

# Back from the Dead!!

Enthusiasts jubilant after saving lock from operational destruction!

**The Top Lock at Woolsthorpe suffered a partial collapse last year and British Waterways, unable to meet the cost of repairs under the current economic climate, reluctantly planned to fill it in with ballast. But members of the Grantham Canal Society refused to accept defeat and appealed to partners and sponsors to come to the rescue of the lock and restore it to working order. So keeping the canal open. FRACTURED**

Woolsthorpe Top Lock was built as part of the

backed with concrete to the top. The original copings will be reused.

### VITAL FUNDING

Mike Stone, Chairman of the Grantham Canal Society saw it as a burial and that was unacceptable. Not only would it have destroyed the lock, it would have reduced to rubble our plans to extend the navigable stretch of canal. Canals and their towpaths attract walkers, cyclists, anglers, wildlife and, of course boaters. They give pleasure to people on all sorts

of levels. This is not about pre-

building our communities and in-

members worked furiously to at-

tract vital funding and were ex-

cited and relieved to win support

from a number of sponsors. This

included a £100,000 legacy from

the Inland Waterways Association

and significant grants from the

East Midlands Development

Agency and Lincolnshire Water-

will breathe new life into

Woolsthorpe Top Lock which had

T

ç

ç

ç

ç

ç

ç

ç

ç

ç

ç

ç

ç

ç



A recent photo by Peter Stone shows the progress of the works on Lock 18

original canal, which opened in 1797, but the off-side wall was completely rebuilt, around 50 years after opening, due to pinching. The offside lock wall has now fractured longitudinally at invert level, possibly due to leakage above the lock percolating through the ground at the back of the brickwork. The proposed work entails demolition in sections of the offside wall to below invert level, sealing the points of leakage, replacing the damaged brickwork utilising concrete underwater and with bricks

IWA funding was provided from a legacy of £100,000 from the estate of Charles Woodman, who was an engineer in Nottingham until his retirement and boated extensively in the River Trent area for many years. Additional funds raised by IWA included a grant of £40,000 from the Lincolnshire Waterways Partnership, which is a group of organisations promoting improvement works in Lincolnshire. Grantham Canal Society additionally

(Continued on page 4)

YOU CAN NOW MAKE AN EVEN BIGGER DIFFERENCE!!!  
Go to p.7 and use the membership application to GIFT AID your subscription

## LATEST NEWS

### WORK STARTS AT WOOLSTHORPE

**G**reat news - Morrison Construction started work on the restoration of Lock 18 at Woolsthorpe in December, reported on the front page.

#### APPROVAL

We have had considerable funding support from several sources and British Waterways have given their approval to proceed with the project. Prior to the Christmas break site work was confined to preparation including provision of access roads, gates, security fencing, etc. Most of the old lock wall has been removed and significant volumes of concrete poured to provide a solid foundation. Water ingress from above the top gate, which caused the wall failure, has also been stopped. Currently, delays by weather are hindering progress! Target completion date is end of February

#### VISITORS

If you wish to view the work please use the canal towpath which remains open and stay behind the safety fencing at all times. Visitors are not permitted on the work site. Photographs of the restoration will be added to the Society website [www.granthamcanal.com](http://www.granthamcanal.com) as the work progresses

### COMMITTEE CHANGES

**W**e are delighted that two members have been coopted to the society committee they are:-

Jo Belton who will take responsibility for Fund Raising concentrating particularly on sources of significant funds to support major restoration schemes

Peter Stone, who is the secretary of the Grantham Canal Partnership, and will enhance the close working relationship between the Partnership and the Society

Martin Wakeling has left the committee due to personal commitments and we thank him for his significant role in successfully producing three editions of the newsletter during 2008.

## Can you help?

The Society needs a **Minutes Secretary** to attend Committee meetings of the Society and record decisions, significant discussion items and action points. Meetings are held every two months, usually on the second Wednesday at 7.30pm at Cropwell Bishop. The committee would like the minutes to be issued within one week of the meeting taking place. Whilst the use of a PC and access to e-mail is not essential it would significantly assist the post-holder in communications to committee members. The position is honorary

## CYCLISTS

*Your help would be appreciated too - The section of grass towpath alongside the SSSI between Harby and Redmile is becoming very muddy this winter due, in part, to the number of cyclists using it. This is having a detrimental effect on the protected plants on the canal bank and causing concern. It would be appreciated if cyclists could use an alternative route during and following wet weather as otherwise the towpath may have to be closed to enable the plants to recover*

## INITIATIVES

**W**hilst there has been little visual progress on the canal there are several initiatives which have required the considerable time commitment by some committee members. In addition to the mass of work done in respect of the Lock 18 restoration project, your committee have been in discussion with five potential property developers of sites adjacent to the canal, highway authorities, farmers and land owners, possible suppliers of a trip-boat, our friends restoring the work-boat, other canal users and, of course, our friends at British Waterways. All of this takes up significant amounts of time and energy and offers little in the way of visual evidence of progress but is absolutely vital groundwork to progress the restoration and development of the canal corridor.

## HOW TO CONTACT THE SOCIETY.

[www.granthamcanal.com](http://www.granthamcanal.com)

Mike Stone  
chairman@granthamcanal.com  
0115 931 4508

Michael Oliver  
secretary@granthamcanal.com  
07713 265072

Leigh Hood  
restoration@granthamcanal.com  
01400 281648

Angie Howard  
Membership  
angie.howard@granthamcanal.com  
0115 989 9612

Phil Holt (Editor)  
07967 633416 or e-mail at  
philholt03@sky.com

Kevin Mann  
(Grantham Canal Regeneration Manager)  
01636 675770



Grantham Canal Society



Inland Waterways Association



LINCOLNSHIRE COUNTY COUNCIL



Melton Borough Council



Nottinghamshire County Council



Rushcliffe Borough Council



ENGLISH NATURE

< Y U f ' m Y Å "

# Trent Link (River Trent to Cotgrave) Green Infrastructure Master Plan Public Information Event

**To be held at:- Grange Hall, Vicarage Lane, Radcliffe on Trent, Nottingham, NG12 3JG. Thursday 19th March**



*The Canal at Cotgrave*

## Trent Link Green Infrastructure Master Plan

*This event presents the Trent Link Green Infrastructure Network Master Plan proposals. The proposals are the result of the River Trent to Cotgrave Green Infrastructure Study, which was commissioned by*

*the Grantham Canal Partnership to look at the creation of a Green Infrastructure landscape corridor between the River Trent and Cotgrave Country Park. Key features of the Master Plan include:*

- z' a navigable link between the Grantham Canal and the River Trent;*
- z' new multi-user routes for use by pedestrians,*
- z' cyclists and/or horseriders, including use of the disused mineral railway line;*
- z' enhanced links between Cotgrave and Holme Pierrepont County Park;*
- z' a canal boat marina at Cotgrave Country Park.*



*The event will take the form of a presentation followed by the opportunity for members of the public to ask questions and view plans.*



**7.00pm - 8.30pm  
(Doors Open at 6.30pm)**

Logos of sponsors and partners: Scott Wilson, Grantham Canal Society, British Waterways, Natural England, east midlands development agency, The Inland Waterways Association, Nottinghamshire County Council, and Rushcliffe Borough Council.



# STRIKING A BALANCE

# ACCESS AND CONSERVATION IN HARMONY

Following a report to the Executive committee by Paul Abel on canoe access in the Melton BC area of the canal, further studies are under way into the removal of silt from this stretch - possibly with a view to storage and improvement of 75,000 tones for eventual re-sale as fertilizer. There was, however, a level of doubt that these proposals, although sustainable, took sufficient account of the Ecological Impact Study map of priorities for the canal.

## RARER SPECIES

A visit to the section in question was made by the Environmental Sub Group in August of 2008 where, on a beautiful sunny day, the group walked from Redmile to Bottesford bridge and back, using the map and surveyors reports to check for the rarer species. It was felt that these species, such as the Flowering Rush (pictured), should be marked to prevent them being dredged out or covered by the dredging, with the consequent negative impact on invertebrates such as the dragonfly. There were also several overhanging willows that would have to be worked on before dredging out of the nesting season and with the owners consent, of course.



Overall, the group felt that dredging the section would not damage the environment and could actually improve the habitat provided that the work was carried out sensitively. The preliminary tests were to be carried out by Tim Hall Assoc.(silt suitability) and Golder Assoc.(decontamination) and that funding was to be provided by Welland SSSP and Melton Borough Council. Anna Collins, of Natural England, was to develop the parameters for dredging in the rest of the section, which is a Site of Special Scientific Interest, taking account of the group feeling that a substantial marginal fringe should be retained by cutting a central channel - further complicating her task is the fact that the Grass Wrack Pondweed (for which this part of the canal is designated as an SSSI) requires open water to thrive, thus requiring an element of compromise between this and the value of the reed bed itself. The funding could well be available for this within 3 years and that a feasibility study is to be undertaken using money allocated from landfill taxation.

## PRELIMINARY TESTS

Overall, the group felt that dredging the section would not damage the environment and could actually improve the habitat provided that the work was carried out sensitively. The preliminary tests were to be carried out by Tim Hall Assoc.(silt suitability) and Golder Assoc.(decontamination) and that funding was to be provided by Welland SSSP and Melton Borough Council. Anna Collins, of Natural England, was to develop the parameters for dredging in the rest of the section, which is a Site of Special Scientific Interest, taking account of the group feeling that a substantial marginal fringe should be retained by cutting a central channel - further complicating her task is the fact that the Grass Wrack Pondweed (for which this part of the canal is designated as an SSSI) requires open water to thrive, thus requiring an element of compromise between this and the value of the reed bed itself. The funding could well be available for this within 3 years and that a feasibility study is to be undertaken using money allocated from landfill taxation.

Overall, the group felt that dredging the section would not damage the environment and could actually improve the habitat provided that the work was carried out sensitively. The preliminary tests were to be carried out by Tim Hall Assoc.(silt suitability) and Golder Assoc.(decontamination) and that funding was to be provided by Welland SSSP and Melton Borough Council. Anna Collins, of Natural England, was to develop the parameters for dredging in the rest of the section, which is a Site of Special Scientific Interest, taking account of the group feeling that a substantial marginal fringe should be retained by cutting a central channel - further complicating her task is the fact that the Grass Wrack Pondweed (for which this part of the canal is designated as an SSSI) requires open water to thrive, thus requiring an element of compromise between this and the value of the reed bed itself. The funding could well be available for this within 3 years and that a feasibility study is to be undertaken using money allocated from landfill taxation.

Sources: Environmental Sub Group meeting minutes June 08 and Site Visit Report by Val Holt of Notts. Wildlife Trust August 08

(Continued from page 1)

raised a further £35,000 from the East Midlands Development Agency, which has previously funded extensive work on the Woolsthorpe to Grantham section of the canal.

## WONDERFUL SUPPORT

tunate to receive the substantial legacy from Mr. Woodman. The restored lock will be a fitting tribute to his generosity. There are so many people to thank, but especially John Baylis from the Inland Waterways Association for his personal perseverance on our behalf and John Moulsher who has identified and negotiated with a contractor, Morrison Construction (part of the Galliford Try Group), who started work on the restoration of the lock in December. The picture on the front page was taken in early February and, as you can see, the works are well under way!

# John A. Stephens Ltd.

## Builders Merchants

### Serving the East Midlands

Visit our website—[www.johnastephens.co.uk](http://www.johnastephens.co.uk)

Tel: 0115 941 2861 Fax: 0115 948 3362

E-mail: [enquiries@johnastephens.co.uk](mailto:enquiries@johnastephens.co.uk)

Castle Meadow Road, Nottingham, NG2 1AG

The Grantham Canal Partnership and the restoration team wish to thank John A. Stephens Ltd for the material support and encouragement they have provided over the last year.

*Please support our sponsors and recommend them to your colleagues and friends.*

# Walking the Grantham

## The Cotgrave Circular

Distance: 5 miles (approx.)  
 Time Required: 2 - 3 hours  
 Terrain: Level  
 Parking: Tollerton Rd. Car Park

### Introduction

This circular walk follows the canal by the side of Nottingham airport and skirts the edge of Cotgrave village before returning past the old aerodrome buildings to the canal. There is the opportunity to be joined at several points but is described from the Tollerton Road Car park.

### Section 1

From the car park, turn right on to the canal tow path, and continue straight on. After a few metres one of the many mile posts that still survive, giving the distance from that point to the junction of the canal with the River Trent at Trent Bridge, can be seen in the hedge on the right hand side. After a kilometre the canal turns right and from this point it is possible to see the golf course at Cotgrave Place and the site of the old Cotgrave colliery beyond. On the edge of the airport a number of pillboxes left over from the Second World War can be seen.

**The landowners in this areas were given special exemption from paying the 2½d. toll at Trent Lock by an Act of Parliament in 1793. this was passing through their land.**

Follow the tow path, looking out for where the

*N q e m " M g g r g t ø u " E*

Polser Brook runs under the canal, a small canal basin and the remains of a swing bridge. Just a few metres after this there is a stile on the right hand side. ( from here there is the opportunity to continue straight ahead along the canal towpath to the locks).

### Section 2

Go over the stile on the towpath, and cross diagonally left over the field to the hedge corner by

*Airport Hangar Buildings*

*ø u " q w v*

the waymarked post. Continue up along the farm track, keeping the hedge on the right, and cross over the track leading to the farm house to the stile opposite. After passing in front of the stables, go over two stiles to enter a long narrow field and follow the path, keeping the hedge on the right hand side. The path now follows a cinder track which becomes Woodgate Lane and eventually leads to the edge of the village of Cotgrave.

### Section 3

After passing the water treatment works on the left hand side, turn right off Woodgate Lane through a metal field gate and along the path by the hedge. Follow the field boundary around to the waymarked post and on to the footbridge. After crossing the bridge, head diagonally left, aiming for the oak tree in the hedgerow, and go straight across the next field heading for the fingerpost on the far side. the path crosses a farm track and goes straight across the next field to a gap in the hedge which is clearly marked by a footpath signpost. From here on you begin to get good views across the airstrip of Nottingham Airport. Continue diagonally right, heading for the waymarked post in the far

*e c p*

*(Continued on page 6)*

(Continued from page 5)

hedge, and go over the ditchboard. To cross the next field aim for the large airport hangar in the distance and, on reaching the far side, go through the gap in the hedge which is clearly waymarked. Turn sharp left across a small section of field towards a wooden footbridge and, after crossing it, continue down the farm track to Tollerton Road.

Section 4

Turn right down Tollerton Road, keeping as much as possible to the grass verge. Although the road is fairly quiet, there are a number of vehicles which deliver to the small industrial units at the airport.

**The Lord Mayor of Nottingham officially opened the airport in 1929; ironically, in the same year that the canal was closed to all traffic. Light aircraft from the air training school can often be seen using the runway, practising take-offs and landings. As the road drops down towards the canal there are good views over West Bridgford and Nottingham.**

Just before the road crosses the canal, turn back in to the car park.

**DISCLAIMER**  
The GCP/GCS may not agree with the ideas and opinions expressed in this journal but encourages their publication as a matter of interest. Nothing herein may be construed as a policy or official statement unless so stated.



*Like walking the Grantham? - k \ m ' b c h ' ] b j Y g h ' ] b ' U ' W c d m  
7 U b U ' i ž ' U ' Z i ' ' ' W c ' c i f ' [ i ] X Y ' h c ' h \ Y ' W U b U ' ž ' k ] h  
walks in the canal corridor - only £6 from the Membership Secretary (address on p.2)*



