

Hybrid Bill Petition

House of Commons

Session 2017-19

Second Additional Provision (AP2) to the High Speed Rail (West Midlands to Crewe) Bill February 2019

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

Canal & River Trust of First Floor North, Station House, 500 Elder Gate, Milton Keynes MK9 1BB

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

1. The Petitioner is a charity registered with the Charity Commission and a company limited by guarantee registered in England & Wales which was set up to care for England and Wales’ legacy of 200-year-old waterways, holding them in trust for the nation forever. The Petitioner is among the UK’s largest charities, with responsibility for 2,000 miles of Canals, rivers, docks and reservoirs, along with museums, archives, 63 Sites of Special Scientific Interest, over 1,000 wildlife conservation sites, and the country’s third largest collection of protected historic buildings.
2. The Petitioner was launched in July 2012, taking over responsibility from British Waterways and The Waterways Trust in England and Wales from which it inherited its statutory duties to:
 - a. ensure continuous navigation on its waterways for vessels of specified dimensions;
 - b. maintain the safety and structural integrity of waterway infrastructure, water supply, discharges and drainage, waterway management and maintenance operations, including maintaining water levels for navigation purposes; and

- c. protect and safeguard the natural environment, landscape character and built heritage of waterways; as well as to encourage public access to and recreation use of the inland waterways.
3. In addition, as a registered charity, the Petitioner has a range of charitable objects including:
 - a. to preserve, protect, operate and manage inland waterways for navigation, for walking on towpaths and for recreation or other leisure-time pursuits of the public in the interest of their health and social welfare;
 - b. to protect and conserve sites, objects and buildings of archaeological, architectural, engineering or historic interest on, or in the vicinity of, the inland waterways;
 - c. to further the conservation, protection and improvement of the natural environment and landscape of the inland waterways;
 - d. to promote, facilitate, undertake and assist in the restoration and improvement of inland waterways;
 - e. to promote and facilitate awareness, learning and education about inland waterways, their history, development, use, operation and cultural heritage; and
 - f. to promote sustainable development in the vicinity of any inland waterway.
4. The Petitioner is also subject to statutory and common law duties applicable to all charities, including the restrictions on disposals of interests in its land in Part 7 of the Charities Act 2011.
5. The Petitioner holds its operational property (its waterways, towpaths and associated infrastructure) as sole trustee for the Waterways Infrastructure Trust and may not dispose of any of this land without the prior consent of the Secretary of State pursuant to the terms of the Trust Settlement between the Petitioner and the Secretary of State for Environment, Food and Rural Affairs, dated 28 June 2012.
6. The Petitioner deposited petitions against the Bill in February 2018 and Additional Provision 1 in April 2018 proposing changes to the Bill where their land interests are directly affected.
7. The Petitioner is further directly and specially affected by Additional Provision 2 as set out in Section 2 of this Petition.

2. Objections to the Second Additional Provision (AP2) to the Bill

In the box below, write your objections to the Second Additional Provision (AP2) to the Bill and why your property or other interests are [specially and directly affected](#). Please number

each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

AP2-001-003 (Parish of King's Bromley)

1. Under AP2-001-003, the Promoter seeks powers to construct and operate three new temporary pipelines from the King's Bromley South borrow pit for groundwater recharge to Pyford Brook (temporary pipe route 1), Trent & Mersey Canal ("the Canal") (temporary pipe route 2) and Bourne Brook (temporary pipe route 3).
2. The Promoter also seeks powers to install a temporary access route along the length of each pipe route, which will be approximately 3 metres in width. Combined, each temporary pipe route and access track would require a corridor of land approximately 10 metres in width. Each pipe would be routed within a shallow trench, approximately 1 metre deep, or below ground where required.
3. The Petitioner has specific concerns in relation to temporary pipe routes 2 and 3, which are set out below.
4. However, the dewatering and recharge activities proposed by the Promoter in this location are of concern generally to the Petitioner. In particular, the Petitioner apprehends that dewatering of the King's Bromley South borrow pit could result in the groundwater levels underneath and alongside the Canal being lowered, which may result in damage to the Canal, including subsidence and failure of any Canal lining.
5. The Petitioner therefore seeks a binding commitment from the Promoter that the Promoter will not adversely affect groundwater levels in the vicinity of the Canal during any proposed dewatering and recharge activities. To support that commitment, the Petitioner seeks further binding commitments from the Promoter that the Promoter will:
 - a. undertake pre-condition surveys of all parts of the Canal that may be affected by any dewatering and recharge activities associated with the King's Bromley South borrow pit;
 - b. undertake post-condition surveys to identify any parts of the Canal adversely affected by any dewatering and recharge activities associated with the King's Bromley South borrow pit; and
 - c. make good any subsidence, leakage or other damage occasioned to the Canal as a result of any dewatering and recharge activities associated with the King's Bromley South borrow pit.

Temporary pipe route 2

6. Temporary pipe route 2 is shown on Maps CT-05-201 and CT-05-201-L1 of the SES2 and AP2 ES Volume 2: CA1 Map Book and is also described at paragraph 5.3.6 of the SES2 and AP2 Volume 2 Community Area Report for Fradley to

Colton.

7. The Community Area Report confirms that temporary pipe route 2 would require 0.3ha of additional land, being the land comprised in parcels AP2-26 and AP2-29, which are shown at Inset A on Replacement Sheet No. 1-02 of the Bill Plans which accompany AP2.
8. Parcel AP2-26 is owned and occupied by the Trust and comprises woodland, Canal and towpath, as set out at page 8 of the Book of Reference published with AP2.
9. The Petitioner is concerned that, though expressed in the Community Area Report to be required in connection with the construction of a temporary pipe, the Promoter appears to seek powers to acquire outright the land forming part of parcel AP2-26.
10. The Petitioner notes, in this respect, that AP2 does not provide for parcel AP2-26 to be listed in Schedule 16 (temporary possession and use of land) to the Bill, but instead provides for it to be listed in Schedule 6 (acquisition of land for particular purposes), as land which may be acquired by the Promoter to provide for environmental mitigation, utility works, a worksite and access for construction and dewatering operations, notwithstanding that those are described as temporary purposes in the Community Area Report. The Petitioner also notes that the parcels of land which are owned and occupied by it which are affected by temporary pipe route 3 have been included in Schedule 16 (temporary possession and use of land) to the Bill. The approach adopted by the Promoter is therefore inconsistent and should be clarified.
11. In addition, the Petitioner seeks a binding commitment from the Promoter that no interest or right in any part of parcel AP2-26 will be permanently acquired by the Promoter in connection with the Phase 2a works.
12. The Petitioner also seeks a binding commitment from the Promoter that the Promoter will not exercise any of its powers under the Bill to take temporary possession of parcel AP2-26 in connection with the construction and operation of temporary pipe route 2. This land includes part of the Canal and adjacent towpath and is required by the Petitioner for operational purposes. If the Petitioner is excluded from possession of the land, access along the Canal and towpath which is currently enjoyed by its staff and customers might be severed.
13. The Petitioner does not consider that the nature of these works justifies the taking of its land under the powers conferred by the Bill, potentially for significant periods of time. The works could be undertaken through notice and plan approval procedures agreed separately between the Petitioner and the Promoter, which would ensure that the Promoter can undertake these works without impacting substantially on the Petitioner's operations. The Petitioner seeks binding commitments from the Promoter to this effect.
14. The Petitioner seeks a further binding commitment from the Promoter that the specification and design of the works associated with the construction of temporary pipe route 2 which are to be undertaken in proximity to the Canal in this location, as well as the reinstatement of land affected by those works, will be subject to the prior approval of the Petitioner. The Petitioner is concerned that works which are poorly designed or of a low quality specification may:

- a. adversely affect the visual and quiet amenity value of the Canal setting in this location, which is situated in a conservation area;
- b. adversely affect connectivity along the Canal and adjacent towpath for the Petitioner's staff and customers; and
- c. adversely affect the structural integrity of the Canal (the implementation of measures to protect the bed and banks of the Canal from scour and silt disturbance need, in particular, to be agreed with the Petitioner).

15. In addition, the Petitioner seeks a binding commitment from the Promoter that the recharge of any water into the Canal shall be regulated by means of a protocol to be agreed between the Petitioner and the Promoter, prior to any such recharge taking place. Any recharge of groundwater into the Canal which exceeds appropriate levels is liable to affect the structural integrity of the Canal and to present a risk to the safe navigation of vessels using the Canal. Similarly, recharges of poor quality water could impact on the ecological value of the Canal, which is home to a variety of flora and fauna.

16. The protocol to be agreed between the Promoter and the Petitioner must therefore include binding commitments from the Promoter:

- a. to recharge water into the Canal only for the purposes of groundwater recharge;
- b. to observe the agreed volume, velocity and direction of recharge to be set out in the protocol;
- c. to observe any restrictions as to the timing of any recharge into the Canal to be set out in the protocol;
- d. to comply with agreed emergency procedures and to terminate any recharge activities on the occurrence of specified events;
- e. to comply with agreed restrictions as regards the chemical composition and quality of groundwater to be recharged into the Canal; and
- f. to periodically monitor any recharge to the Canal, to ensure compliance with the commitment in (e) above.

17. The Petitioner also seeks further binding commitments from the Promoter that the Promoter will:

- a. undertake pre-condition surveys of all parts of the Canal that may be affected by the construction of temporary pipe route 2, prior to those works taking place;
- b. undertake post-condition surveys to identify any parts of the Canal adversely affected by the construction of temporary pipe route 2, by reference to the pre-condition surveys referred to in (a) above; and
- c. make good any subsidence, leakage or other damage occasioned to the Canal as a result of the construction of temporary pipe route 2.

18. The Petitioner considers that these binding commitments are necessary in order to provide comfort that any adverse impacts resulting from the construction of temporary pipe route 2, will be identified and that appropriate mitigation will be implemented by the Promoter. The scope and timing of all surveys referred to in paragraph 17 above must be agreed with the Petitioner and the Petitioner seeks a binding commitment from the Promoter to that effect.

Temporary pipe route 3

19. Temporary pipe route 3 is shown on Maps CT-05-201, CT-05-202 and CT-05-202-L1 of the SES2 and AP2 ES Volume 2: CA1 Map Book and, like temporary pipe route 2, is also described at paragraph 5.3.6 of the SES2 and AP2 Volume 2 Community Area Report for Fradley to Colton.

20. The Petitioner understands that groundwater conveyed by temporary pipe route 3 would not be recharged into the Canal, but would route beneath parcels 82 and 83 on Replacement Sheet No. 1-06 of the Bill Plans which accompany AP2, which are owned and occupied by the Petitioner and comprise part of the Canal, the adjoining towpath and woodland. These parcels were included in the Bill as presented, since they are required by the Promoter in connection with the diversion of a 400 kV overhead transmission line.

21. A number of the concerns identified by the Petitioner in relation to temporary pipe route 2 apply equally to temporary pipe route 3. In particular, the Petitioner is concerned that the exercise by the Promoter of its powers under the Bill to take temporary possession of the Petitioner's land in this location is liable to sever access along the Canal and towpath for the Petitioner's staff and customers. The Petitioner is also concerned that any horizontal drilling beneath the Canal in order to lay temporary pipe route 3 may impact adversely on the structural integrity of the Canal.

22. Accordingly, the Petitioner seeks binding commitments from the Promoter:

- a. in the same terms as set out in paragraphs 12 and 13 of this petition. In the Petitioner's view, the Promoter does not need to exercise its powers to take temporary possession of the Petitioner's land for the purposes of constructing and operating temporary pipe route 3. The works could be undertaken through notice and plan approval procedures agreed separately between the Petitioner and the Promoter, which would ensure that the Promoter can undertake these works without impacting significantly on the Petitioner's operations; and
- b. in the same terms as set out in paragraph 14 and 17 of this Petition. The Petitioner notes that the Community Area Report states that no temporary access road would be provided along the length of this access route. However, any works in close proximity to the Canal, particularly those which involve routing beneath the Canal as they do here, may generate adverse impacts on the Canal. It is therefore vital that these works are subject to the specification and design controls referred to in paragraph 14 of this Petition and to the pre and post-condition surveys and reinstatement obligations referred to in paragraph 17 of this Petition.

23. The binding commitments sought by the Petitioner in relation to temporary pipe route 3 assume that the Promoter seeks only to temporarily route the pipe beneath the Canal in this location, not to recharge groundwater into the Canal. However, the Petitioner seeks a binding commitment from the Promoter that temporary pipe route 3 will not be used in connection with the recharge of groundwater to the Canal.
24. If the Promoter does in fact intend to use temporary pipe route 3 for the recharge of water to the Canal, then the Petitioner seeks further binding commitments from the Promoter in the same terms as are set out in paragraphs 15 and 16 of this Petition.

AP2-001-008 (Parish of King's Bromley)

25. Under AP2-001-008, the Promoter seeks powers to construct and operate two further temporary pipe routes, this time from the King's Bromley North (Shaw Lane) borrow pit for groundwater recharge to Bourne Brook (temporary pipe route 1) and the Canal (temporary pipe route 2). These pipe routes would have the same dimensions as the pipe routes to be provided as part of AP2-001-003 (Parish of King's Bromley).
26. The Petitioner's general concerns regarding any dewatering and recharge activities associated with the King's Bromley South borrow pit apply equally to the King's Bromley North (Shaw Lane) borrow pit. The Petitioner therefore seeks the same binding commitments in relation to those activities as set out in paragraph 5 of this Petition.

Temporary pipe route 1

27. Temporary pipe route 1 is shown on Maps CT-05-202 and CT-05-202-L1 of the SES2 and AP2 ES Volume 2: CA1 Map Book and is also described at paragraph 5.8.5 of the SES2 and AP2 Volume 2 Community Area Report for Fradley to Colton.
28. Temporary pipe route 1 and temporary pipe route 3 associated with AP2-001-003 (see paragraph 19 of this Petition) are effectively a single pipe route at the point at which they route beneath the Canal at parcels 82 and 83 on Replacement Sheet 1-06 of the Bill Plans, providing joint recharge of both King's Bromley South Borrow Pit and King's Bromley North (Shaw Lane) borrow pit.
29. Accordingly, the Petitioner's concerns in relation to temporary pipe route 1 mirror those set out in paragraphs 19 to 24 of this Petition. The Petitioner therefore seeks binding commitments in the same terms and for the same reasons as set out in paragraphs 22 of this Petition.
30. The Petitioner also understands that the Promoter does not intend to use temporary pipe route 1 in connection with the recharge of groundwater to the Canal. However, the Petitioner seeks a binding commitment from the Promoter to this effect. If the Promoter does in fact intend to use temporary pipe route 1 for that purpose, then the Petitioner seeks the same binding commitments from the Promoter as set out in paragraphs 15 and 16 of this Petition.

Temporary pipe route 2

31. Temporary pipe route 2 is shown on Maps CT-05-202-L1 of the SES2 and AP2 ES Volume 2: CA1 Map Book and is also described at paragraph 5.8.5 of the SES2 and AP2 Volume 2 Community Area Report for Fradley to Colton.
32. The Community Area Report confirms that temporary pipe route 2 would require approximately 1.2ha of additional land, being the land comprised in parcels AP2-75, AP2-86, AP2-90 and AP2-93 on Replacement Sheet No. 1-06 of the Bill Plans which accompany AP2. Parcel AP2-75 is owned and occupied by the Petitioner and comprises woodland, Canal and towpath, as set out at page 12 of the Book of Reference published with AP2.
33. The Petitioner's concerns regarding temporary pipe route 2 are substantially the same as those expressed in relation to the temporary pipe route 2 associated with AP2-001-003 (see paragraphs 6 to 18 of this Petition).
34. Accordingly, the Petitioner seeks binding commitments from the Promoter:
 - a. in the same terms as paragraph 11 of this Petition. The Petitioner does not understand why the Promoter seeks powers to permanently acquire interests or rights in Parcel AP2-75, when the Community Area Report confirms that this land is only required by the Promoter to construct a temporary pipe;
 - b. in the same terms as paragraphs 12 and 13 of this Petition. In the Petitioner's view, these temporary works are capable of being undertaken by the Promoter without recourse to its powers under the Bill to take temporary possession of the Petitioner's land. Access to the land could be agreed with the Petitioner at the appropriate time, subject to giving notice and submitting plans of the works for the prior approval of the Petitioner, which would ensure that the Promoter is able to undertake the works but with reduced disruption to the Petitioner's operational land;
 - c. in the same terms as paragraph 14 of this Petition. The Petitioner is concerned about the design and specification of the works associated with the construction of temporary pipe route 2 and their potential impact upon the Canal and its users;
 - d. in the same terms as paragraphs 15 and 16 of this Petition. The uncontrolled discharge of water to the Canal could generate a number of adverse impacts, including on the structural integrity of the Canal and the flora and fauna which it is home to. The controls sought by the Petitioner, examples of which are set out in paragraph 16 of this Petition, are therefore of vital importance in relation to this temporary pipe route as well; and
 - e. in the same terms as paragraphs 17 and 18 of this Petition. A binding commitment to undertake all appropriate surveys and monitoring is a critical way of ensuring that any adverse impacts on the Canal and its users can be identified and mitigated in real time.

AP2-001-001 (Parish of Armitage with Handsacre)

35. The Petitioner is concerned by changes to the provisions of the Bill under this element of AP2 which are required to make alterations to the Handsacre Junction connection into the West Coast Main Line (described as Work No. H7 in AP2).
36. For this purpose, the Promoter appears to seek powers to permanently acquire the land comprised in parcel AP2-13 on Additional Sheet No. 1-07C of the Bill Plans which accompany AP2. Parcel AP2-13 comprises the existing railway, works and land and a bridge carrying the same over a section of public road, the Canal and the adjoining towpath. The section of Canal and towpath in question is owned and occupied by the Petitioner and is used by the Petitioner's staff and customers.
37. The Petitioner does not understand why the Promoter seeks powers to permanently acquire the land in parcel AP2-13 in order to construct improvements to the West Coast Main Line. The Promoter has no permanent need for this section of the Canal and towpath and, in any event, the majority (if not all) of the works at this location are likely to be undertaken at bridge level.
38. The Petitioner therefore seeks a binding commitment from the Promoter that the Promoter will not exercise its powers under the Bill to acquire any permanent interest or right belonging to the Petitioner in parcel AP2-13.
39. The Petitioner also seeks a further binding commitment from the Promoter that the Promoter will not exercise its powers under the Bill to take temporary possession over the land in parcel AP2-13. The exercise of temporary possession powers over the Petitioner's land, for a potentially significant period of time, would be a draconian measure. If the Promoter requires access to this land, which seems unlikely given the works are, as noted, likely to be undertaken at bridge level, then this could be agreed with the Promoter at the appropriate time subject to giving notice, so as to minimise disruption to the Canal and its users.
40. The Petitioner is also concerned more generally with changes to the Handsacre Junction connection introduced by AP2 and their potential to impact adversely on infrastructure owned and maintained by the Petitioner.
41. One such item of infrastructure which is owned and maintained by the Petitioner is a culvert, located to the west of Tuppenhurst Lodge and in close proximity to the balancing pond to be constructed by the Promoter at grid reference F6 on Map CT-06-130b of the SES2 and AP2 ES Volume 2: CA1 Map Book.
42. The Petitioner apprehends that substantial increased drainage through this culvert arising from the construction and maintenance of changes to the Handsacre Junction connection is liable to result in increased maintenance costs to the Petitioner, which the Petitioner is unlikely to be able to recover by alternative means.
43. The Petitioner therefore seeks a binding commitment from the Promoter that the Promoter will acquire this culvert from the Petitioner or, alternatively, that the Promoter will contribute a proportion of the costs of maintaining this culvert throughout the lifetime of the HS2 works.

AP2-002-008 (Parish of Colwich)

44. The Promoter now also seeks under this element of AP2 further powers under the Bill over three areas of additional land in the vicinity of the proposed Great Haywood viaduct. One of these areas is located between the Canal and the existing Colwich to Macclesfield railway, to the north of the HS2 Phase 2a route.
45. The Community Area Report published alongside AP2 confirms that this additional land is required to improve access across, and reduce disruption to, the Canal and the existing Colwich to Macclesfield railway.
46. This change to the Bill powers requires powers to be secured by the Promoter over additional land, including parcels AP2-56, AP2-57, AP2-58, AP2-59, AP2-61, AP2-62 and AP2-63 as shown on Replacement Sheet No. 1-24 of the Bill Plans which accompany AP2.
47. Parcel AP2-61 is operational land owned and occupied by the Petitioner and comprises part of the Canal and adjoining towpath. Whilst the associated Community Area Report states that this area of additional land will only be required throughout the period of construction (i.e. from 2021 to 2027), the Petitioner again notes that the Promoter appears to seek powers to acquire permanently the land in Parcel AP2-61.
48. The Petitioner does not understand why the Promoter requires powers to permanently acquire this land and in any event seeks a binding commitment from the Promoter that the Promoter will not exercise its powers to acquire permanent rights or interests over any of the land forming part of Parcel AP2-61.
49. The Petitioner also seeks a binding commitment from the Promoter that the Promoter will not exercise any of its powers under the Bill to take temporary possession of parcel AP2-61. This land includes part of the Canal and adjacent towpath and is required by the Petitioner for operational purposes. The Petitioner also generates annual rental income from commercial boating operations undertaken by third parties along and in close proximity to this part of the Canal, including the mooring of narrowboats and the operation of the nearby Great Haywood Marina and Hoo Mill Marina. If the Promoter seeks exclusive possession of this land under its Bill powers, access along the Canal and towpath which is currently enjoyed might be severed and its rental income may be diminished or even extinguished if those commercial operations are unable to continue or are hindered by the exercise of the Bill powers.
50. If, despite the commitment sought by the Petitioner in paragraph 49 of this Petition, the Promoter still seeks to exercise its powers under the Bill to take temporary possession of this additional land, the Petitioner seeks a further binding commitment from the Promoter that the Promoter will compensate the Petitioner for the loss of any rental income associated with these commercial operations (whether or not within the limits of the Bill) which is due to the exercise of the Bill powers.
51. The effect of the changes to the Bill in this location also appears to be to enable the Promoter to locate the temporary bridge over the Canal (Work No. 38) within much wider limits of deviation. The Petitioner does not understand why these

extended limits will improve access across the Canal, as this is not explained in the relevant Community Area Report. The Petitioner therefore seeks further particulars of the reasons why additional land is required by the Promoter in this location.

52. The Petitioner also seeks binding commitments from the Promoter that the Promoter will submit plans and documents for the approval of the Petitioner showing the design and specification of any works to be constructed within, under or over Parcel AP2-61. Any works in such close proximity to the Canal have the potential to impact upon the structural integrity of the Canal, the use of the Canal and towpath by the Petitioner's staff and customers and the visual amenity of the existing setting.
53. The Petitioner has particular concerns about the impact of any works and movements of construction vehicles to and from the construction sites located in close proximity to the Canal. The Petitioner therefore seeks a binding commitment that existing vegetation located along the east bank of the Canal (i.e. along the non-towpath side of the Canal) will be retained by the Promoter and supplemented to provide further screening of the Canal corridor.

AP2-002-010 (Parish of Ingestre)

54. The Promoter seeks powers to acquire permanently 61ha of additional land in connection with the reconfiguration of Ingestre Park Golf Club. This land is located to the south of the Canal, as shown on Map CT-05-213-R1 of the SES2 and AP2 ES Volume 2: CA1 Map Book.
55. The Petitioner owns and maintains Ingestre Bridge on Trent Lane, which provides a vehicular and pedestrian crossing of the Canal at grid reference D3 on Map CT-05-213-R1. This is a narrow structure and is subject to weight restrictions. It would be wholly unsuitable for this bridge to be used by construction vehicles seeking to gain access to the land to be used for the reconfiguration of the nearby Golf Club.
56. Whilst the Maps which accompany AP2 appear to indicate that the only construction traffic route to be used to the north of the Golf Club is the A51 London Road, the Petitioner seeks a binding commitment from the Promoter that Ingestre Bridge will not be used by the Promoter as a means of access for the construction of any of the Phase 2a works.

AP2-004-001 (Parish of Stone Rural)

57. The Promoter seeks additional interests and rights in land under this element of AP2 to provide a power supply to Whitmore Heath tunnel. The proposed power line originates at an existing Western Power Distribution sub-station, known as Meaford Bulk Supply Point, shown within grid reference J9 on Map Number CT-05-225-R3 of the SES2 and AP2 ES Volume 2: CA1 Map Book.
58. The route of the Canal brings it within close proximity of the sub-station site, as shown on Map Number CT-05-225-R3.

59. The Petitioner notes references in the Community Area Report which accompanies AP2, to the construction of a new building at the site of the existing sub-station. This building would be approximately 35m by 35m and would be used to house new circuit breakers and control panels.
60. The Petitioner is concerned that the construction of this new building may create adverse visual impacts from the Canal corridor. Beyond giving very basic dimensions, the Promoter has provided no details about the siting or elevations of the new building, the materials to be used or the likely duration of works required to construct it.
61. The Petitioner therefore seeks a binding commitment from the Promoter that the design and specification of this new building will be submitted for the approval of the Petitioner prior to the commencement of any construction works.
62. The Petitioner considers that the design and specification of the new building may give rise to adverse impacts on the Canal corridor. The Petitioner therefore seeks a further binding commitment from the Promoter that the Promoter will implement such measures as the Petitioner considers to be reasonably necessary to mitigate against any adverse impacts on the Canal corridor associated with the construction of this new building.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns, which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section two 'Objections to the Second Additional Provision (AP2) to the Bill' if you prefer. Please number each paragraph.

The Petitioner seeks binding commitments from the Promoter in the terms set out in section 2 of this Petition.

If you have already petitioned against the High Speed Rail (West Midlands to Crewe) Bill, please give your petition number.

HS2-P2A-133-1 and HS2-P2A-AP1-017-1

Next steps

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