



Barnsley, Dearne & Dove Canals Trust

www.BDDCT.org.uk

Newsletter – Spring 2014

Greetings to all

Yes! Its Renewal and AGM time again!! – So, if you have a renewal form in with this news letter (and the 'dreaded red dot' on the label) *please* help us by renewing promptly,

The last 6-7 months have been taken up by HS2 phase 2 (Sheffield to Leeds section) which will have a major impact on our restoration due, mainly, to not having a definitive route (existing plans are subject to consultation etc) and the knock-on effect on any funding application we may wish to make.

A brief resume of our response is printed below.

HS2 Route and its impact on our canals

High Speed 2 (HS2) is a planned high-speed rail link between London and Birmingham initially, with further phases taking it to Manchester and to Leeds from where it would connect to the East Coast main line. The project is being developed by High Speed Two Ltd, which was established by the UK government. The project is highly controversial, and there is no certainty that any of it will ever be built, but the presumption has to be made that it will go ahead as planned.

The effect on the canals:

There are two major areas of interaction between the proposed Leeds phase and the two canals, which will necessitate adjustments to both routes, namely:

Winterset Dam and Cold Hiendley Reservoir (Barnsley Canal).

Worsbrough Arm and Stairfoot Junction with the Dearne & Dove main line.

Mitigation Options :

The Trust has prepared an illustrated document setting out the mitigation options. The purpose of the document is to identify the interaction points of the Barnsley and Dearne & Dove Canals with HS2 phase 2 (Leeds Line), and suggest the mitigation options available to both parties. The full PDF document can be downloaded at our web site www.bddct.org.uk

Brindley Gates. A local enthusiast contacted the Trust for further information on the recesses that can be seen in the offside abutment of Blue Bridge and Haw Park Bridge between Cold Hiendley and Walton. The 'NarrowBoat' quarterly magazine for Winter 2013 published a letter and a colour photograph of the recesses and initial reaction is that they probably were for such gates. There is likely to be a further article on leisure activities on the Cold Hiendley feeder in the next issue. A first mention for our canal.

Nine Lakes Country Park. Both the planned main leisure area and significant lengths of the planned cycle trail near Crofton have been blighted by the line of HS2 to Leeds and planned train shed respectively. Progress has been slow of late as the team grapples with the impact of these issues, however, an alternative strategy is being devised which will move the initial focus for the scheme away from HS2.

The Feeder Canal from Winterset Reservoir. If the Trust is to get the Walton to Cold Hiendley section of the Barnsley Canal 'into water', then the water supply from the reservoir will need to be reinstated to keep it topped up. It is feasible from an engineering viewpoint to do this, and discussions are at an early stage with the landowners, who appear sympathetic. There is still a long way to go, but it is looking hopeful.

The official Accounts for 2013 and minutes of the AGM 2013 will be available at the AGM 2014. Hopefully see you all at the AGM.

OK that's it for now;

Best Regards,

Ulrich Signer

Membership Secretary & Editor

Registered Office: 22 Cyprus Avenue, Wakefield, West Yorkshire, WF1 2RT

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