

Dear Parishioners

This is an update from the Parish Council with our understanding of where we currently are in regard to the Leashaw Landslip.

1 The Story so Far

The landslip occurred on **November 26th 2022** after heavy rain. Derbyshire County Council and the owners of all the utilities buried in the road, did good work in making the site secure and re-routing power, phone and gas mains away from the slip enabling Severn Trent to get access to the Edwardian 48" cast iron pipe which forms one arm of the Derwent Valley Aqueduct. This highly important strategic asset carries water from the Ladybower Dams down to Derby, Nottingham and Leicester.

The Parish Council organised an on-site meeting on **January 26th 2023** being very mindful of the three-year period during which Lea Road was closed. This had only just re-opened when the Leashaw closure had to be put in place.

The meeting was well attended by parishioners, DCC and Severn Trent officers, and Crich and Cromford PCs. Notes of the meeting are available. Key points from that meeting were as follows:

- DCC are in control of the project and it is their responsibility to finance the engineering solution;
- Severn Trent were assessing the solution that best protected their asset whilst also accommodating the needs of other utility suppliers;
- It was not then possible to define engineering solution: a borehole survey was the first stage;
- DCC would work in partnership to arrive at an agreed solution as soon as practically possible.

Three months later, somewhat concerned at the cessation of activity on site and the effect the road closure was having on local businesses, the Parish Council organised a second public meeting. This was held on **April 5th**. Again the meeting was well attended. DCC and ST made brief presentations. Key points were as follows:

- the Ground Survey had just been received on April 3rd;
- this indicated where bed rock stood and at what depth and the engineering solution was likely to be a form of sheet piling; a specialist contractor had been contacted;
- it was stated that October/November was a possible completion period, ie, one full year after closure.

During April, the Aqueduct was 'anchored' through the pouring of a large masses of concrete in two excavations at either end of the landslip. Once that was achieved there was little or no activity other than regular monitoring of movement of the road.

2 The Current Situation

The Parish Council has kept the project under review, visiting the site and talking with local businesses about the effect on trade. At its **June 7th** meeting the Council had become concerned at the slow progress being made on the resolution of the project. Assurances had been given at the April 5th public meeting that:

- by mid-April, a draft plan would be made available building upon the recently received geotechnical report and the commissioning of a specialist sheet piling contractor;
- that in a further month, (ie by mid May), a much clearer timetable of works would have been formulated and that a critical path analysis, once agreed between DCC and Severn Trent, would be shared with parishioners;
- that although the task was complex, it was possible that Leashaw might reopen in October/November 2023;

- that in recognition of the damage to local confidence in DCC's capacity to manage projects of this nature, (as evidenced in the Lea Road project) that monthly bulletins would be made available to update businesses and residents. The last, very brief update was made available on May 2nd a full six weeks ago and one has now published on June 23rd (see below);
- business would be consulted on additional signage to promote their trading.

The Parish Council set out its concerns in a letter to DCC which can be read here: <https://dlhpc.files.wordpress.com/2023/06/draft-letter-2-to-c-henning-et-al-re-landslip-13.6.23.pdf>

The Parish Council received a brief response from the Executive Director (Place) on **June 19th** stating:

We have been working hard to finalise designs and the agreements which underpin our joint working on the slip and then mobilise the plant/contractors. If all goes well, Severn Trent should be on site in the autumn. We will present a plan to the Parish Council and residents as soon as possible, so that progress can be tracked.

The Parish Council noted that all commitments to future dates of project implementation and potential completion, as voiced at the April 5th meeting, were no longer mentioned. Needless to say, this is of great concern to the Council.

On June 23rd DCC issued its 'monthly' briefing and this is now the latest state-of-play statement on the project. It is reproduced here:

Diversion Signage

Derbyshire County Council has now taken over responsibility for the road closure and diversion signage from STW and many of the diversion road signs have been swapped in this process. We understand a couple may have gone missing during this swap over, but these will be replaced and a few extra ones added in the next few days to help make it clearer.

Traffic Regulation Order

The date on the Temporary Traffic Regulation Order (TTRO) for the road closure has been extended for a further three months until the end of October. This date is for the legal order required for the road closure to remain in place and is what can be seen on the One.Network website which list roadworks and road closures across the entire country. This date is not necessarily when the road will be re-opened and depending on how things progress it may be necessary to extend the TTRO again before everything is completed.

Design Work

Work is still progressing on the design of a solution which will be acceptable to all partners in terms of supporting the road and all the services contained within it. We now have a design for the piling, but many factors have yet to be resolved around the finer details of it and also how it will be implemented on such a physically constrained site. At this stage we are not able to provide a timeline for completion but will issue more updates when information becomes available.

Ongoing Monitoring

The monitoring of the road for further signs of movement will continue. So far the actual carriageway hasn't moved significantly but with almost every spell of heavy rainfall that happens the slipped footway and ground further down the bank continue to move.

3 Next Steps

The Parish Council has not yet had opportunity to discuss this latest monitoring report from DCC as it has only just emerged. It is highly likely to be of concern however that the *Design Work* commentary - which indicates disagreement and delay between all the utility owners - is now coupled with no clear method proposal for getting heavy equipment in place to effect the piling solution.

Far from the problem being solved and the road being re-opened by October/November, as was indicated in April, the Parish Council is highly concerned that work may not even start until September - at the earliest - and that there is no proposed work schedule commencing at any firm start date and therefore no indication of any sort of completion date.

It is worth pointing out also that we do not yet have any clear indication of whether DCC has the funds in place to pay for the solution.

It is now therefore looking highly likely that we will drift into a second year of road closure with all the inconvenience, disruption, loss of trade and bus re-routing that the closure brings with it. And as the DCC briefing points out, the bank and old boundary wall continue to slip down the hill and the carriageway itself becomes more frail.

The Parish Council is considering what its own next steps may be to ensure that this road closure is ended as soon as possible. The village will have experienced four years of disruptive road closure by the autumn and we believe we are being badly let down by the agencies that should be exerting maximum effort to get this issue resolved.

We will keep Parishioners informed as the situation develops.

Pat Ward
Chair
Dethick Lea and Holloway Parish Council

June 24th 2023