	Nottingham Development Enterprise
John McMeeking	Nottinghamshire Wildlife Trust

Contact Name	Company/Organisation
Martin Suthers	Chair of Nottinghamshire Wildlife Trust, County Councillor for Bingham
Valerie Holt	Nottinghamshire Wildlife Trust
Dave Kallows	Parkside Fishing Club
Martin Smith	Chair Notts. Area Ramblers Association Footpath Committee
Councillor Bryan Tansley	Rushcliffe Borough Council, Cotgrave Town Council
Margaret Parrey	Rushcliffe Ramblers
Richard Parrey	Rushcliffe Ramblers
Paul Geary	Self-employed (marinas)
Keith Burton	
James Parker,	Sherwood Farm
D. Martin	Sustrans
Vicky Allen	The British Horse Society
Barry Core	
James Thomas	
Miss E.M (Mary) Mackie	

\*\* separate meeting also held

<b>Additional stakeholders invited to attend</b>	
Stuart Briggs	British Canoe Union
Nick Leuty	Cotgrave Golf Club
Debra Rolfe	CTC National Office *
Mike Oliver	Grantham Canal Partnership
Darren Wilmott	East Midlands Development Agency *
Morgan Wray	Environment Agency, Asset Systems Management
John Croft Jnr	Havenwood Construction Ltd
Cyril Day	Highways Agency
David Kent	National Federation of Anglers
Mike Stancliffe	Network Rail
Ian Bebbington	Nottinghamshire County Council – Holme Pierrepont Project Manager **
Councillor Kay Cutts	Nottinghamshire County Council **
Keith Stevens	Nottinghamshire County Council **
Neil Horsley	Nottingham Development Enterprise *
Martin Gawith	Nottingham Regeneration
Mike Elliot	Radcliffe on Trent Parish Council (Clerk)
Councillor David Bell	Rushcliffe Borough Council
Simon Ricketts	Sport England, Holme Pierrepont Centre Manager
Nicola Jones	SUSTRANS *
Neil Blaquiére	Tarmac ** (meeting with Philip Duncan, Corylus)
Gary Tucker	Taylor Wimpey **

\* alternative attendee attended

\*\* separate meeting held

## Public Information and Consultation Event - Comments Received

Company/Organisation	Individual	Comments
AMScott	Jeremy Dixon	Explained that Cyril Day (HA) deals with all planning applications, Jane Wilkins is the A52 Route Performance Manager for the HA (based in Birmingham). Cyril Day is looking at the planning application for the Cotgrave developments. Amon Harrison is the County Council's Area Manager for County Roads in Rushcliffe and Gamston. He is based at the Gamston depot and could provide comment on crossing of Main Road (eg suitability or otherwise of having a lift bridge at this road). Reason for the A52 crossing being placed where it is (by Bassingfield Lane) was cost. He is currently applying to have Sandy Lane closed to vehicular traffic but will keep it open to NMUs. The A52 Gamston to Saxondale roundabout is one of the most congested stretches in the Area 7 network. Having a signalised NMU crossing at Polser Bridge could have an adverse effect on journey time and reliability. He made reference to the A52 Multi-modal study which was produced by Hyder for GOEM about 2-3 years ago. This identifies protected route corridors including the 4th River Trent crossing and also a route for a grade-separated junction at Gamston (SBB note: Martin Day also referred to this - we need to check the status of this). Requested that we put the display sheets on a CD and send them to him so that he can forward them to the HA.
Anglers Group		The representatives regularly fish in the area and have concerns regarding the potential impacts that the new route would have on drying out the Grantham canal section heading towards Lady Bay Bridge. Kevin Mann helped by explaining the possibility of pumping water from the River Trent up to the Canal where it passes through the Cotgrave Country Park to remedy this.
Angling Society		Issues over how to provide water to the canal route to ensure that their stretch does not run dry.
British Horse Society	Vicky Allen	British Waterways does not like horses on towpaths. Need a separate bridleway and towpath. Also the fishermen need platforms/quiet place to fish as they don't mix too well with horses. A good 'short' ride, perhaps for weekdays would be circular about 5 miles along which will taken an hour. 20 miles is a longer walk. Ideal would be Olympic rings shape with choice of longer/shorter routes. Horses are a big industry locally with snowball effect on economy. Issues over the long term funding for the maintenance of the proposed route. Capital/revenue funding. What materials are proposed for use on the route? Gravel route

Company/Organisation	Individual	Comments
		would suit the horses but tarmac would be more suitable for cyclists (sustrans). Suggested should speak to Tim Hart - Definitive Rights of Way Officer at Notts CC. Also should contact Countryside Access Team.
Cotgrave Town Council	Ian Shaw	Queried where funding would come from. See also additional comments sent in to GranthamCanalLink@scottwilson.com
Council for the Protection of Rural England (Rushcliffe Group)	Carol Collins	Will email comments back. She was prepared for a formal presentation because of the different sessions, but thinks it works well anyway. There has been a last minute application for an eco-town near Cotgrave, not very much publicity at all, it has been submitted to the government for 6,000 dwellings. CPRE have done a study which could be of benefit to the final route. Had issues over the impact that the new route could have over areas external to the site. Concerned with the impacts that the new route would have on habitats surrounding the study area. See also additional comments sent in to GranthamCanalLink@scottwilson.com
Gamston and Holmepierrepoint Parish Council	Diane Kidger	Would like to see circular route for pedestrians, cyclists, from Gamston, along canal and back, along Bassingfield Lane. Crossing of A52 should preferably be opposite Tollerton Lane - not where it currently is. Walkers and cyclists coming from canal tend to climb over safety barriers rather than go up to signalised crossing at Bassingfield Lane. Footway for pedestrians needed at start of Tollerton Lane. Similarly - footway is needed along Bassingfield Lane. She also suggested that a water taxi could be run between Cotgrave and Trent Bridge, via a canal link and with a Park and Ride in the Cotgrave area. Also requested information on what the archaeology finds numbers 133 and 189 are. (SBB subsequently emailed this information to her).
Grantham Canal Society		A good route would provide a circular route where people could take their boats for a run out in the evenings.
Grantham Canal Society	Martin Day	Requested a copy of archaeology map and list of key points for use in GCS newsletter. 12 The Paddock, Bingham, Nottingham, NG12 8HQ. The route needs to enter the river upstream of Holme Lock because fewer boats use the downstream side because it is purely river, all canals being to the west. The

Company/Organisation	Individual	Comments
		'abandoned' section should not be filled in but dredged out to return it to its former beauty.
Grantham Canal Society	Tony Pitman	Are there sufficient funds for the next stage of the appraisal? How many marinas are under consideration? How, or does, the 'ECO' town initiatives have any impact or integration with the Infrastructure survey.
Grantham Canal Society	Ian Wakefield	The route entering the Trent above Holme Lock would make it much easier for boating.
Grantham Canal Society, Chairman	Mike Stone	Contact details: 0115 9313375. 1) Minimise disturbance to archaeological site and listed buildings. 2) Avoid as far as possible site importance to natural environment. 3) Do not breach the flood banks. 4) The option of a canal route east of Holme Pierrepont to Polser Brooke Bridge and Bassingfield meets many of above criteria. 5) Do not overlook water supply for a canal which can be met in ways that do not appear to the considered a) using the existing pipeline from the Trent to the old colliery site. b) Taking water from the existing reservoirs via the length of the canal. Leaks at Cropwell are not a major issue in the overall scheme and can be repaired by modern lining methods. 6) Seven foot wide limit for boats may be acceptable. 7) Towpath not required through A52 bridge. 8) Water levels are important a are run-off to limit silting of canal and remove flood water.
Greater Nottingham Partnership	Sarah Hill	sarah.hill@gpartnership.org.uk Have the team made links with EDAW who are undertaking a refreshed master plan for the Trent River Park area currently? How will each option link with existing network of G1, esp cycle tracks - GNP generally very supportive of multi-user path creation to provide a sub-regional network of pathways. Concerned at potential cost/realism of reinstating the canal given that most (all?) the options require bridging of major trunk roads but pleased to see that at least this exercise should give us a cost estimate for this. Not clear how the various options were selected, would have been useful to see a preliminary analysis of the advantages and disadvantages of each.
Holme Pierrepont and Gamston Parish Council and	Councillor Frank Thomas	He will write in, but would like feedback. Tel 0115 981 6806. Helpful with local information. Rejection of development in Gamston (east of A52, North of Nottingham Airport, south of A52 East of Polster Brook)

Company/Organisation	Individual	Comments
resident of Bassingfield (runs horse-based business)		see June 2008 Tribal report option E and secretary of state ruling. Nottingham Airport may plan to extend airport runway in easterly direction. Brian Wells is contact at airport. Westly section owned by Notts CC, easterly by farmers Hackett's. A bridleway proposal has been made Cotgrave to Basset Hill. Inquiry has/is being conducted (NCC) will know about this. This has been proposed for 200 years. Land mainly arable with main livery stables in area (approximately 400 horses in area). Mr Thomas' concerns include Polser Brook: damage to environment esp riverbank trees. Mr Thomas would like to see gravel pits used for sailing.
Inland Waterways Association	Nancy Johnson	A definite no to horses on the towpath, due to conflict with pedestrians, cyclists and fishermen, and also conflicts with boat users who may not be aware of horses approaching whilst busy mooring up boats etc. Considers that horses would need a separate route. Thinks that a marina at Cotgrave would be used and that it would be a good base for weekend boaters. Thinks that if the Trent Link is created it would help to get funding for further restoration of the canal especially if have a visitors centre at Cotgrave. Likes "route 1" best (as on previously routes map). What about some sort of boat lift at Holme Pierrepont as a tourist attraction? Flagged up the study that was done by Atkins in the 1970s into the Polser Brook. This could potentially be relevant to Scott Wilson's study.
Rambling Association		Mentioned the possibility of linking the new route into the existing footpath in the area.
Rushcliffe BC, Cotgrave TC, Friends of Cotgrave Country Park and a boater	Councillor Bryan Thomas	Queried whether link with end point at Cotgrave would actually be used.
Sustrans	D Martin	Tarmac path would be the most suitable for cyclists.
	James Thomas	James Thomas is son of Frank Thomas. His sister runs a riding school in Bassingfield. James Thomas stated that part of a route shown as a bridleway on the SW constraints and opportunities plan is actually only a footpath. He marked on our plan a bridleway currently awaiting a planning decision / about to be put on the Definitive Rights of Way map. Described route along the canal which would utilise towpath part

Company/Organisation		Individual	Comments
			of way (marked on plan). A circular route from Bassingfield, along the canal along the disused railway and back to Bassingfield was discussed. the Thomas' felt that the signalised crossing at Sandy Lane was safe to use by horses. Ideally would like horses and cyclists on the towpath on part of canal east of Bassingfield - with pedestrians using the off bank. Didn't like the idea of having bridleway on the other side of the hedge along towpath as the ground there is boggy due to drainage direction. See also additional comments sent in to GranthamCanalLink@scottwilson.com
		Paul Geary and Keith Buxton (brothers)	Raised suggestion of inclined plane over A52. Said already had funding for this agreed through discussion with John Croft.
		Miss E. Mary Mackie	Requested we give a copy of her address to Kevin Mann. Address: Rectory Bungalow, Elton, Nottinghamshire, NG13 9LF. Please keep me informed of developments and consultation events relating to this area. Particularly interested in multi-user (walkers, cyclists, equestrians and the HSS Mobile ) routes and their facilities.
Nottinghamshire Trust	Wildlife	Martin Suthers	In an ideal world my first preference both as County Councillor for Bingham and Chair of Nottinghamshire Wildlife Trust, would be for Trent Link Option 3 on the grounds that it follows most closely the historic route of the Grantham Canal. However, I recognise that the cost of crossing the A52 (twice) would be likely to be prohibitive. This makes the Polser Brook Bridge the most practical option for crossing the A52, but both Trent Link Options 1 and 2 would be severely disruptive of the area of major wildlife interest north of the A52 and I could not support either. If the extreme westerly route (Option 3) is not a viable proposition, the route between the Polser Brook Bridge and the River Trent should be as far to the east as possible for the benefit of which housing development east of the mineral railway and a marina close to the canal at Sandy Lane (accessed from the A52) could be an acceptable price to pay.
Nottinghamshire Trust	Wildlife	Valerie Holt	Thank you for the opportunity to discuss issues with you. You will be aware that a baseline ecological survey has been carried out from A52 to Grantham and I hope your ecologist will be using this for assessment of the conservation value of the canal from A52 to Cotgrave, using the information & recommendations given for any new cut of canal, particularly in-line and off-line reserves.

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		<p>In relation to the route options it would seem only 1 &amp; 2 have any future but both cut through sites of importance for NC. The NWT would prefer the @purple@ route, the off-shoot from option 1, that would see the creation of a marina and development between the railway line and Radcliffe on Trent.</p> <p>As chair of the Grantham Canal Partnership Environmental Sub-Committee I would hope that we, as a group, will be able to have dialogue with you on all conservation issues.</p>

## **Additional comments received to GranthamCanalLink@scott wilson.com**

### **1. James Thomas**

I write further to your e mail message of 7 July. As I may not be in a position to attend the meeting at Cotgrave Futures in the morning of 24 July I make the following comments in writing for you to take into account in your study:

1a The meadows lying to the east of the Polser Brook between the Golf Course and the A52 are in the occupation of Bassingfield Riding School which is run by my sister and my parents. Those Meadows rely on the Polser brook as a source of water any development including a new cut would have to ensure that water supply remains available and of the quality. Water drawn from a canal would be still and possibly polluted by boat traffic alternative arrangements would be required if the brook were to be canalised. Access to those meadows for vehicles, machinery, livestock including horses and from Bassingfield would have to be maintained.

1b The meadows themselves are a rare survival in the parish of a landscape that has been mostly destroyed by modern farming methods. Any development should avoid damage to those meadows including damage to the hedgerows and trees. Of particular note in this regard are the pollarded willows which line the east bank of the brook, these should not be damaged.

2a Any plans for public access for pedestrians, cyclists and horse riders need to take account of existing provision (or lack of it) and the desirability of linking routes to create a network. Plans also need to take account of the needs of local businesses and the impact on road safety. Where it is possible paths should be multi use in character to get best value for money and to get the biggest network for all user groups. This should mean new paths should be built of sufficient dimensions to accommodate cyclists and horse riders as well as pedestrians. Where for any reason one of those categories can not be accommodated horse riders should not automatically be considered as the user group whose needs can not be met. In this area there is a massive and obvious demand for of road horse riding routes which in terms of need must take precedence over the claims of other user types. There is, taking into account the cycle tracks on the canal towing path, The A52 and the Holme House to Cotgrave Road already a network of cycle routes. There is no network for horse riders just a series of disconnected cul de sacs which can only be linked by trespass or taking serious risks on the roads. There would be obvious road safety advantages to creating a network of routes available to horse riders. Account needs to taken of the outcome of two local public Inquires into Byways and Bridleways in the study area.

2b The village of Bassingfield needs to be connected to a network for horses given that the largest concentration of horses in the area are kept in Bassingfield (at least 80). This should be the single biggest priority when considering routes for horses. The most sensible way this could be achieved would be by making the existing towing path the basis of a route to Cotgrave Country Park from Bassingfield. This would save the cost of constructing three bridges over the canal and the Polser brook which will be required as a result of the outcome of the recent local public Inquiry into the bridleway from Cotgrave to Bassingfield. Whilst I am aware that BW have a rigid policy of not permitting horse riders on towing paths they have never been able to offer any evidence that horses present a hazard to other users and they should be challenged to justify their policy which threatens public safety and local businesses. Other public bodies including the Environment Agency and Councils permit horses on suitable sections of towing path and riverside paths. In any event so long as the Cotgrave to Bassingfield bridleway remains obstructed because BW have not built the necessary bridges horses will continue to lawfully use the towing path.

2c BW have in 2002 and 2003 agreed that they would make available their land on the off bank of the canal to allow a route for horses from Bassingfield to Cotgrave Country Park this would be a more expensive alternative to what I have discussed in the preceding paragraph

because it would not obviate the need to build bridges over the canal to serve the bridleway past Peas hill farm to the Golf Course. A sensible compromise would be to have a pedestrian route on the off bank with the towing path used by cyclists and horses and those walkers who do not mind sharing a route with horses and cyclists.

2d It should be borne in mind that horse riding can, and at Bassingfield, does provide a method of access to the countryside for the disabled.

2e Bassingfield would also benefit from a genuinely multi user route to Holme House so as to utilise the traffic lights over the A52 at that point to the Byway leading to Home Pierrepont. If the existing road bridge over the Polser Brook is to be used for the new cut it would be hard to make a crossing at that point for walkers, cyclists and horses, it may be better to divert the path via the existing traffic lights at Holme House.

2f Until the recent past the concrete road from Holme Lane to the site of the gravel extraction works at Holme Pierrepont was used by horses as was the road that used to go past Holme Grange to the A52 a new cut could revive those routes.

2g Finally the disused railway to the former Cotgrave Colliery has obvious potential as a multi use route providing a safe crossing over the A52. It is to be hoped that the talk of horse trails is not to be restricted to this as a single token gesture.

If you want me to provide further information on any of the issues I have raised in this message please ask. I look forward to seeing the finished report.

James Thomas

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## **2. Councillor Ian Shaw**

Having attended your display last Thursday I have given much thought to what was explained in reply to my questions. The hope that the green corridor can be created from West Bridgford to Grantham is, I fear, just a hope. If the canal were to be 'in water' for all its length, there are a great number of flattened out bridges that would need to be raised and the cost and maintenance of such a project is so immense that it seems improbable that it will ever be undertaken let alone completed.

It was suggested that among other sources, section 106 money would be used to fund part of the Trent to Cotgrave phase. Virtually the whole of the canal runs through rural countryside and 106 sourced money implies that building and development would be undertaken up to the canal which is not in keeping with the open countryside aspect the canal currently enjoys.

Were a marina to be created at Cotgrave it does not seem feasible that users would sail from the Trent to Cotgrave to visit the marina and then have to turn round and return to the main waterway. Currently it is not possible to navigate beyond a flat bridge leading to the old pit site.

In your letter of invitation, paragraph 3 mentions 'potential future development in the area'. This is of great concern as most of the area is greenbelt and any 'potential development' is likely to be strongly resisted.

As a member of the Grantham canal Restoration Society I would be strongly opposed to any plans that entailed developing up to the existing canal or indeed up to its new link with the Trent if it is ever created.

Ian J Shaw,  
Cotgrave Cllr.

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### **3. Carol Collins (CPRE)**

Thank you for putting on this event and for inviting CPRE to attend the morning session which was useful.

One comment we would make is that there seemed to be no mention of the effects which the creation of a link between the existing Canal and the Trent would have on the rest of the Canal across the Vale of Belvoir - or indeed on the countryside and villages through which it passes. Whilst we understand that the Green Infrastructure Study has to be limited to a specific area, and that most of the Canal is beyond that area, we feel that the study should take account of the fact that there may be constraints imposed by the necessity to conserve the existing biodiversity of the Canal corridor and the desire of residents of villages along the corridor to preserve the tranquillity of their countryside. In planning for a marina at Cotgrave, for instance, the fact that the amount of boat traffic up a restored Grantham Canal may have to be limited to prevent damage to the ecosystem of the more sensitive stretches is a relevant piece of information, but there seemed at the exhibition to be no awareness of the recently completed Ecological Study which made recommendations on this?

Carol Collins, Hon.Secretary, Rushcliffe Group of CPRE (Campaign to Protect Rural England)

### **4. Martin Smith (Ramblers Association)**

Dear Sirs. May I first express my concerns that although the scheme will probably involve rights of way issues that the Ramblers Association were not considered as a stakeholder. Hopefully as the consultations move on we can be involved in the process. We do support the scheme as from talking to your representatives at p.m. the event provisions are being made for multi user towpaths at the side of the canal link. It would be great if the r.o.w. network could be worked into the scheme to maybe create some circular walks using the towpath and wherever possible bridges included to connect existing paths and any additions to the canal path. LINK 1 would be our preferred route using the polser bridge, hopefully this will allow sufficient width and height for land and water users. We also hope that there will be a suitable width to allow the various types of users such as walkers,cyclists and horses to be able to safely use the towpath without hinderance or conflict. LINK 2 would be another excellent route with the same benefits as L1.LINK 3 must be a little more challenging with the floodplain status and would involve many expensive road alterations. LINK 4 may be a little narrow for a canal and path but would make a wonderful multi user route across the busy A52 which could tie in with a path along the Trent or Holme Lane. My address is ..... ..and on behalf of the Ramblers Association would look forward to being involved in the future.

Yours Sincerely

Martin Smith (Chair Notts.Area Ramblers Association Footpath Committee)

Scott Wilson comment: The Ramblers Association were invited; Richard and Margaret Parrey of Rushcliffe Ramblers attended.

### **5. David Ward (Radcliffe on Trent Cricket Club)**

Unfortunately we were unable to attend the consultation evening as we only belatedly find out about this event. Should we have been notified directly?

Radcliffe on Trent Cricket Club have a direct interest in this scheme as one of your route options proposes using the old railway line that forms one boundary of our ground and our initial view is that this could severely impact upon our use of the ground. At this stage we would need to see more detail of what the scheme entails to assess the impact more specifically.

Can you please tell me if any firm views have arisen from the consultancy event as to your preferred option? I would ask that any contact that you wish to make with the cricket club is directed for my attention either by email or to my home address .....

David Ward, Secretary, Radcliffe on Trent Cricket Club

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#### **6. Terence Balchin (IWA, AWCC, NABO and DMBC)**

In my view having seen the consultation document and commenting both from a boat owners, Industrial Archaeological and Heritage point of view, I make the following points.

- My preferred route is the original route from the river Trent at Lady Bay. Now that option three is so close to the original route it seems penny pinching not to explore the original route in the consultation. This route would involve some major road realignment, but only for short stretch, but the benefit of seeing boats travelling along the canal in West Bridgford would be an enormous boost to the community. I urge you to consider this route in your feasibility study.
- My next choice is option three as this takes in much of the original route, and is the shortest and it seems to me the easiest for the engineering work. It also takes the link from the River Trent above Holme Pierrepont Lock. From a boating point of view this is of significant importance psychologically, by not having to go through a big Trent Lock.
- The financial benefits to the community in West Bridgford would be lost if any of the other options; two, one and four were chosen.

I would like to be kept informed of the progress of the study.

I am a member of the Inland Waterways Association (IWA), The Association of Waterways Cruising Clubs (AWCC), National Association of Boat Owners (NABO) and Derby Motor Boat Club (DMBC) as well as other boating organisations, and have been travelling the waterways for over thirty years.

I wish every success for the restoration of the Grantham Canal, and look forward to travelling on it in my lifetime.

Terence Balchin

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