

# **APPENDIX 1**

## Project Brief

# British Waterways Wales & Border Counties

## CONSULTANT'S BRIEF FOR A CANAL CORRIDOR STUDY TO TO INVESTIGATE THE POTENTIAL TO RESTORE, EXTEND AND DEVELOP THE CANAL IN LEEK

Client for report:	British Waterways Wales & Border Counties
Client's Representative:	Ms K Lynch British Waterways Navigation Road Northwich Cheshire CW8 1BH
British Waterways Steering Group Representative	Mr A Wilkinson British Waterways Navigation Road Northwich Cheshire CW8 1BH Tel no: 01606 723825 Fax No 01606 871471
Consultants	Mott Macdonald – British Waterways' Professional Services Contract Consultant British Waterways – Peter Birch, Environment & Heritage Manager – contributing on Environment, Heritage and Landscape matters and social and economic benefits

Note: This brief should be read in conjunction with the Leek Canal Corridor Study project works Schedule describing key data and tasks to be undertaken.

### 1.0. Background

- 1.1 Funding has been received to undertake a canal corridor study to look at ways of improving and developing the terminus of the Caldon Canal in Leek. The aim of the study will be to address how to extend and develop the canal from its current terminus at Leek based on various route options, and to explore the opportunity for the creation of a new positive canal destination at Leek to renew the connection between the town and its canal. Funding for the study has been secured from the following organisations: Leek Market Towns Initiative, Inland Waterways Association Restoration Grants Fund, Caldon Canal Society, British Waterways and Staffordshire County Council Local Member Initiative Scheme. A project steering group has been established comprising representatives of British Waterways, Caldon Canal Society and the Inland Waterways Association.
- 1.2 The Leek Arm is an attractive cruising cul-de-sac off the main line of the Caldon Canal. It carries the water supply from Rudyard Lake via the Caldon to the Trent & Mersey Canal summit in Stoke on Trent. Historically, the Caldon Canal crossed the River Churnet and terminated in a basin half a mile closer to Leek town centre.

However, in 1957 this section was filled in and the area has now been developed as an industrial estate. Elements of the former canal still remain including Rennie's aqueduct, now dewatered. Nothing remains of the original canal north of the aqueduct itself.

- 1.3 Several thousand boats visit the Caldon Canal each year. However, many visitors do not stop to visit the historic market town of Leek or surrounding attractions such as Rudyard Lake canal reservoir. Access between Leek and the canal at its current terminus is poor and the canal is not visible from the surrounding roads. The stretch of canal leading to the current terminus has no safe mooring facilities. Leek currently does not capitalise on the fact that the town has a canal that links to a nation-wide waterway network.

## **2.0. Objectives of the Feasibility Study**

- 2.1 The study will be expected to:

- a) investigate a range of route options for navigation extension and basin construction and assess their viability in terms of design, vertical alignment, ease of construction and potential impact on adjacent land and property. A map showing possible route options is attached as Appendix A to this brief. The consultant should consider and recommend any other options they believe may be feasible.
- b) review the water requirements of the extended length of canal and basin construction and the best means of providing the necessary water resources;
- c) provide an estimate of cost for each of the route options (including land acquisition) as well as an indication of future maintenance and operational costs;
- d) investigate the environmental impacts of each of the route options assessing the environmental enhancements achievable and suggesting mitigating measures where an adverse impact is likely;
- e) investigate current land ownership associated with each of the route options using local contacts and Land Registry search if required;
- f) suggest ways of conserving and enhancing the built heritage, environment and biodiversity of the canal;
- g) assess the best means of providing canal access and facilities (such as moorings, sanitary station including water point and electricity) for visitors and Leek residents;
- h) assess social and economic impact of each option, expected benefits and potential for connectivity to Leek.

## **3.0. Scope of the Study**

- 3.1. The study is to investigate the feasibility and potential to restore extend and develop the arm of the Caldon Canal at Leek beyond the current terminus in order to renew and enhance access for all between the town and the canal providing moorings and facilities for boaters and provide amenities and opportunities for other visitors and residents.
- 3.2 The Consultant shall review a range of route options. The route options are summarised as follows:

- i. from north of aqueduct west towards Wall Bridge, including moorings provision for upto 15 boats, electricity, water point and sanitary station
- ii. from north of aqueduct east towards disused railway line (now a concessionary footpath route with access to Leek town centre) including moorings provision for up to 15 boats, electricity, water point and sanitary station
- iii. roughly follow the line of the existing canal feeder towards Ladderedge to create a terminus near the A53 including moorings provision for up to 15 boats, electricity, water point and sanitary station. (There is a possibility that a future project might create a link with the Macclesfield Canal; this route should refer to the potential future need to cross the A53, and basin location and facilities should show how they could link in with a further extension of the canal).
- iv. Construction of Barnfields Industrial Estate has resulted in the loss of the original line of the canal towards Leek town centre. The line of the former canal ran north from Rennie's aqueduct towards the town and would have terminated in a basin near to Safeways supermarket. The line of the former canal should be investigated as a option. The current land use means this option is more complex; this option should not be investigated in any greater detail than those listed in 3.2 i –iii.

The consultant should also consider and recommend any other options he/she believes that may be feasible.

- 3.3 Some of the above route options shall require enlargement of the approaches to the aqueduct to allow boats to turn to cross the river. This enlargement and enlargement of the canal feeder for a short stretch to accommodate a full winding hole at this point shall be costed and presented as a separate item, distinct from the route options.
- 3.4 The Consultant shall provide an outline design and an assessment of the cost for each route option. These proposals should also include the provision of a terminal basin for the canal (with adequate turning and mooring area), the provision of an amenity block and access for emergency vehicles, in liaison with British Waterways, the Environment Agency and the relevant highway authority. The proposals should also investigate the need for site security measures as the area is currently well known for break ins and vandalism of boats as at least two of the options are located away from the town centre.
- 3.5 Details of land ownership, where known to the Client, will be made available to the Consultant. Geotechnical and other data as described in the Schedule will be made available to the Consultant; detailed site investigation work will not be required. The Consultant should avoid direct engagement with land owners during the study.
- 3.6 Water resources shall be reviewed in consultation with BW Water Resources and the Environment Agency. The impact of restoration on water quality, land drainage and flood management are to be included.
- 3.7 The assessment of the environment impacts of restoration shall be based upon an initial outline baseline survey of the canal route and its environs. The magnitude and significance of the impacts of each of the options shall be ascertained by the Consultant in consultation with British Waterways Environment & Heritage team.
- 3.8 The Consultant shall liaise with British Waterways to ensure that the outline costings associated with each of the possible route options works are realistic.
- 3.9 Subject of discussion with the Consultant, the standards to be adopted in the study are as follows:

- a) Craft - Maximum size Length 22m (72 feet)  
 Beam 2.15m(7 feet 1 inch)  
 Draught 1.3m (4 feet 4 inches)  
 Air Draught 2.2m (7 feet 3 inches)
- b) Channel - Bed width as existing canal channel (dimensions to be confirmed)
- |                               |   |
|-------------------------------|---|
| Minimum width of<br>Bridges - | 2.5m + 1.5m towpath (8 feet + 5 feet)<br>(Height above water level: 2.5m min) |
| Towpath width -               | 3m (10 feet)  |
| Depth -                       | 1.37m (4 feet 6 inches)   |
| Freeboard -                   | 0.30m (12 inches)   |
- 
- |                             |                         |
|-----------------------------|-------------------------|
| Minimum width of<br>Locks - | 2.25m (7 feet 4 inches) |
|-----------------------------|-------------------------|

Note: Lock dimensions are included for completeness though design options should preferably avoid the need for a lock due to the need to maintain the canal's existing water supply function and not to reduce its existing capacity.

- c) Level of use – Estimated demand and social and economic benefits to the proposals should be undertaken as part of the study in consultation with British Waterways
- d) The Consultant shall obtain information on all utilities crossing, or passing near to, the canal and shall estimate the costs of rerouting them where necessary.
- e) Water supplies should be adequate to cope with the effect of a 1 in 10 year drought.
- f) During the course of the study the Consultant shall consult the following bodies:

For local and expert knowledge of the area: Leek Arm  
 Canal Corridor Study Steering Group comprising:

British Waterways Wales & Border Counties  
 Navigation Road, Northwich, Cheshire CW8 1BH

Ms Julie Arnold  
 Caldon Canal Society  
 01538 361138

Mr Peter Bolt  
 The Inland Waterways Association  
 Western Region Chairman  
 0151 678 9300

Other organisations to be consulted:

Staffordshire Moorlands District Council  
Leisure and Recreation, Planning, Regeneration and  
Engineering Departments, Countryside Services

Staffordshire County Council  
Planning and Transportation Departments

Churnet Valley Railway  
Cheddleton Station  
Common interests to be explored in terms of potential  
reopening of disused railway line and extension of  
canal

Leek Town Council

The Environment Agency  
Water Resources and Land Drainage department and  
Fisheries, Recreation, Conservation and Navigation  
department

Utility companies including gas, electricity, telephone,  
cable and water regarding location of existing services

Others to be consulted as necessary for information  
and if any relevant issues are encountered:  
Staffordshire Wildlife Trust, English Nature, English  
Heritage

Wider consultation will take place at Interim Report stage to be lead by the  
project steering group.

- g) A list of relevant material, which will be available to the Consultant is given in  
Appendix B.

#### **4.0. Contract Conditions**

- 4.1. The contract shall be carried out in accordance with British Waterways Professional Services Contract for Consultancy Services 2002 – 2005.
- 4.2. The Consultant shall work within statutory obligations and shall inform the Client's Representative of any statutory obligations, which may for any reason be infringed as a result of the work, or any works that it might lead to.
- 4.3. The Consultant shall report to, and only accept instructions from, the Client's Representative. The Client's Representative will advise the Consultant on the extent to which interim work and related documents can be revealed to other bodies and persons.
- 4.4. The Consultant shall collate the reports and supply 6 copies of interim report and 20 copies of the final report, plus a master copy supplied in pdf format compatible with Windows 98 (all illustrations accompanying these reports should be "linked" to and not "embedded" in the document). All reports shall be produced such that text and drawings can be legibly copied in monochrome.
- 4.5. The Consultant should prepare design work in a format that can be copied and enlarged by the Client at a later date to form part of a public consultation event.

- 4.6. There shall be an embargo on publicity by either Consultant or members of the Steering Group, except with the full agreement of all the parties concerned.
- 4.7. All references made by the Consultant to publications or to the work of other bodies or individuals should be clearly identified and briefly described in the Consultant's report.
- 4.8. The Consultant shall comply with the Working Time Directive at all times throughout the term of the contract.
- 4.9. Ownership of all work shall be vested jointly in the Client, funders and steering group; the Client, funders and steering group will have access to this property if held by the Consultant or others during and after the term of the contract. The consultant may not reproduce this work in any form or make direct use of its contents in any other commission except for marketing purposes without prior permission of the Client.

#### **5.0. Contract Period**

- 5.1. It is envisaged that the likely start date for the commission will be week commencing 10 March 2004.
- 5.2. A project steering group has been established comprising representatives of British Waterways, Caldon Canal Society and the Inland Waterways Association. During the course of the study the Consultants will be expected to report to the study steering group as follows:

- Allowance for two site visits with relevant parties including steering group
- At least two further progress report meetings throughout the period of the contract (unless revised by the Steering Group)
- Review meeting with the Steering Group by 19 March 2004
- Production of interim report by end of April 2004 including copy produced for proof reading by steering group
- A presentation of the Final Report to the Steering Group by end of June 2004. (Proof reading copy to be produced).

#### **6.0. Terms of Payment**

- 6.1 It is proposed that the fee for this commission will be paid as follows upon the receipt of invoices from the consultant:
  - 25% upon review meeting by steering group by 19 March 2004
  - 50% upon receipt of the interim report
  - 25% upon production of satisfactory Final Report

**Appendix A** Map shows possible route options and location of site

#### **Appendix B**

Relevant material which will be available to the Consultant:

- Photographs of the area (CD and paper copies) and accompanying map showing location of photos
- Land ownership details where known
- *The Leek Canal* – Background on the Canal's history by David Salt, Archivist, Caldon Canal Society

- *Special Bridge Inspection – The Aqueduct* Staffordshire County Council, for Staffordshire Moorlands District Council (November 1995)
- *Caldon Canal Conservation Area* - Staffordshire Moorlands District Council
- *Caldon Canal, Staffordshire – Longbutts Drawbridge to Leek and Froghall Termini – Landscape Evaluation Survey* – British Waterways