



Response to HS2 Phase 2b Additional Provision (Crewe – Manchester) Supplementary Environmental Statement Consultation

Please find below the response of the Canal & River Trust (the Trust).

We're the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. Our waterways are on the doorstep of 8 million people and reach some of the most deprived communities within the UK. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation.

The Trust's work is focussed on making life better by water. The key objective therefore for the Trust, in responding to the consultation, is to protect our assets and interests and to ensure that as the proposal develops the impacts of the scheme on our inland waterways network or affecting third party restoration projects are appropriately mitigated.

The Trust has a range of charitable objects:

- o to preserve, protect, operate and manage Inland Waterways for public benefit:
 - o for navigation;
 - o for walking on towpaths; and
 - o for recreation or other leisure-time pursuits of the public in the interest of their health and social welfare;

- o to protect and conserve for public benefit sites, objects and buildings of archaeological, architectural, engineering or historic interest on, in the vicinity of, or otherwise associated with Inland Waterways;

- o to further for the public benefit the conservation protection and improvement of the natural environment and landscape of Inland Waterways;

- o to promote, facilitate, undertake and assist in, for public benefit, the restoration and improvement of Inland Waterways;

- o to promote and facilitate for public benefit awareness, learning and education about Inland Waterways, their history, development, use, operation and cultural heritage by all appropriate means including the provision of museums;

- o to promote sustainable development in the vicinity of any Inland Waterway for the benefit of the public, in particular by:

- o the improvement of the conditions of life in socially and economically disadvantaged communities in such vicinity; and

- o the promotion of sustainable means of achieving economic growth and regeneration and the prudent use of natural resources; and

- o to further any purpose which is exclusively charitable under the law of England and Wales connected with Inland Waterways;

provided that in each case where the Trust undertakes work in relation to property which it does not own or hold in trust, any private benefit to the owner of the property is merely incidental.

The comments below are made specifically in relation to the Additional Provisions to the Hybrid Bill for Phase 2b and Supplementary Environmental Statement. These comments should be read alongside the matters that the Trust have identified in previous consultations in relation to the locations specified. The Trust wish to re-iterate that we will require the crossing designs to follow the overarching principles for HS2 canal crossings agreed on HS2 Phase 1 and Phase 2a.

The Trust hopes that the following comments are helpful and looks forward to further dialogue with HS2 Ltd to ensure that the developing proposal addresses the impacts on and opportunities for the waterway network.

Please direct any queries to John Harris, HS2 Project Lead, Canal & River Trust, National Waterway Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4HW. Email: john.harris@canalrivertrust.org.uk

Question 1: Comments on the Non-Technical Summary (NTS)

No specific comments in relation to the additional provisions.

Question 2: Volume 1 – Introduction and Methodology

No specific comments in relation to the additional provisions.

Question 3: Volume 2: Community Area (CA) reports and map books**Community Area Report MA02 – Wimboldsley to Lostock Gralam**

Work No	Canal	Issue/Comment	Action
AP1-002-004. Provision of a shared use cycle and pedestrian ramp.	Shropshire Union	<p>Volume 2 Community Area Mapbook MA02 Wimboldsley to Lostock Gralam Map CT-05-310 and CT-06-310</p> <p>Maps CT-05-310 and CT-06-310 (Grid B3, C3) indicate that the shared use cycle and pedestrian ramp would be sited on land owned by the Canal & River Trust adjacent to the Shropshire Union Canal (Middlewich Branch). We welcome the principle of HS2 providing an Equalities Act compliant shared access to the canal towpath and this aligns with HS2 Information Paper E29: Active Travel, which at paragraph 2.5 states the aim “<i>to promote sustainable and accessible transport choices for all</i>” and “<i>improve provision and create new connections for active travel</i>”. The provision of a safe ramped access would enable all users to travel sustainably along the canal corridor and National Cycle Route 5. However, notwithstanding the principle, the Trust has the following objections to the proposed works:</p> <p>1. The land required for the shared use pedestrian and cycle path is outside the limits of the Bill. The amendment will result in the permanent requirement for 0.35ha of additional land. This would be Trust owned land. The principles to be applied to the acquisition of land and rights should</p>	<p>The principles to be applied to the acquisition of land and rights should reflect those in the agreement between the Trust and the Secretary of State for HS2 Phase 1 and 2a.</p> <p>Clarification in terms of ongoing management and maintenance of the access ramp.</p> <p>Our preference would be that the shared use cycle and pedestrian path is moved west by 5-10m (to commence in Grid B2). Alternatively, a suitable ramped access could be constructed at right angles to the canal corridor along the Clive Green Lane embankment (Grid B2). We would welcome further discussion with HS2 on this matter and the siting of the ramp.</p>

		<p>reflect those in the agreement between the Trust and the Secretary of State for HS2 Phase 1 and 2a.</p> <p>2. We would need to maintain operation of the canal and towpath during construction of the access ramp. It would be important that the works are carried out and programmed to avoid any closure of the canal or towpath. It is also unclear who would own the access ramp following construction and be responsible for the ongoing management and maintenance of it. The Trust, as a charity are not funded to maintain it and would not want to take on increased liability and maintenance burden.</p> <p>3. The proposed ramp and the embankment it would be constructed on (Grid B3, C3) is shown to be parallel to the back edge of the canal towpath. This would result in the loss of Trust owned hedgerow and trees. Given the close proximity of the proposed ramp to the towpath there would be insufficient space to provide meaningful replacement planting/mitigation, (notwithstanding paragraph 5.4.3 of the ES Volume 2 MA02 which states <i>“additional landscape mitigation planting will be provided along the new ramp from the canal to replace trees removed.”</i>) We consider that the proposed ramp should be further offset from the canal towpath and moved 5-10m further away to allow for meaningful replacement planting/mitigation to the canal corridor.</p> <p>4. We note that as drawn the ramp where it would join the canal towpath is shown as having a kink/bend. This would be an important design intervention to prevent cycles joining the towpath at speed which would be a potential safety hazard to existing waterway/towpath users and prevent cyclists from accidentally entering the canal. The final design of the access ramp would require such a design/chicane to slow cycles when joining the towpath.</p> <p>5. As set out previously, the Trust objects to the temporary highway diversion through a triangular parcel of land, which is within the ownership of the Trust, and is currently mature woodland (Grid B2, B3). It is likely the majority of this woodland would be felled/cleared to accommodate the temporary highway diversion as well as the access ramp. The proposed</p>	<p>As much of the existing waterside vegetation should be retained to provide screening to the transport corridors in this area.</p> <p>Provision will need to be made for the extension/alteration of the canal culvert to safeguard the structural integrity.</p> <p>The Trust requires that its consent is obtained for any discharge to the canal, to protect the canal from flooding, structural damage, environmental degradation and to ensure navigational safety. It cannot be assumed that the canal or culverts have the capacity to accommodate such discharge.</p> <p>To mitigate the risk to the Trust of the additional flows through the culvert(s) and the consequential increase in wear and tear the Trust will require HS2 to acquire the Trust owned culvert(s). The culvert should be included within the land potentially required for construction.</p> <p>We would welcome clarification from HS2 in relation to the proposals for the existing steps from Clive Lane bridge to the canal towpath and if these are to be retained and improved or replaced</p>
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	<p>ramp would also result in the loss of 104m of hedgerow (para 5.4.16 of the ES Volume 2 MA02). This hedgerow should be replaced on completion of the access ramp as part of the landscape mitigation. We would ask that the woodland clearance is minimised as far as practicable. It would also be important that the existing watercourse through this woodland is protected during the works.</p> <p>6. There is a Trust owned culvert here (Grid B3). The construction works need to be planned and designed to ensure that they do not affect the integrity of the canal and the culvert, its headwall or the flow through the culvert. This would likely require the extension of the culvert under the access ramp. Alternatively, appropriate alternative provision for this culvert should be made. A new ditch is shown running parallel to the west side of the access ramp. This terminates at Grid C3 and it is unclear where the ditch would discharge. It is noted at paragraph 5.4.2 of the ES Volume 2 – MA02 that it states <i>“filter drains will be provided to the north-east of the shared-use pedestrian and cycle path for both drainage of the shared-use pedestrian and cycle path and to intercept surface water flows from the Clive Green Lane embankment and flows towards the canal towpath.”</i> The Trust requires that its consent is obtained for any discharge to the canal, to protect the canal from flooding, structural damage, environmental degradation and to ensure navigational safety. It cannot be assumed that the canal has the capacity to accommodate such discharge. Any discharge to a watercourse which is culverted under the canal would need to be assessed to ensure that it is able to cope with any increase in water flows to prevent any backing up or silting of the culvert under the canal. We would welcome the drainage arrangements being clarified.</p> <p>7. Paragraph 4.2, Table 7 of the ES Volume 2 – MA02 (pg66) and paragraph 5.4.2 both note that the existing steps to the canal from the Clive Green Lane canal bridge will be ‘replaced’ by the ramp. Based on the details provided it would not appear that the construction of the ramp would necessitate the removal of the existing steps. It is unclear if the intention of HS2 is to remove the existing steps and if so, how these would be removed and land made good/restored. We would welcome this being clarified.</p>	<p>as part of the works and land made good.</p> <p>We would welcome clarification from HS2 in relation to a right of access for the Trust (vehicle and pedestrian) to Bridge 24 for ongoing maintenance, inspection and operations.</p> <p>We would welcome clarification from HS2 in relation to the public right of way route along Clive Green Lane to ensure the access to the canal towpath and its sustainable transport role is maximised.</p>
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<p>Question 4: Volume 3: Route-wide effects</p> <p>No specific comments in relation to the additional provisions.</p>			
<p>Question 5: Volume 5: Technical appendices and map books</p> <p>No specific comments in relation to the additional provisions.</p>			