

1

Lakes 'n' Locks

→

4.2m

1h34min

41min

2

Interactive Heritage Tour

→

5.3m

1h55min

28min

3

The Wild Walk

→

1.3m

29min

7min

The Four Locks

→

2.6m

57min

13min

Through the Bridges

→

1m

21min

5min

KIVETON PARK STATION

KIVETON WATERS

EAST OF M1 - SPRINGFIELD FARM

NORWOOD LOCKS

NORWOOD INDUSTRIAL ESTATE

ROTHER VALLEY AND NETHERMOOR LAKE

KILLAMARSH NEW DIVERSION

RAILWAY MILE

RENISHAW CORRIDOR

PUDDLE BANK

BELLHOUSE LANE

STAVELEY BASIN

STAVELEY HALL

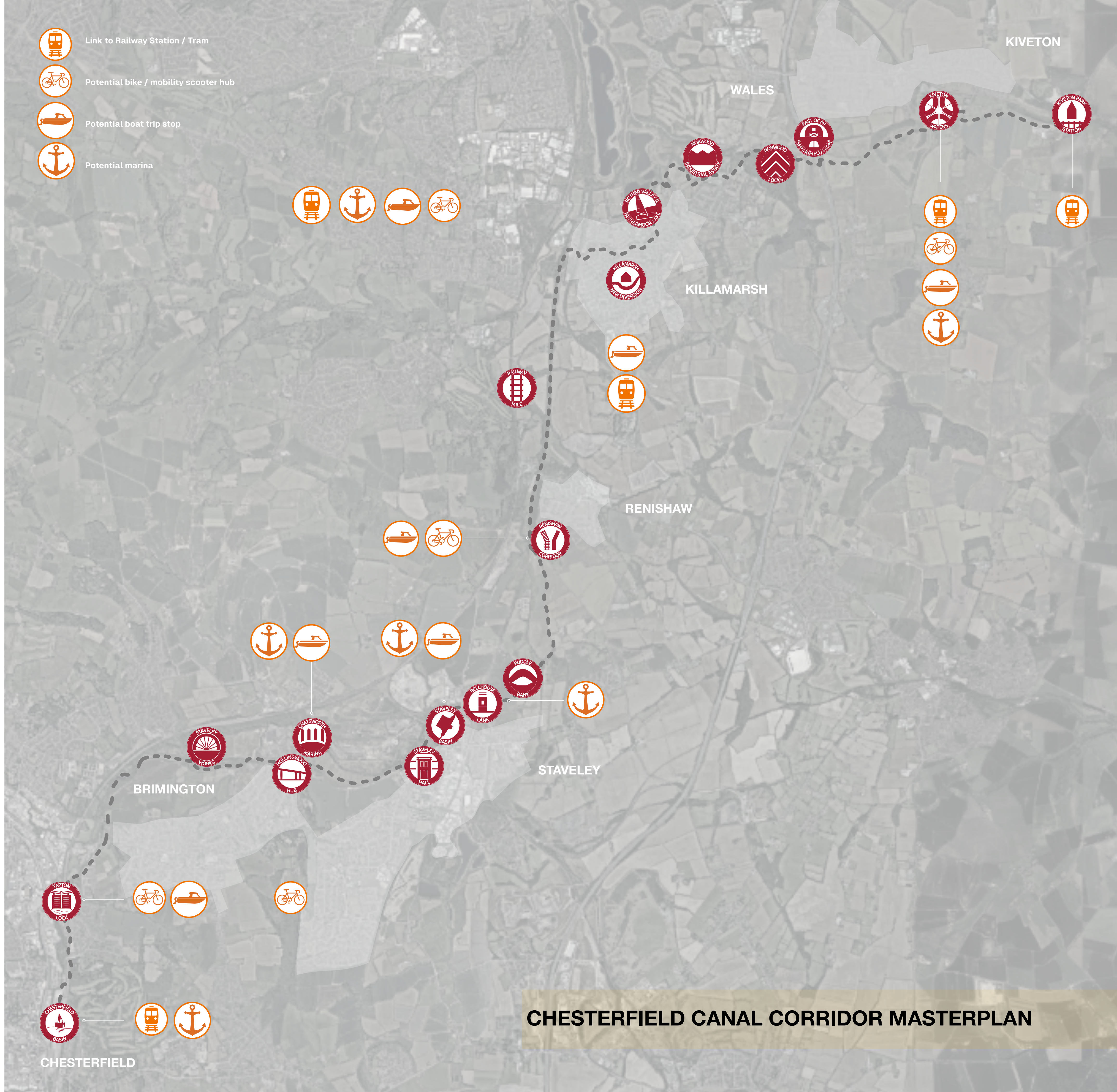
CHATSWORTH MARINA

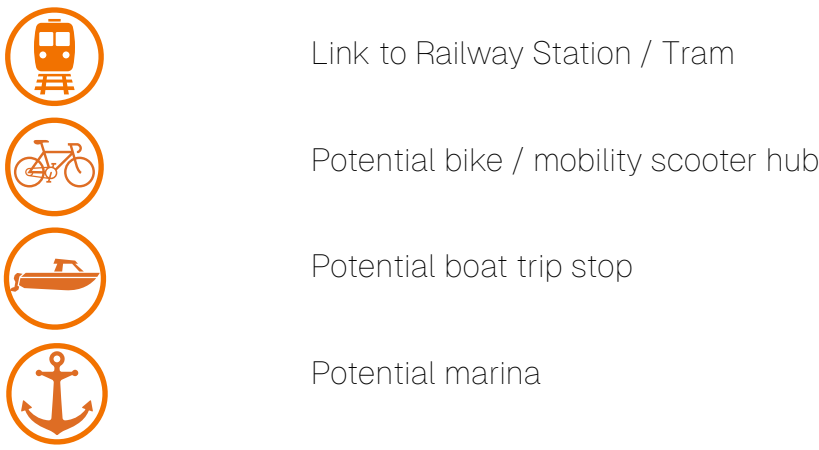
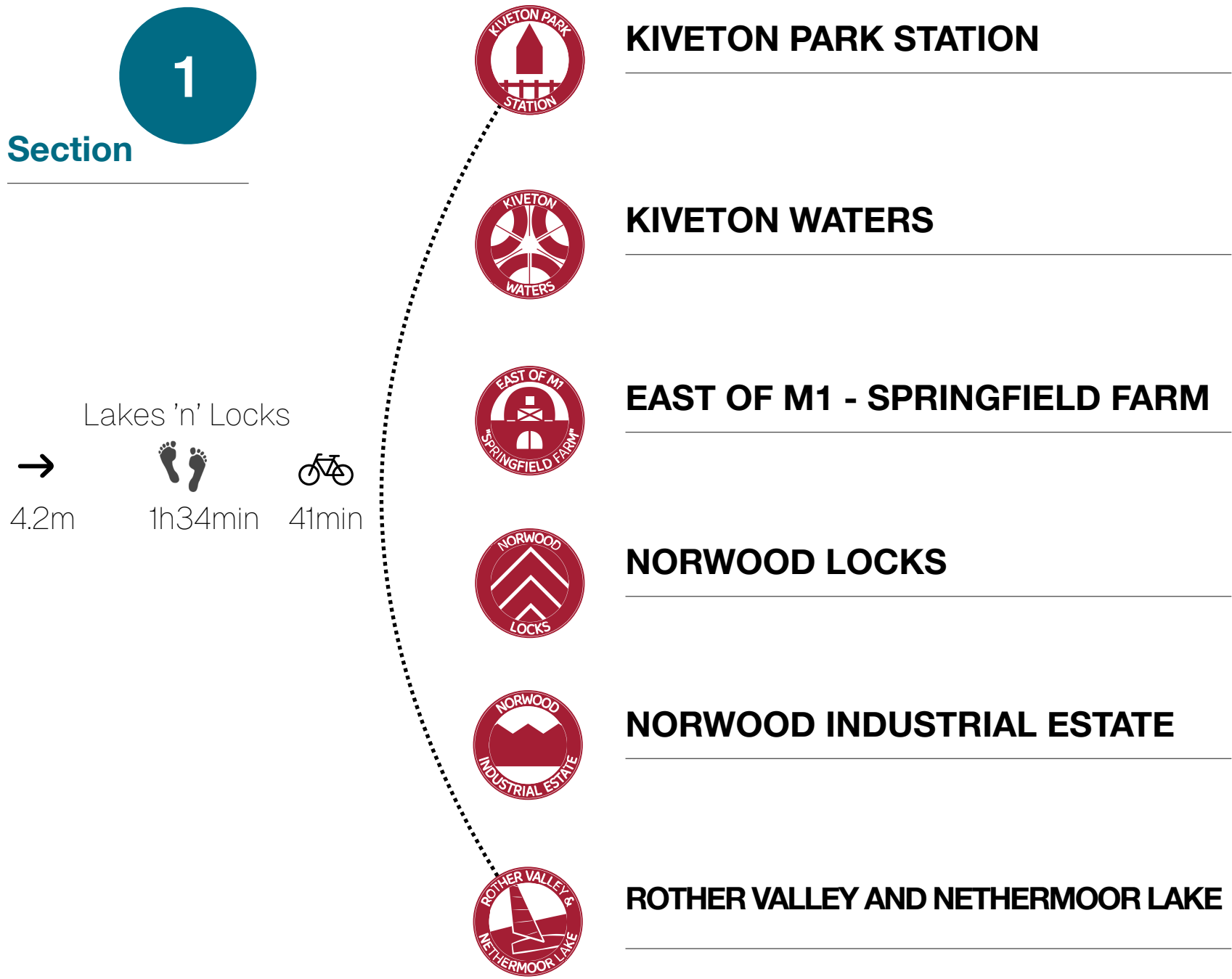
HOLLINGWOOD HUB

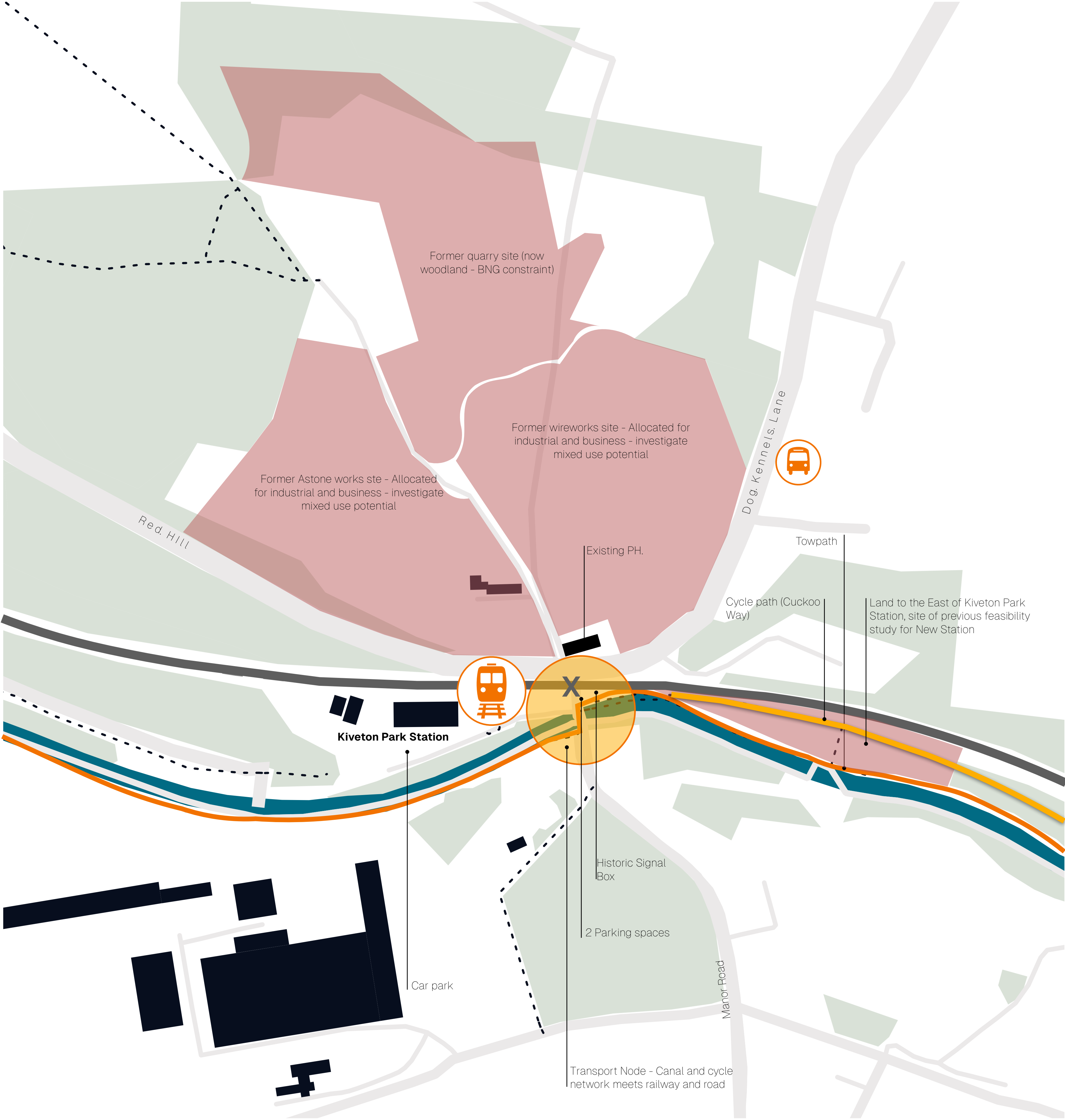
STAVELEY WORKS

TAPTON LOCK

CHESTERFIELD BASIN







Potential Interventions

Transport Infrastructure and Connectivity Enhancements

Impact: ★★ Timeframe: 1 2

Enhancing transport links and connectivity around Kiveton Park Station as a significant hub in the area would involve making the case for a more regular rail service to the station. It would make it easier for visitors and leisure boaters (potentially moored at Kiveton Waters) to access the current head of navigation and Cuckoo Way. Pedestrian and cycle paths that connect the station with the canal and nearby attractions should be enhanced.

Consultation with South Yorkshire Mayoral Office as a stakeholder may have benefits to improving the link as a commuter route into Sheffield. This would support development opportunities for the land identified below.



Development of Land to the East of Kiveton Park Station

Impact: ★★ Timeframe: 1 2

This represents a potential Grey Belt opportunity for investigation. A development to support an enhanced transport / leisure node which benefits from links provided by the Towpath and Cuckoo Way cycle trail passing through it should be investigated. It presents a small scale commercial or leisure opportunity.

There has been a previously been a high level feasibility study produced to relocate the station onto this site.

Biodiversity Net Gain would be a constraint on this site.



Development of the Former Wireworks and Astone Works Sites

Impact: ★★★ Timeframe: 1 2 3

The former wireworks site near Kiveton Park Station represents a significant economic regeneration opportunity. The land is allocated in the Rotherham Metropolitan Borough Council Local plan as industry and business; however exploring mixed use with residential should not be discounted, these would potentially help sustain an enhanced link with the railway, with the canal and cycle networks providing the leisure opportunities for residents.

Constraints to any residential development would be the continued operation of the mineral extraction infrastructure use.



Background

Kiveton Park Station is situated within an area of significant historical and industrial heritage, linking the Chesterfield Canal and the former Kiveton Park Colliery.

Access between the canal and transport infrastructure is the key feature of this site.

The canal in the surrounding area has seen various phases of restoration and regeneration, but key sections of the canal near the station still require significant attention. It is the westerly extent of the restored section from Worksop. It is navigable to the blocked entrance of the Norwood Tunnel.

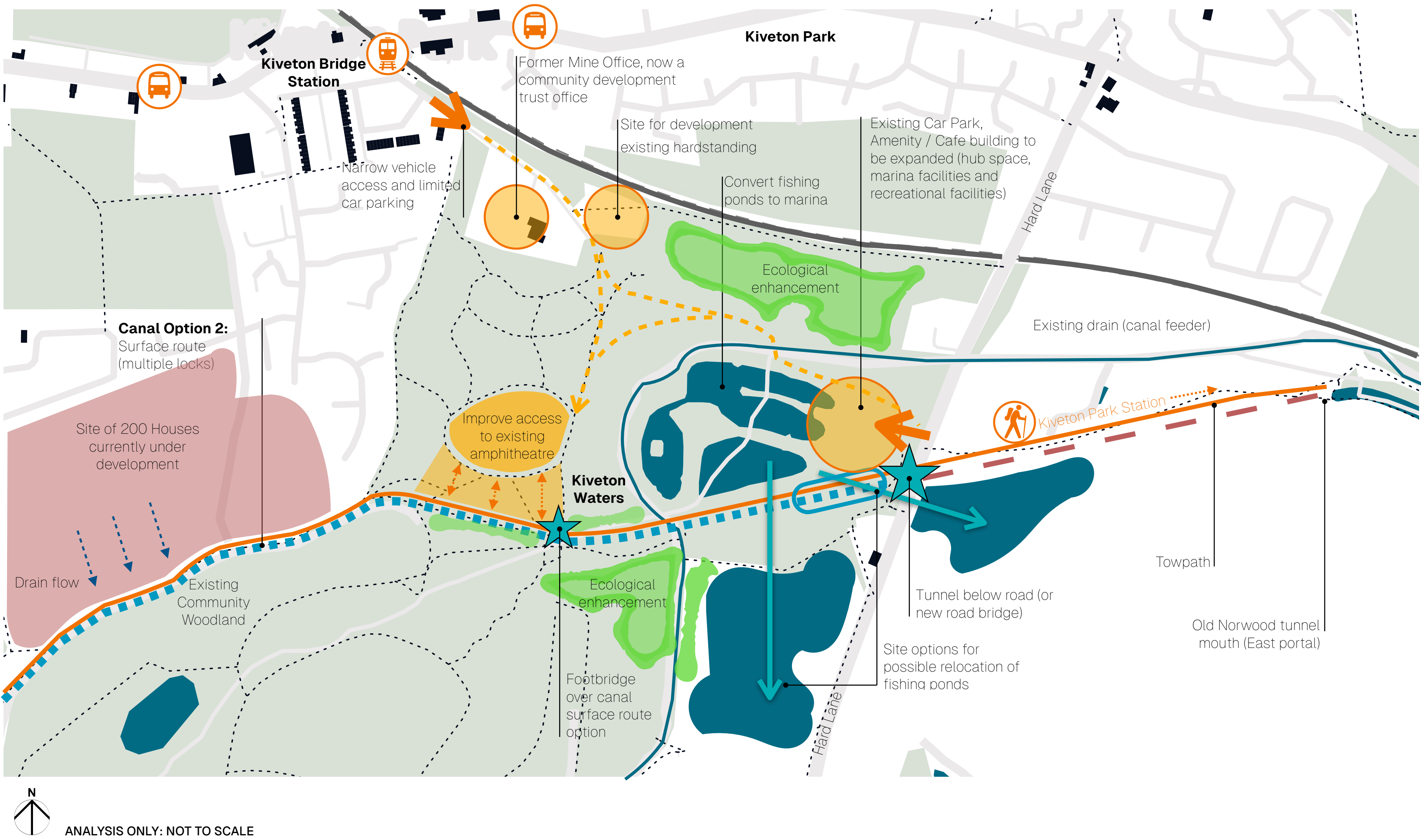
Outline Strategy and Key Drivers

Live: Whilst the principal opportunity for the former Wireworks and Astone works sites is industrial and business; through careful planning, the site offers the potential for developing housing / affordable housing as part of a mixed use development. Accessibility is supported by the existing transport / activity node.

Work: Developing the sites for business use would bring jobs for local people or commuters from Sheffield into the site, again supported by the public transport node, and thus leisure use opportunities and accessibility to the canal for workers. The land to the east of the station could be developed for canal side business.

Health: Linked with the live and work drivers above, developing the existing sites for housing and business use will increase the number of local users who can connect with the recreational links to Kiveton Waters and the Cuckoo Trail

Play: The enhancement of public transport links will enable the site to act as a key node for recreational access to the towpath, and Cuckoo Way.



Background

Kiveton Waters are three lakes with an adopted use as a fishery within Kiveton Country Park. It is the site of the former Kiveton Park Colliery, transformed into a natural landscape. The fishing ponds were initially created with the future development of a marina in mind. This area has become a valuable ecological and recreational resource, providing habitat for wildlife and opportunities for leisure activities like fishing.

The site sits over the Norwood Canal Tunnel, part of which collapsed in 1907 near to Hard Lane. There are two options for the canal restoration, fully restoring the tunnel or, the most pragmatic solution, the restoration of the sound part of the tunnel from Kiveton Park, to emerge and follow a surface route through the park via locks adjacent to Hart Hill Road. The full restoration of the tunnel would limit the recreational opportunities to this site by greatly reducing accessibility to the canal and boater visitors passing below. Thus the surface route option is shown.

Outline Strategy and Key Drivers

There are multiple options for this site -This option proposes an emphasis on enhancing recreational activities in combination with the canal restoration.

Live: Conversion to a residential marina would bring members of the boating community into the site on a long term basis and promote 24 hr occupancy.

Health: The surface development of the canal and towpath will bring visitors into the park - Boat trips, a bike hub or kayak hire would encourage healthy activities linking up to Rother Valley and Renishaw beyond. Services for cycle / walking routes could be implemented in advance of any canal restoration.

Play: In addition to the development of new fishery facilities, proposed services at the marina and enhanced recreational activities would boost the park's new and existing visitor usage. It would also attract boater residents. Geographically, this also will be a destination site as a potential head of navigation.

Heritage: The existing amphitheatre could be linked more to the surface canal route , improving the frequency of canalside festivals or community events. Guided trips within the tunnel or interpretation of the former industrial uses are potential heritage enhancements offered by the site

Potential Interventions

Conversion of Fishing Ponds to a Marina

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The fishing ponds at Kiveton Waters were originally designed with future conversion to a marina in mind. Transforming these ponds into a marina, would act as a temporary head of navigation for the restored sections of the Chesterfield Canal.

The possibilities for the marina function are: 1. Residential, 2. Boat storage, 3. Visitor moorings.

Support facilities to support the boaters could include shower blocks, sewage disposal, cafe and a management office.

Picture: Mercia Marina, Willington

Relocation of the Fishing Lakes

Impact: ★★★★★ Timeframe: 1 2 3 4 5

A feasibility study for the relocation of the fishing lakes should be carried out in early consultation with the fishing lake's stakeholders.

The enhancement of existing facilities could be an incentive to the process of relocation and encourage more leisure and recreational usage.

These enhancements could be the addition of more fishing platforms, fishing huts and an office and shop.

Picture Fishery Cabins, Nuneaton

Development of Recreational Facilities

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Developing additional recreational facilities at Kiveton Waters to encourage more leisure and outdoor activity usage of park to integrate it within the canal corridor walking / cycling link. Some of which (cycling and walking) could be implemented in advance of any canal restoration.

Possible small scale uses that are relatively easy to implement are nature trails and picnic areas,

A cafe / cycle / kayak hire building linked to marina and fishing facilities could be developed centrally on the existing car park.

Potential activities could be a one of a series of boat trip stops, bike hire hubs and coffee pods to link the canal route with visitor destinations at Staveley, Renishaw, Killamarsh and Rother Valley.

Community Event Spaces

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Designate areas for outdoor community events, such as nature walks, educational workshops, or small festivals. An example is the **Thrybergh Country Park** near Rotherham, which hosts regular community events, including nature walks, educational activities, and seasonal fairs, attracting both locals and visitors.

It could also form a 'boat stop' for organised boat trips

An events 'bowl' is already noted on site - the frequency of usage is not known.

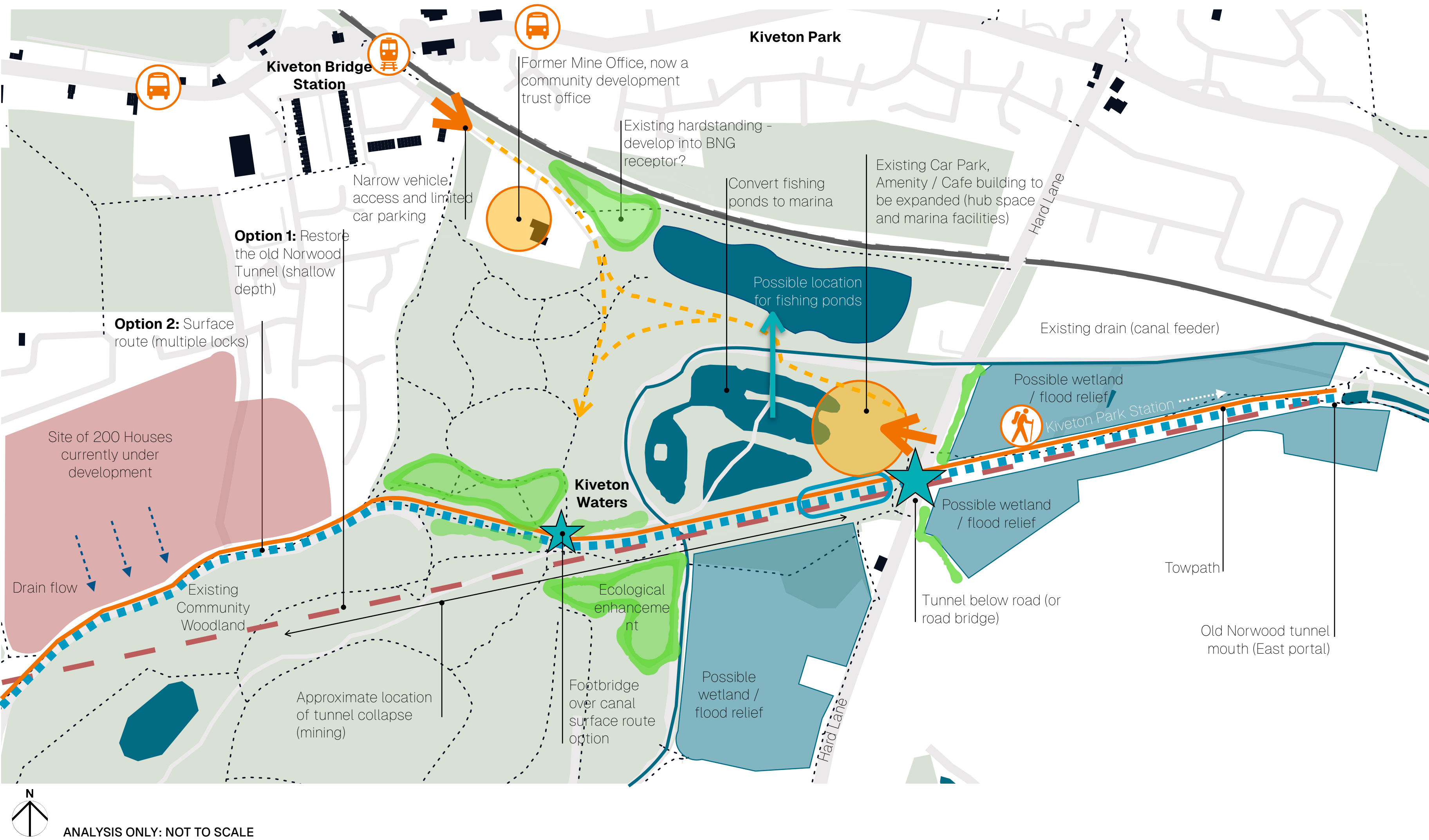
Tourism and Community Engagement Initiatives

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Implementing tourism and community engagement initiatives at Kiveton Waters could include organising guided tours, heritage festivals, and educational programs that involve the local community. These initiatives would help to raise awareness of the site's industrial history and attract a wider audience, supporting the long-term sustainability of the restoration efforts.

The Canal and River Trust now host guided canal tours at Standedge Tunnel - This could become a leisure activity for a restored Norwood Tunnel.





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The site sits over the Norwood Canal Tunnel part of which collapsed in 1907 near to Hart Hill Road. There are two options for the canal restoration, fully restoring the tunnel or, the most pragmatic solution, the restoration of the sound part of the tunnel from Kiveton Park, to emerge and follow a surface route through the park via locks adjacent to Hart Hill Road. With the emphasis being on enhancing ecology, either option would work for this scheme although visitor number would be affected, they are not as critical to the success of this option as they are to developing the recreational use.

Outline Strategy and Key Drivers

There are multiple options for this site -This option proposes an emphasis on enhancing the ecology the site in combination with the canal restoration.

Live: Conversion to a residential marina would bring members of the boating community into the site on a long term basis and promote 24 hr occupancy.

Health: Whilst the recreational activities offered by this option are not as broad, the surface development of the canal and towpath will bring visitors into the park linking up to Rother Valley and Kiveton Park. Developing the ecological value of the site provides opportunities for nature walks and local people connecting with a further enhanced natural environment.

Environment: Whilst the relocation of the fishing lakes is still part of this proposal, the site offers the potential for wetland development and canal side habitat creation to maximise biodiversity.

Potential Interventions

Conversion of Fishing Ponds to a Marina

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The fishing ponds at Kiveton Waters were originally designed with future conversion to a marina in mind. Transforming these ponds into a marina, would act as a temporary head of navigation for the restored sections of the Chesterfield Canal.

With an emphasis on ecological restoration of the site, the marina function may be aimed less at visitor activity and more appropriate for residential or boat storage,

Support facilities to support the boaters could include shower blocks, sewage disposal, cafe and a management office.

Picture: Mercia Marina, Willington

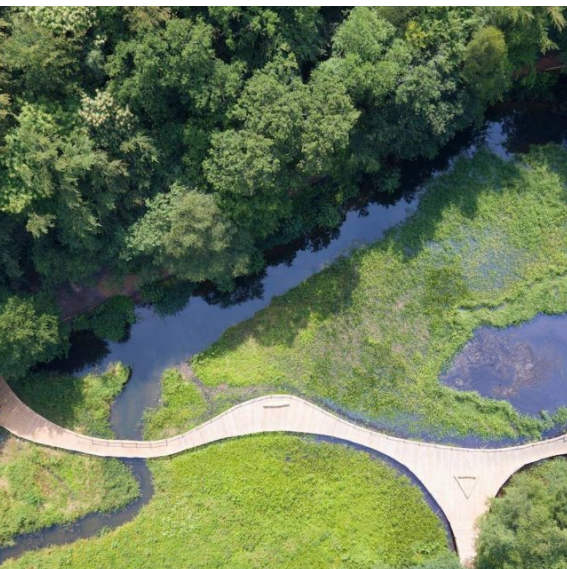


Ecological Restoration and Enhancement

Impact: ★★★★★ Timeframe: 1 2 3 4 5

This intervention focuses on enhancing the ecological value of Kiveton Waters, ensuring that the proposed support diverse wildlife while offering recreational opportunities. This could include planting native species and wildlife.

With the local surface water flood assessment designating this a 'red' site sustainable water management opportunity; a flood plain park is a possibility.



Relocation of the Fishing Lakes

Impact: ★★★★★ Timeframe: 1 2 3 4 5

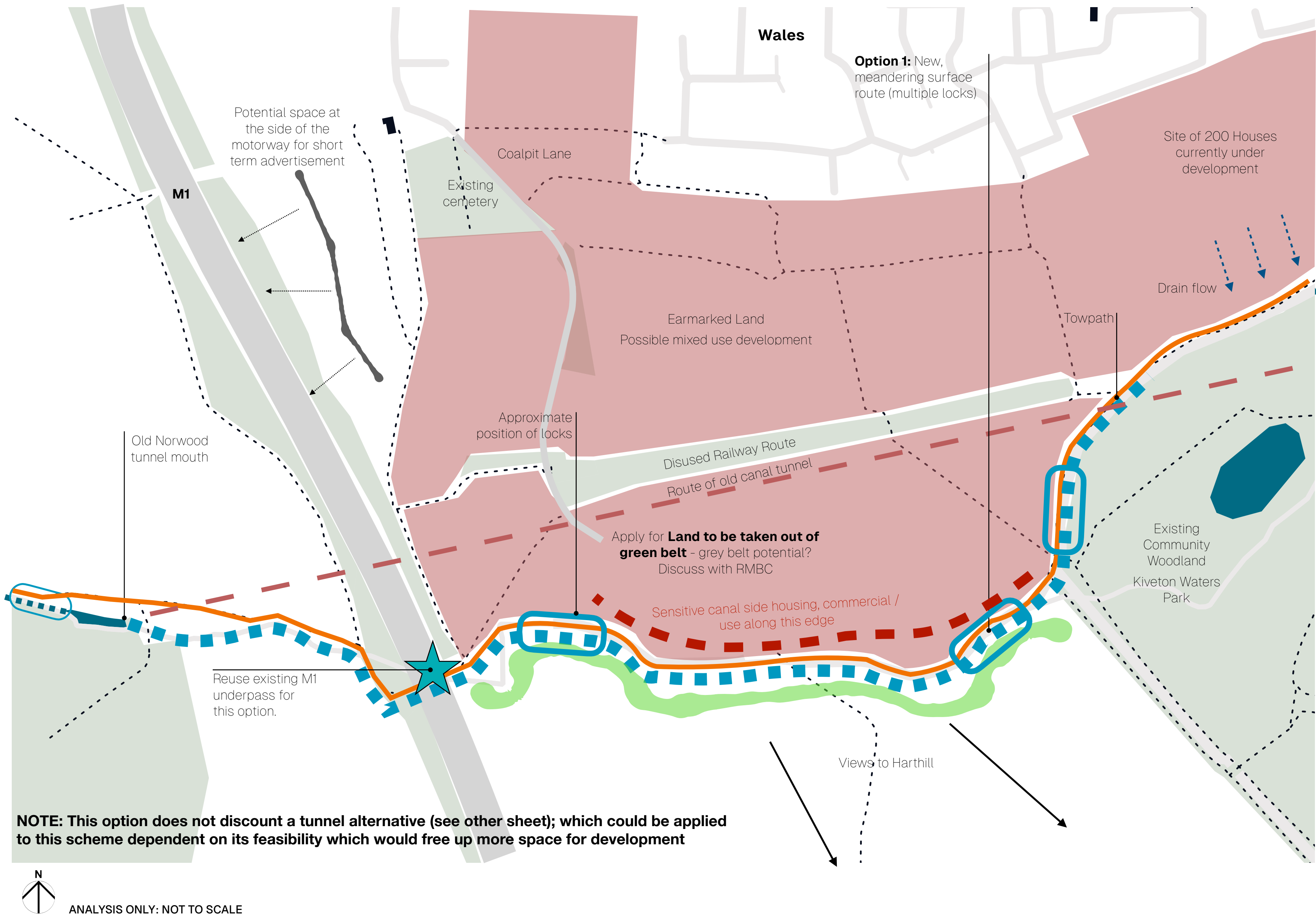
A feasibility study for the relocation of the fishing lakes should be carried out in early consultation with the fishing lake's stakeholders.

The enhancement of existing facilities could be an incentive to the process of relocation and encourage more leisure and recreational usage.

These enhancements could be the addition of more fishing platforms, fishing huts an office and a shop.



Picture Fishery Cabins, Nuneaton



Background

The Springfield site refers Springfield Farm which sits to the east of the M1 motorway, intersecting with the Chesterfield Canal corridor. The site's location presents engineering challenges due to significant level changes and the need to cross the M1. In addition land to the west of the M1 has been designated as the HS2 route which could pose additional construction challenges. However whilst this is currently Green Belt land, there is the possibility to investigate reclassification as 'Grey Belt' for further development of housing and encouraging people to live along the canal corridor.

Outline Strategy and Key Drivers

There are alternative options for this site - This option focuses on developing housing.

Live: The site offers potential for developing housing / affordable housing further to that on the site to the North. Developing the surface route of the canal provides an opportunity to create a strong sense of place for the housing that sits alongside it and the health benefits of the canal for local residents.

Work The development of housing should not exclude investigating the opportunity / need for mixed use development for provision of local services or commerce to broaden activity along the canal across the working day.

Potential Interventions

Surface Canal Route Development

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The proposed intervention involves creating a new surface route for the Chesterfield Canal to bypass the M1 motorway. This would address the issue of the collapsed Norwood Tunnel, if no longer viable for restoration. The new route would likely involve the construction of new locks and make use of the existing underpass below the M1.

The travel time required across this section (and Norwood locks) would necessitate stop off points. (Potentially marinas at Kiveton Waters or Nethermoor Lake)



Mixed-Use Development

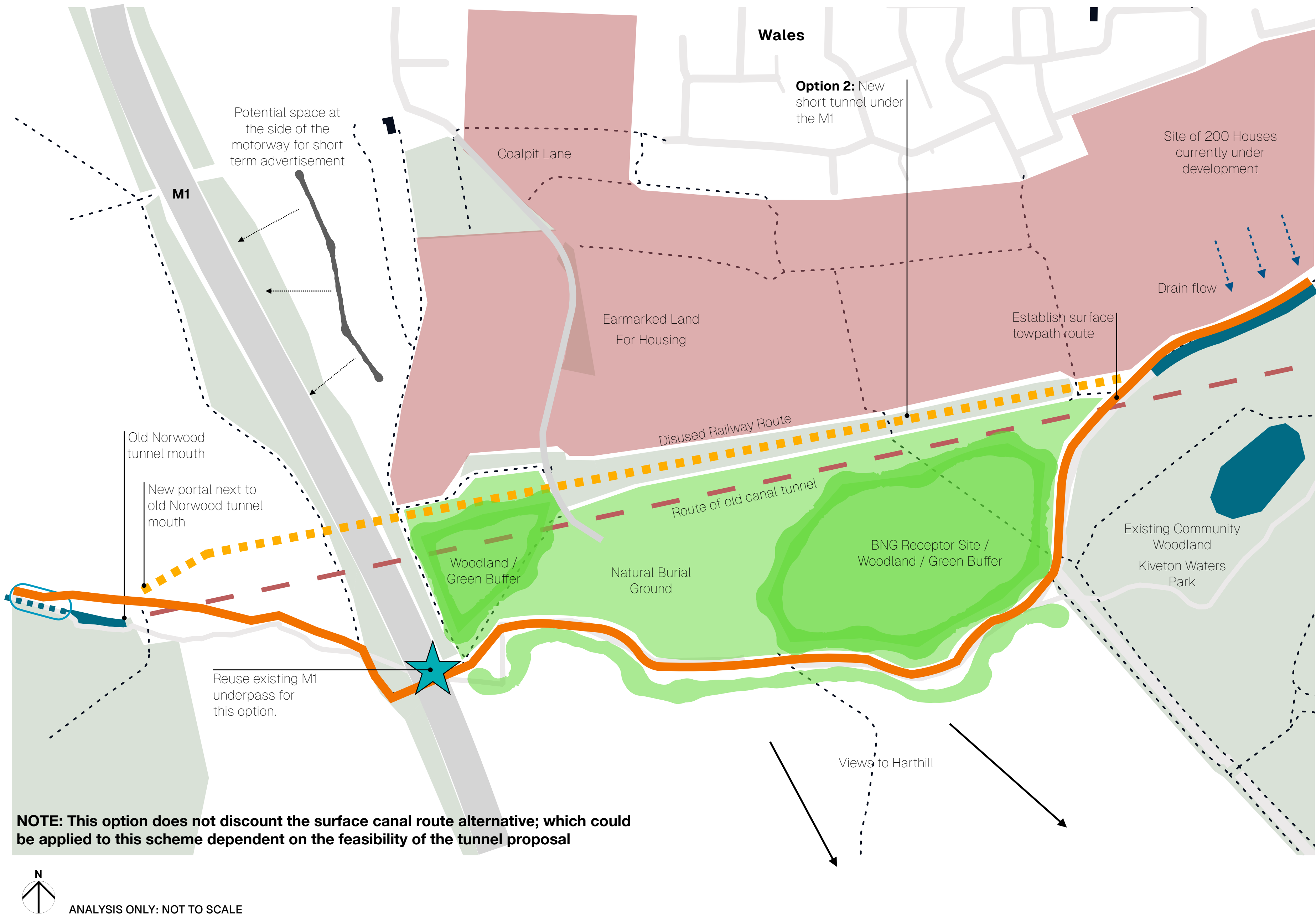
Impact: ★★★★★ Timeframe: 1 2 3 4 5

The M1 site holds potential for a mixed-use development that combines residential and commercial facilities. This development would capitalise on the site's strategic location near major transportation routes, making it an attractive area for businesses and residents alike. It would also provide local services and amenities for the allocated housing land to the North.

This approach aligns with regional planning strategies that aim to create sustainable, well-connected urban areas

Picture: Port Loop, Birmingham by Urban Splash





- LIVE
- WORK
- HEALTH
- PLAY
- HERITAGE
- ENVIRON.

Background

The Springfield site refers Springfield Farm which sits to the east of the M1 motorway, intersecting with the Chesterfield Canal corridor. The site's location presents engineering challenges due to significant level changes and the need to cross the M1. In addition land to the west of the M1 has been designated as the HS2 route which could pose additional construction challenges. This option looks at the option to tunnel. Tunnel works in the short term will have a large impact on the environment, however when constructed they can form a boundary between housing and woodland buffers to the motorway. The land can be developed ecologically.

Outline Strategy and Key Drivers

There are alternative options for this site - This option focuses on housing and enhancing the ecology of the site

- Live:** The housing land to the north of the site already being developed brings people into the area to access the canal towpath
- Environment:** There is economic potential of BNG receptor sites and a natural burial ground whilst maintaining a green buffer between the motorway and housing on their southern boundary.

Potential Interventions

Tunnel Construction under M1

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Constructing a new, shorter tunnel under the M1 would preserve the historical route of the Chesterfield Canal while minimising the impact on the surrounding landscape. Although this intervention presents engineering challenges, it would be a significant step toward restoring the canal's original path. The tunnel would help reconnect the canal sections, allowing for continuous navigation and enhancing the historical and cultural value of the canal.

This option requires careful planning to address the technical complexities, but offers a long-term solution that respects the canal's heritage and potentially keeps travel time between Kiveton Waters and Nethermoor Lake to a minimum. Picture HS2 Tunnel section



BNG Receptor, Green Buffer Zones and Recreation

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Developing green spaces and buffer zones along the canal corridor and motorway can mitigate environmental impacts such as noise and pollution, while also providing recreational areas for the residents and visitors. incorporating leisure trails.

The site could partly become a BNG receptor where planting and habitat creation programmes compensate for biodiversity lost on development sites elsewhere within the district / county. A possible partnership with the local Wildlife Trust could be investigated.

This intervention enhances the ecological value of the site and integrates it into the larger green infrastructure of the canal corridor.



Natural Burial Ground

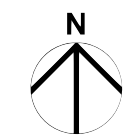
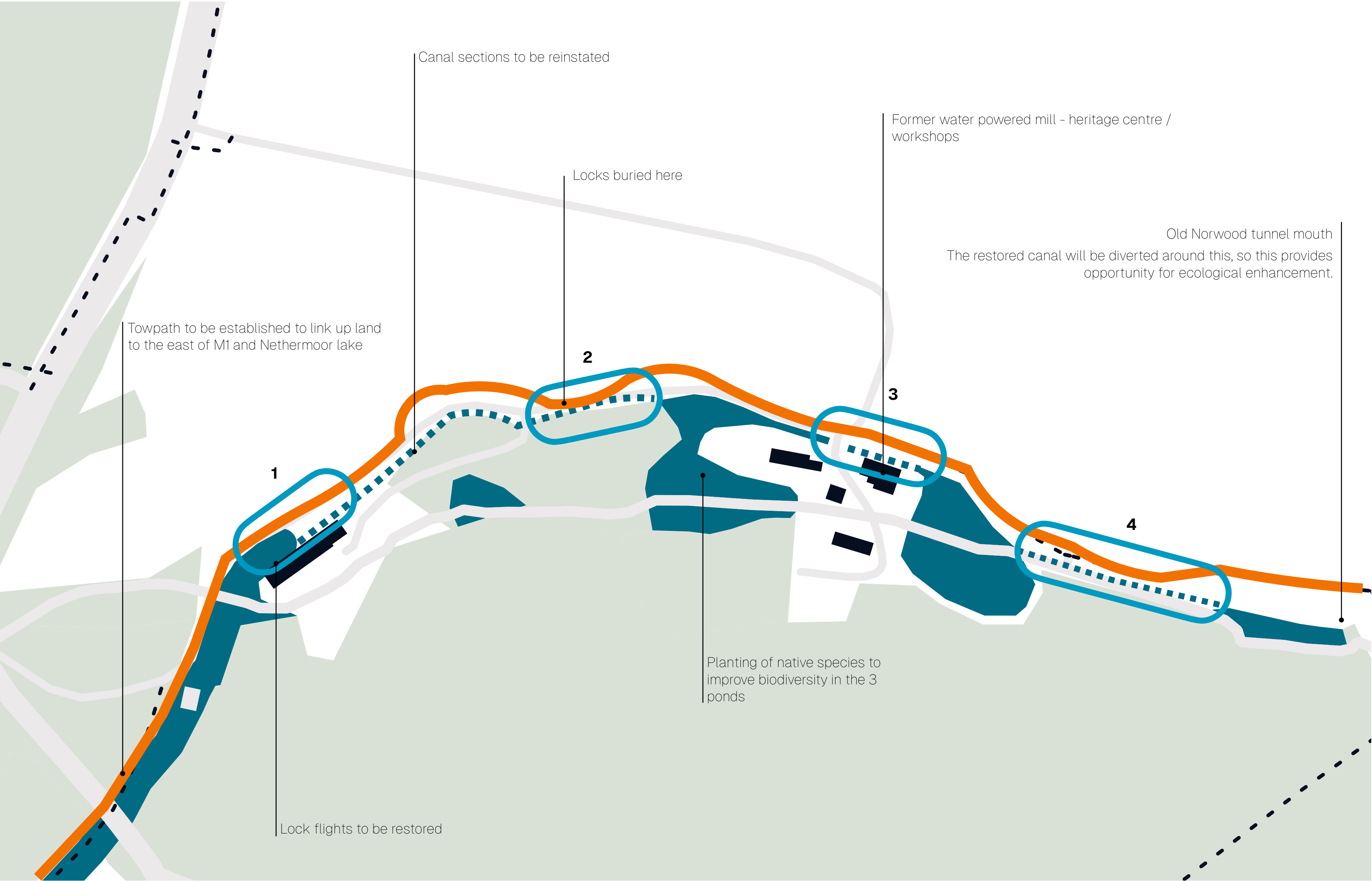
Impact: ★★★★★ Timeframe: 1 2 3 4 5

A peaceful spot (buffered from the M1 by woodland / BNG receptor site) could be created with an aspect looking South east; as the land falls away, views to Harthill are available.

Potential source of revenue depending on land ownership. There may be planning constraints and licensing issues to overcome, an upgrade of Coalpit Lane for access would be necessary, but it would require minimal infrastructure.



Artists impression of Dale Hill Burial Ground, Ockbrook Derbys,.



ANALYSIS ONLY: NOT TO SCALE



Background

Norwood Locks is one of the most significant heritage features along the Chesterfield Canal, consisting of thirteen locks packed into about 400 meters, arranged in three triple staircases and a quadruple staircase and separated by three ponds and side ponds. These locks lead into the historic Norwood Tunnel, which collapsed in 1907 due to mining subsidence. Although currently derelict, Norwood Locks is considered a heritage jewel with substantial potential for restoration as a major tourist attraction. The area around the locks is largely privately owned, which presents challenges in terms of restoration and public access

Outline Strategy and Key Drivers

Heritage: The historic significance of this site and limited built development potential beyond the restoration of existing buildings lend the site to heritage tourism with visitor centres, small cafe, art / sculptural interventions as part of the wider walk / cycle route between Killamarsh and Kiveton Waters. The site is also an opportunity to provide educational opportunities associated with canal history and traditional canal crafts.

Environment: Enhancements would be small scale but the series of pond, woodland and area of disused canal (not for restoration) around the old tunnel mouth lend themselves to supporting biodiversity along the canal corridor.

Potential Interventions

Restoration of the Norwood Locks

Impact: ★★★★★ Timeframe: 1 2 3 4

The restoration of Norwood Locks would involve extensive work to repair and rebuild the thirteen locks, making them navigable once more. This intervention would restore one of the canal's most significant historical features, providing a direct connection between different sections of the restored canal. The restoration would not only preserve the historical integrity of the site but also create a new attraction for heritage tourism, drawing visitors interested in industrial history and canal navigation.



Development of a Heritage Visitor Centre

Impact: ★★★★★ Timeframe: 1 2 3

Establishing a heritage visitor centre at Norwood Locks would provide educational and recreational opportunities for visitors. This centre could include exhibits on the history of the canal, and the engineering marvels of the locks and tunnel, and the traditional crafts associated with canal maintenance. Such a facility would enhance the visitor experience, making Norwood Locks a focal point for heritage tourism in the region



Creation of Workshops for Traditional Crafts

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Developing workshops at Norwood Locks for traditional crafts such as lock gate construction would not only preserve these skills but also provide educational opportunities and attractions for visitors and local volunteers. These workshops could operate as part of the heritage centre, offering demonstrations, courses, and apprenticeships, thereby contributing to the local economy and the preservation of historical crafts



Ecological and Environmental Improvements

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Enhancing the surrounding environment of Norwood Locks would involve improving the woodland, ponds and space around the old tunnel mouth for, planting native species, and creating habitats for local wildlife.

These improvements would make the area more attractive for visitors and contribute to the overall ecological health of the region. Additionally, integrating these green spaces with the restored canal corridor could enhance the site's appeal as a recreational destination.



Arts and Interpretation Trail

Impact: ★★★★★ Timeframe: 1 2 3 4 5

This could be the destination site for an interactive heritage trail from Bellhouse Lane to Killamarsh Art interventions / Sculptures related to canal culture encourage visitor useage and engage with local artists.

Photo: Loop the Loop Boat, Sheffield - potentially the art would not be this ambitious but it demonstrates a cultural commitment by a canal organisation to encourage visitors.





Potential Interventions

Canal Access Enhancements

Impact: ★★★★★ Timeframe: 🕒 🕒 🕒 🕒 🕒

Improving access to the Chesterfield Canal from the industrial estate could involve selective removal of the existing green 'barrier' between the public road and canal and establishing it at the boundary between the industrial units and the road. This would open the canalised section up to the road, with additional canal side parking. The intention would also be to reinforce existing hedgerow habitat and introduce new wetland habitat reconnecting that fragmented from Rother Valley.

A new footbridge between the land earmarked for housing to the Southwest and Bailey Drive would enhance connectivity and encourage usage by the public.

Picture: Nottingham Canal, Beeston



Expansion of Industrial Facilities

Impact: ★★★ Timeframe: 🕒 🕒 🕒

The Local Plan allows for potential extensions to Norwood Industrial Estate, which could involve the development of new industrial units or the expansion of existing facilities. This intervention would involve careful planning to ensure that any new developments are sustainable and do not negatively impact the canal or surrounding environment. The expansion could attract new businesses to the area, boosting local employment and economic activity

Picture: Industrial Units, Derby, Clowes Developments



Sustainable Development Initiatives

Impact: ★★★★★ Timeframe: 🕒 🕒 🕒 🕒 🕒

Implementing sustainability measures across Norwood Industrial Estate could involve upgrading existing buildings with energy-efficient technologies, installing green roofs, and improving water management practices. These initiatives would reduce the estate's environmental footprint, align with regional sustainability goals, and could serve as a model for other industrial areas. By integrating these measures, the estate could enhance its appeal to businesses looking for environmentally responsible locations.

Picture: Green Roof to Industrial Unit, Blarney Ireland



Background

Norwood Industrial Estate is located adjacent to a section of the Chesterfield Canal, which is partially in water alongside the estate, it is however, densely overgrown and inaccessible. The area offers opportunities to improve access to blue-green spaces for the estate workers and could potentially be developed further in line with the Local Plan, which allows for extensions to the industrial estate. The estate is primarily owned by Derbyshire County Council, which provides a stable foundation for planning and development efforts

Outline Strategy and Key Drivers

Work: Economic opportunities in further development of commercial and small scale industrial business along either bank of the restored canal.

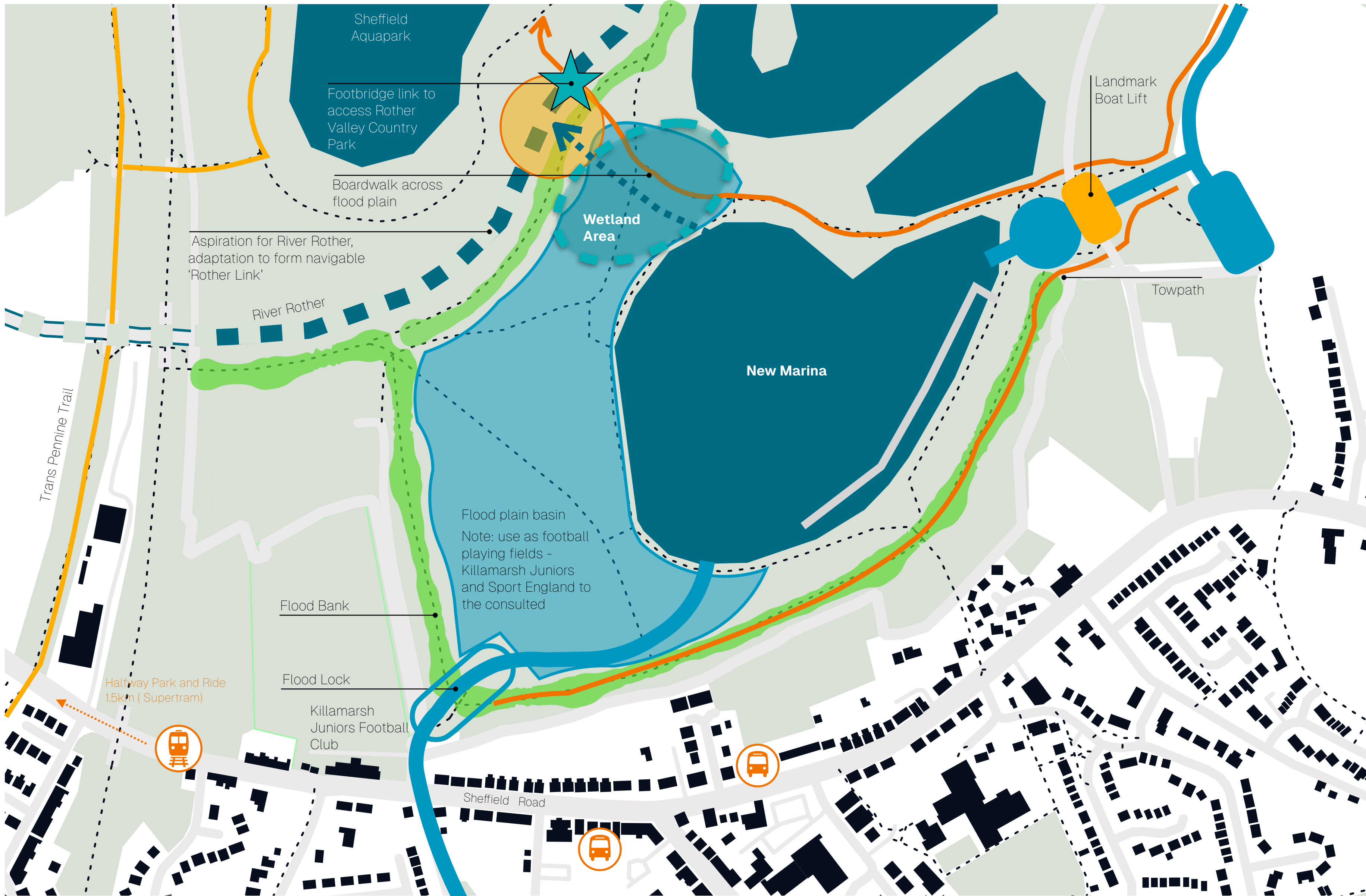
Health: Canal side improvements to provide better access to the canal for the local industrial estate staff during break times would contribute to their wellbeing.

Environment: The potential for environmental upgrades and energy generation opportunities to existing industrial buildings and green demonstration projects for new small scale canal side businesses. Environmental improvements to the canal bank to improve the environment provide local staff at break times with open space, but link fragmented wetland and hedgerow corridors with the Rother Valley site.

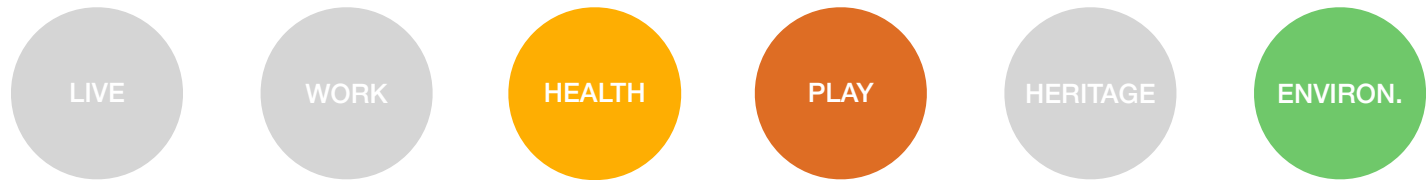


ROTHER VALLEY AND NETHERMOOR LAKE

STRATEGIC ANALYSIS AND IDEAS



ANALYSIS ONLY: NOT TO SCALE



Background

Nethermoor Lake is part of the Rother Valley Country Park; the lake has been included in the canal strategy as restoring the original route through Killamarsh would become extremely challenging due to the development of housing on the route since its closure. The site's location demands engineering solutions to manage significant changes in elevation. It is separated from the country park by the Rivier Rother, and lies within it's flood plain. It is bunded by a flood bank to protect Killamarsh to the South, there is a history of flooding on site and so any proposals would need to take that into consideration. The land is also used by the adjacent Killamarsh Juniors Football Club. It does provides great recreational opportunities however; eg. it is envisioned as a destination for a visitor marina and overnight mooring.

In terms of Public Transport Links there's bus connectivity at Killamarsh and the Halfway Supertram Park and Ride which provides connectivity with Sheffield is 1.5km away.

Outline Strategy and Key Drivers

Health: The site has potential to become a hub for activity, particularly a cycle and walking hub linking Kiveton Waters to the East and Renishaw (Staveley and Chesterfield) to the South Services for these and other activities such as kayaking could be implemented in advance of any canal restoration.

Play: Boating Facilities provided by the marina, development of the Rother Valley Link to create a key canal node, develop recreational and tourism infrastructure would encourage increased visitor numbers (potentially enhanced by the landmark boat lift)

Environment: Ecological enhancement measures to protect and enhance the natural habitats within the Rother Valley, focusing on biodiversity conservation and water quality improvement.

Introduce sustainable water management practices to mitigate the environmental impacts of the canal's restoration, ensuring long-term ecological health.



Potential Interventions

Development of the Rother Valley Link

Impact: ★★★★★ Timeframe: ⏳ ⏳ ⏳ ⏳ ⏳

The Rother Valley Link seeks to use the River Rother through the valley as a new navigable waterway connecting the Chesterfield Canal to the Sheffield and South Yorkshire Navigation. to create a "South Yorkshire Cruising Ring."

The link would connect the Sheffield and South Yorkshire Navigation, Gulliver's and Rother Valley Country Park with the Chesterfield Canal. This would promote tourism, and support economic development, potentially making Rother Valley and Nethermoor Lake a key junction in the network of restored waterways.

Photo: Sheffield Basin on the Sheffield and South Yorkshire Navigation



Development of a Marina and Mooring Facilities

Impact: ★★★★★ Timeframe: ⏳ ⏳ ⏳ ⏳ ⏳

The proposal includes developing a marina at Nethermoor Lake to serve as a key hub within the Chesterfield Canal. This marina would offer overnight mooring, potential residential moorings and other amenities, contributing to the site's role as a recreational visitor destination. This development would attract both local boaters and tourists, providing a steady income stream and enhancing the canal's appeal

Picture: Quorn Marina

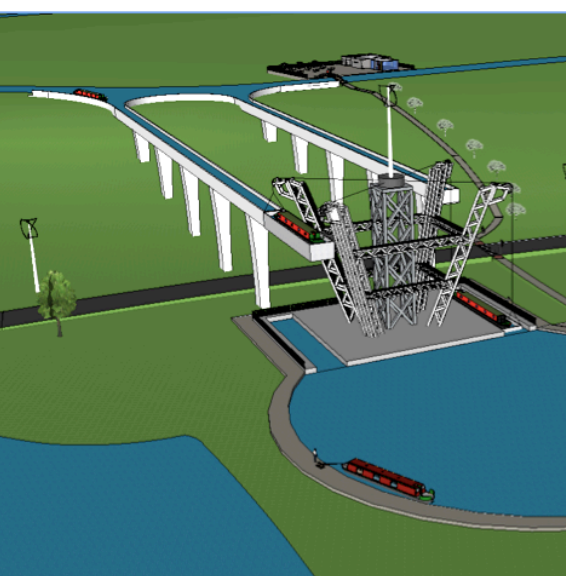


Construction of a Landmark Boat Lift

Impact: ★★★ Timeframe: ⏳ ⏳ ⏳ ⏳ ⏳

A significant engineering solution proposed for Nethermoor Lake is the construction of a boat lift, similar to the Falkirk Wheel in Scotland or Anderton Lift. It would address the steep elevation changes between the lake and the original canal route, offering a quick and visually striking way to move boats. If implemented, the boat lift could become an iconic feature, drawing visitors and boosting local tourism and education as STEM demonstration project.

However, the feasibility, costs, and long-term maintenance of such a structure would need weighed up in a cost / benefit analysis. The alternative and more pragmatic option for a series of 6 - 8 locks is shown below left as an option.



Ecological Enhancements

Impact: ★★★★★ Timeframe: ⏳ ⏳

The site has potential for additional habitat creation along the pathways above the floodplain. Planting native species, to support local wildlife would also make the area more attractive to visitors interested in nature and outdoor activities.

Like the 'Springfield Site' The site could become a BNG receptor site where ecological planting programmes compensate for biodiversity lost on development sites elsewhere within the district / county. An economic opportunity with a possible partnership with the local Wildlife Trust could be investigated.



Tourism and Recreational Infrastructure

Impact: ★★★★★ Timeframe: ⏳ ⏳ ⏳

Developing additional tourism and recreational infrastructure around Nethermoor Lake in tandem with the marina and potential boat lift would support the site becoming a visitor destination. Proposals could include building walking trails (including a new footbridge across the River Rother) that connect the marina with other attractions in the Rother Valley Country Park.

Potential activities could be a one of a series of boat trip stops, bike hire hubs and coffee pods to link the canal route with visitor destinations at Staveley, Renishaw, Killamarsh and Kiveton Waters.



Sustainable Water Management

Impact: ★★★★★ Timeframe: ⏳ ⏳ ⏳

Further improving sustainable water management practices will contribute to the long-term success of the Rother Valley Link and protecting Killamarsh from Flooding.

The flood plain could be adapted to retain and slow down the flow of water during extreme weather events with a further series of stormwater retention basins which collect rainwater during storms and revert to recreation areas for the public to ensure that the canal restoration does not negatively impact local water resources.



Picture: Boardwalk, Wakehurst (Kew Gardens)

