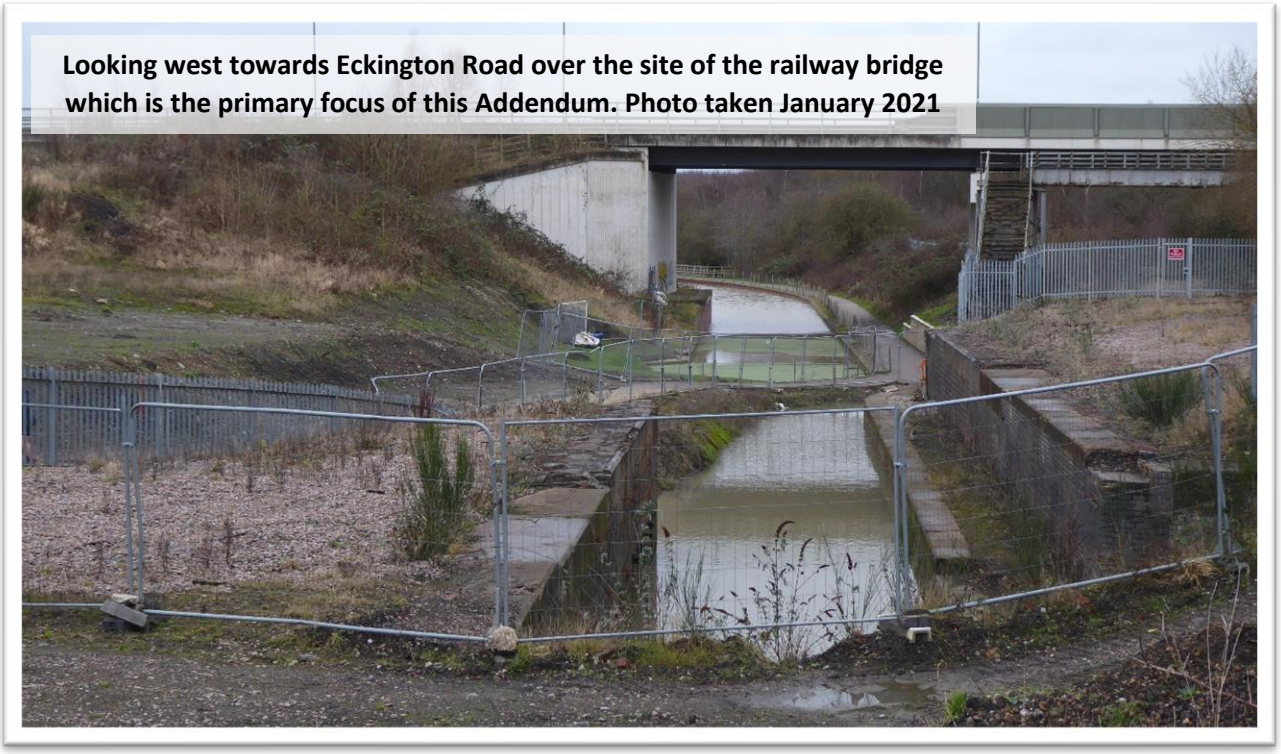
Planning Statement

(incorporating Design & Access Statement)

ADDENDUM – FEBRUARY 2021

Chesterfield Canal

Restoration between Eckington Road & Hague Lane, constituting the remainder of the restoration scheme within Chesterfield Borough



Looking west towards Eckington Road over the site of the railway bridge which is the primary focus of this Addendum. Photo taken January 2021

Version	1.00
Date	1st February 2021

Contents

Looking east from Eckington Road towards the railway bridge which is the primary focus of this Addendum. Photo taken January 2021 with volunteer work halted due to the Covid-19 pandemic

1 INTRODUCTION

1.1 The Chesterfield Canal Trust Ltd (CCT) submitted a planning application to Chesterfield Borough Council (CBC) that was received and validated on 26th June 2020, reference number CHE/20/00420/FUL.

1.2 The application is for full planning permission to restore 2.6km of the Chesterfield Canal between Eckington Road & Hague Lane, the extents constituting the remaining length of the Chesterfield Canal to be restored within the boundaries of Chesterfield Borough.

1.3 The planning application was supported by a Planning Statement. Consultations with statutory and public consultees raised a number of questions. Some of the details of the planning application are being amended in response to these questions. This Addendum to the Planning Statement has been prepared to set out the amendments along with the reasoning behind them. Where it is appropriate to comment on other responses, such comment is included here.

1.4 In general, the numbering in this Addendum is designed to broadly reflect the numbering in the original Planning Statement. However, it should be read independently, and cross-references refer to this Addendum unless noted otherwise.

1.5 The primary amendments relate to the length of the canal between Eckington Road and Bellhouse Lane and in particular the details of the interface with the Staveley-Seymour railway line that is planned to be reinstated as part of the HS2 Phase 2B eastern leg.

1.6 In summary, the amendments consist of:

- construction of an additional lock underneath Eckington Road, to be known as Eckington Road Lock (new no. 5b)
- construction of a new combination bridge (13b) to allow the railway and towpath users to cross over the canal
- deepening the construction of Railway Lock (now no. 5c)
- an additional discharge weir on the dropped pound between Eckington Road Lock and Railway Lock
- changes to the proposed layout for the Public Rights of Way to retain the existing layout west of the new bridge 13b, with only a boater access and emergency path at towpath level between Eckington Road Lock and Railway Lock

1.7 The following plans are submitted in support of this application:

Drawing No.	Title	Drawing Size
9213-42-DCC-PL-100-B	Site Location Plan *(9213-42-DCC-PL-100-B incorporates the revisions previously submitted as 9213-42-DCC-PL-100-A to amend the planning application boundary at the northern limit of the scheme. Originally submitted as 9213-42-DCC-PL-100)*	A1
9213-42-DCC-PL-101-1-A	Restoration Proposals – Proposed General Arrangement – June 2020	A1
9213-42-DCC-PL-102-1-A	Drainage – Proposals for Field and Surface Water Drainage – June 2020	A1
9213-42-DCC-PL-104-1-A	Footpath, Bridleway and Trail Network Proposals – June 2020	A1
9213-42-DCC-PL-200-1-B	Mineral Rail Bridge (13b) (NR Bridge BAC2 Br 6) and New Canal Locks (5b & 5c) General Arrangement	A1

2 BACKGROUND TO THE PROJECT

2.1 There are no amendments or addendums to this section of the Planning Statement.

3 SITE LOCATION

3.1 For further details, refer to the site location plan (drawing 9213-42-DCC-PL-100-B).

3.2 There are no amendments or addendums to this section of the Planning Statement.

4 SUMMARY OF THE PROPOSAL

4.1 In broad terms, the intention is to rebuild the length of canal across the Doe Lea valley, where the original canal route has been seriously affected by mining subsidence and subsequent land use. The priority is to create a new waterway corridor on the original route, and to endow it with a similar character to that which the original canal would have had if it had survived.

4.2 The scheme divides into two lengths with different characteristics:

4.3 Between **Eckington Road and Bellhouse Lane**, the canal is within a short transport corridor, including the Staveley-Seymour railway line, Staveley Northern Loop Road and the canal. The railway line is currently safeguarded for future use as a maintenance link for HS2, and it is the detail of this safeguarded route that is considered in this Addendum to the Planning Statement.

4.4 The railway line, Staveley Northern Loop Road and the canal run in close proximity and are all crossed by Eckington Road and the disused Great Central Railway route (now the Trans-Pennine Trail), which taken together make the length heavily engineered, with multiple structures and hard surfaces.

4.5 From **Bellhouse Lane to Hague Lane**, the canal is largely on a raised earth embankment in rural countryside.

4.6 Eckington Road to Bellhouse Lane

4.6.1 This length is dominated by the proposed HS2 crossing of the canal.

4.6.2 Previously, the historic bridge at this crossing point was intended to be reused, albeit with modifications. However, further consultation with HS2 Ltd since the original planning submission has indicated that this will no longer be possible and a completely new structure will be required. The water level through this structure will also need to be lower than the current 54.1mAOD.

4.6.3 The amended design therefore starts with an additional lock underneath Eckington Road, before it passes underneath HS2 in a new box culvert structure. Immediately east of the railway, the canal will return to the historic water level of 55.8mAOD using a new lock. The design rationale for this decision is discussed further in section 6 below.

4.6.4 Proceeding east, there are no further amendments or addendums to this section of the Planning Statement.

4.7 Bellhouse Lane to Hague Lane

4.7.1 There are no amendments or addendums to this section of the Planning Statement.

5 PLANNING POLICY

5.1 Local Planning Policy

Chesterfield Borough Council Local Plan

5.1.1 Since the planning application was submitted, CBC have adopted the new Local Plan.

5.1.2 The policy context of the planning application was previously set out against both the 2011-2031 Local Plan (current at the time of the application) and the 2018-2035 Local Plan (now adopted). The policy context was broadly similar with primarily changes to the policy numbering. The only two policy changes of note are:

- the first 650m of the scheme, as measured from Eckington Road, is no longer included as a route preserved for Major Transport Infrastructure. This was preserved as part of the Staveley Northern Loop Road proposals under the 2011-2031 Local Plan (policy CS21) but these proposals have been superseded and the route is not included within the 2018-2035 Local Plan (policy CLP23, previously referenced as LP24 in the Planning Statement)
- the formal adoption of policy CLP18 in the 2018-2035 Local Plan (previously referenced as LP19 in the Planning Statement) specifically relating to the Chesterfield Canal. This planning application is in full accordance with policy CLP18.

Other Local Planning Policy Considerations

5.1.3 There are no amendments or addendums to the remainder of section 5.1 of the Planning Statement.

5.2 National Planning Policy

5.2.1 There are no amendments or addendums to this section of the Planning Statement.

6 DESIGN & ACCESS STATEMENT

6.1 It must be stated at this point that the guidance about writing Design and Access Statements as schemes themselves evolved could not be followed in this case. This proposal forms a part of the ongoing process of connecting the isolated length of the Chesterfield Canal to the national network. As such, the broad principles of the scheme, and much of the detail, have been in place for many years.

6.2 Design Rationale

6.2.1 The design rationale for the scheme was previously set out in section 6.2 of the Planning Statement. This Addendum to the Planning Statement is submitted alongside a modified design for the length of canal between Eckington Road and Bellhouse Lane to accommodate the future reinstatement of the railway line to provide access to the proposed HS2 Infrastructure Maintenance Depot on the former Staveley Works site.

6.2.2 The design rationale for the scheme prior to these modifications was based on four key design constraints – water levels, utilities, supply of water and the railway crossing. These will be briefly reconsidered below to set out how the enhanced constraints associated with the HS2 crossing have impacted upon the design.

Design Constraints

6.2.3 The design constraints associated with the **water levels**, the **utilities** that cross the canal route and the need to ensure a **supply of water** is maintained to the canal at Renishaw are not affected by the HS2 crossing.

6.2.4 Previously, the **railway crossing** was not considered as a direct constraint to the design of this section of the canal. This was because the water level at the crossing point had been previously set by the Staveley Town Basin application based on discussions with Network Rail.

6.2.5 However, during the consultation process for this planning application, HS2 Ltd objected based on the water level in the canal being too close to the proposed track levels. Maintaining the water level at the proposed level would require the track bed to be lifted, which would in turn require the road bridges over the railway at Eckington Road and Lowgates (the A619) to be lifted.

6.2.6 Further coordination with HS2 Ltd has confirmed the highest soffit level they can accept to be 55.595mAOD. This is only 1.495m above the existing water level at Eckington Road, which is insufficient for any access underneath the HS2 railway line by boats or towpath users.

Defining the Design Options & Selecting a Final Solution

6.2.7 The Planning Statement set out three design options that were considered for the water level across the Puddlebank. These were all based on raising the water level from 54.1mAOD at Eckington Road to 55.8mAOD at Renishaw using locks at different locations. With the additional constraint of the headroom underneath HS2, it is necessary to reduce the level of the canal further than the existing level at Eckington Road.

6.2.8 If lowering the water level underneath HS2, it is reasonable to consider whether the level could be maintained lower all of the way to Renishaw in order to minimise the earth moving required to reprofile the Puddlebank. However, this can be almost immediately discounted on the basis of the necessary sewer diversions. During the pre-planning design of the original scheme, informal consultation was carried out with Yorkshire Water which showed it would be difficult and costly to divert the sewers for a water level of 54.1mAOD. The diversions would only get more difficult and costly for a lower water level and it is likely that permanent pumping of the sewage would be required.

6.2.9 On this basis, the design options east of the HS2 crossing remain as they were set out in the Planning Statement, and thus the conclusions remain the same.

6.2.10 The design options that need to be considered are therefore only for how the water level is reduced from the existing 54.1mAOD to pass underneath HS2. An initial assessment of the headroom constraints indicated that a water level of approximately 52.9mAOD would be required, i.e. a further drop of 1.2m from the existing water level. East of the railway, this additional change in water level would need to be incorporated into Railway Lock to avoid the need to divert the sewers. This would necessitate a lock with a rise of approximately 2.9m, which would be acceptable.

6.2.11 To the west of the HS2 crossing, there is an overall requirement to lower the water level from 55.8mAOD at Staveley Town Basin to approximately 52.9mAOD underneath the railway. If this requirement had been known prior to any construction taking place east of Staveley Town Basin, it is likely that a single lock would have been utilised somewhere between Staveley Town Basin and Eckington Road.

6.2.12 However, a significant amount of construction work has happened along this stretch in the last ten years. Locating a single lock anywhere along this stretch would require the whole length to be rebuilt. If the single lock were located west of the Ireland Close (Staveley Northern Loop Road) bridge, this bridge would also need modifying or rebuilding as the foundations of the bridge also form the bed of the canal. If the single lock were not located at the location of the existing Staveley Town Lock, the accommodation bridge downstream of the lock would need to be rebuilt and the changing ground profiles required to facilitate access over the bridge would significantly reduce the areas of land available for subsequent development around Staveley Town Basin.

6.2.13 It is therefore evident that the restoration works carried out to date preclude use of a single lock anywhere on this stretch and so the additional lowering of the water level from 54.1mAOD to 52.9mAOD must be carried out independently of Staveley Town Lock.

6.2.14 As noted above, construction of the canal is complete between Staveley Town Basin and Eckington Road. Between Ireland Close and Eckington Road, there is a winding hole (a widening of the canal to allow boats to turn). There is also a major weir to discharge excess canal water to the River Rother. A lock west of Eckington Road would mean that the winding hole could not be used.

6.2.15 Based on the restrictions above, it has become quickly apparent in the design that there is only one solution, which is to site the additional lock directly underneath Eckington Road. This is the option that has been adopted. The details of this are set out further below.

6.3 Detailed Design, Appearance & Landscaping

6.3.1 The layout and details of the amended scheme are discussed further below. The text should be read in conjunction with the scheme drawings listed in the introduction to this Addendum to the Planning Statement. There are no amendments to the scheme east of Railway Lock and so this section is limited to discussion of the scheme between Eckington Road and the Trans-Pennine Trail bridge. For all other sections, refer to the Planning Statement.

6.3.2 In general, the scheme is described as if travelling along the canal from the west (Eckington Road), to the east (Trans-Pennine Trail Bridge).

6.3.3 More detail on each of the key features of the scheme is given after the general description, and is cross-referenced by the paragraph number given in brackets.

General Description

6.3.4 The section of the canal forming part of this scheme will extend from the restored canal west of Eckington Road. Immediately underneath Eckington Road, the new Eckington Road Lock (6.3.22) will lower the water level down to 52.9mAOD. After the lock, there will be a short length of engineered channel before the canal enters a large concrete box culvert to pass underneath the HS2 maintenance line (Bridge 13b, 6.3.10). As the canal enters the culvert, users of the towpath (also the Trans-Pennine Trail) will cross over the canal and take a separate route back to the canal east of HS2.

6.3.5 Immediately east of the HS2 box culvert, Railway Lock (6.3.23) will raise the water level back to the original 55.8mAOD. At the head of the lock, the Trans-Pennine Trail will cross the canal on a high-level bridge. From this point, the scheme is as described in the Planning Statement.

The Puddlebank

6.3.6 There are no amendments or addendums to this section of the Planning Statement.

Crossing the Staveley-Seymour Railway (now the Proposed HS2 Maintenance Link)

6.3.7 When the railway was originally constructed, a bridge was built to carry it over the canal. This was later widened. After the canal fell into decline, Network Rail purchased the canal underneath the structure to enable it to remove the steel girder bridges and infill the canal to form an earth embankment.

Figure 6.1: The old railway bridge, viewed looking west towards Eckington Road

6.3.8 The railway line is currently mothballed and the track removed. In 2017, a licence was obtained by Derbyshire County Council to enable volunteers of the Chesterfield Canal Trust work party to excavate and investigate the condition of the original bridge structure. It has been found to be in excellent condition, only requiring some minor remedial repairs.

6.3.9 Given the condition, it was originally proposed to reuse the original structure, albeit with a need to lower the water level to cope with mining subsidence and modern standards for a reinstated crossing. This was the scheme as described in the Planning Statement.

6.3.10 However, the design criteria for the proposed use of the line by HS2 requires a further reduction in the water level. HS2 propose to remove the original structure and replace it with a box culvert. The length of this culvert means it is arguable as to whether it should be classed as a tunnel or a bridge. This is an academic point and for the purposes of this addendum to the Planning Statement, it will be referred to as bridge 13b.

6.3.11 The design of the length of canal between the two locks is complex, with its own set of design constraints. In particular, there is a need to discharge water and a requirement to consider the effects of a sudden gate failure at one of the locks on the safety of boats and boaters operating the locks.

6.3.12 A lowered water level requires a means to **discharge the excess water** created when the locks are emptied. It is preferable to avoid the need for any water to be pumped. The only realistic available discharge point is the existing discharge point from Hartington Side Weir, which would require a new, deeper pipe. To allow for occasional draining of the pound, the invert level of the pipe would need to be below the bed level of the canal, thus a minimum of 1.6m below water level. The ultimate outfall level of this point limits how far the water level can be lowered whilst maintaining a discharge by gravity. To mitigate against flood risk, it may be necessary to fit the discharge pipe with a non-return valve to prevent flood water from the river Rother backing up into the canal.

6.3.13 For a very short length of dropped pound, the impact of a **sudden gate failure** is increased. If one of the downstream gates were to fail on Railway Lock, up to 145m^3 of water would be released into the dropped pound. This would cause the water level to rise by over 350mm. On a standard length of canal, the towpath would be approximately 300mm above the water level, and so in this instance the towpath would be flooded. It is therefore necessary to increase the freeboard between the towpath and water level to ensure the safety of boaters (and any others) using the path.

6.3.14 Note that an alternative arrangement could be adopted with a lowered path and a wall between to retain the water, which would be similar to the existing arrangement on the road bridge above Tapton Lock. However, this is discounted on two criteria: firstly the existing arrangement at Tapton causes maintenance issues as it is almost never dry, and secondly the path through the HS2 culvert is required for boater safety and lowering it would reduce its effectiveness as it would be more difficult and less safe to access from a boat in an emergency.

6.3.15 Between the lower limit on the water level to enable gravity discharge and the upper limit on the water level to ensure safety of path users is a narrow range of acceptable water levels. Based on this range, it was not possible to accommodate a towpath suitable for all users of the Trans-Pennine Trail – in particular horses and cyclists. A separate route is therefore provided for towpath users (see 6.3.19), and there will be no Public Right of Way through the box culvert.

6.3.16 Preliminary design showed that the box culvert would need to be approximately 60m long. For safety and for the convenience of boaters, an access is still required through the box culvert for pedestrians. As this is not a Public Right of Way, it is only 2m wide. Access to this pedestrian route from the towpath will be stepped, and public access is prevented by a padlocked gate, using a standard padlock that boaters have keys for.

6.3.17 The siphon pipe will be located within the pedestrian route through the box culvert.

6.3.18 It is feasible that boats could be in both locks at the same time, as the box culvert prevents a line of sight between the locks. It is therefore necessary to ensure there is a point in the canal channel between the locks where boats can pass each other. Locating this within the culvert would increase the construction cost significantly. There is insufficient room for a passing place between the railway crossing and Railway Lock and the position of both is fixed as previously described. Therefore, a passing point is provided west of the railway. Signage will be installed to ensure that boats do not proceed beyond the passing point until they have a clear passage into the opposite lock.

6.3.19 As noted above, the pedestrian route through the box culvert is for boater and emergency access only. It is not suitable for all users of the Trans-Pennine Trail. Public users of the towpath will therefore cross over the canal and follow the current (pre-restoration) route to rejoin the towpath east of Railway Lock. The crossing will be integrated with the HS2 culvert, with most of the path constructed on the roof of the culvert. A small triangular section of the path will be cantilevered from the roof of the culvert.

Locks

6.3.20 The amended design will now include two locks:

- Eckington Road Lock (No. 5b)
- Railway Lock (No. 5c, previously numbered No. 5b)

6.3.21 The lock construction for both locks will be very similar in appearance to that of the recently completed Staveley Town Lock (No. 5a), located approximately 450m to the west at Staveley Town Basin. A reinforced concrete foundation and walls will be faced in red-brick and topped off with a stone coping. Lock gates will be constructed in timber, with mitred double gates at the bottom end and a single gate at the top end. Both locks will have a standard 22m x 2.3m chamber to allow a single full-length narrowboat to change between pound water levels.

Figure 6.2: Staveley Town Lock (No. 5a), at Staveley Basin. Eckington Road Lock (No. 5b) and Railway Lock (No. 5c) will be similar in construction and appearance

6.3.22 **Eckington Road Lock (No. 5b)** will be located directly underneath the existing Eckington Road bridge (No. 13). It will lower the canal by 1.2m from 54.1mAOD west of Eckington Road to 52.9mAOD underneath the proposed HS2 maintenance link.

6.3.23 **Railway Lock (No. 5c)** will be located immediately east of the Railway Bridge (No. 13b). It will raise the canal by 2.9m from 52.9mAOD underneath the proposed HS2 maintenance link to the historic pound level of 55.8mAOD.

6.3.24 The siting of the lock allows for the historic pound level to be regained prior to the crossing of a cluster of utilities between the proposed Trans-Pennine Trail Bridge and Bellhouse Lane. Four of these utilities would need to be diverted if the lock were located any further to the east.

Doe Lea Aqueduct (No. 14a)

6.3.25 There are no amendments or addendums to this section of the Planning Statement.

Bridges

6.3.26 There will be five new bridges over the canal along this section:

- Rail Bridge (No. 13b)
- Trans-Pennine Trail Bridge (No. 13c)
- Bellhouse Bridge (No. 14)
- Packsaddle Bridge (No. 15)
- Red Bridge (No. 16)

6.3.27 The scheme starts at Eckington Road Bridge (No. 13) which is existing. Additionally, the planning drawings also show White Bridge (No. 17). The latter is outside of the planning boundary and will form part of a future application to NEDDC, but is included on the scheme drawings for reference to aid understanding of the future connectivity.

6.3.28 The **Rail Bridge (No. 13b)** will allow the proposed HS2 maintenance link to cross over the canal. Public users of the towpath, which is also the Trans-Pennine Trail, will cross over the canal on an integrated structure. Full details of this crossing are given in section 6.3.10.

6.3.29 The **Trans-Pennine Trail Bridge (No. 13c)** will cross the canal just beyond the head of Railway Lock (No. 5b). This will provide a route for pedestrians, cyclists and equestrians between the Arkwright Trail to the south and the Trans-Pennine Trail (TPT) to the north, replacing the existing circuitous system of ramps and paths that crosses the canal line at approximate towpath level.

6.3.30 As noted above, the Rail Bridge (No. 13b) now provides for users of the TPT and the canal towpath to cross over the canal to the west of the railway. This is an amendment to the note in the Planning Statement which maintains the existing connectivity arrangement.

6.3.31 There are no further amendments or addendums to the details of the Trans-Pennine Trail Bridge (No. 13c) given in the Planning Statement.

6.3.32 For **Bellhouse Bridge (No. 14), Packsaddle Bridge (No. 15)** and **Red Bridge (No. 16)**, there are no amendments or addendums to this section of the Planning Statement.

Water Control

6.3.33 As set out in section 6.3.35 of the Planning Statement, the supply and management of water is fundamental to the operation of the canal. A siphon pipe will supply water around the dropped pounds to ensure continuity of supply at Renishaw. A discharge weir will be included at Norbriggs, and a second discharge weir will be included on the amended scheme west of the HS2 crossing.

6.3.34 The **siphon pipe** will allow the existing supplies to Staveley Town Basin to continue beyond Railway Lock. A buried pipe will be installed from the head of Staveley Town Lock to the head of Railway Lock. There is existing provision for this pipe in the structures of the Ireland Close bridge and the Eckington Road bridge. The siphon pipe will be routed underneath the boater access route through the box culvert HS2 crossing structure (6.3.17). An outlet for periodic flushing of the siphon will be included at the low point of the pipe.

6.3.35 There are no amendments to the **discharge weir** at Norbriggs.

6.3.36 A second **discharge weir** will be provided on the dropped pound between Eckington Road Lock and Railway Lock. This will be sited immediately east of Eckington Road Lock, to the west of the HS2 crossing. This weir will discharge through a buried culvert back to the balancing ponds alongside Ireland Close. This is the route of the existing discharge from Hartington Side Weir, although the culvert will need to be replaced or a second culvert installed due to the depth required.

6.3.37 The weir will only discharge when the locks are operated, as there will be no bywashes on Eckington Road Lock or Railway Lock. The weir will have an open inlet structure protected by railings and a security grille. The boater access route will pass behind the weir.

Drainage

6.3.38 There are no amendments or addendums to this section of the Planning Statement.

6.4 Access

'Inward Access' from outside the area

6.4.1 There are no amendments or addendums to this section of the Planning Statement.

Access for the general public

6.4.2 There are no amendments or addendums to the initial commentary on access for the general public given in sections 6.4.9 to 6.4.12 of the Planning Statement, except to note that footpath along the Norbriggs Cutting (Staveley FP22) is not an existing multi-user trail as stated. There is an intention by the landowner, Derbyshire County Council, to see the footpath upgraded to multi-user trail standard, and discussions are underway to include this upgrading within the scope of the canal restoration in the future.

6.4.3 Section 6.4.13 of the Planning Statement identified six access nodes into the scheme:

- Canal west of Eckington Road
- Franklyn Drive
- Trans-Pennine Trail & Arkwright Trail
- Bellhouse Lane
- Packsaddle Bridge
- White Bridge

6.4.4 For more detail of all of the modifications proposed to the existing public rights of way and undedicated routes refer also to the scheme drawings referenced in the introduction to this Addendum and in the introduction to the Planning Statement.

6.4.5 The amendments to the design only affect the **Trans-Pennine Trail (TPT) and the Arkwright Trail** access node. There are no amendments of addendums to the Planning Statement concerning the other access nodes.

6.4.6 At this node, the amended scheme is closer to the existing situation. At present, the length of the canal towpath designated as part of the TPT connects to the Arkwright Tail via Staveley FP50 & Staveley FP49, crossing over the intended line of the canal immediately east of Eckington Road. This access route will follow a similar line to the existing, with local diversion as necessary to re-align the routes with the new paths and the crossing over the canal alongside the HS2 crossing.

6.4.7 The combined TPT and Arkwright Trail routes currently cross over the mothballed railway on a bridge to the south of the canal line. This will remain unchanged.

6.4.8 North of this bridge, the existing routing goes down a ramp (partially Staveley BW48), where it also connects with Staveley FP71. A further ramp connects back to the northbound TPT. The existing down ramp (partially Staveley BW48) will be removed and the route diverted over the new Trans-Pennine Trail Bridge (13c). The ramps to the north of the canal line will be realigned to suit access to the new bridge and the canal towpath. All of these connections will be suitable for pedestrians, horses and cyclists.

6.4.9 Note that there will be no public access through the HS2 crossing.

Boater Access

6.4.10 Boaters need access to the towpath at various points in order to operate locks and access boater services. The provision of suitable access is typically coincident with public access and therefore generally needs no further consideration.

6.4.11 However, under the amended scheme, there is no public access between Eckington Road Lock and Railway Lock. This is in order to minimise the headroom and cross-sectional width of the structure and to ensure it is possible to discharge water from the dropped pound without need for pumping. Therefore, a specific boater access route is provided through the structure. This has a reduced width (2m) and headroom (2.3m) compared to the standard requirements for the towpath. Access to this route will be gated at each end, and the gates will be secured with standard padlocks for which boaters have keys.

Maintenance Access

6.4.12 There are no amendments to this section of the Planning Statement.

6.4.13 The siting of Eckington Road Lock directly underneath the road bridge does make access for lock gate replacement more difficult. As is currently designed, the bottom (downstream) gates can be replaced via a crane sited on the road. The top (upstream) gate would need to be replaced via A-frame, boat mounted crane or floated in (the latter approach has been successfully used at Tapton Lock in the past). This will be further reviewed during the detailed design.

Construction Access

6.4.14 There are no amendments or addendums to this section of the Planning Statement.

6.5 Conclusion

6.5.1 The re-building of the last section of the canal in Chesterfield borough represents an important step in the restoration of the Chesterfield Canal to a fully navigable standard throughout its 46-mile length, ultimately bringing added prosperity and health benefits to the area. The design will ensure that the original character of this lost section of canal will be re-created, adding a high-quality landscape, leisure and environmental asset to the Staveley area. The design will also ensure that the canal can be enjoyed by all sectors of the community via easy access to and along the towpath.

7 SUMMARY OF SUPPORTING DOCUMENTATION

7.1 For full details, refer to the supporting documentation referenced in each section below. This summary is provided for convenience only.

7.2 Ecology

Phase 1 Habitat Survey and Preliminary Ecological Appraisal (PEA)

7.2.1 All of the surveys referenced in this section of the Planning Statement have now been completed. Where this is an amendment to the Planning Statement, the details of the concluded surveys are given below.

7.2.2 There are no further amendments or addendums to this section of the Planning Statement.

Protected Species Surveys – Great Crested Newts (GCN)

7.2.3 At the time of submission of the planning application, further GCN surveys were outstanding on the main water body within the Norbriggs Flash LNR (referred to as 'Pond 1' on Figure 7.1 of the Planning Statement and the detailed ecology report).

7.2.4 The population class survey was completed on this pond between April and June 2020. No GCN were found to be present.

Protected Species Surveys – Doe Lea (White-Clawed Crayfish, Water Vole, Otter & Badgers)

7.2.5 There are no amendments of addendums to this section of the Planning Statement.

Protected Species Surveys – Puddlebank (Reptiles, Bats & Badgers)

7.2.6 At the time of the submission of the planning application, **bat** activity surveys were ongoing on three trees where features with a potential for suitable bat roosts greater than 'low' were identified.

7.2.7 During the surveys, high levels of bat foraging activity were observed, but no bats were seen utilising any of the trees for roosting. Based on this, the ecology report concludes that there is no requirement for an EPS (European Protected Species) licence if the relevant trees need to be removed.

7.2.8 The ecology report identifies that there will be a temporary impact to foraging and commuting bats during construction, but that there is sufficient similar habitat in the immediate wider area that this is not significant. The report recommends a planting regime which it identifies will mitigate any long term impacts and may result in general improvement of the site.

7.2.9 The ecology report recognises the potential for night-term disturbance during construction and operation of the canal if a lighting scheme is installed. There is no permanent lighting planned, and construction activities will typically be limited to daylight hours. In the unlikely event that construction hours extend beyond daylight hours, this will be a limited occurrence and the contractor will need to consider the disturbance in the planning of the works.

7.2.10 There are no further amendments or addendums to this section of the Planning Statement.

Summary

7.2.11 There are no amendments or addendums to this section of the Planning Statement.

7.3 Flooding

7.3.1 There are no amendments or addendums to this section of the Planning Statement.

7.4 Water Quality

7.4.1 There are no amendments or addendums to this section of the Planning Statement.

7.5 Heritage

7.5.1 There are no amendments or addendums to this section of the Planning Statement.

7.6 Ground Conditions

7.6.1 There are no amendments or addendums to this section of the Planning Statement.

8 CONCLUSIONS

8.1 There are no amendments or addendums to this section of the Planning Statement.