

Annual Parish Meeting & Leashaw Landslip Public Meeting - 5 March 2024

Present:

Chair – Cllr J Stevenson
Cllr Cupit - Cabinet Member - Highways Assets and Transport
Cllr Taylor – DCC Local Councillor
C Henning – DCC
J Gould – DCC
100 (Approx.) Members of the public

Notes from Annual Parish Meeting

1. The Chair welcomed everyone to the meeting and explained that the Annual Report 2023/24 from the Chair of the Parish Council is available on the Parish Council website and will appear in the Parish Magazine.
 2. Matters raised by parishioners:
 - Cracks developing on Lea Road (DCC response was that this was being monitored).
 - Pot holes and general poor condition of roads.
 - Thanks to the Parish Council for arranging the meeting.
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Notes from Leashaw Landslip Public Meeting

1. The Chair gave a brief history of the Leashaw landslip and road closure, including dates.
2. Questions and answers (from DCC):

Q) Crich Parish Council representative asked at what point does monitoring stop and is funding in place to repair the road?

A) JG response: There are no geotechnical designers in DCC and so they have engaged a specialist company (Jacobs) to design a safe solution which will arrest the movement of the road. It is common practice to monitor the movement for 12 months. The geology of Derbyshire makes the county prone to landslips.

A) CC response: Funding availability will depend on the cost of the eventual solution. Because there is no definite estimate for the repair yet, the final cost may need to be applied for from central government if it is in the millions.

Q) Who is the project manager?

A) There isn't one and won't be one until a solution has been developed and then needs to be managed through. There are too many similar issues in the County for them to have a project manager for each problem.

Q) How long before they have enough data and can get on with a repair? In other words, when will the 12-month monitoring end? Are they only monitoring the landslip site or are they looking at the whole of Leashaw, as there is evidence that the road is subsiding right along it's length to the corner with Wakebridge?

A) The monitoring needs to take place ideally through winter for 12 months and began when ST had the site almost a year ago. They are now pushing on with the design. There was no definite response to whether monitoring is now sufficient.

They are only monitoring the area of the landslip as it would be too expensive to buy monitors for the whole length of road. Another landslip cannot be ruled out. This caused much dismay.

Q) How many solutions are being looked at and what are they?

A) There are 3 alternative solutions:-

1) 12m sheet piles, like the Severn Trent solution. Drawback is that this requires very large plant to do the work and the logistics of getting it into such a narrow area are prohibitive ; would be intrusive and noisy for residents etc.

2) Concrete bore piles. This is also intensive and noisy and presents the same issues regarding plant size as option 1.

3) leaves 3rd option, which is mini-pile. The machinery required for this is much smaller. To be able to use this method, they need to check that there is the right bedrock along the whole length of the slip. They have found some in one area, but need to be sure it's the same right along.

Whatever solution they go for will have to be approved by Severn Trent. If they say they're not happy with it, then DCC must go back to option 1 or 2.

Q) Is single-lane opening now defunct?

A) The Road Safety Audit report has ruled this out. They are therefore "ramping up" the development of the permanent solution. The issues are that the road, after more slippage, is now too narrow to allow this to be done safely. Also, the carriageway that is left is too narrow to allow for other users such as cyclists and pedestrians.

Q) When will the final design be ready and approved

A) Within the next 3 months, depending on the ground investigation.

Q) Is the money there for this solution?

A) If it is in the millions, then it will require a bid to central government. This would be reliant on our MP, Sarah Dines, plus the DCC Cabinet Members. It will obviously cause more delay, especially in an election year and of course, may not be granted.

Q) Realistically, much longer will the road be closed for?

A) The work needs to be carried out in spring/summer. Therefore, realistically, the earliest date for them to start on site will be spring/ summer 2025.

Q) A resident flagged up the lack of regular and frequent drain and gully clearance along the whole length of Leashaw and felt had contributed to flooding and water issues. As well as DCC, the resident was of the opinion that the PC had some responsibility.

A) The resident was assured by the Chair that the PC notify DCC of all drainage and maintenance issues. DCC confirmed that they will also look at better solutions to see how the amount of water running off the hillside over and under the road (main cause of the landslide) can be managed better to prevent reoccurrence.

Q) There were questions asked and concerns raised about business signage. Owners of The Cliff Inn asked if the signage could be laid out better and more clearly for the closure and diversions. The “Road Closed” sign is near the Tramway Museum so many people, especially tourists, don’t venture down to see if the pub is open. They also said that signs could be placed to make people aware that they can walk through to the Butcher and Chase Café from Crich. They asked that DCC relax their policy about what signage is allowed for these businesses.

A) DCC said they had sympathy with this, but they had consulted previously and there was limited response. Cllr Taylor offered to facilitate and liaise with the local businesses to find out how signage could be improved and indicate what is open, where the road is closed, especially as it will now be shut for an even longer period. DCC will then comply with the suggestions, but due to highway rules, there are limits on what can be provided.

Q) If someone submitted a FOI request to see if DCC has a “lessons learnt” document from previous landslips and a formal policy that sets out the process to be followed what he would find? He suggested that the deafening silence to his question implied that they don’t have one. It was suggested that they are making it up as they go along.

A) CC responded to say that all landslips are different and so are the solutions.

Q) Is financial support/compensation available for our businesses, particularly now they are faced with at least another 18 months of road closure?

A) as per Sarah Dines email etc, DCC have no funds allocated for such things. It will have to be followed up with MS Dines and probably ST.

Meeting closed.