

Meeting: **Leicestershire Local Access Forum**

Date/Time: **Tuesday, 17 April 2018 at 5.30 pm**

Location: **Framland Committee Room, County Hall, Glenfield**

Contact: **Sue Dann**

Email:

Membership

Mr John Howells (Chairman)

Mr. R. Denney	Mr. J. Law
Mrs. C. M. Radford CC	Mrs. A. Pyper
Ms. H. Brown	Mr. B. Sutton
Mr. C. Faircliffe	Mr. P. Tame
Mr. M. Gamble	Mr. S. Warren
Mr. A. Hillier-Fry	Ms. V. Allen
Mr. T. Kirby	

AGENDA

Item

1. The Chairman's welcome and opening remarks
2. Apologies for Absence
3. Minutes of the previous meeting. (Pages 3 - 10)
4. Matters arising not otherwise on the agenda
5. Declaration of interest and any items which the Chairperson has agreed to take as urgent
6. Charnwood Forest Development Project (Sam Lattaway)
7. Reports from committees and working groups: (Pages 11 - 40)
 - a) Planning and Travel Committee (Roy Denney)
 - b) Network Opportunities Committee (John Law)
 - c) Unrecorded Ways Committee (Stan Warren)

8. Reports from outside bodies: (Page 41)
- a) Heart of the Forest, Access and Connectivity Forum (Vicky Allen)
 - b) River Soar and Grand Union Canal Partnership (John Law)
 - c) National Forest Access & Recreational Group (Roy Denney)
 - d) Unrecorded Ways (Stan Warren)
 - e) East Midlands Local Access Forum (EMLAF) Chairs meeting update (John Howells)
 - f) Charnwood Forest Regional Park Steering Group (Sam Lattaway)
 - g) Other meetings and groups
9. Correspondence: (Pages 42 - 71)
- (a) Responses, advices and comments sent by LLAF (Roy Denney)
 - (b) Received (Edwin McWilliam)
10. Obstruction Report (Stan Warren)
11. Annual Report - timeline and update
12. Leicestershire County Council - website
13. Agriculture and Brexit (Pages 72 - 73)
14. Any other items which the Chairperson has decided to take as urgent.
15. Future meetings:

Forums:

18th July 2018 (5.00pm for 5.30pm) – Forum – County Hall
(Workshop from 4.00pm)

25th October 2018 (5.00pm for 5.30pm) – Forum – County Hall
(Workshop from 4.00pm)

8th January 2019 (5.00pm for 5.30pm) – Forum – County Hall
(Workshop from 4.00pm)

Unrecorded Ways meetings:

23rd May 2018 – 2.30pm – 4.30pm – Executive Room, County Hall
22nd August 2018 – 2.30pm – 4.30pm – Executive Room, County Hall
2 or 4th October (evening volunteers meeting)
22nd November 2018 – 2.30pm – 4.30pm – Room tbc
6th February 2019 – 2.30pm – 4.30pm – Room tbc



Minutes of a meeting of the Leicestershire Local Access Forum held at County Hall, Glenfield on Tuesday 9th January 2018

PRESENT

Mr. R. Denney (Chair)

Ms. V. Allen
Mr. C. Faircliffe
Mr. M. Gamble
Mr. S. Warren
Mr. J. Law

Mr. A. Hillier-Fry
Ms. H. Edwards
Mr. T. Kirby
Ms. H. Brown
Mr. E. McWilliam LCC

1. Chairman's welcome and opening remarks

Mr R Denney began the meeting in the Chair, as Vice Chair, and advised that the meeting would begin with a presentation by representatives from HS2 and that the agenda was revised accordingly.

2. Apologies for absence

Apologies were received from Mr. J. Howells, Mr P. Tame, Mr. B. E. Sutton and Mrs. A.F. Pyper.

Mr Denney then advised that the first matter was to elect the Chair and the Vice Chair.

3. An Officer of the Appointing Authority takes Chair for the election of Chairman & Vice Chairman

Mr McWilliam asked if anybody was proposing themselves or others. Mr Denney stated that Mr Howells was happy to continue as Chair and asked if the members were in support of this. This was proposed by VA seconded by TK.

He advised that the Vice Chair should represent different areas of interest and asked if anybody would like to put themselves forward.

Mr Denney, who serves as an elected member, was proposed by CF and agreed to continue. This was seconded by TK.

4. Guest speaker – Bernie Ibekwem (HS2)

Mr Denney then invited the representatives from HS2 to update members on the current status of the HS2 project. He advised that members would like to establish a dialogue with HS2 representatives for localised issues such as the removal of paths, for example.

Bernie Ibekwem (Engagement Manager) introduced himself and thanked the forum for the invite to the meeting. He advised that his team were currently in the process of engaging with key stakeholders to help move the project along. His associates then introduced themselves; Neil Coleman (Transport Planning Manager), Keith Smith (Senior Engagement Advisor) and Lucy Colls (Engagement Advisor). Mr Ibekwem advised that James Paddon (Transport Planning Manager) had sent his apologies as he had not been able to attend, as originally planned.

Mr Ibekwem asked if members were happy to save questions until the end. He then gave his presentation.

Mr Ibekwem gave members the timeline for the project. He confirmed that the phase for our area, Birmingham to Leeds had started in July 2017. He also said that more information on Property Schemes was to be sent out, as it had a huge impact on local businesses and residents.

Mr Ibekwem stated that the Hybrid Bill Design (now to 2019), was a period of time to talk to stakeholders and gain local information which will help with the design process.

Mr Coleman advised that a number of surveys had been undertaken during the August Bank Holiday, as this was deemed to be one of the busiest periods for public rights of way (PRoW). He said that they wanted to work with the forum to provide a different viewpoint on routes proposed.

Mr Coleman also informed members that an Environment Impact Assessment will be submitted with the Hybrid Bill.

He also reported that it was important for information to be gained on the usage of all routes and advised that more surveys will be conducted in the spring.

Mr Coleman requested information from members that could not be obtained from surveys, such as planned changes to PRoW and unrecorded PRoW. He confirmed that the unrecorded road information was particularly important especially if they are heavily used and that they need to collect as much information as possible about the routes.

Mr Denney confirmed that LLAf members had identified 52 places where the route crossed PRoWs.

Mr Coleman stated that by summer/autumn 2018, they hope to have a better understanding of the options and will then share these with the LLAf members.

Following the presentation, Mr Denney asked how members are to engage with HS2 officers; i.e. meetings, emails etc.

Mr Ibekwem confirmed that they would be happy to attend future meetings of the LLAf if required. Mr Denney suggested that they attend the Forum again in 6-12 months. Mr Ibekwem agreed that this would be the best way to engage and share information.

Mr Smith stated that the key areas of information to assist them at this stage would be the details of the 52 PRoW crossings and the main issues. This would allow

them to identify any potential problems at an early stage and, if necessary, set up some working groups to work through them.

Mr Ibekwem suggested that members could also contact them by phone for occasional updates.

Mr Denney confirmed that members would provide the information on the 52 locations to HS2 officers within the next couple of weeks.

Mr Coleman asked who to send survey locations and other information to; Mr Denney agreed that he would be the main point of contact for this.

Mr Denney advised that the Hybrid Bill in Warwickshire had given powers to start diversions as much as a mile from the track as a point of information. Mr Coleman agreed that this was possible. He also advised that they don't want to generate increased journey times and therefore will limit the number of crossings where possible. He added that they will keep horses away from the line.

Ms Allen disputed the need for this and confirmed that, in her experience, horses are fine to be close to the line. This was discussed at length and Mr Ibekwem concluded that a discussion will be held with their Phase 1 colleagues to look at these aspects.

Mr Denney raised issues in other areas, such as Kegworth, which have been decimated by road works and requested that this be considered a chance to address mistakes already made by previous developers, if they work together. Mr Ibekwem agreed to work with members towards this aim.

Mr Denney asked Mr McWilliam for any comments on behalf of County Council officers. Mr McWilliam confirmed his satisfaction with what had already been discussed and that County Council officers had already provided information and data to HS2 officers.

Ms Allen asked for information on the timescales for construction and the length of time roads would potentially be closed.

Mr Coleman responded that there is no aim to suspend any PRow and will provide diversions instead. He advised that in Phase 1 there were no suspended PRowS.

Mr Ibekwem confirmed that the whole project would take 10 years.

Ms Allen asked for details on the phasing of the construction and whether it would be in stages, or whole areas in one go. Mr Coleman advised that this information was not available yet but he could confirm that work would not be in one place for 10 years. He surmised that it was likely that each area would take 6 months to a year with diversions in place.

Mr Denney added that members may be able to suggest better diversions, where necessary and would be keen to liaise with HS2 on this aspect.

Mr Smith informed members that the designs are still being finalised and would encourage members to feed into the design process.

Mr Warren commented that the Hybrid Bill gives details of where the diversions will be but changes may happen with time. Mr Ibekwem agreed with this and explained the importance of keeping an open dialogue.

Mr Denney thanked the HS2 representatives for coming and they left the meeting.

5. Minutes of the previous meeting

The Chairman went through the minutes and the matters arising from the minutes.

Agenda Item 5a

Should read 'JL' instead of 'RD'.

Agenda Item 8a

States that Ms Allen will respond to Gates and Stiles. Mr Denney advised that as a rule, this should go through the Chairman. Ms Allen confirmed that she hadn't done it.

Last page of the minutes

Typo 'jTerms'.

Mr Denney agreed that these changes will be made and revised minutes will be kept on record.

No other changes were made and the minutes were approved as a true record of the meeting.

Mr Gamble asked if there was a log of LLAFF achievements. Mr Denney advised that the minutes are published once finalised.

6. Matters arising not otherwise on the agenda

None.

7. Declarations of interest and any items which the Chairperson has agreed to take as urgent

None.

8. Reports from committees and working groups

- (a) Planning and Travel (RD) – Circulated update prior to meeting.
On the subject of the Barrow crossing extinguishment order EM said that there had been a number of objections, but not that many, and that the closing date was 10/01/18. They will have a strong objection from the forum.
- (b) Network Opportunities (JL) – Circulated prior to meeting.
JL informed the members of the highlights:
 - Joint meeting with disabled officers three times per year
 - Not many voluntary organisations
 - Raised that disabled people feel left behind. Money is no excuse; need to look after disabled people and give them guidance

- HE and JL went to Mosaic Charity Trust – previous experience wasn't very good but this time they met with the Director. Focus was on promoting a narrowboat for the disabled
 - JL asked if he could deliver his presentation on the leaflets but due to time constraints, RD asked if this could wait until the next meeting
 - Changing Places toilet location letter – JL asked if RD would sign in JH's absence. All members have agreed to wording. RD said that he wouldn't sign it as such, but that JL could put his name to it
 - Choice event (April at Tigers Stadium) – asked EM if LCC would fund a table. EM asked for details of cost etc. and said that he would be happy to pursue this. SW and JH felt that we promoted Leicester City LLAFF and questioned whether they should be asked to contribute funding. Asked if the Chair should write to LC asking them to sponsor a table. RD advised they should consider contacting Adam Clarke first. Suggested that JL put together a letter and then they'll look at it.
 - Watermead Country Park – issues concerning lack of visitors, the kissing gates/radar keys, removal of the tipping rail and mis-management of certain areas. A discussion ensued as to whether the issues had been reported to LCC and JL confirmed that they hadn't. RD suggested that JL report any issues to LCC and give them a chance to rectify them. EM said that he would arrange a meeting between JL and the lead ranger in order to visit the park and address any issues
 - Dementia Awareness – grant given by LCC – only a 50% take-up; no district councils. Blaby DC didn't take it up despite saying that they are dementia aware
 - Visit England Accessibility guides – no time at this meeting, so will update at next meeting
- (c) Unrecorded Ways (SW) – SW advised that a meeting had taken place and the report states the way they should be going. Nothing else to add. There was a presentation for around 40 people which will be sent out with the minutes. RD briefly went through the presentation for members.

9. Reports from outside bodies

- (a) Heart of the Forest, Access and Connectivity Group (VA) – Nothing to add. VA asked Members to email her if there were any questions.
- (b) River Soar and Grand Union Canal Partnership (JL) – Report on canal and rivers – good progress made in promoting tourism. They have produced a draft leaflet with maps of the areas.
- (c) National Forest Access & Recreation Group (RD) – Confirmed that the members have the report and that there was nothing new to add.
- (d) Lost Ways Training (RD) – Nothing to add.
- (e) East Midlands Local Access Form (EMLAF) Chairs meeting update (JH) –
- (f) Charnwood Forest Regional Steering Group (RD) – Confirmed that the bid had been successful. RD has produced a letter to send which has been circulated to the members for approval.

It offered continuing support and the suggestion of improvement to the permissive route along Wood Brook and demonstrated a feasible timetable for a bus route to serve the Forest.

VA suggested that they should be looking at more general improvements but RD confirmed that they have already done that and now need to look at specifics. RD asked members to agree to the letter being sent – all agreed.

(g) Other meetings and groups – None.

10. Committees for the coming year and their brief

- (a) Planning and Travel (RD) – to continue with its present brief and RD happy to continue as Chairman, all members being considered part of the committee and exchanges primarily by email.
- (b) Network Opportunities (JL) – to continue with its present brief and JL happy to continue as Chairman, all members being considered part of the committee JL said help could primarily be by email.
- (c) Unrecorded Ways (SW) – to continue with its present brief and SW happy to continue as Chairman. SW asked if anyone wanted to be on the committee. JL asked to be removed. PT has asked to be kept on. Otherwise unchanged.

11. Appointment of representatives to outside bodies (Representatives/Observers & Deputies)

- (a) Heart of the Forest, Access and Connectivity Group (VA) – VA and JH as deputy happy to continue.
- (b) River Soar and Grand Union Canal Partnership (JL) – JL/HE joint but they are to seek formal membership.
- (c) National Forest Access & Recreation Group (RD) – RD to continue, with VA as deputy.
- (d) Charnwood Forest Regional Steering Group (RD) – RD and JH to continue.
- (e) The Local Nature Partnership (RD) and the Leicestershire Parks, Open Spaces and Countryside Partnership (VA, RD) – RD requested that members agree that they drop these from the list due to lack of involvement.

12. Orders Updates

Mr Denney asked Mr McWilliam for an update on orders. Mr McWilliam requested that this be deferred to the next meeting.

Ms Allen asked how LCC were progressing through the backlog. Mr McWilliam informed members that things were moving quicker and that they were keeping things in check.

13. Correspondence

- (a) Responses, advice and comments sent by LLAF (RD) – Barrow members have seen. No new items.
- (b) Received (EM) – None.

14. Obstruction Report (SW)

Mr Warren stated that he was aware of a number of on-line complaints regarding the obstruction form. He advised that a key element of reporting obstructions was identifying the location, but that this is difficult as footpaths are not shown. Mr Warren also raised an issue with regards to file size when uploading supporting photographs.

Mr Denney asked if anyone else has experienced issues to detail these in an email to Mr Warren.

Mr McWilliam asked that all faults be reported, this will ensure they are dealt with and that the system is improved.

15. Recruitment and Quoracy

Mr Denney stated that the forum has good attendance and asked Mr McWilliam if there is an on-going attempt at recruitment. Mr McWilliam confirmed that nothing had happened since the last meeting.

Mr Hillier-Fry suggested that retention should be the focus rather than recruitment, Ms Allen responded that the forum had been stable for the past year.

Mr Denney concluded that the forum was short of 6 members and added that it would be nice to get some new members.

Mrs Faircliffe suggested that representation is requested from the minority groups and Mr McWilliam asked that members encourage others to apply.

16. Annual Report

Mr Denney stated that this was ongoing.

17. Future Work Programme

Mr Denney confirmed that they should have a work programme but that this would need to be deferred to a future meeting.

18. Future Meetings

FORUMS: 17th April 2018 (5.00pm for 5.30pm) County Hall (Workshop from 4pm)
18th July 2018 (5.00pm for 5.30pm) County Hall (Workshop from 4pm)

UNRECORDED WAYS: (To be agreed initially in February)
It was suggested having four meetings a year (2.30pm – 4.30pm)

19. Any other items which the Chairperson has decided to take as urgent

None.

Meeting concluded at 19:35.

REPORTS FOR LEICESTERSHIRE LOCAL ACCESS FORUM***Meeting April 2018*****PLANNING AND TRAVEL COMMITTEE REPORT (Chairman - Roy Denney)**

This has been a very busy period. One item receiving attention at the moment is the infamous Barrow crossing. Network rail were applied for an Extinguishment Order for the bridleway across the rail lines, something we have been fighting for years. We have prepared material to be ready for a public enquiry when it arises.

We responded to a consultation from DEFRA re the new options for support for the agricultural sector and have made overtures to Charnwood to try and re-ignite our involvement with the Broadnook project. It seems the original agents are no longer on the scene.

We have responded to a request for opinions on a proposed new training ground for Leicester City FC and have been advising Elmsthorpe Parish Council as regards the proposed Rail Freight Interchange between the village and Burbage Common. Two of us are due to meet with the developers the day before our meeting so will be able to update members then. We have also been advising Elmsthorpe about the long standing problems with footpath U50

Three of us have had a meeting with HS2 in Birmingham to add to the written advice we sent to them. This was a high powered meeting with six of their top people there and we went along the whole length of the line expanding on our suggestions and reinforcing our views as to where crossings were essential.

They have agreed to further meetings as things develop and they get down to the specific design of various junctions and have asked that when it affects a bridleway, one of our 'horse' people join us.

We all feel we had a very meaningful dialogue and were impressed how detailed their knowledge was of the minutiae of the area.

CHARNWOOD FOREST STEERING GROUP

John Howells and I were members of some of the working groups which worked up the lottery bid and expect to continue our involvement with the project.

The individual projects within the bid include our suggested Access for All at a few sites which John Law has been promoting and we have offered other ideas for consideration. A new Development Board is being set up to progress the projects and a Projects Development Officer has been appointed. The name is embargoed at the moment but I hope this person will be able to attend our meeting with Sam Lattaway who has accepted our invitation to update us on the project. I have invited to be on the board representing the public interests on your behalf One suggestion is that at the end of the process, the map we were instrumental in having produced should be updated and I have arranged that the head of the production company will come up shortly to have a look rounds with me. He is also keen to bring out some form of walkers guide to the area and possibly a similar production for horse riders if the network is sufficient to make it viable.

Roy Denney Representative

NATIONAL FOREST ACCESS & RECREATION GROUP

Their new structure and staffing line up is now bedding in. A lot of their endeavours though have been targeted at the Charnwood Forest project. They are looking at providing more short access loops off the National Forest Way.

The next National Forest Walking Festival will be held on 6/7/8 July

Roy Denney Representative

NETWORK OPPORTUNITIES REPORT FOR

17th April 2018 LAF MEETING

COUNTRYSIDE FOR ALL

1. Forestry Commission

1.1. Countryside For All Leaflets

Unfortunately we will not have the leaflets available for the Leicester Choice Unlimited event 11th April 2018, as there are some site improvements required at Jaguar Lount Wood. The audit of the three sites has been completed. Further surveys will need to take place once the improvements have been undertaken. The survey of the three routes took 7 days (21 people days). John Howells, Forestry Commission staff and volunteers all helped with the process.

We are currently investigating how the leaflets can be funded due to the leaflet production being in the 2018/19 financial year.

1.2. Changing Places toilets

A meeting will be set up to progress this after the Countryside For All leaflets have been designed and printed.

1.3. Adapted Bikes for the disabled

Discussions relating to this will take place following the outcome of the Changing Places Toilets.

2. Choice Unlimited 2018

Both Lincolnshire and Rutland County Council have contributed towards a table and the electrics at the Leicester event. So we will have a joint display with their LAFs. We are still waiting for a response from Leicester City Council to see if they will fund a table. It will be a shame if we cannot include the City parks on our display. All the Physical Activity Development Officers have been asked to forward their Walking for Health leaflets and Dementia Friendly Walk leaflets for us to promote. The Countryside For All sub group of the Lincolnshire and Rutland LAFs are investigating funding for a table at the 2019 Choice Unlimited event, where they hope to have a joint display with the Leicestershire LAF.

PARK HILL - LEICESTER CITY MARCH 2018

Several members have now looked at your exhibitions and seen the indicative plans. We still have far too little information to comment in detail on the project as a whole but as far as the right of way is concerned the suggested possibility around the east of the plot achieves very little but may be the only practical solution.

We can make some observations and suggestions and also provide some historical background to what is a fairly messy situation

We will go into some detail having done the research but will conclude with some direct suggestions.



This bridleway provides a very useful off road link from Park Hill Lane if going south.

Horse riders coming up it would like to go right to cross the major road but that is unsafe to do. As far as walkers are concerned moving the right of way nearer the village would be not only helpful but could offer a more attractive route. This route could also serve horse riders going in the other direction.

It looks as though it could be diverted to create a bridleway running down the Sibley Brook from Park Hill Lane to then go round the western and southern edges of the land you own to rejoin the original route. This would though require you to acquire an access from Park Hill Lane which if not possible could mean it being a little further from the village and skirting the complex just inside your land on the west and south sides to rejoin the route. If following the brook there might be a problem with muddy conditions but only a ground survey could check this. It would however be an expensive exercise if produced to Bridleway standards.

There are a number of possible solutions but unfortunately most involve some land outside your control, although it is possible you could buy some access points.

There is a footpath alongside the brook on the other side. The I 43 Seagrave to Sibley path could be used to then cross the brook by the Sunrise Farm track towards Hanover Lodge if a link could be created across to the present bridleway. Again not directly in your control.

Most horse riders would like to come north up this bridleway and then across the busy road but assuming something can be done about that junction then they would be best served by using your loop but rather than returning to the present exit onto Park Lane the bridleway could go into the corner of the two roads as you own all that land.

That would not serve the needs of walkers though.

It may well be the simplest and best solution would in fact be separating the footpath from the bridleway. It would be a lot simpler creating a footpath around the west side of the boundary if it did not need to be to bridleway standards and that short diversion of the bridleway would not be a major cost.

When a formal planning application is made we will have to consider buildings of what size, light and noise pollution, how much additional traffic etc. in some detail but at this point we will concentrate on the rights of way issues.

The matter is complicated somewhat by the fact that it straddles several parishes, who have not always interpreted things the same way. Park Hill golf course is mainly built on the former Coronation Farm plus Cossington Gorse (a small wood). Cossington Gorse and the land immediately N of it and to the W of these two blocks lies in Cossington parish. The frontage along Park Hill Lane is in Seagrave parish. The largest part lies in Sileby parish.

This is the background to put the matter in a historical perspective as regards the bridle way and footpaths in the area.

An old road runs north up the full length of the Cossington Parish from the back of the village, with a slight diversion where it crosses the railway. Part of it is known as the Humbles and it crosses the Sileby-Ratcliffe road into what has become labelled as College Lane. This road is clearly shown on old maps extending right into the northernmost field or, more recently, turning sharp east along a track just outside the golf club boundary, which leads out to the Fosse through an always-unlocked and decaying field gate.

A late 19th cent. estate map had the printed words 'Bridle Road' beside this track. C.1930, in order to create his own airfield, Sir Lyndsey Everard of Ratcliffe Hall had the northern two-thirds of the route diverted in the magistrate's court as a bridleway on to the current line of I 54, the northern part of this running alongside the parish boundary brook.

However, in 1951, Cossington Parish Council put the route on their Parish Return (which created the Definitive Map), as a footpath, incorrectly. The 1963 sale particulars for Coronation Farm and Cossington Gorse "by order of PAWB Everard Esq." described the land as having a bridle path and two footpaths on it "but they are little used". They are not shown on the sale map. The old bridleway/road seems to have come back into use but it begs the question, if the diverted bridleway was only thought of as a footpath, there seems to be a missing footpath?

Ratcliffe College (a Roman Catholic fee-paying school) had bought land in Cossington Parish off the Ratcliffe Hall estate in the mid 19th cent and more recently has acquired additional parcels. Until recently the southern (un-diverted) part of "College Lane" was used as a back entrance and main exit for the College as the A46 grew too busy for right turns.

In 2010, in order to separate College traffic from the operations of Elms Farm, the College and farmer agreed to provide an alternative route and applied in Loughborough Magistrates Court for extinguishment of public vehicular etc rights with retention of footpath rights on the previously un-diverted section. On receiving this, the County Council (LCC) found in the Quarter Sessions records the 1930s diversion as a bridleway. Loughborough magistrates agreed to amend the order so that it retained bridleway rights.

The two magistrates court decisions provided the Legal Events which enabled the LCC to alter the status of I 54 without further process.

It is therefore a bridleway but the landowners are unwilling to allow the footpath section to be opened as a bridleway so, in spite of appropriate signposts at each end, most of the route is effectively not open to horse-riders. Unsuccessful negotiations – involving the College, the golf club, and the farmer in Sileby parish – have gone on ever since.

This seems to be an opportunity to sort out the matter but it is not entirely within your control.

There is a further anomaly in that early maps show two rights of way through what would be the northern part of your land.

Looking at options, if the route round the boundary of the golf course going anti clockwise is not possible either because of access or ground conditions, returning the route to approximately its pre-1930s route using the hardened track beside the tree-planting on what is now Ratcliffe College land and utilising an existing culvert bridge into the golf course might be possible.

It could then join your proposed loop round the outer edge to the current exit or to the original exit through a field gate, slightly nearer to the cross-roads if further from the village. This would provide a multi-user, all-weather track, easier to use than the current route and possibly marginally shorter. It would however require the consent of Ratcliffe College.

There is also an issue if the golf course is to be retained in part. Some holes will need realigning so that no balls are being fired towards the bridleway if to be retained on or close to the present route.

There is yet another issue causing concern, although again not within your site, and that is the accident black spot at Thrussington crossroads which additional traffic will not help. Ideally we would wish to see some lights here but as there is no speed restriction in force this is not possible. If as part of your development you offered to install lights perhaps the authorities could be persuaded to introduce a short stretch of speed restriction. It is now, generally speaking, too dangerous to cross unless in a vehicle and that is no guarantee of safety. Valuable assets in fast cars would need some protection at this junction

It is only going to get worse due to reasons including the traffic you will generate. The new housing estates in Sileby are creeping up the Seagrave road with the space between the two villages halving over the recent past. The whole road network round this side of Leicester is being developed which will make this road even busier. Hinckley & Bosworth Council has just given permission for a major interchange facility at the bottom of the M69 and the Strategic Growth Plan talks of a "Southern Gateway" in the same area. There is likely to be a new motorway interchange on the M1 and a major relief road running right round the east side of the city (the A46 Expressway).

If indeed a solution is found for the bridleway some distance from the village of Seagrave, you could fund the restoration programme for the wide verges past your property and indeed the length of Park Hill Lane and might also, as good neighbours, provide occasional wide mowing of the verges to keep them open, and usable for off road walking and riding to access I 54 from wherever you end up siting it. You will of course have the necessary equipment on site.

In conclusion the best bridleway solution as far as it is directly within your control seems to be as planned other than going nearer to the corner with the main road. The suggested line could actually remain just as a footpath for walkers wishing to access the village, but it is far from ideal.

If in addition a footpath could also be created around the western perimeter of your land to link to I 54 to the south, that would be ideal for walkers as the village is their most likely destination.

These are our present thoughts on the access issues but we reserve comment on other matters until they are tabled.

This response is sent on behalf of The Leicestershire Local Access Forum (LLAF). The observations given have been agreed following discussions between members of the Forum's planning group with the other members given an opportunity to comment.

LLAF is of course an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

Section 94 of the CROW act makes it a statutory function of the forum to give advice to a range of bodies, including local authorities and government departments, on access issues and we will be making advices to the planning authority when the planning application is tabled.

We trust you find these observations constructive and helpful and would be grateful if you would keep us informed as matters progress.

John Howells Chairman, Leicestershire Local Access Forum,
Roy Denney, Chair LLAF Planning & Travel Committee

C/o Room 700, County Hall, Leicester, LE3 8RJ

(www.leics.gov.uk/laf)

Telephone - County Hall 0116 305 7086

From: Roy Denney [<mailto:roydenney@hotmail.com>]
Sent: 08 February 2018 11:26
To: 'Doyle Georgina'
Cc: 'Eric Vardy'
Subject: Broadnook

Thank you Georgina

I am the Chairman of the Planning and Travel Committee of Leicestershire Local Access Forum based at County Hall. The Forum is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access. Access includes promoting the use of such opportunities as there are, to improve the health and general well being of the population, and public transport to get to those areas.

Section 94 of the CROW act makes it a statutory function of the forum to give advice to a range of bodies, including local authorities, on access issues in respect of land use planning matters. The Secretary of State advised that in particular forums were asked to focus on the impact and options for minimising possible adverse effects of planning policies and development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new developments.

The group members come from a range of backgrounds. We include landowners and managers, farmers, a representative of the NFU, a former Director of the Cooperative Society, and a retired Commercial Banking Manager. Amongst our number we also have a Trustee and now Vice Chairman of the Air Ambulance Service who was also Chairman of the East Midlands Ambulance Service. In addition we have members of a number of user groups all very knowledgeable in their own fields and the Forum has a lot of skills to offer and is well placed to assist the Authority.

In the years since our formation we have advised and assisted many authorities with major projects and have also worked directly with developers to help shape their ambitions. We have contributed to the debate about the revitalisation of Thurmaston and were involved in the Connect2 project which enhanced Watermead Park and the approaches to it. We also made constructive comment in the process of the arrangements for Garendon Park.

For the last few years we have been assisting with the development of the Charnwood Forest Regional Park and I serve on the steering group which Cllr. Eric Vardy chaired and I am on the development board.

The Forum had an ongoing dialogue with the agents acting for the developers of Broadnook and indeed did make observations to your authority on this case back in 2016 a copy of which I attach.

We have no reason to amend the comments made then but would add that Longslade Secondary School will presumably service the children from these houses and they need a good off road access route which further supports the argument for the provision of a footbridge over the A46.

Since our original discussions the need for more housing has become even more apparent and also raises the question of types of homes. The simple answer is all types. A project of this scale will eventually create a distinct community and as the second generation emerges there should be provision for them to become independent and yet stay within the community. This therefore means some apartments but perhaps more importantly as they marry and start families, affordable homes to buy near to friends and family.

There will always be a need for more housing including people living in the city wishing to better their accommodation so semis and smaller three-bed detached will be popular. In the interests of a genuinely mixed community there will also have to be some larger ones as well. Developers will always favour larger properties where there is more profit potential but the planning process can ensure a more mixed approach.

We would welcome an opportunity to revisit the plans as they evolve and there may well have been changes we are unaware of. There did seem to be two areas which we wondered about in the original proposals. Given the age profile of the people likely to be the early occupants of this project we do feel a nursery should be considered and doubt the demand for a supermarket with the increase in online shopping and delivery and the proximity of the Beaumont Leys shops. A good convenience store would probably be adequate.

Roy

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August 2016

To Charnwood BC

P/16/1660/2

Outline permission for Sustainable Urban Extension (SUE) Broadnook

The Leicestershire Local Access Forum (LLAF) wishes to make some observations about this planning application. The LLAF is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

The Secretary of State for Environment, Food and Rural affairs has issued guidance for forums including Section 94 of the CROW Act which makes it a statutory function of the forum to give advice to a range of bodies, including local authorities, on access issues in respect of land use planning matters.

The Secretary of State advised that, in particular, forums were asked to focus on the impact and options for minimising possible adverse effects, of planning policies and development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development.

As such we will be commenting on any ultimate detailed planning application and reserved matters but we would wish to give you an overview in this early stage. Without prejudice to our ultimate stance or the right of individual members to respond in any way they see fit there are points we wish to bring to your attention

We are not convinced this green field areas should be developed as there appear to be brown field sites that can be built on within the borough but notwithstanding that, we have suggestions about these plans as outlined so far. We do not support piecemeal development and this proposal does at least give scope for a comprehensive and sustainable solution to housing requirements.

If we accept that there is to be development here, this actually looks like a fairly well thought out scheme. We have followed its development carefully and have met with the developers twice.

On the face of it we should see access into and through the area improved although we can suggest some further improvements. We are in particular interested in the provision of green spaces, green corridors and off road public rights of way. We would also wish to see adequate public transport provision.

In general terms when assessing these plans we would ask you to bear in mind that the benefits of the footpath, bridleway and cycleway network are multi-dimensional and have impacts on sustainable transport, green infrastructure, recreation, tourism, health and general well-being. Bridleways and Cycleways for local commutes should be provided and something "behind-the-hedge" would be best. Wherever possible the routes should be such that motorised traffic is kept quite separate. Similarly there should be scope to create footpaths for walkers keeping them away from riders. 'Behind the hedge' routes when a development fronts an existing road can take walkers, cyclists and horse riders off the road and these should be linked to any existing such routes, or provide that any future developments can extend them. Very often developments have a 'green edge' to screen them and it is normally feasible to put a track in this strip. There can however be significant problems in how to start and end them. Coming straight out from behind the hedge when there is no footway may be quite dangerous.

Gates/gaps/stiles should be as easy to use as the requirements permit to assist the less able and those pushing buggies etc. With the massive increase in traffic on the roads, horse riders and cyclists need alternative off-road routes and these would have the added benefit of easing traffic flow as well as traffic safety. Dog walkers also need to be catered for so that nuisance is minimised. If this location is to be developed the scope of it gives good opportunities to satisfy everybody.

With the huge amount of housing which is proposed in the area there is a need, and should be an opportunity, for new and existing public rights of way to be opened up to all users; walkers, riders, dog walkers and those relying on public transport. There are also very real opportunities to link these access routes to neighbouring communities, facilities and amenities by linking up with existing rights of way.

We are encouraged by the developer's apparent ambitions to provide a generous framework of open spaces, parkland and woodland, all assisting biodiversity but it is essential these are linked to each other and to the wider countryside by green corridors along which wildlife can migrate.

Obviously a safe, pleasant walking and cycling network within the site is welcome but again it must link in properly with the wider network and we would like to see adequate provision for horse riders through the site. Off road paths should link to any schools, health care facilities bus stops, shops and sporting facilities wherever possible. There are two large open access areas fairly near this development, Watermead Country Park to the south east and Castle Hill Country Park to the south west. Off-road routes out of this development should take every opportunity to allow passage towards those facilities. Once Castle Hill is reached there is largely off-road routing through to Bradgate Park and once in Watermead people can follow the river Soar all the way to Leicester off road.

If the main access is to be from the A6 at a new signalised roundabout with a local two-way connection to Loughborough Road, this is where bridleway J100 and footpath J53 join the A6 from the east. This junction when created ideally should allow for safe passage for walkers and riders. This was a route favoured by Sustrans when the Mountsorrel/Rothley bypass (the current A6) was built allowing access to quieter roads and a link from into Watermead Country Park. It would provide an excellent link for your residents to this facility. The proposed tunnel under the A6, south of this new roundabout partially satisfies this need for a safe crossing for vulnerable road users.

Ideally we would also wish to an East-West riding route through the development to link to these crossings. This could utilise an upgraded J54 footpath using the bridge under the Great Central Railway at the Thurcaston end.

For walkers and cyclists this would provide a route from the development to the Beaumont Leys employment and shopping area and a recreational circuit with bridleway J59 between Rectory Rd, Thurcaston and the Town Green in Rothley for all users including horse riders.

We are pleased to see that they have taken the opportunity here to much improve the present alignment of J54 at the A46 end. The present alignment on the top of the embankment, inside the highway boundary, resulted from the changes when the A46 was created in its present form and it is far from being the most pleasant of walks.

There are increasing employment opportunities across the A46 from this site and a footbridge across would give access to these and also assist access to the park and ride bus service.

To the North we would like to see better access to J55. An off road link should run from the new roundabout to meet this path where it turns north away from the stream. This would provide an off road route for new residents to the Rothley facilities. Similarly if there is to be a Doctor's surgery on site, Rothley residents could access that as to the best of our knowledge they have no doctor at present.

On the subject of bus provision, we would assume that most of the residents would desire to shop in Leicester or Loughborough, so the existing bus links should be supported to divert into this development but we would point out that existing 126 / 127 routes already have long journeys which should not be lengthened by a slow loop through this development. A single stop just inside the edge of the development would not make the routes materially worse which should satisfy any need to travel north. Use of and access to the Park & Ride service should be facilitated for those going south. There is talk of a local service and as there are numerous other developments in this quadrant, if a bus service is required throughout this development and it is to be sustainable and self financing down the road it should be a dedicated service covering other nearby developments as well. There are such developments at Hallam Fields and Ashton Green with smaller ones in Rothley and Mountsorrel. Ashton Green is in close proximity to the Beaumont Leys shopping area where residents of these new houses may well wish to shop and might find employment so any dedicated service could provide a link to that location as well.

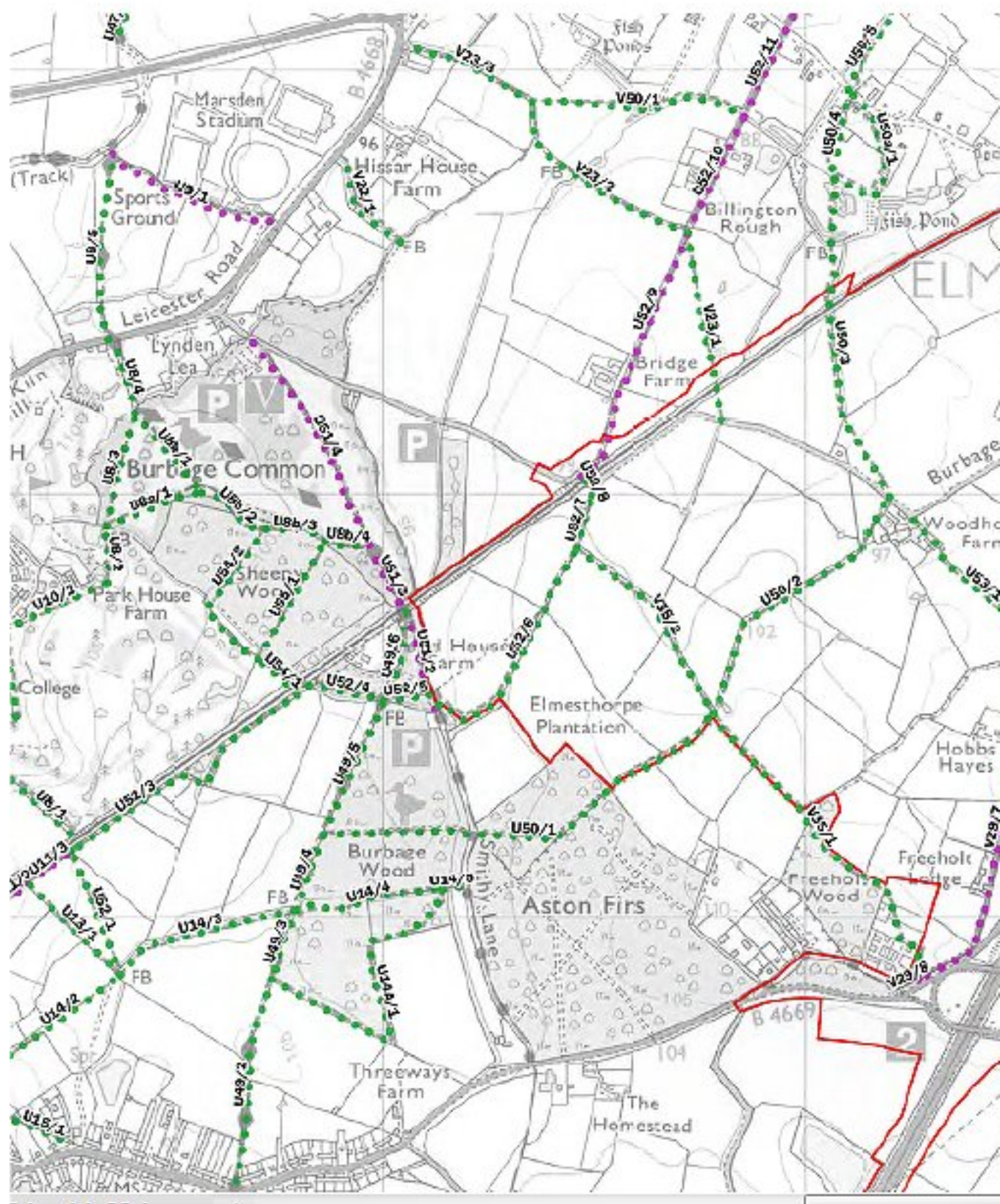
There is mention of the privately run Great Central Railway and claims that in the future it may bring forward commuter opportunities to both Leicester and Loughborough. We feel this is a bit disingenuous as there seems almost no possibility of a restored link to Leicester

We trust you find these suggestions constructive and that you will bear them in mind with the various stages of this development.

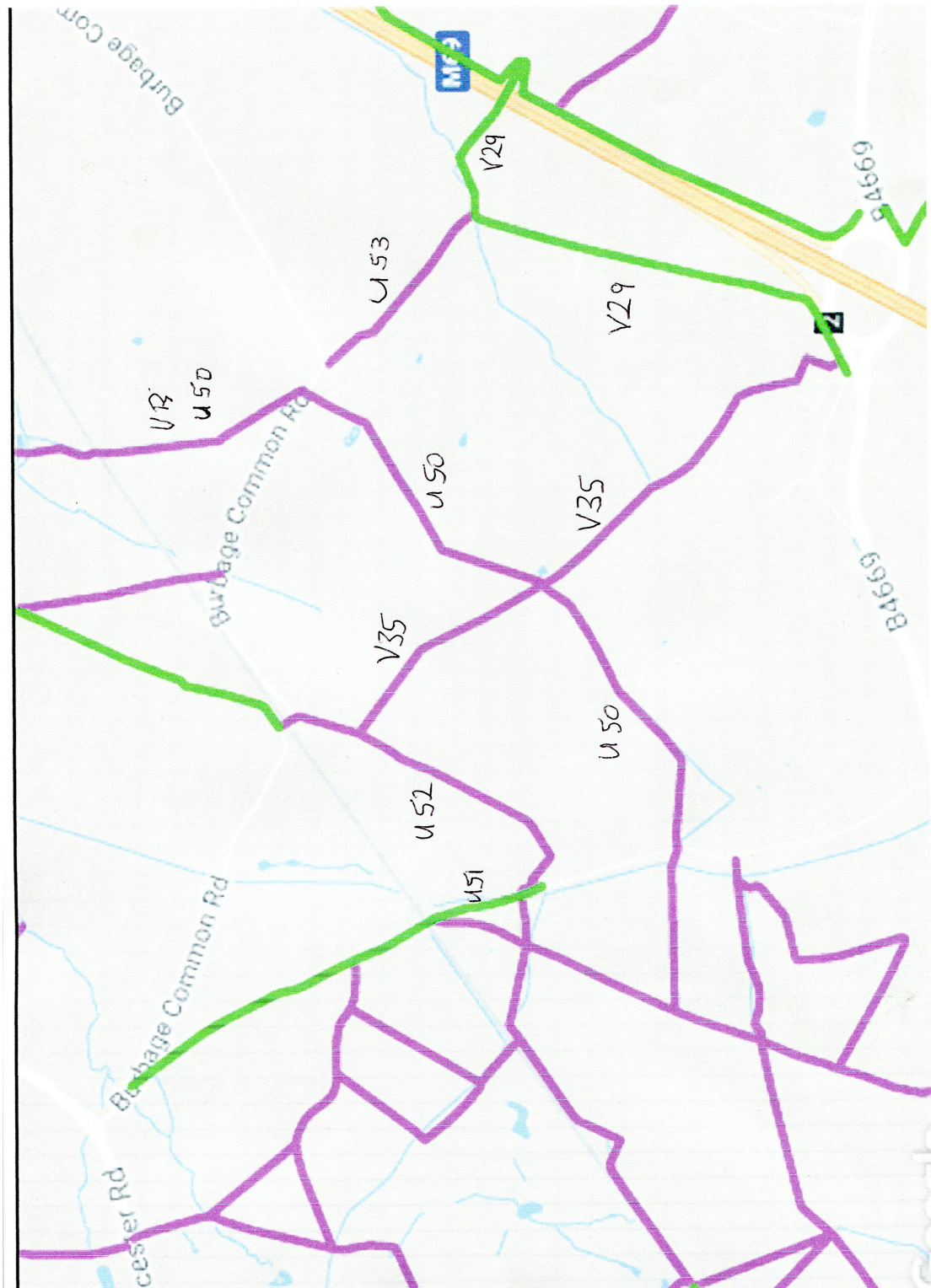
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HS2 IN LEICESTERSHIRE

Initial Advice from Leicestershire Local Access Forum (LLAF)

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January 29th 2018

HS2 Leicestershire – Initial Advice from Leicestershire Local Access Forum (LLAF)

The LLAF has identified numerous paths affected in some way by the route. Some of the routes affected are in the Safeguarded Area, some in the Rural Support Zone and the others in the house owners' payment zones. While many appear on the Definitive Map of Paths or the List of Streets a few do not. Some are of these of historic nature which may well have legal status of one sort or another but not yet recorded in those records. With detailed research of the final route we have reduced the number of identified issues to 42.

In addition Leicestershire has numerous more informal "desire paths" which are de facto paths which could be claimed on the grounds of unchallenged use over many years. The mitigation exercise should aim to recover these historic assets and/or link existing paths together to generally improve the rights of way network. The legislation will almost certainly give you powers to make changes some way out from the trackbed to facilitate a holistic approach to the changes to be made. We do have people ready and willing to help by researching in more detail, the routes not formally listed

We would flag up some points for your early consideration where routes are directly affected but suggest that the best way forward will be a series of small group meetings to work our way along the line through Leicestershire looking at every issue. The nature and design of any crossings we can discuss issue by issue. It may help to actually meet on-site with the more complicated cases. These comments are based on final solutions after the project is completed but there may well be further impacts during the build stages and we would enquire where any works depots will be required. There may well be short term impacts there that we need to address.

MEASHAM AREA

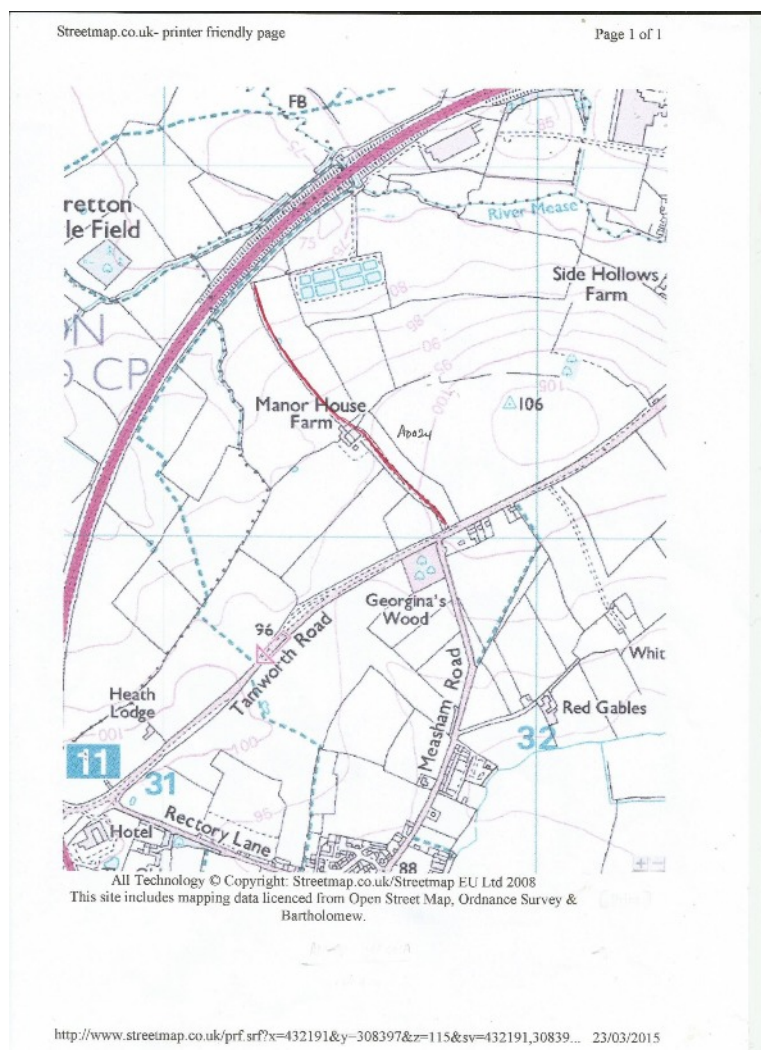
The areas you have divided your work into do not marry with the county boundaries and the first section of the line in the paperwork we have been given is not in fact within our remit. However we would not wish to see issues lost in the gaps between counties we will make one observation from that stretch.

There is a bridleway from Polesworth to Hangman's Lane (from Seckington) that crosses over the M42 on a bridge. It has a short U-diversion from its original line so that it meets up with another bridleway and a path on the north-west side of the motorway. The side arms of the U are ramps up to the bridge. HS2 runs very close to M42 at this point and consideration will be needed in how to deal with the ramp and the bridleway on the Polesworth side.

Bridleway Q19 running between No Mans Heath and Appleby Parva is cut by the line. Just south of this, there is also Q4A, the historic Salt Street thought to date back to Roman times. It was considered of sufficient importance to be given its own bridge over the M42 when that was built and this should be accommodated. Given the elevation of Salt Street, HS2 will be in a deep cutting with Salt Street bridging over it, so a bridge should be relatively inexpensive. It does lead to a lot of useful riding on the SE side of M42/HS2. Q19 could be solved by an extension of the subway under the M42.

Adjustments to the A444 and Rectory Lane should be able to accommodate paths Q12 and Q13 and Q3 should be covered by necessary adjustments to Tamworth Road.

Q15 going towards Manor House Farm historically continued westwards and if reinstated would meet the current route of Q3. This link is the subject of current claim preparation



Paths P67, the Moira Trail, P85 and P81 should be able to take advantage of the viaduct with only minor adjustments. Any crossing of the route of the Ashby Canal restoration project south of Measham must be at an appropriate elevation for potential users of the canal which may require some vertical adjustment.

P67, P69, and P75 will require a bridge to access the existing bridge over the A42 but the line is in a cutting at this point so again should not be overly expensive in the overall scheme of things.

ASHBY DE LA ZOUCH AREA

P1 will need diverting east of the line to meet Willesley Woodside (P8) which itself will need a bridge to connect with the existing bridge across the A42. P8 is a bridleway with ramp approaches to the A42 crossing. HS2 might affect the ramps which must be maintained in some form.

O68 will have to be diverted to the east of the line to meet the B4116 (Measham Road)

O70 Packington, along Vicarage Lane, eventually goes over the A42 and along Packington Nook Lane to Tamworth Road, Ashby. This is a valuable bridleway and will need a bridge over the line. However O71 and O74 can easily be diverted to join it before it crosses the line.

It would appear that the line will cover much of bridleway P20 and that will need moving to the east to avoid the line

Further north, the rights of way around Ashby itself are potentially cut. M60 is a valuable route avoiding the need to walk alongside the busy and dangerous A512 from Coleorton Farm Town to Ashby. It appears the A512 will need some diversion to cross HS2, and it would seem possible to divert the M60 to meet the A512 before it reaches the line. A footway from its exit point onto A512 westwards to the A42/A511/A512 roundabout is long overdue, and should be included in the scheme.

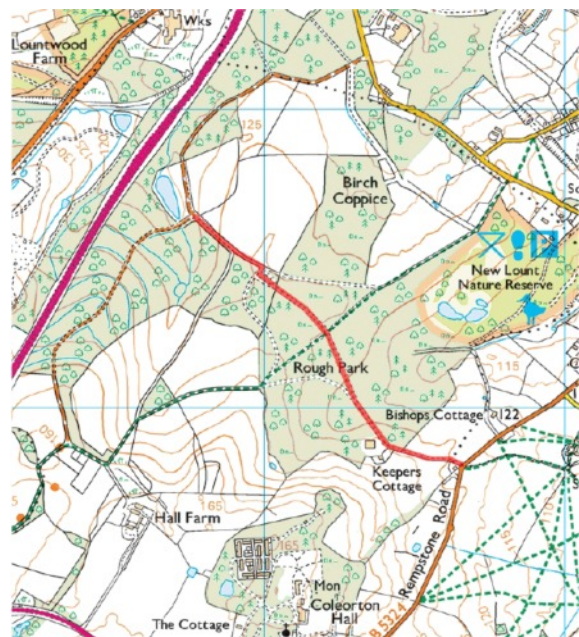
M30 and Beaumont Way run together as they go north from Ashby and are cut by the line. However a bridge can be avoided at this point by diverting the Beaumont Way down the west side of the line and M30 down the east side, both reaching the A512 either side of the line.

LOUNT AREA

Going north from here the line goes through a very popular leisure area, mostly National Forest Tender Scheme and funded with public money and it is riddled with small informal paths giving numerous circular walking opportunities. Beaumont Way (Sustrans Cycle Route) as an all weather track, is invaluable in inclement weather. We feel it essential that as far as possible this area is not cut in two.

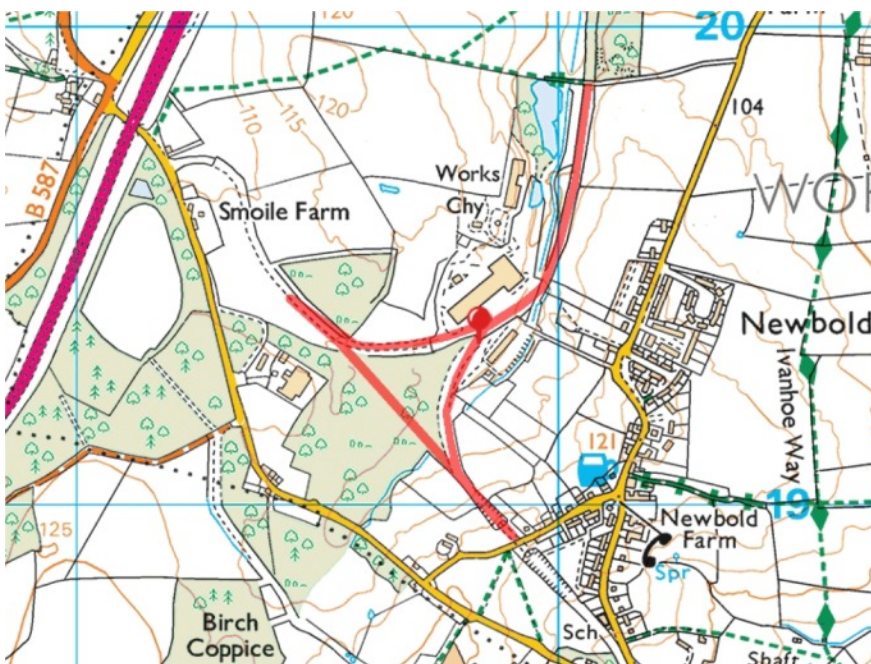
There is however a route currently being researched with a claim in mind which could provide a link to mitigate the impact. At GR SK388186 there is a farm track heading north-west from Rough Park and skirting Birch Coppice which is thought to have been a historic right of way. This link could be used to alleviate the problems in this area and create a useful link and circuit. It would join the Beaumont Way where it runs along the side of a lake.

Extract from our map Ref CM-026



Where the Beaumont Way starts off Melbourne Road (B587) it crosses a track within the access area and the western end of this will be cut by the line. Presumably access to that area will have to be via a new route from Melbourne Road west of the line and this may have to be the new start point for the Beaumont Way..

M56/M55 paths provide another useful route out of Worthington. M56 runs from the B587 near Lount to a disused railway line off Worthington Lane. A diversion of M56/M55 to the road providing access to the Eurohub Newbold Works and subsequently Melbourne Road would seem reasonable. There is also a Definitive Map Modification Order under process for additional links in this interesting area further enhancing the benefits of this route (DMMO GR. SK395194).



*Extract from our map ref.
WO-O11*

WORTHINGTON AREA

The Cloud Trail from Derby uses a dismantled railway to Cloud Quarry and the village of Worthington, but appears to be unaffected as HS2 crosses it on a viaduct. Breedon Lane nearby can replace footpath M21 provided a safe footway is provided south to bridleway M36, which should then link to the Cloud Trail (Sustrans Route 6). There is another possibly less expensive alternative. M21 could be diverted round the south of Charity Farm to join Doctors Lane and share that crossing.

The other issue near Worthington is footpath M35, which is part of the LCC promoted Ivanhoe Way. It has recently been diverted to pass under the A42, and we feel its importance merits a bridge across the HS2 cutting close by, with little or no alteration to its route. The alternative of diverting it to Long Hedge Lane would be a dog-leg, and involve significant road walking, and has recently been extinguished for that reason.

BREEDON AREA

Near Breedon on the Hill and just south of the proposed route and due south of Tonge, path M17 provides a link to the road past Breedon Lodge and as the track is in a cutting here it could be bridged. Some evidence of potential higher status for M17 has been found and a claim is in the process of being made.

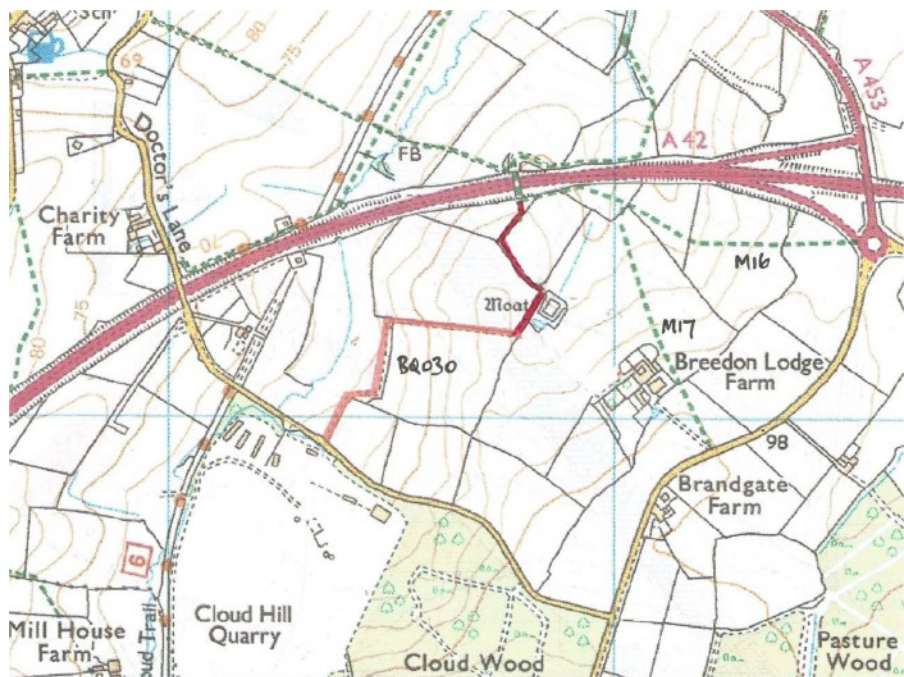
Were a bridge to be provided for M17 across HS2, it would therefore be appropriate to make it for equestrian use from the outset, as it would be cheaper than upgrading at a later date.

However, M17 on its current line serves little purpose, as it reaches the former A447 road near Breedon Lodge with no obvious continuation route which would not be better reached coming southwards from Tonge. Clearly defined tracks currently exist to allow the landowner at Breedon Lodge Farm to cross the A42 and access the fields to the north of it. These may have some historic status (research is yet to be carried out), particularly as they pass a moated area to the west of the present farm.

One particular route, which we have labelled BQ030 for research purposes, leaves footpath M16 south of the A42 bridge, passes the moated area, and reaches Stocking Lane at GR SK415222, close to where it will be crossed by HS2, and only a short distance from where the Cloud Trail continues south on the former railway line, having been interrupted by the A42.

We would suggest that this route, diverted if necessary, will still be needed to give the landowner access to his land north of HS2 and the A42. It would enable M17 to be extinguished, which would also improve security and privacy at Breedon Lodge Farm.

Footpath M16 runs north of the route of HS2 throughout, and will only need diversion if the southern roundabout of the A453/A42 interchange has to be modified in some way.



LONG WHATTON – BELTON

The paths around Long Whatton have already been badly disrupted by the M1 and this project will add to the difficulties but the opportunity arises to tidy up and rationalise the situation. Path L40 / L48 north of The Green is badly distorted by the M1 and A42 and serve little purpose other than a leisure loop but it would be helpful if there was to be an off-road footway along The Green, preferably behind the hedge. The rest of L40 and L50 provides valuable links to a route over the A42 from Westmeadow Lane (another route with public access) and from Dry Pott Lane. L32 from Belton also accesses the same crossing point and needs protecting, as does L31 via Long Mere Lane, itself a byway. These link with the L49 and L32A to Diseworth. Long Mere Lane itself can be realigned to cross directly over the track and the A42 and it would then tidily provide a crossing point for the paths if they are also realigned

KEGWORTH AREA

The network of rights of way is invaluable for exercise and leisure in the fresh air but a major function is to enable people to get between neighbouring communities and facilities off-road. Near Kegworth the path L45A (GR SK4784265) has already been distorted by the presence of the M1 (from Ashby Road [A.5129], east of the M1 to Springfield, Kegworth). This will be even more messy with the new permissive route through the East Midlands Rail/Freight Gateway which is to replace the legal right of way. Using your powers this could be tidied to go direct to whatever crossing point of the new track is decided upon. L57 coming from Castle Donington also needs considering with L45A, especially as it also affected by the East Midlands Gateway project - we need a reasonably direct Castle Donington - Kegworth path crossing the A453, M1, HS2 and EM Gateway. The Kegworth bypass will greatly affect the network at this point and some detailed survey work is needed here to find an acceptable solution. There can be no case for two bridges near to each other so some rationalisation will be required.

Going north from here it seems all the rights of way will be under the viaduct over the Soar flood plain.

THE BUILD STAGE

This is a long term project and we are encouraged that sections should be completed as you move up the line rather than the whole route being an issue for many years. We would like to see all rights of way reinstated and opened as soon as practically possible to cause minimal obstruction. It may also need short term diversion routes being created before new routes are completed.

A classic example would be that the construction process is likely to significantly damage the Beaumont Way, and despite the indications on OS maps, this is a bridleway. Given the dearth of bridleways on this side of the A42, it is very valuable and HS2 need to restore it on the best line achievable, but to also provide short term alternatives during the build process. As a bridleway it is essential that sufficient width, preferably 5m, and headroom are provided.

HS2 also need to keep the public informed at all stages with all diversions etc.

SUMMARY

We have identified numerous routes we feel need attention. Where they actually cross the suggested route at grade or in a cutting, we acknowledge that it is impractical to bridge the track in every instance. By starting any diversions some way out though, it will permit the routes to still remain in an attractive and useful form but to be channelled to a small number of crossing points. We are assuming that where there are roads they will remain, if slightly redesigned, but if there are any material road changes then by definition the paths utilising their crossing points will need to be looked at again. We also accept that the needs of landowners to access their land may dictate where some bridges have to go and this may require further rethinking about rights of way.

We are unaware as to the propulsion mode for the trains and if it will involve high electric gantries then the visual intrusion might make us rethink some of the issues. Similarly we presume this line will not carry freight as such trains would increase noise pollution.

As a further assistance to you we show an extraction from our database listing the impacts. We also attach a set of your maps marked up by us to help identify the issues we are raising.

Ref	No./Name	Status	Parish	Notes	Grid Ref	Zone	Comments
1	Q4A (Salt Street)	Byway	Appleby Magna	In Cutting	SK286083	1	Adjacent to existing bridge over A42
2	Q19	Bridleway	Appleby Magna	On Embankment	SK302089	1	Adjacent to existing sub way under A42
3	Q12	Footpath	Appleby Magna	In cutting	SK308039	2	A444 realignment will make provision
4	Q13	Footpath	Appleby Magna	In cutting	SK310102	3	Rectory Lane realignment will make provision
5	Q3	Footpath	Appleby Magna	In cutting	SK312106	1	Tamworth Road realignment will make provision
6	AD024	Lost Way	Appleby Magna	In cutting	SK312117	1	Along access to Manor House Farm
7	P67	Restricted Byway	Measham	On viaduct	SK325122	1	Accommodate under viaduct
8	P85	Footpath	Measham	On viaduct	SK325122	1	Accommodate under viaduct
9	Moirs Trail	Cycleway (Equestrian Use)	Measham	On viaduct	SK325122	1	Accommodate under viaduct
10	P81	Footpath	Measham	In cutting	SK326123	1	Slight diversion to accommodate under viaduct
11	P67	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A42
12	P75	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A43
13	P63	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A44
14	P1	Footpath	Measham	In cutting	SK341136	1	Divert to meet Willesley Woodside east of HS2
15	P8	Bridleway	Ashby-de-la-Zouch	In cutting	SK343138	1	Willesley Woodside
16	O68	Footpath	Ashby-de-la-Zouch	Ground level	SK349144	1	Divert to leave B4116 east of HS2
17	O70	Bridleway	Packington	On viaduct	SK357150	1	Accommodate under viaduct
18	O71	Footpath	Packington	On viaduct	SK359151	1	Slight diversion to accommodate under viaduct
19	O74	Footpath	Packington	On viaduct	SK359151	1	Slight diversion to accommodate under viaduct
20	P20	Bridleway	Ashby-de-la-Zouch	In Cutting	SK362154	1	Divert to SE side of line throughout
21	M60	Footpath	Ashby-de-la-Zouch	In Cutting	SK379170	1	A512 realignment will make provision
22	M30	Footpath	Ashby-de-la-Zouch	In Cutting/On Embankment	SK379172	1	Divert to SE side of line throughout
23	Beaumont Way	Cycleway/Permissive Bridleway	Ashby-de-la-Zouch	On Embankment	SK379172	1	Divert to NW side of line throughout from roundabout
24	CM026	Lost Way	Coleorton	On Embankment	SK389185	1	
25	WO026	Lost Way	Worthington	On Embankment	SK393194	1	Alongside Melbourn Road behind hedge route
26	WO011	DMMD App	Worthington	Ground level	SK395194	3	Claim did not cross route
27	M56	Footpath	Worthington	In Cutting	SK395198	1	
28	M35	Iwanhoe Way Footpath	Worthington	In Cutting	SK400209	1	
29	M21	Footpath	Worthington	In Cutting	SK407216	1	
30	Cloud Trail	Cycleway (Equestrian Use)	Breedon-on-the-Hill	On viaduct	SK410218	1	Accommodate under viaduct
31	BQ030	Lost Way	Breedon-on-the-Hill	On Embankment	SK415222	1	Would suggest replacing M17 with BQ030 to benefit both landowner and users
32	M17	Footpath	Breedon-on-the-Hill	In Cutting	SK421222	1	
33	M16	Footpath	Breedon-on-the-Hill	In Cutting	SK424224	2	Top Brand realignment should make provision
34	Long Mere Lane	By-Way	Long Wharton	Ground level	SK449227	1	Adjacent to A42 overbridge
35	L32	Footpath	Long Wharton	On Embankment	SK451228	1	Should be accommodated with Long Mere Lane (39)
36	L50	Footpath	Long Wharton	On Embankment	SK453229	1	Should be accommodated with Long Mere Lane (39)
37	L48	Footpath	Long Wharton	On Viaduct	SK455239	1	Accommodate under viaduct
38	L45A	Footpath	Keyworth	In Cutting	SK475264	1	Accommodate under viaduct
39	L60	Footpath	Keyworth	On Viaduct	SK488288	1	To be diverted due to Keyworth By-Pass - use Ashby Road ?
40	L101	Footpath/Bridleway	Keyworth	On Viaduct	SK490290	1	Accommodate under viaduct
41	L61	Footpath	Keyworth	On Viaduct	SK490290	1	Accommodate under viaduct
42	L63	Footpath	Keyworth	On Viaduct	SK490293	1	Accommodate under viaduct
Zones							
1	Safeguarded Area						
2	Rural Support Zone						
3	Homeowner Payment Zone 1 120m - 180m						
4	Homeowner Payment Zone 2 180m - 240m						
5	Homeowner Payment Zone 3 240m - 300m						

We can expand on these when we meet with your representatives and comment on any suggestions you have. We will certainly be able to assist you in your deliberations on these technical points and help reduce local resentment.

One further issue we must flag up is that this line will cut a swathe through landscapes where at present wildlife moves at will. Land bridges may be too expensive but wherever possible tunnels through embankments should be considered, suitable for their use.

There is something of an elephant in the room which, while not on the face of it an HS2 issue, you must bear in mind. The A42 is in Highways England's list of roads to be 'improved'. As it seems to have been designed at its junctions to virtually motorway standards, the only sensible improvement is likely to be adding a third lane on each side as both A42 and M42 are 2-lane carriageways. If Highways England requires any extra land for this it would be better if it was between M/A42 and HS2 rather than encroaching outwards - in our county that would be on the northern side so would further affect PRow both recorded and to be claimed. We would suggest that if not done already you should approach Highways England to establish where they will eventually be making changes so that your own works can anticipate that development. In a perfect environment the ideal holistic approach would be to do both projects at the same time.

We generally use the term paths which is the current status of most of them but wherever practical routes suitable for riders of horses or cycles should be created. We have identified several crossing points needed where a road or byway is not or will not be adequate solutions. Of these a few will probably involve bridges. We would recommend that these should be future-proofed by making them of a design suitable for cyclists and horse riders regardless as to whether they currently have the right to ride on this route.

The LLAf is of course an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

Section 94 of the CROW act makes it a statutory function of the forum to give advice to a range of public bodies, on access issues in respect of land use planning matters. The Secretary of State advised that in particular, forums were to focus on the impact and options for minimising possible adverse effects of planning policies and development proposals, in respect of future public access to land. Forums are tasked with identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new developments.

HS2 offers many challenges but also opportunities and we welcome the chance to work with you to these ends.

Roy J Denney, Chairman, Planning & Travel Committee

John Howells, LLAf Chairman.

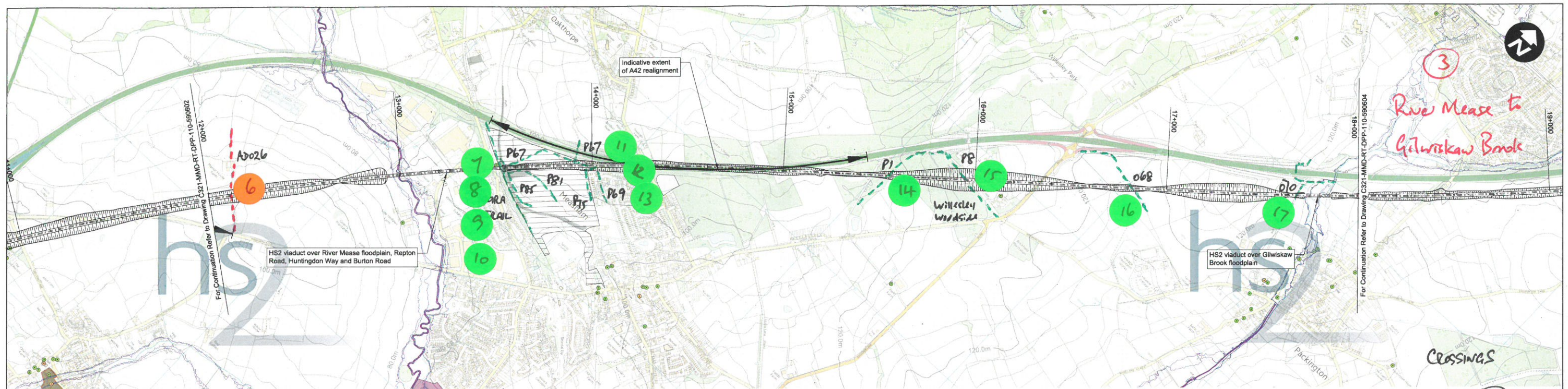
C/o Room 700, County Hall, Leicester, LE3 8RJ

(www.leics.gov.uk/laf)

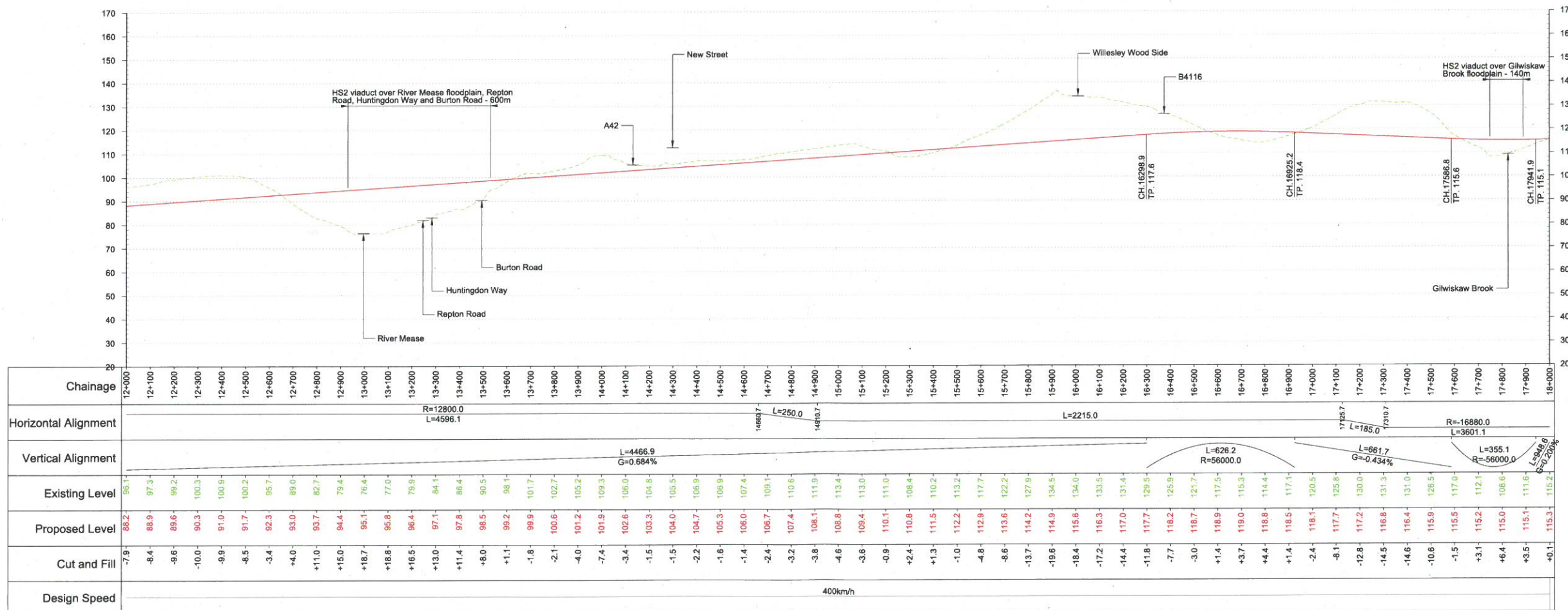
Telephone - County Hall 0116 305 7086

Private telephone 0116 233 8604

c.c. Neil Coleman, HS2 Transport Assessment Manager

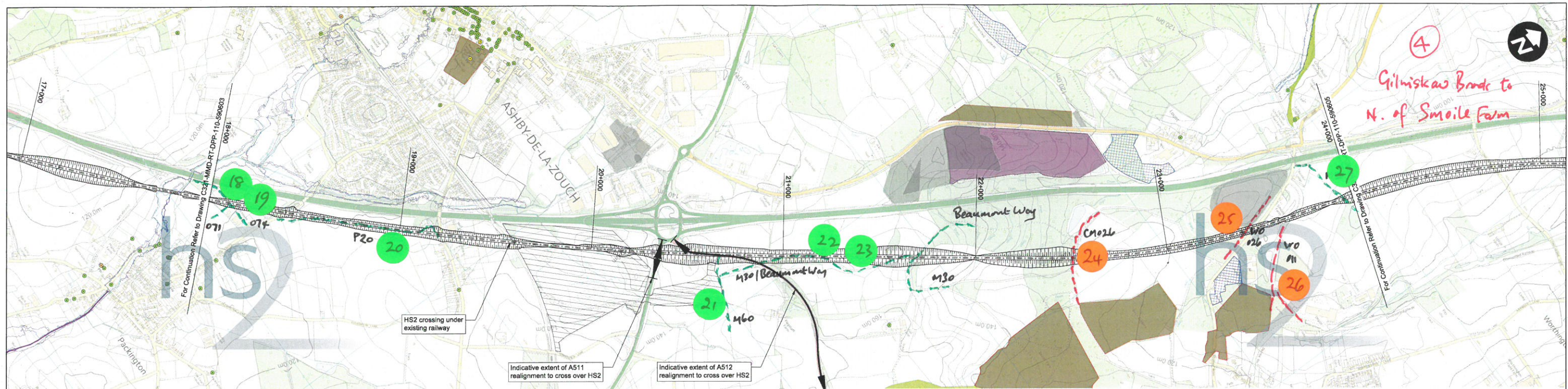


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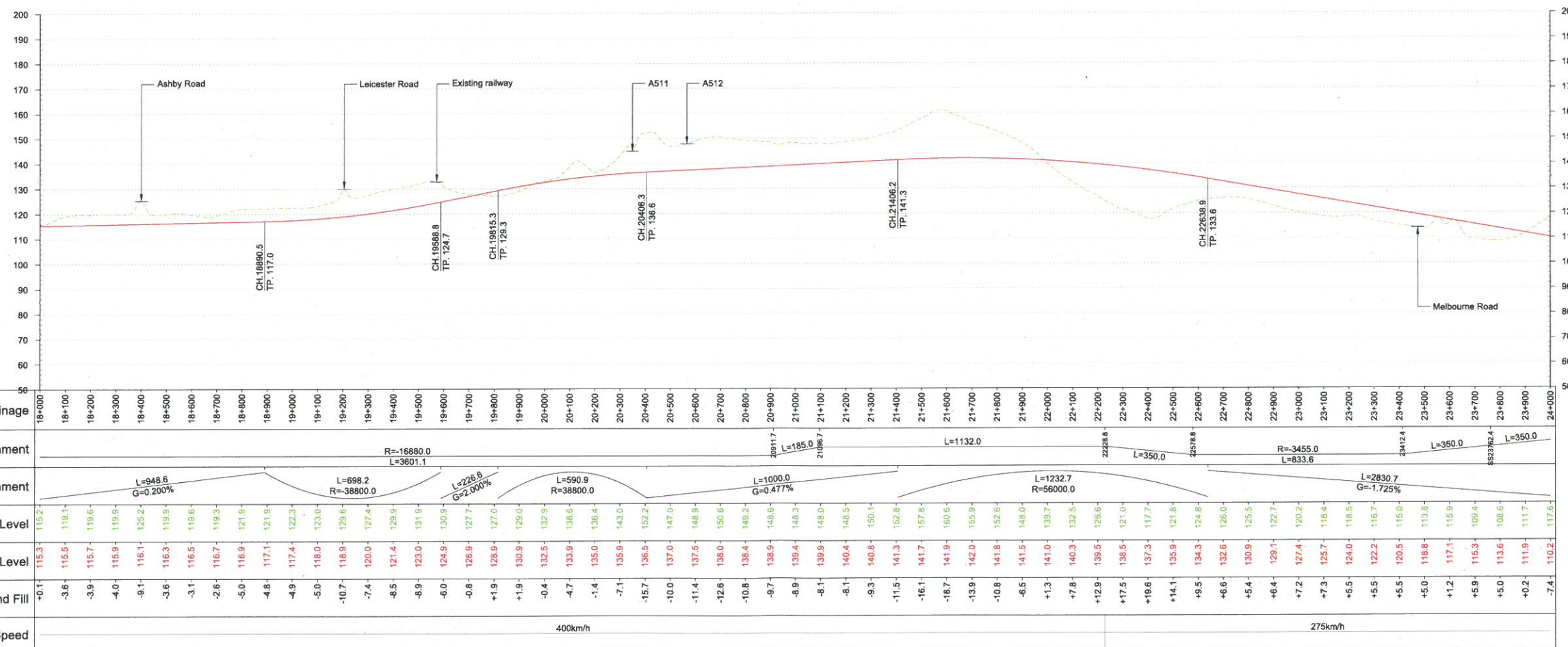


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P02 Client's comments addressed JV 12/07/17 AR 12/07/17 MM 12/07/17	P01 First Issue JV 28/06/17 AR 28/06/17 MM 28/06/17	HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way. © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100049190 © Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material was last updated on 2017 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes. Scale with caution as distortion can occur.	Key Environmental Features Legend World Heritage Site Ramsar Special Areas of Conservation Special Protection Areas SSSI National Nature Reserves Area of Outstanding Natural Beauty National Park Major Development Sites Additional Development Sites Scheduled Monuments Registered Parks and Gardens Historical Battlefields Active and/or Authorised Landfill Historical Landfill Flood Zones Listed Building Grade I Listed Building Grade II* Listed Building Grade II	Legend Track Centrelines Viaduct Tunnel Existing Railway Connection HS2 Connection Fully Retained Cutting/Fill Major Contour Ground Profile Track Profile Minor Contour Node Engineering Earthworks Railway Cutting Railway Embankment HS2 Depot/Station Operational Boundary	 Registered in England Registration No. 06791866 Registered office: 2 Snow Hill Queensway, Birmingham, B4 6GA Creator/Originator Mott MacDonald	Zone Leeds Leg South Design Stage Post-Consultation Drawing Title HSL06 2017 Preferred Route Sheet 3 of 5	Project/Contract West Midlands to Leeds Route Discipline/Function Railway Track Drawn JV Date 06/06/2017 Drawing No. C321-MMD-RT-DPP-110-590603 Checked AR Scale 1:10000 Approved MM Size A1 Rev. P02
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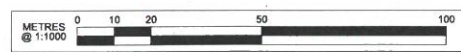


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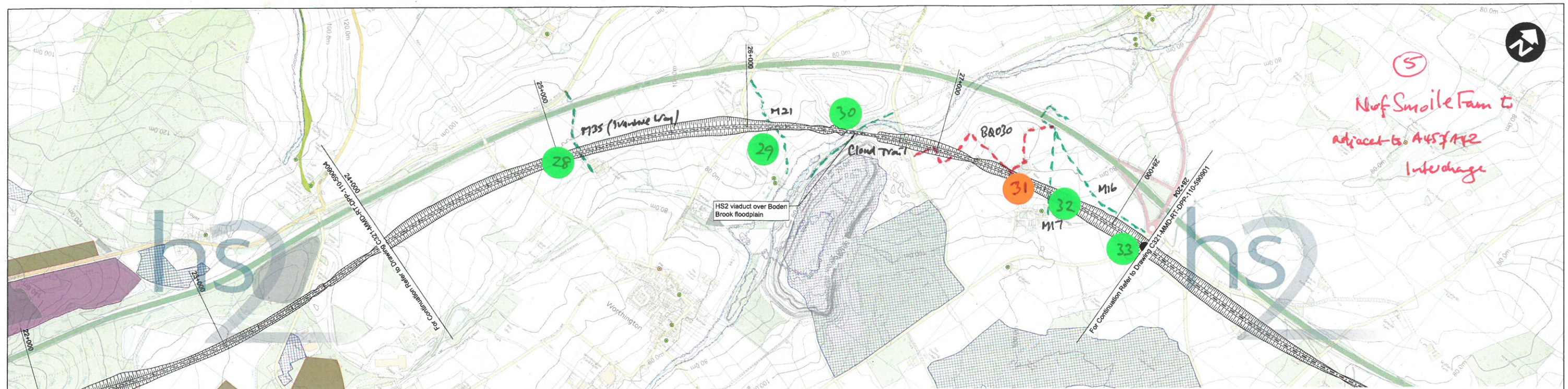


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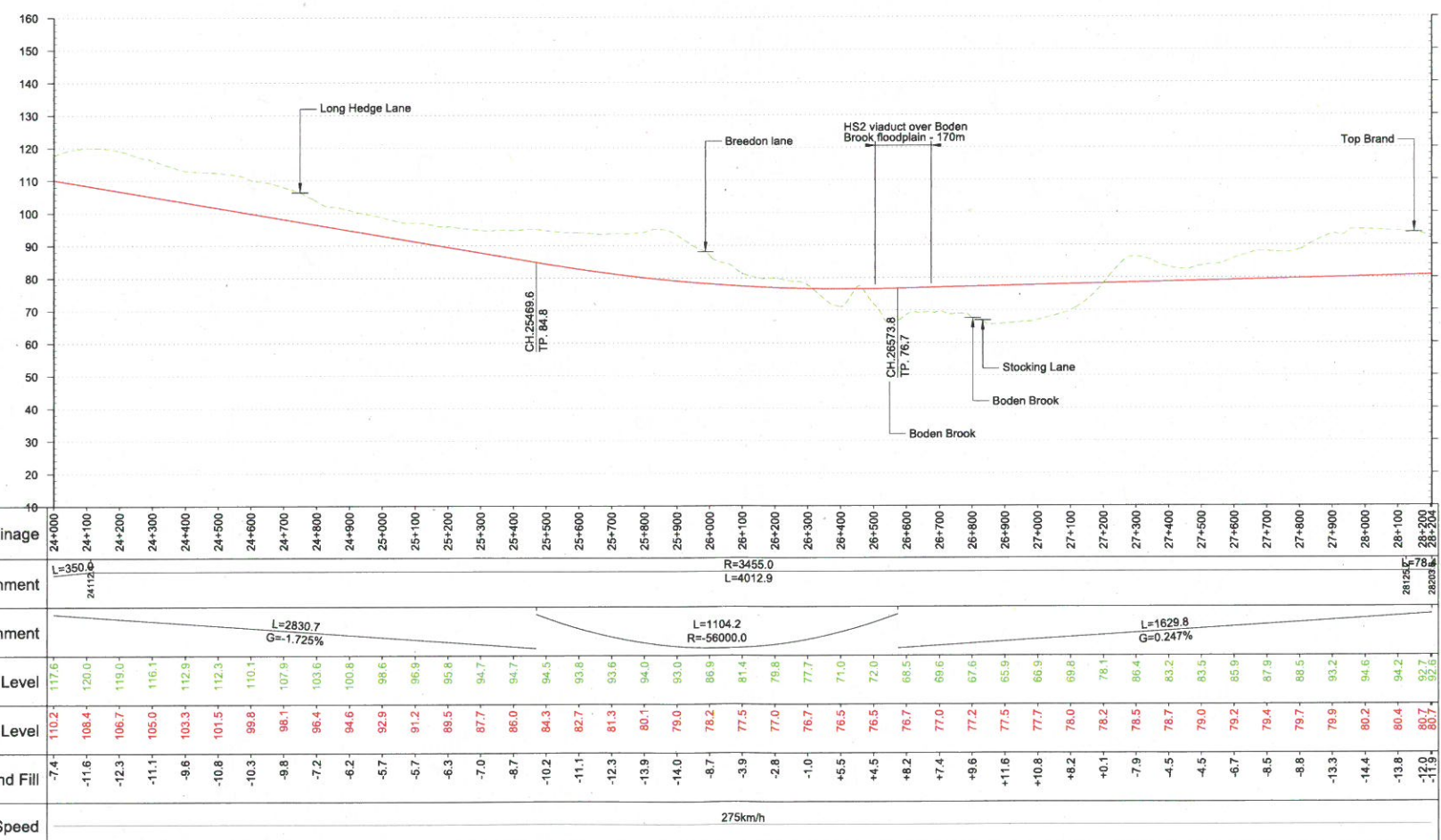
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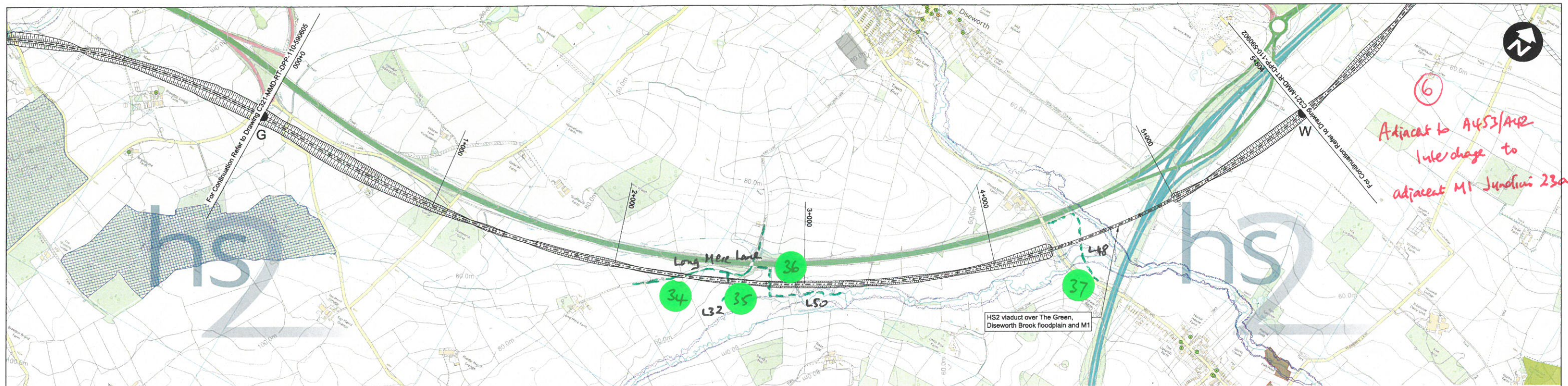


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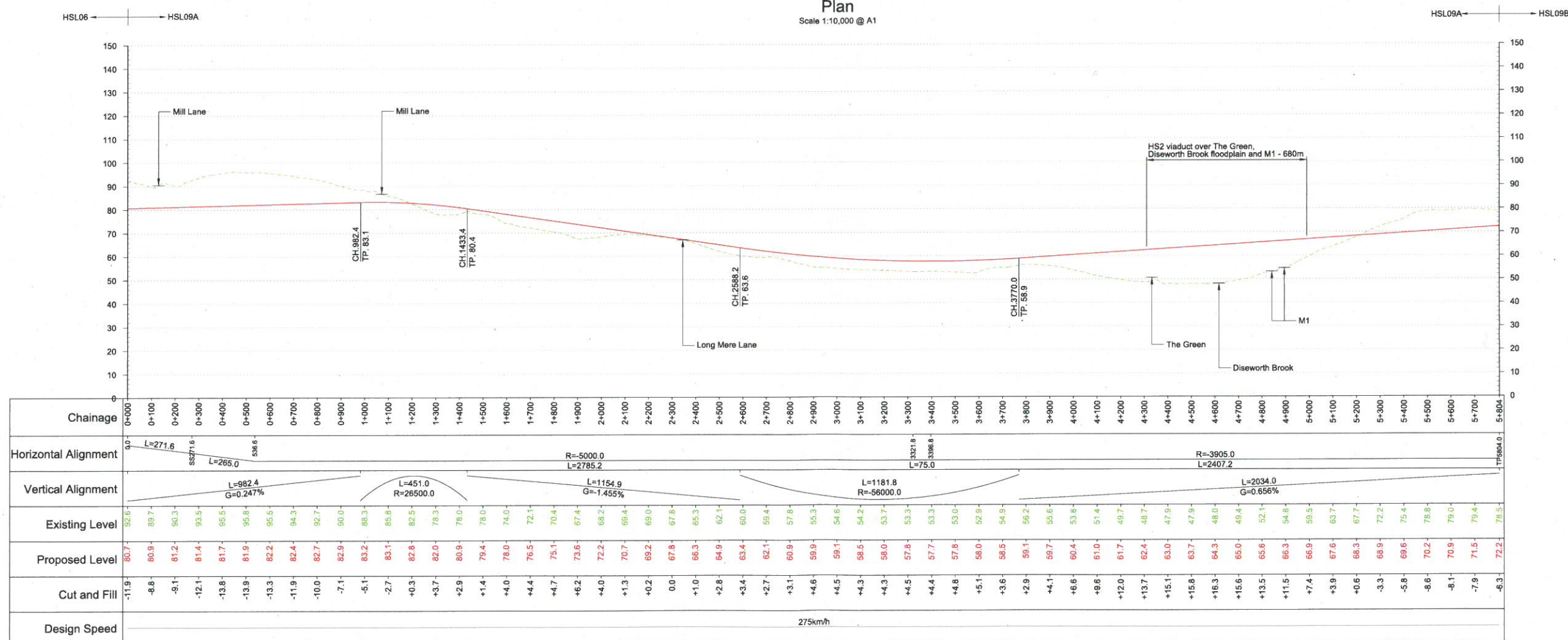
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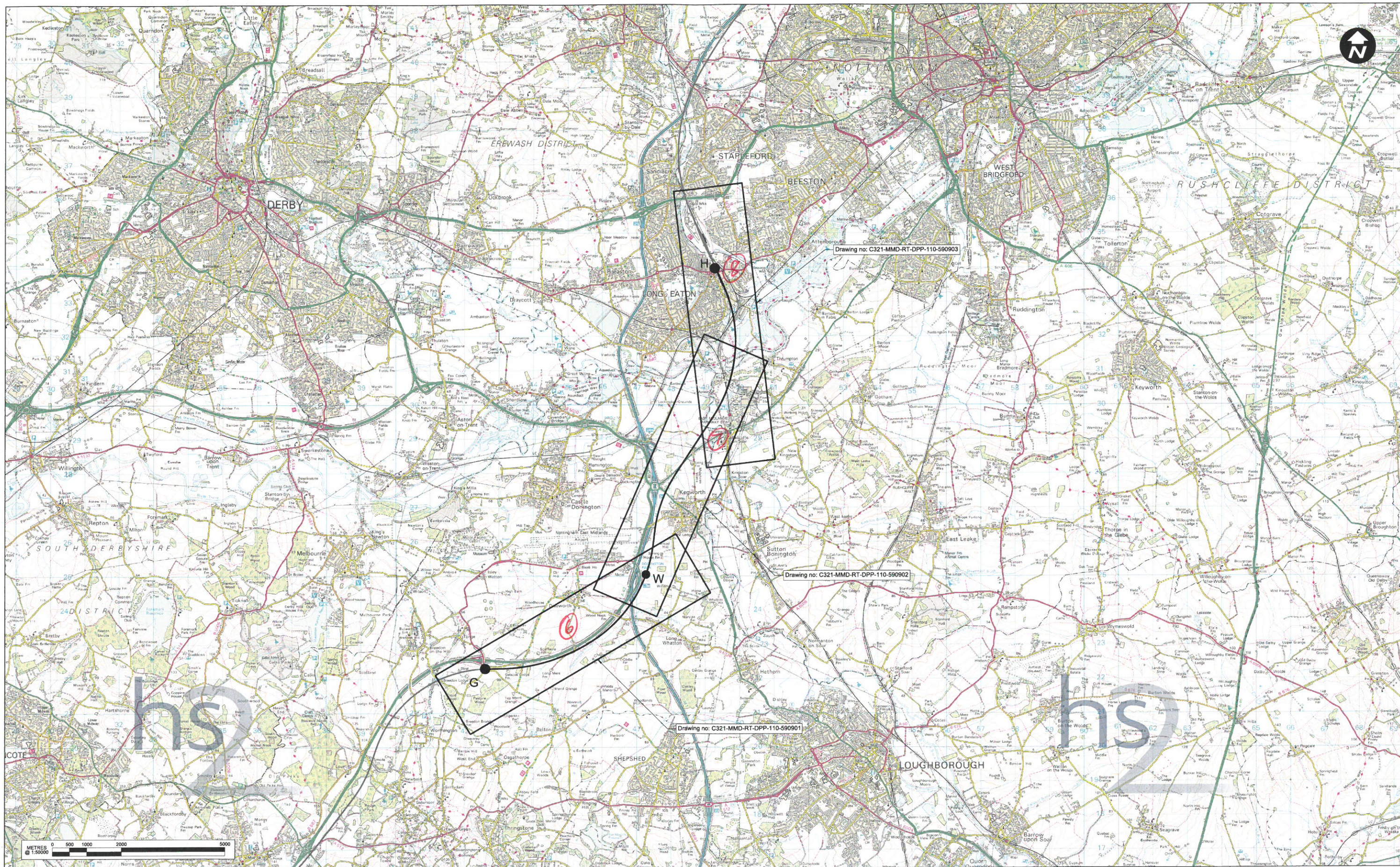
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P02										Discipline/Function Railway Track		
First Issue					© Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100049190	1. On the corridor shown, only major highway modifications have been considered. The indicative extent over which they may be adjusted has been indicated on the plans. 2. Footpath, local accesses and bridleway replacements not shown.	   	Mott MacDonald Creator/Originator INTERNAL	Design Stage Post-Consultation	Railway Track		
P01										Drawn JV	Checked AR	Approved MM
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Notes	
1. On the corridor shown, only major highway modifications have been considered. The indicative extent over which they may be adjusted has been indicated on the plans.	
2. Footpath, local accesses and bridleway replacements not shown.	

Legend	
—	Route Corridor
—	Other Route Corridors
—	HS2 Phase One
●	Node



Registered in England
Registration No. 06781686
Registered office:
2 Snow Hill,
Queensway,
Birmingham, B4 6GA

Mott MacDonald

Creator/Originator

INTERNAL

Zone	Leeds Leg South
Design Stage	Post-Consultation
Drawing Title	HSL09 2017 Preferred Route Key Plan

Project/Contract		West Midlands to Leeds Route	
Discipline/Function			
Railway Track			
Drawn	Checked	Approved	
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Drawing No.			Rev.
C321-MMD-RT-DPL-110-590901			P02

LLAF Meeting of April 17th – Unrecorded Ways Sub-Committee Report

After our business meeting on January 9th, a further meeting was held on February 13th to focus on 'The Way Forward', and the following general actions were agreed at this latter meeting.

1. Contact will shortly be made with the individual researchers who have attended training sessions/expressed an interest in the project to ascertain their intended areas of research and offer further guidance as required.
2. It was agreed that the structure of the files on the memory sticks needs fuller guidance notes to allow researchers to locate material more easily, and some re-structuring may be needed.
3. Mike Bates has produced Project Plans for researchers who may wish to investigate particular sets of documents, e.g. Railway and Canal Plans, Tithe Awards, rather than focussing on an individual route or parish. These need developing by adding detail of documents available at the CRO as a checklist to record results of research.
4. Further investigation as to the suitability of the BHS Project 2026 database to record routes being researched is required.

Accounting procedures have been agreed, and we have adequate funds to support present activities.

We feel we are close to submitting our first two claims, and other routes are in early stages of the process.

The next sub-committee meeting has been arranged for Thursday May 17th 2018.

Stan Warren

Unrecorded Ways Sub-Committee Chair

April 6th 2018



LEICESTERSHIRE LOCAL ACCESS FORUM – 17th APRIL 2018

**REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT
ON PUBLIC RIGHTS OF WAY ORDERS AND OTHER ONGOING CASES**

Purpose of Report

To update Forum members on the current position with regard to various Public Path and Modification Orders since the last such report in September 2017.

Public Footpath Orders which have been confirmed since the last report

1. The following Public Path Orders have confirmed since the last report:-

Order Number

2451 – Temporary **Stopping up and Creation of Footpaths O.22 and O.35 at Bardon Quarry** (See Appendices 1A & 1B) The above Town & Country Planning Act (T&CPA) temporary order was confirmed by Leicestershire County Council in September 2017 to enable mineral extraction at Bardon Quarry. It is part of a complex ongoing series of such orders to enable phased extraction and restoration of the site over a number of years.

2433 – **Diversion of Footpath Y83 at Ashby Magna** (See Appendix 2) The County Council confirmed the above order in November 2017 to enable the landowner to better manage his land.

2474 – **Stopping up of Footpath E13A at Mill House, Leicester Road, Melton Mowbray** (See Appendix 3) Melton Borough Council confirmed this T&CPA Order in December 2017 as a second phase of a rights of way rationalisation relating to a small housing development at this location.

2442 – **Diversion of Footpath F8 over dismantled railways south of Scalford** (See Appendix 4) This Order was confirmed in January so as to re-route the public away from using two former railway bridges, at the request of the landowner.

Public Path Order Applications

2. The following applications for public path orders have recently been received:-

2478 – Proposed Diversion of Footpath A86 at Highland Grange, Church Langton (See Appendix 5) This diversion is sought in the interests of the landowner to better manage their land for their enjoyment and conservation.

2481 – Proposed Diversion of Footpath A54 off Station Road, Great Bowden (See Appendix 6) This T&CPA Order is sought by developers to fit in with their proposed new development.

2482 – Proposed Diversion of Rights of Way B47, B56 and B57 and Creation of Footpath B47a, Blaston Estate, Blaston (See Appendices 7A, 7B and 7C) This application has been submitted by the Blaston Estate which considers that it would allow it to improve the management of its land.

2483 – Proposed Diversion of Bridleways D6 and D43 at Quenby Hall, Hungarton (See Appendix 8) The applicants at Quenby Hall are seeking this diversion to improve their privacy and to better manage the landscape south of Quenby Hall.

2486 – Proposed Extinguishment of Footpath B74 at Barnsdale, Great Easton (See Appendix 9) Planning Permission has been granted to redevelop the site at Barnsdale. The developers have applied for the extinguishment of an unnecessary "V" shaped spur of Footpath B74 on the grounds that it is not needed for public use.

2487 – Proposed Diversion of Bridleway C58 at Billesdon Lodge, Billesdon (See Appendix 10) This application is sought to allow better management land for keeping horses in new horse paddocks.

2488 – Proposed Extinguishment & Creation of Restricted Byway G60A at Asfordby (See Appendix 11A) This is part of a suite of proposed changes to the rights of way network at this location, other elements of which are reported below.

2489 – Proposed Dedication of Bridleway G60B and Footpath G60C at Asfordby (See Appendices 11B and 11C) This is part of a suite of proposed changes to the rights of way network at this location, the other major element of which is reported above.

2490 – Proposed Diversion of Footpath Z17 at the Horse & Trumpet, Wigston (See Appendix 12) This application is sought to divert part of the footpath around a new brick and wooden decked seating area constructed for customers of the public house. The matter could have been dealt with under the provisions of the Town & Country Planning Act to enable development to take place. The Order is now being processed by the County Council under the provisions of the Highways Act 1980.

2492 – Proposed Diversion of Footpath W62 at Frolesworth (See Appendix 13) This application has been made to resolve a long standing anomaly where part of the Leicestershire Round Long distance path passes through a house and garden built back in the early 1960s without recourse to a formal diversion of the footpath at that time.

2493 – Proposed Diversion of Footpath E99 at Waltham on the Wolds
(See Appendix 14) This is a T&CPA Order application sought in order to enable a housing development to take place. It has been applied for in conjunction with application no. 2494 below.

2494 – Proposed Diversion of Footpath F1 at Waltham on the Wolds
(See Appendix 15) This is a T&CPA Order application sought in order to enable a housing development to take place. It has been applied for in conjunction with application no. 2493 above.

Confirmed Modification Orders (Evidential)

3. No Evidential Definitive Map Modification Orders have been confirmed since the last report.

New Applications for Modification Orders (Evidential)

4. The following applications have been lodged since the last Report.

M1127 – Proposed Addition of a Public Footpath From Footpath H36 to Footpath H37 by the River Wreake, at Asfordby (see Appendix 16) The above application has been made on the basis of use as of right for a period of 20 years or more, supported by its depiction on O.S. Maps. There are proposals to develop the site leaving a route through the middle of it for the footpath.

M1134 – Proposed Addition of two Public Footpaths at Glen Oaks, Great Glen (See Appendix 17) The above application has been made on the basis of use as of right for a period of 20 years or more.

Forthcoming Referrals to the Planning Inspectorate, Public Hearings & Inquiries

5. The proposed closure of the I20 bridleway crossing at Barrow is being referred to the planning inspectorate for determination.
6. There is one upcoming case to be determined at a Public Hearing:-

M1021 - Deletion of Public Footpath C50A at Higham on the Hill (See Appendix 18) A Hearing is to be heard at County Hall at 10:00am on 13th June 2018.

Decisions Received

7. There has been one new decision issued by the Planning Inspectorate since the last report:-

2374 – Proposed Diversion of Footpath D19 off Pulford Drive, Bushby (See Appendix 19) A TCPA order that attracted an objection and was referred to the planning inspectorate. The Inspector decided that he could not confirm the order under the provisions of the Town & Country Planning Act, since the development

was nearly complete. The evidence concerning the objection was not considered. The Inspector's decision is attached as Appendix 20). Jelsons are now considering their options to resolve the matter in conjunction with the County Council.

Appendices

- Appendix 1A – Plan No 2451-A
- Appendix 1B – Plan No 2451-B
- Appendix 2 – Plan No 2433
- Appendix 3 – Plan No 2474
- Appendix 4 – Plan No 2442
- Appendix 5 – Plan No 2487/A2
- Appendix 6 – Plan No 2481
- Appendix 7A – Plan No 2482/P-1
- Appendix 7B – Plan No 2482/P-2
- Appendix 7C – Plan No 2482/P-3
- Appendix 8 – Plan No 2483/P
- Appendix 9 – Plan No 2486/P
- Appendix 10 – Plan No C58/02/A
- Appendix 11A – Plan No 2488e
- Appendix 11B – Plan No 2489a
- Appendix 11C – Plan No 2489b
- Appendix 12 – Plan No 2490/P
- Appendix 13 – Plan No 2491/P
- Appendix 14 – Plan No 2493
- Appendix 15 – Plan No 2494
- Appendix 16 – Plan No M1127
- Appendix 18 – Plan No DM/01
- Appendix 19 – Plan No M1021
- Appendix 19 – Plan No 2374/Con
- Appendix 20 – Inspector's Decision – Footpath D19

Officers To Contact

Edwin McWilliam, Access Manager
 Piers Lindley, Senior Access & Development Officer
 E-mail: footpaths@leics.gov.uk

A

46



_____	Footpaths to be temporarily stopped up (G - D - E - F, J - K)
-----	Temporary alternative footpaths (F - K, L - J)
~~~~~	Unaffected public footpaths
	Public Boundary

Confirmed by the Leicestershire County Council  
as an unopposed Order on the 22nd September 2017

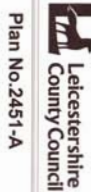
Authorised Officer

*[Signature]*

THE COMMON SEAL OF THE LEICESTERSHIRE  
COUNTY COUNCIL was hereto affixed this  
28th day of July 2017 in the presence of :-  
Authorised Officer *J. Patel*



Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Phil Crossland, Director



**Leicestershire County Council  
Footpath O22 (Parts) and O35 (Part)  
Parishes of Bardon and Markfield  
Public Path (Temporary) Stopping Up  
and Creation Order 2017**

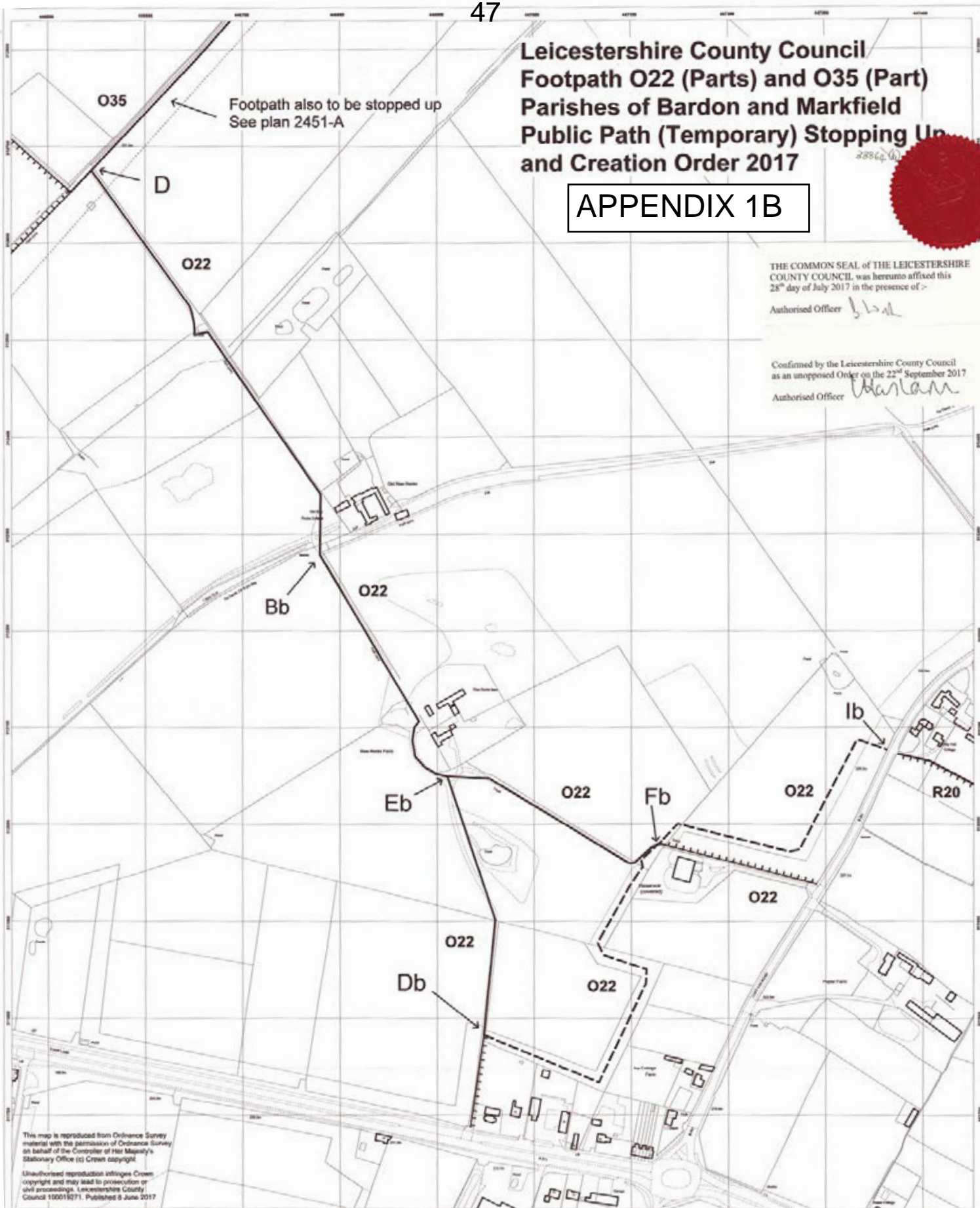
**APPENDIX 1B**

THE COMMON SEAL OF THE LEICESTERSHIRE  
COUNTY COUNCIL was hereunto affixed this  
28th day of July 2017 in the presence of :-




Authorised Officer *[Signature]*

Confirmed by the Leicestershire County Council  
as an unopposed Order on the 22nd September 2017

Authorised Officer *[Signature]*



**KEY**

-  Footpaths to be temporarily stopped up  
Db -Eb -D, Fb - Eb)
-  Footpath to be temporarily created  
Db - Fb - Ib
-  Unaffected public footpaths

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RU  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Phil Crossland



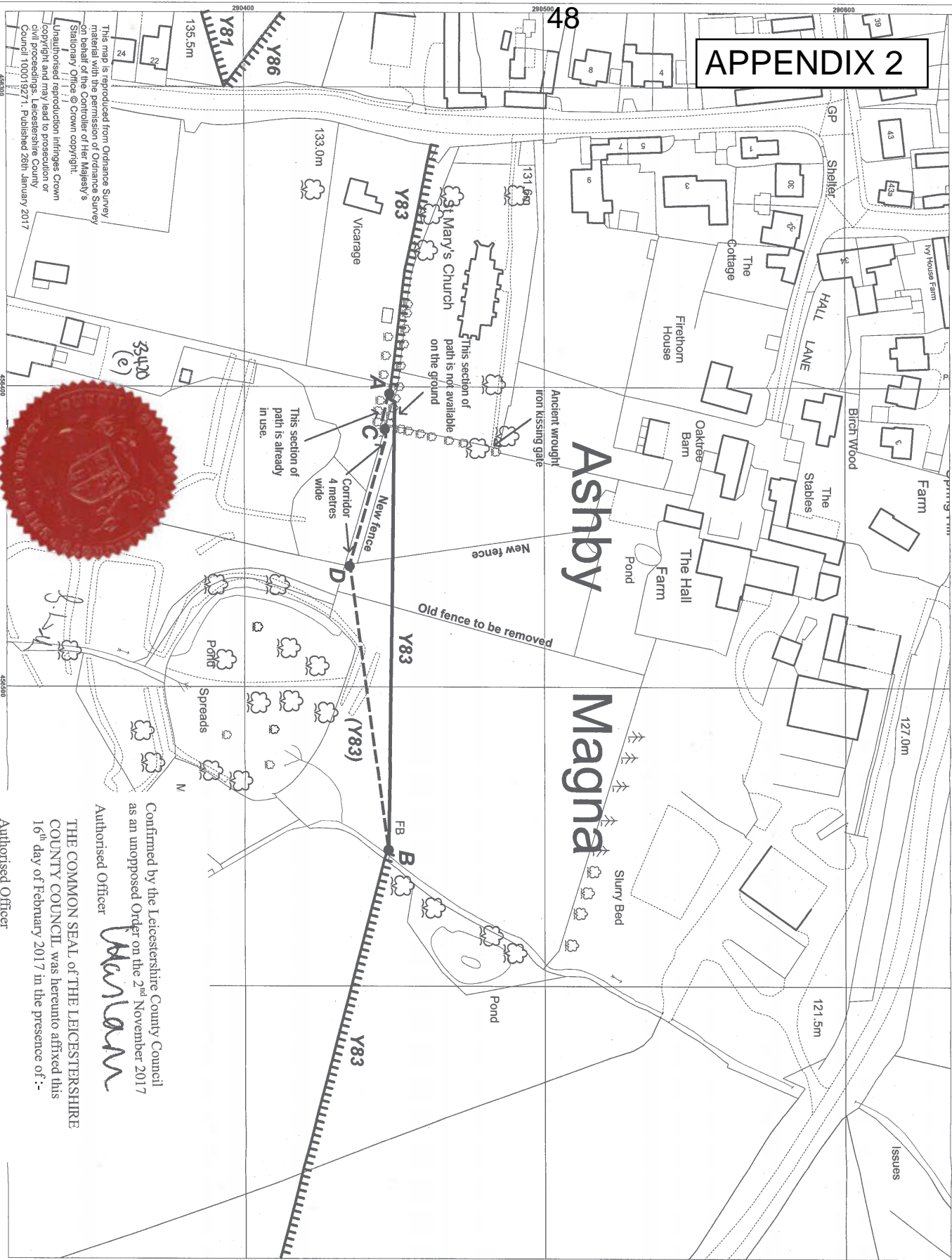
**Plan No.2451-B**  
Scale 1:2500

**Location Plan**



# Leicestershire County Council (Public Footpath Y83 (Part) East of St. Mary's Church, Ashby Magna) Public Path Diversion Order 2017

## APPENDIX 2

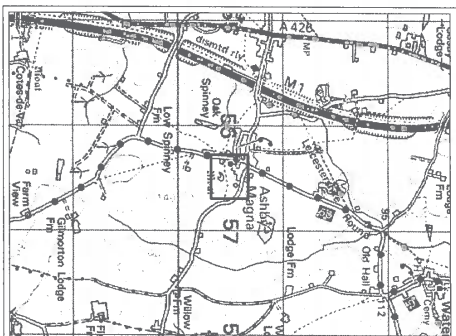


Confirmed by the Leicestershire County Council  
as an unopposed Order on the 2nd November 2017  
Authorised Officer *McLellan*

THE COMMON SEAL OF THE LEICESTERSHIRE  
COUNTY COUNCIL was hereunto affixed this  
16th day of February 2017 in the presence of:-

Authorised Officer

### Location Plan



### Key

Footpath to be diverted  
(A - B)

New alternative footpath  
(A - C - D - B)

Footpaths unaffected

### Works:

1. New handgate or kissing gate at point C
2. New handgate or kissing gate at point D
3. Remove waymark post from old fence and relocate to point D
4. Fenced area to leave a width of 2 metres with min. 1 metre verge either side (4 metres total)

**Leicestershire  
County Council**

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Phil Crossland

**Plan No.2433.**

Scale 1:1250



# Application to Stop Up Public Footpath E13a Mill House, Leicester Road, Melton Mowbray

## APPENDIX 3

E12

E13a

Mill House

Nursery

Pond

Tank

Eye Kettleby Mill (dis)

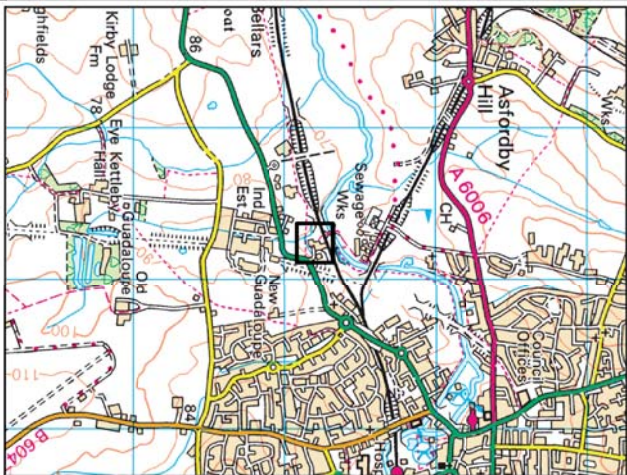
MP 113

A

B

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## Location Plan



## Key

- Footpath to be Stopped Up
- A - B
- Footpath unaffected
- Bridleway Unaffected
- New Bridleway to be constructed under S38 Agreement
- Other Public Highways

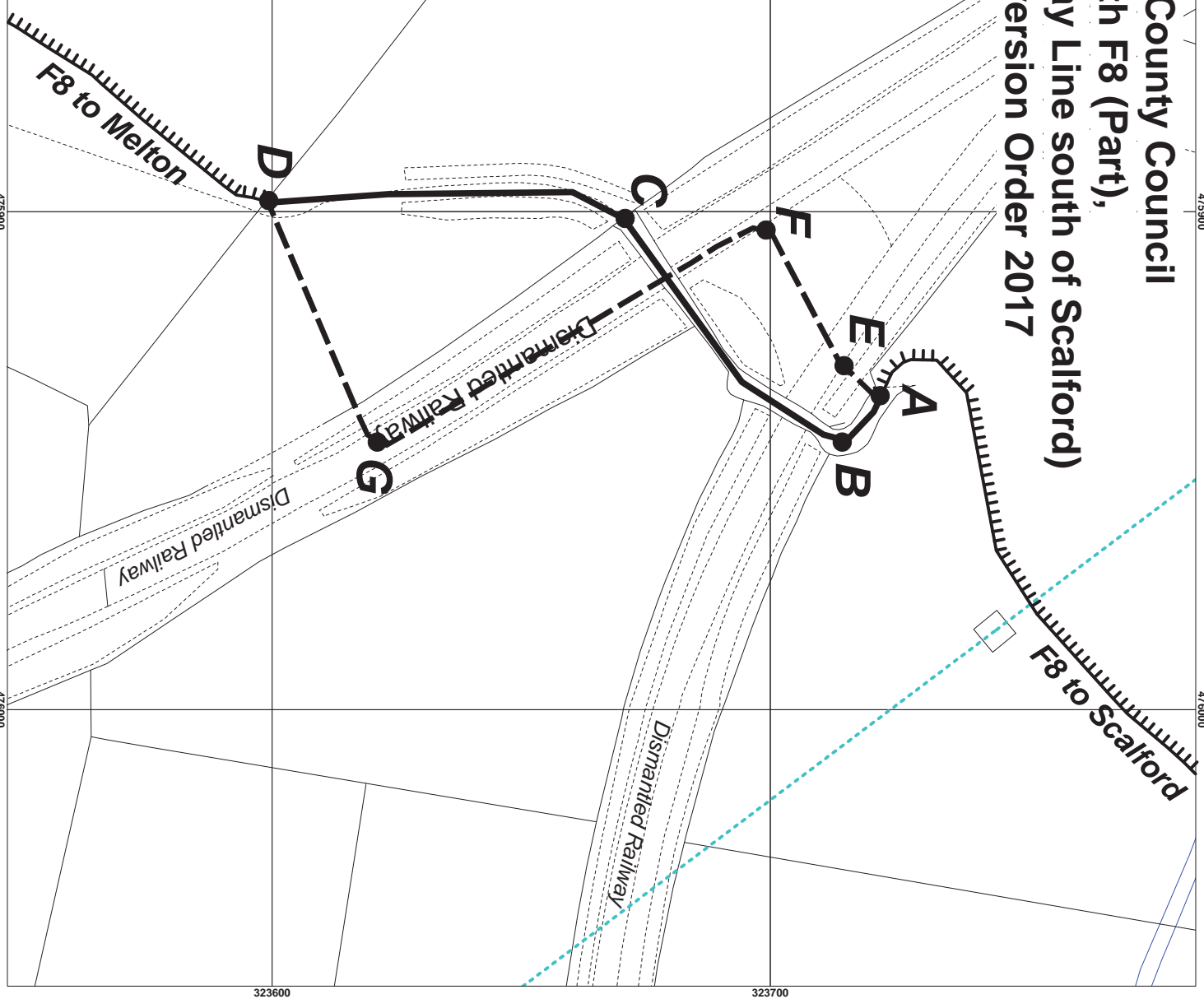
Melton Borough Council  
Parkside, Station Approach  
Burton Street,  
Melton Mowbray,  
LE13 1GH

Plan No.2474

Scale 1:1250

# APPENDIX 4

## Leicestershire County Council (Public Footpath F8 (Part), Disused Railway Line south of Scalford) Public Path Diversion Order 2017



### Location Plan

### Key

- Footpath to be Diverted
- A - B - C - D
- Alternative Footpath
- A - E - F - G - D
- Footpath unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Phil Crossland

**Leicestershire  
County Council**




**Plan No.2442**  
Scale 1:1250

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## APPENDIX 5



## Key

- |                                                                                     |                                     |
|-------------------------------------------------------------------------------------|-------------------------------------|
|  | Footpath to be diverted<br>A-B-C    |
|  | Alternative new footpath<br>A-D-E-C |
|  | Footpaths unaffected                |
|  | Byway open to all traffic           |

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Ann Carruthers

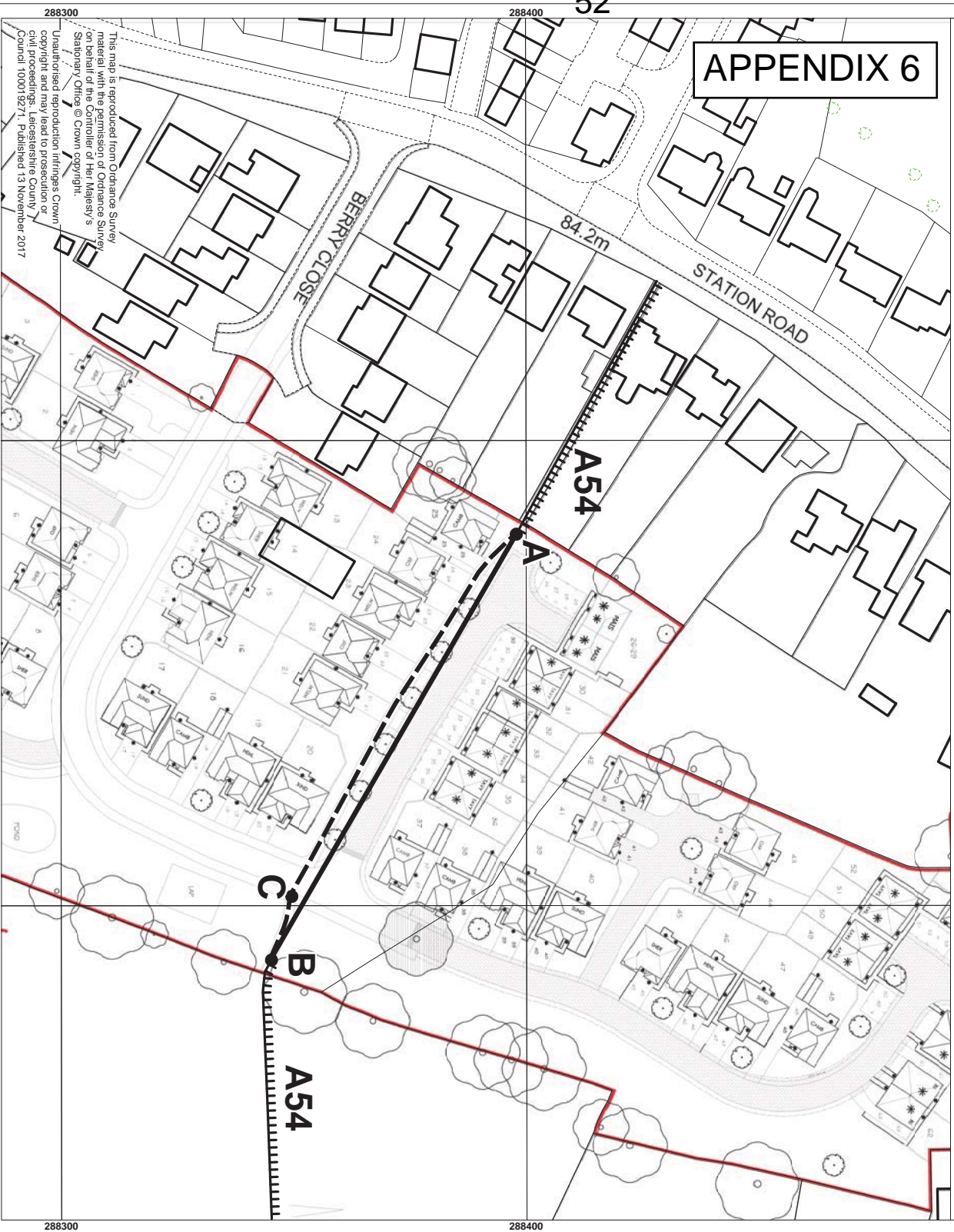
Leicestershire  
County Council

**Plan No. 2487/A2**

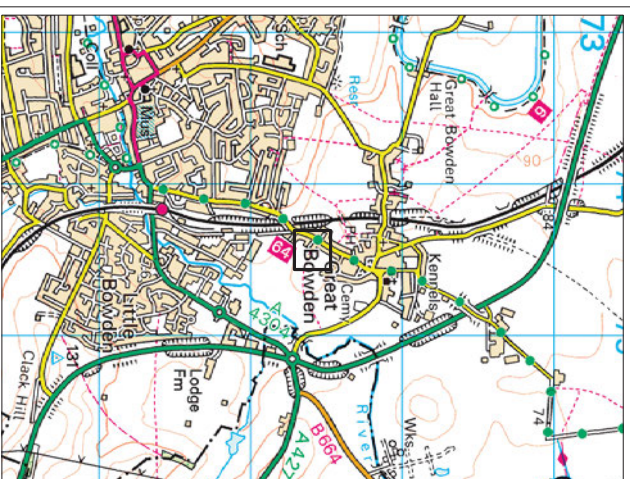
Scale 1:2500

# Harborough District Council - Town & Country Planning Act 1990 Footpath A54, off Station Road, Great Bowden, Leicestershire Public Path Diversion Order 2018.

## APPENDIX 6



## Location Plan



## Key

- Footpath to be diverted A-B
- Alternative new footpath A-C-B
- Footpaths unaffected

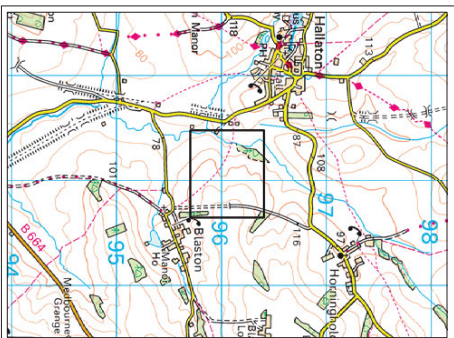
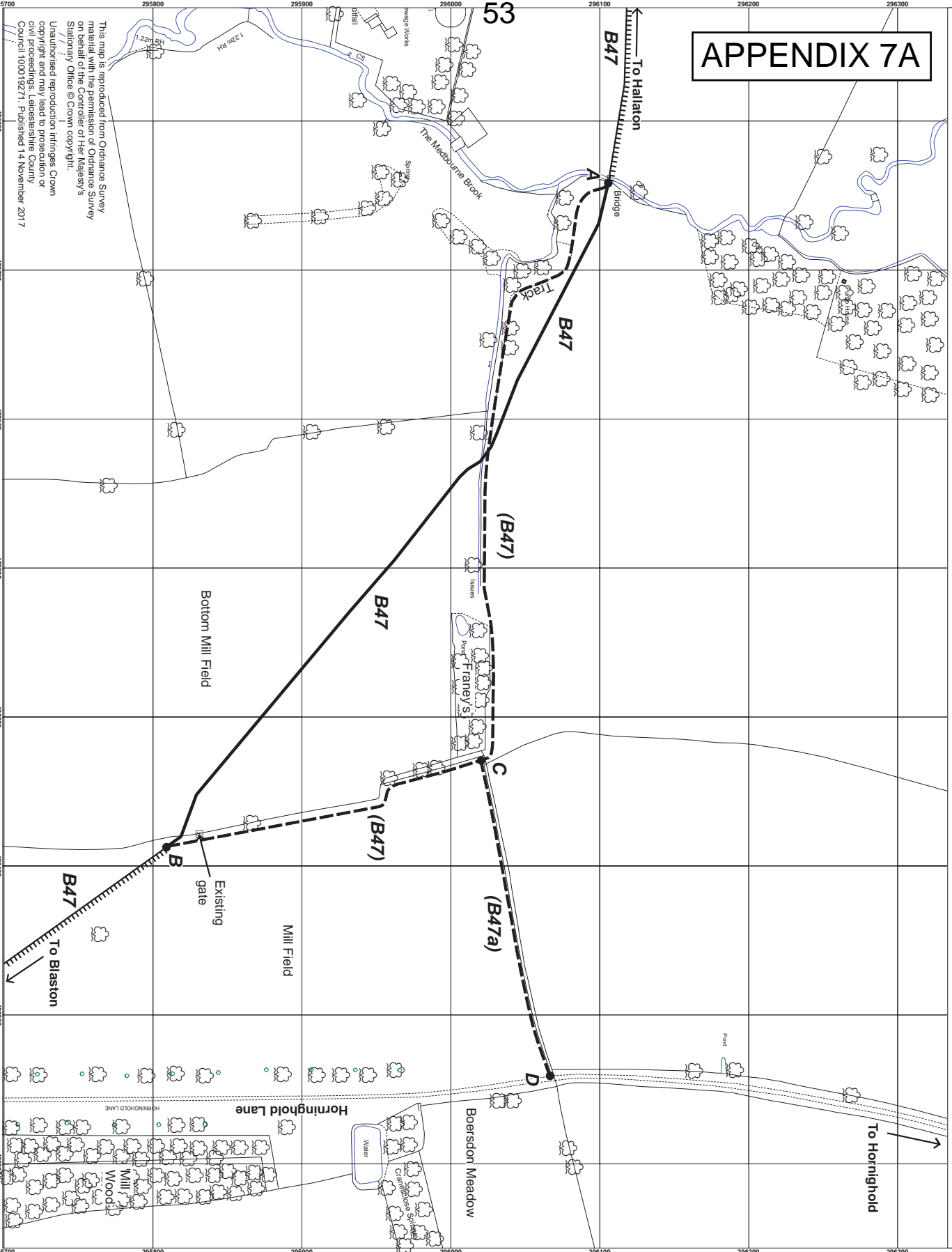
**Redrow Homes  
Limited**



**Plan No. 2481**  
Scale 1:1250

# Leicestershire County Council - Proposed Diversion of Footpath B47 and Creation of Footpath B47a, at Manor Farm, Blaston

## APPENDIX 7A



Location Plan

### Key

- Footpath to be diverted A-B
- New alternative footpath A-C-B
- Footpath to be created C-D
- ..... Footpaths unaffected



Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email footpaths@leics.gov.uk  
Director, Ann Carruthers

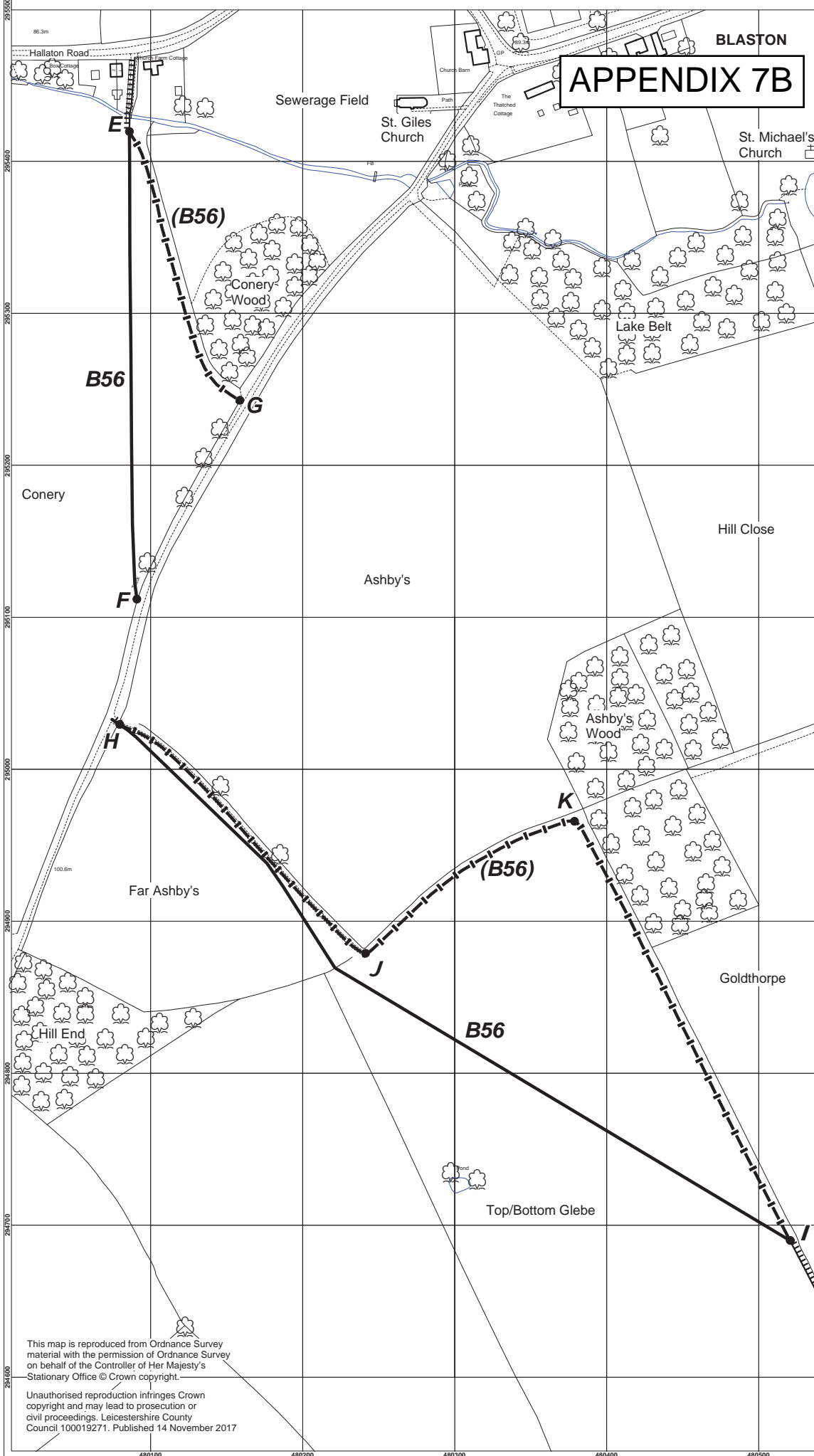
Plan No.2482/P-1

Scale 1:2500

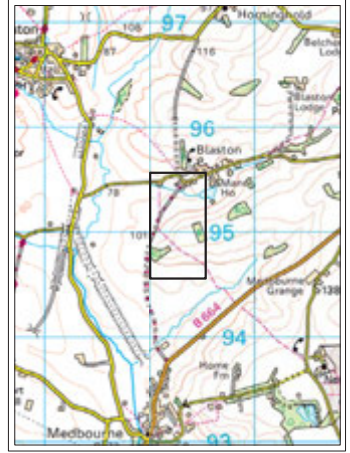
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# Leicestershire County Council - Proposed Diversion of Bridleway B56 at Manor Farm, Blaston




54



## Location Plan



## Key

-  Bridleway to be diverted  
E-F & H-L
-  Alternative new bridleway  
E-G & H-J-K-L
-  Bridleway unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Ann Carruthers



**Plan No. 2482/P-2**

Scale 1:2500






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487000  
487100  
487200  
487300  
487400  
487500  
487600  
487700



## Key

-  Bridleway to be diverted
-  L-M-N
-  New alternative bridleway
-  L-P-Q-R-N
-  Bridleway unaffected



**Leicestershire  
County Council**

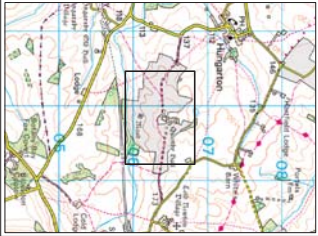
Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Ann Carruthers

**Plan No.2482/P-3**

Scale 1:2500

# Leicestershire County Council - Proposed Diversion of Public Bridleways D6 and D43 at Quenby Hall, Hungarton

## APPENDIX 8



- Key**
- Bridleway proposed to be diverted
  - - - Proposed alternative bridleway
  - ..... bridleway unaffected
  - Footpaths

Environment & Transport Department  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Anne Carruthers

**Leicestershire County Council**

**Plan No. 2483/P**  
Scale 1:2500

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## 484800



**Footpath to be extinguished A-B-C**

extinguished A-B-C  
Footpath unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Ann Carruthers

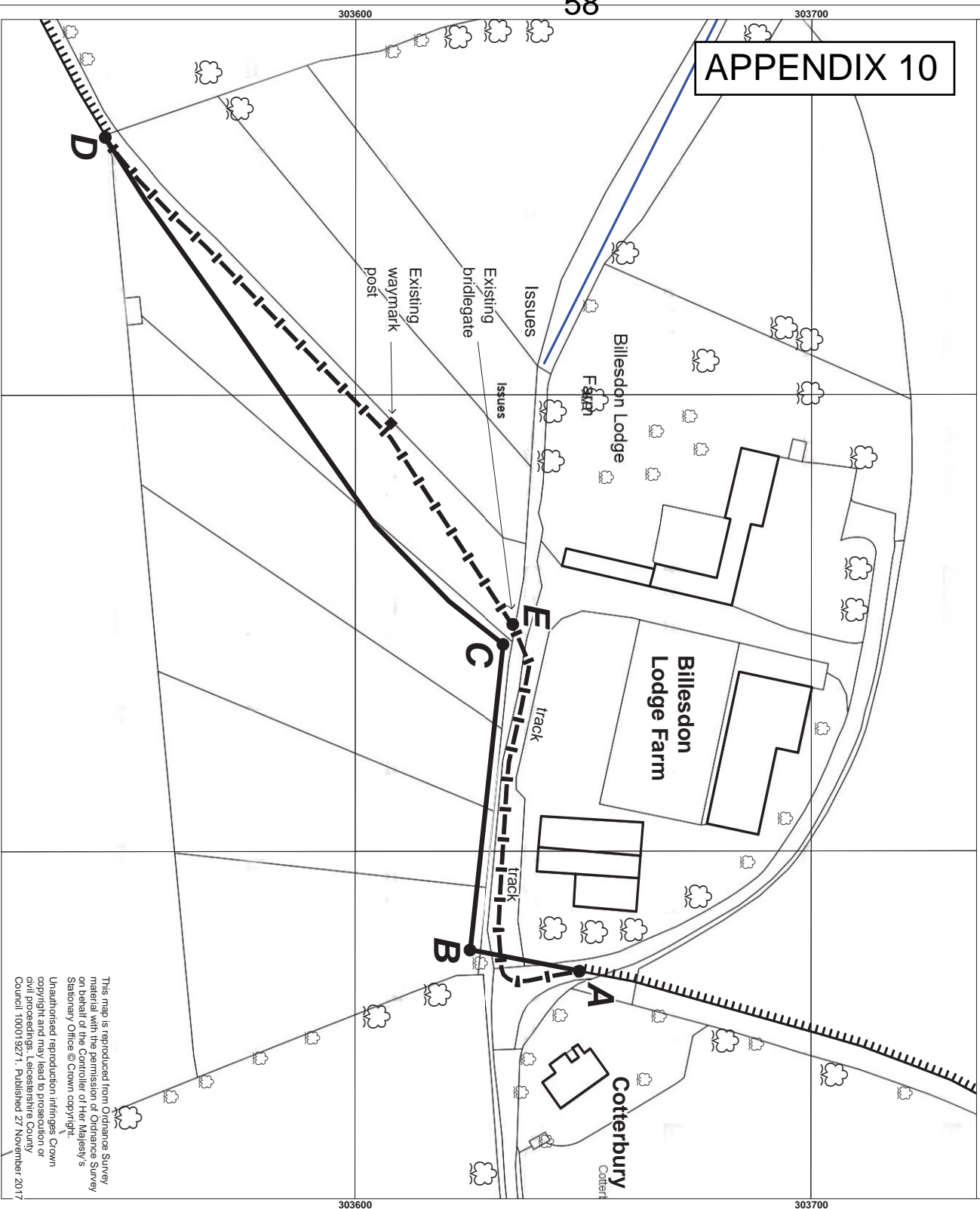


**Plan No. 2486/P.**

Scale 1:1250

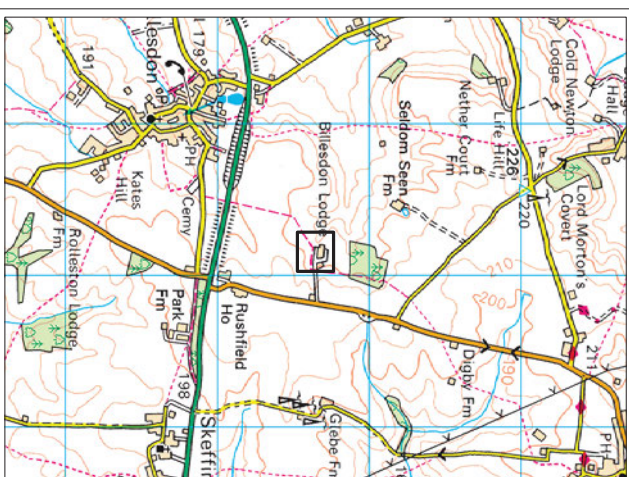
# Leicestershire County Council - Proposed Diversion of Bridleway C58 at Billesdon Lodge Farm, Billesdon

## APPENDIX 10



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## Location Plan



## Key

- Bridleway to be diverted
- A-B-C-D
- - - Alternative bridleway A-E-D
- ==== Bridleway unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director, Ann Carruthers

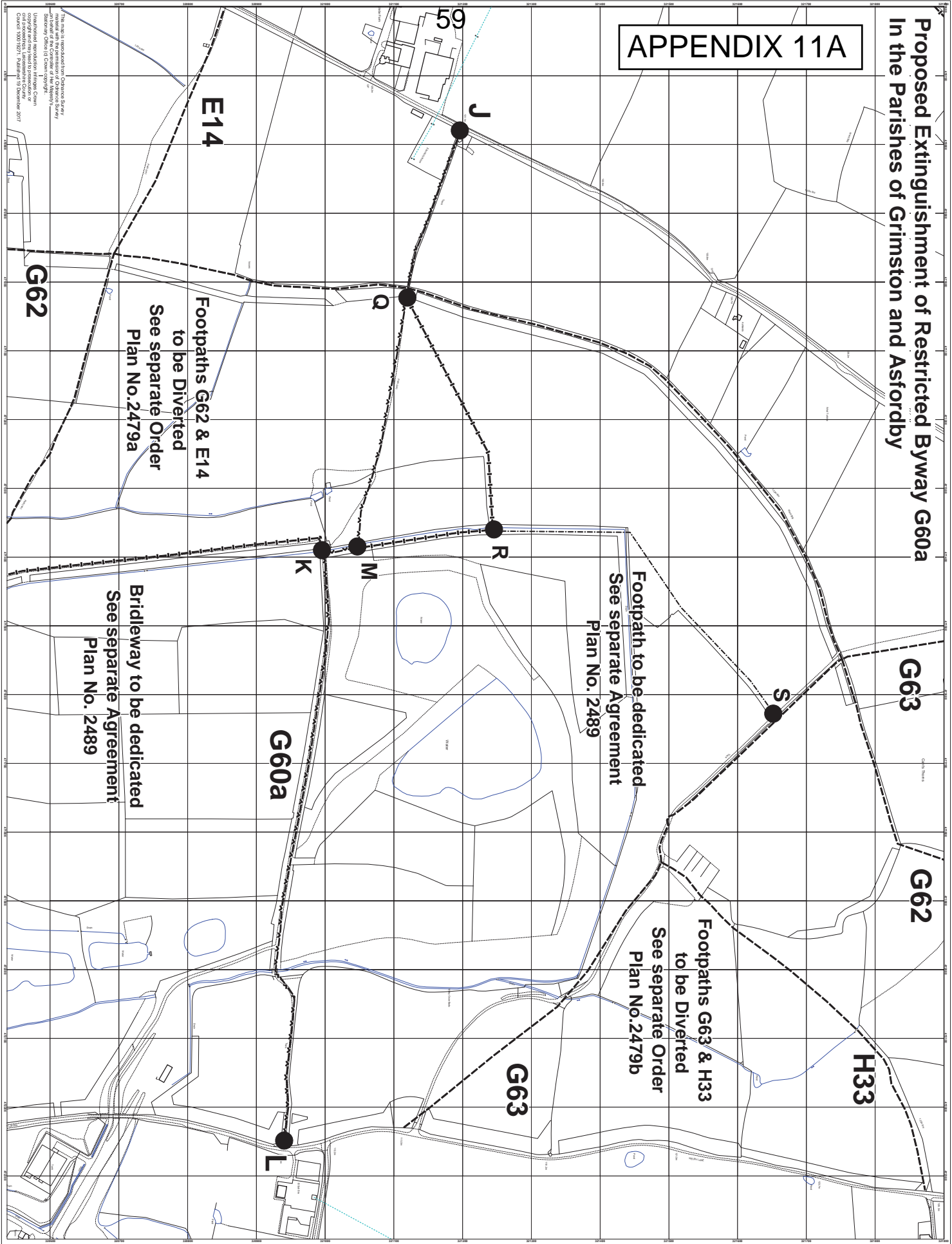


**Plan No. C58/02/A**

Scale 1:1250

# Proposed Extinguishment of Restricted Byway G60a In the Parishes of Grimston and Asfordby

## APPENDIX 11A



### Location Plan



### Key

- Restricted Byway to be Extinguished (Bridleway to be created by separate Order) J - Q - M - K - L
- Footpaths, unclassified
- Footpaths to be dedicated (Bridleway to be created by separate Order) R - S
- Bridleway to be created by separate Order C - R - M
- Bridleway to be dedicated (See separate Agreement) K-south

Environment & Transport Department,  
Leicestershire County Council,  
Leicestershire LE3 3RQ  
email: footpaths@leics.gov.uk  
Ann Carruthers, Director



Plan No.2488e  
Scale 1:2500

# Dedication of Public Footpath G60c In the Parish of Asfordby

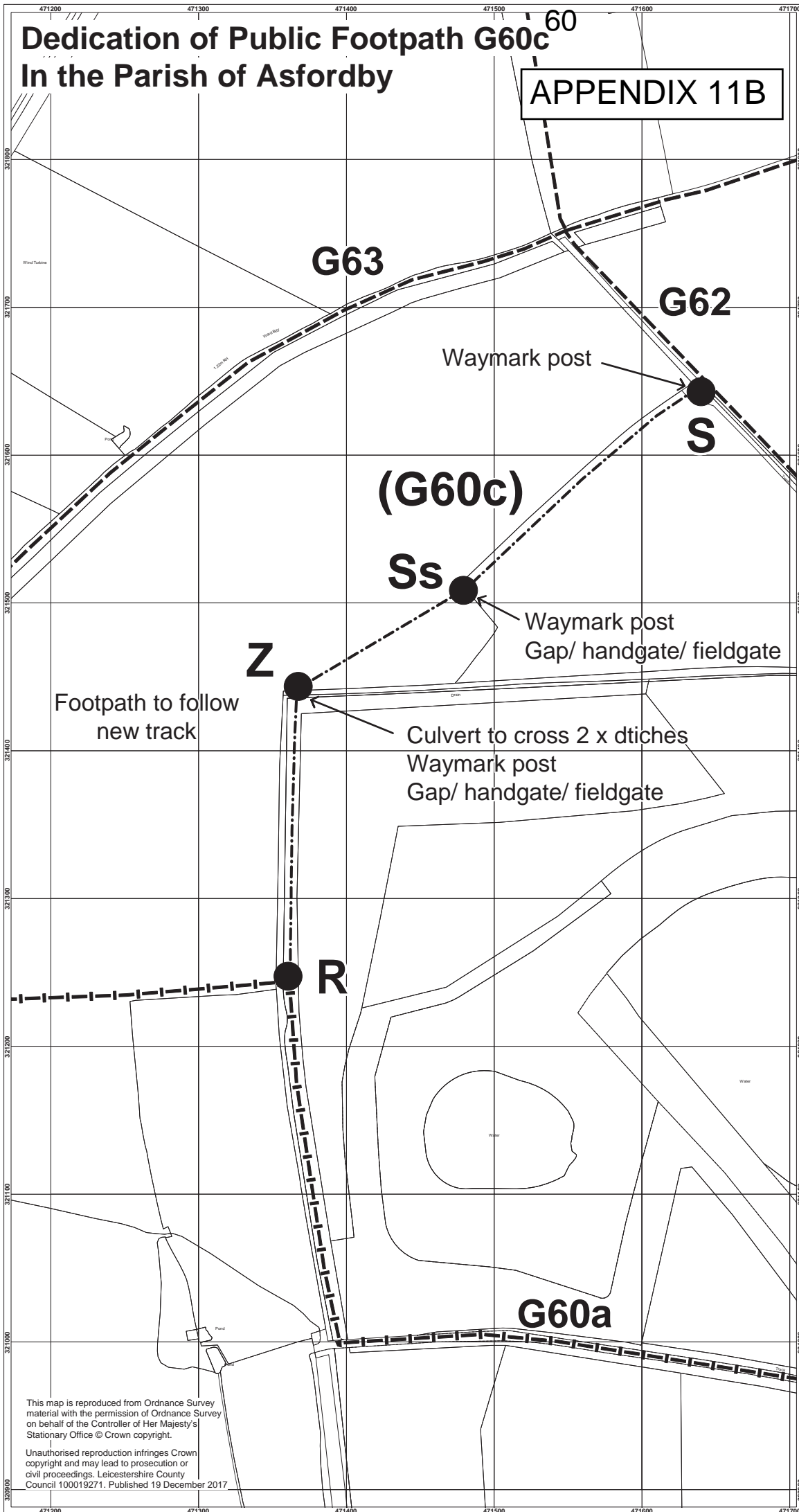
APPENDIX 11B

## Location Plan



## Key

- Footpath to be Dedicated  
R - Z - Ss - S
- - - Bridleway to be Created  
by separate Order 2488c
- Other Footpaths  
(G62 (part) to be diverted  
by separate Order 2479)



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Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers



**Plan No.2489a**

Scale 1:2500

# Dedication of Public Bridleway G60b

61

APPENDIX 11C

(G60a)

G60a

K

Existing field gate  
provide long handled easy-latch  
or bypass bridlegate.  
Waymark with yellow-topped  
gate post and arrows.

E14

Remove 2 x stiles and waymark posts  
Relocate waymark posts to new Footpath

Existing double field gate - modify  
or provide bypass bridlegate.  
Waymark with yellow-topped fence  
or gate post to western side.  
(Bank and barbed wire make  
eastern side of gateway unsuitable.)

(H34)

G

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Council 100019271. Published 19 December 2017

## Location Plan



## Key

- Bridleway to be Dedicated  
G - K
- Footpath to be diverted  
by separate Order 2479
- Bridleways to be Created  
by separate  
Orders 2479 & 2488c
- Restricted Byway to become  
Bridleway by separate  
Order 2488e & 2488c

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers



**Leicestershire  
County Council**

**Plan No.2489b**

Scale 1:2500

# Leicestershire County Council - Proposed Diversion of Public Footpath Z17, The Horse & Trumpet, Wigston



## Location Plan



## Key

- Footpath to be diverted
- A-B
- Alternative new footpath
- A-C-B
- ||||| footpaths unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email footpaths@leics.gov.uk  
Director Ann Carruthers



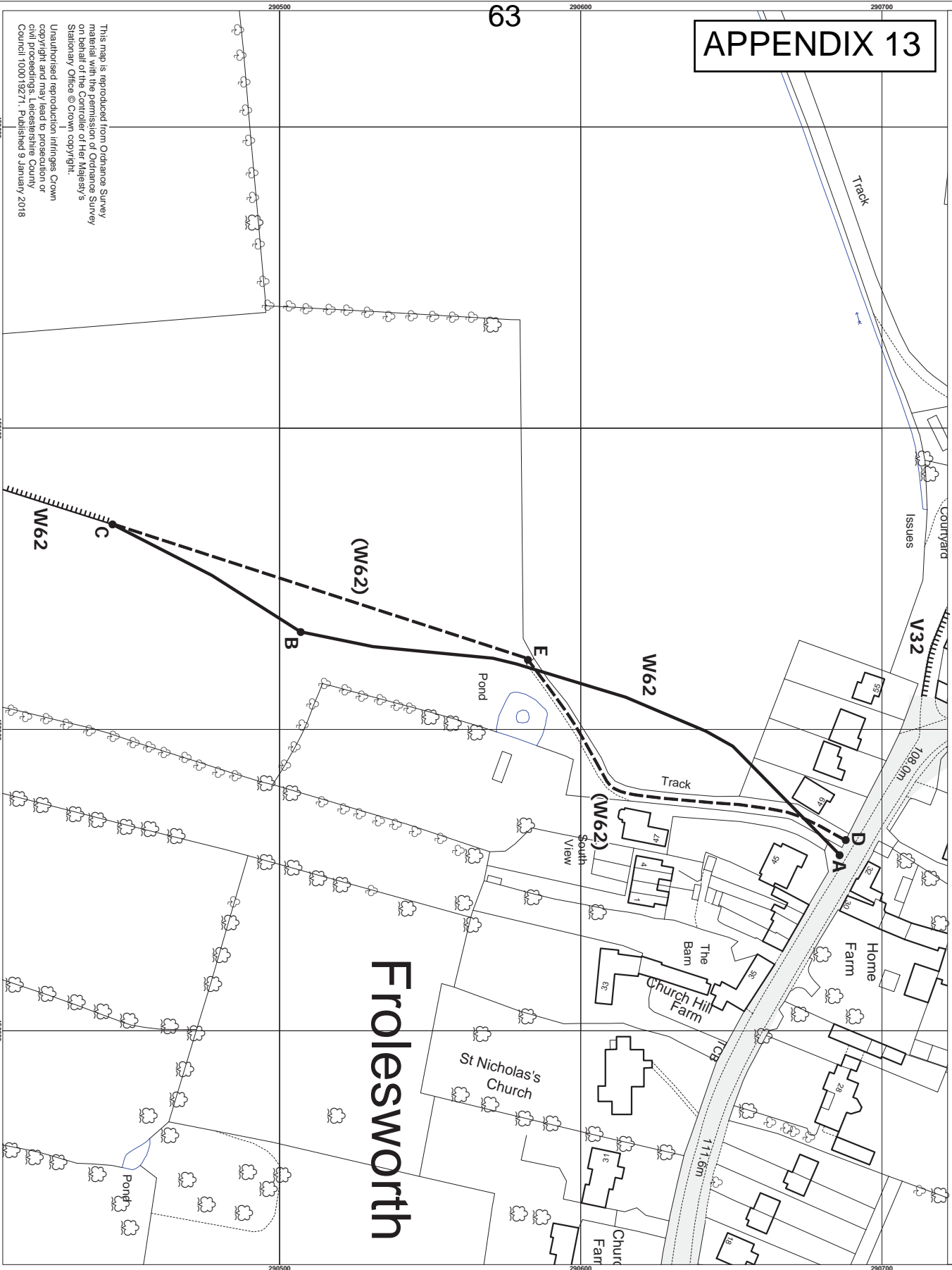
**Leicestershire  
County Council**

**Plan No. 2490/P**

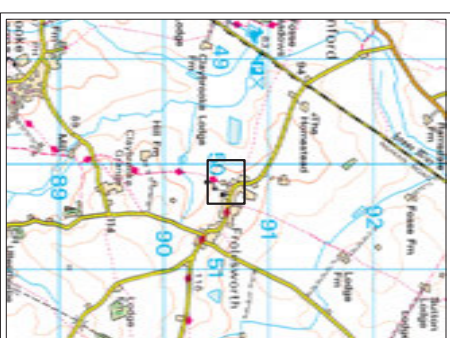
Scale 1:625

# Leicestershire County Council - Proposed Diversion of Footpath W62 (Part) Off Main Street, Frolesworth

## APPENDIX 13



### Location Plan



### Key

- Footpath to be diverted
- A-B-C
- Alternative route of footpath D-E-C
- Footpaths unaffected



Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email: footpaths@leics.gov.uk  
Director Ann Carruthers

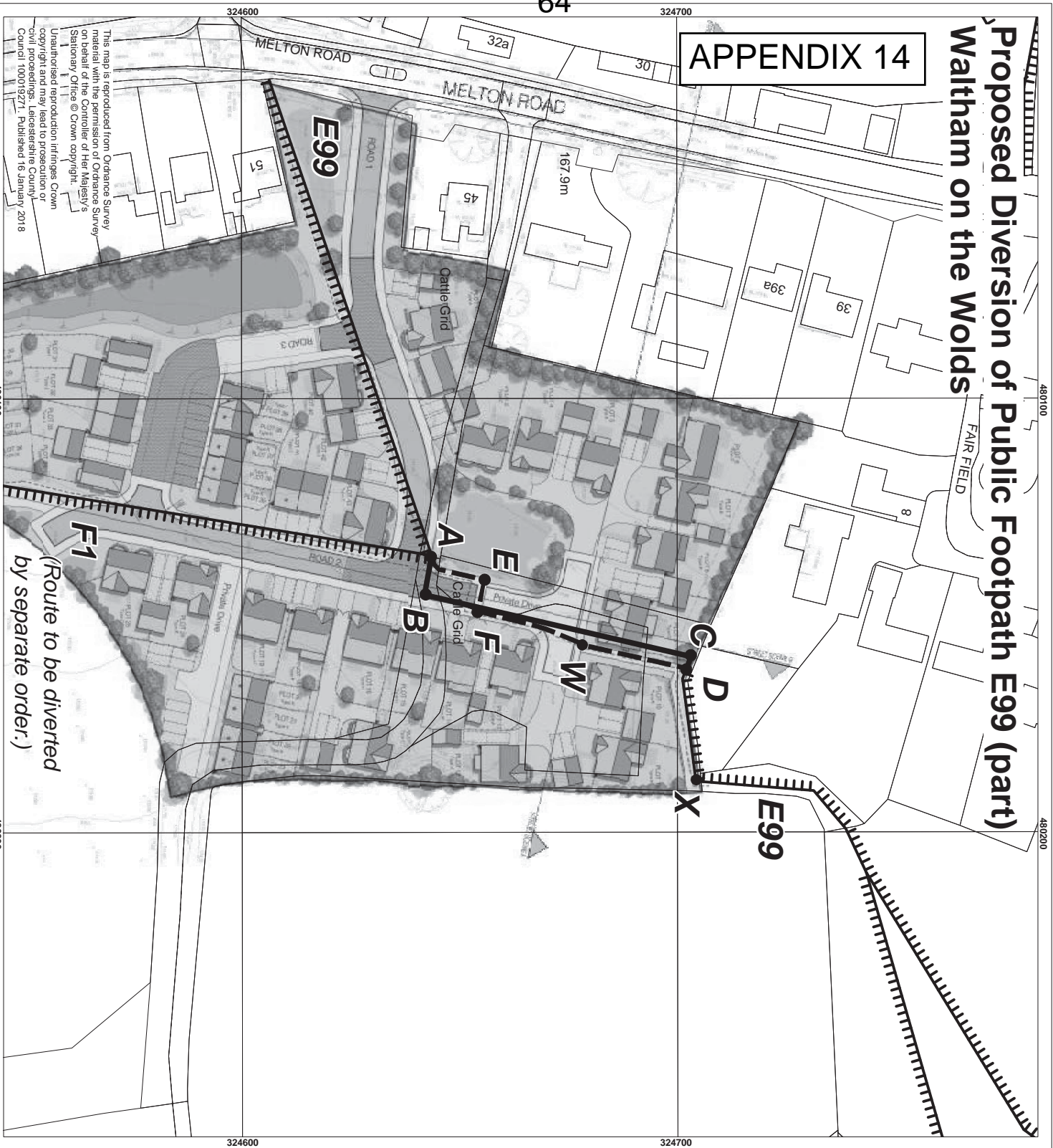
Plan No.2491/P

Scale 1:1250

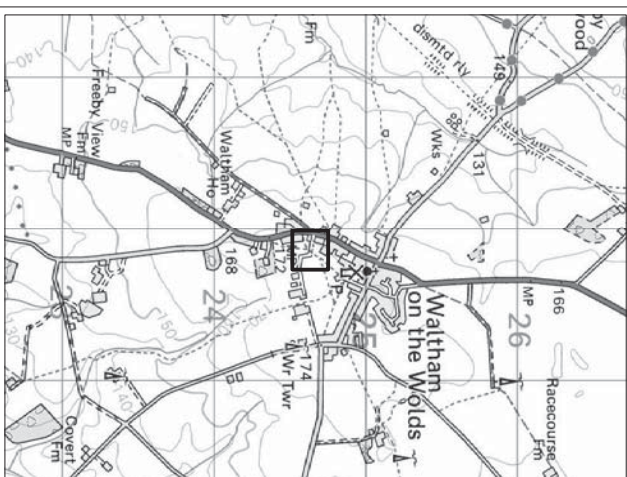
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## APPENDIX 14

# Proposed Diversion of Public Footpath E99 (part) Waltham on the Wolds



## Location Plan



## Key

- Footpath to be stopped up
- Alternative Footpath
- ||||| Footpaths unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers

**Melton Borough Council**  
Parkside, Station Approach,  
Burton Street,  
Melton Mowbray  
LE13 1GH

**Plan No. 2493**

Scale 1:1250

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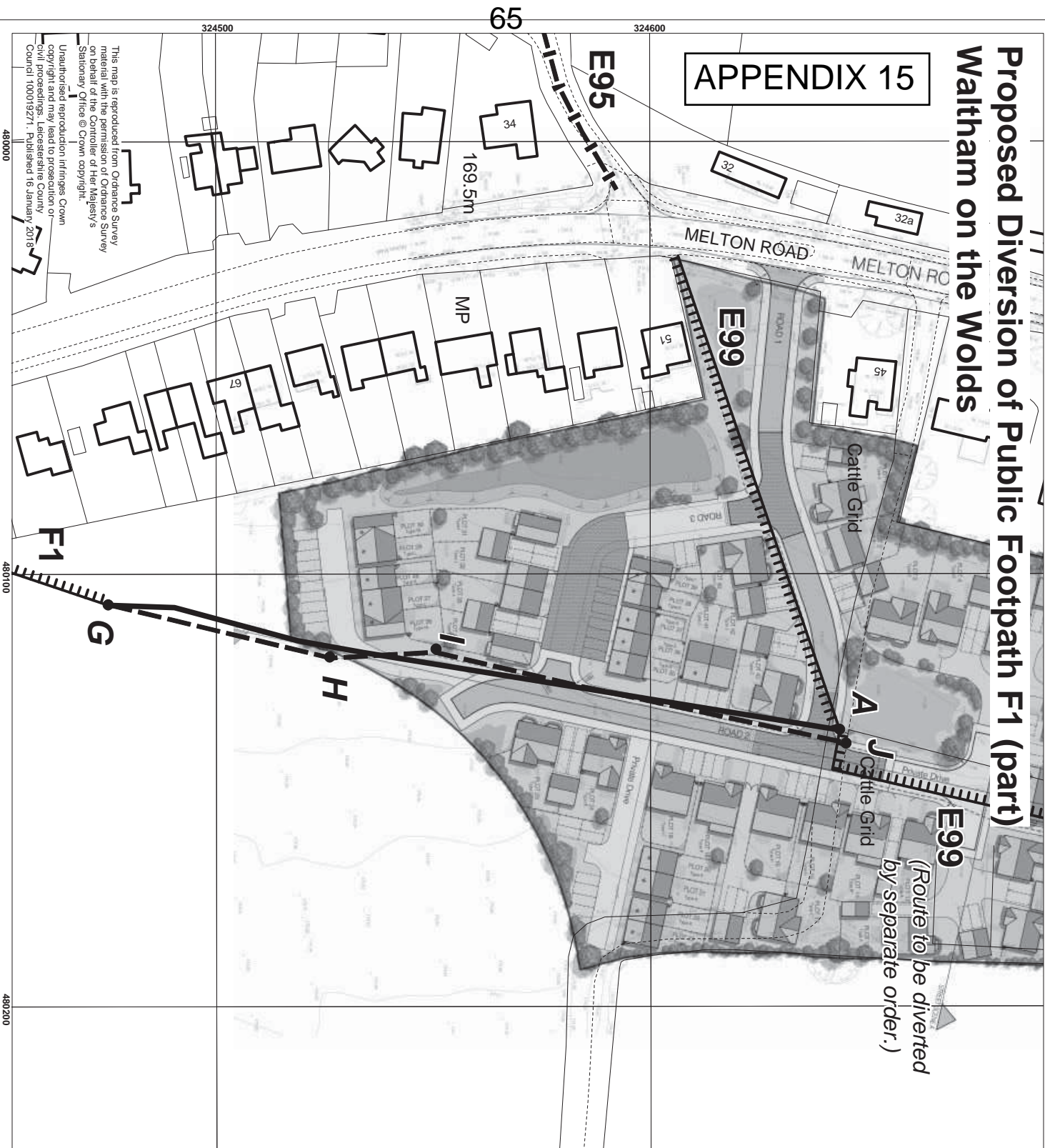
480000

480100

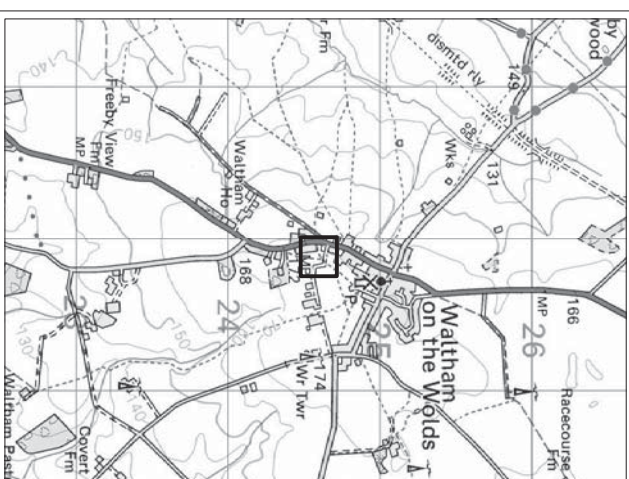
480200

# Proposed Diversion of Public Footpath F1 (part) Waltham on the Wolds

## APPENDIX 15



## Location Plan



## Key

- Footpath to be diverted
- - - Alternative Footpath
- ||||| Footpaths unaffected
- |-|-|-| Bridleway unaffected

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers

**Melton Borough Council**  
Parkside, Station Approach,  
Burton Street,  
Melton Mowbray,  
LE13 1GH

**Plan No. 2494**

Scale 1:1250

324500

324600

65

E95

MELTON ROAD

MELTON RO

E99

Cattle Grid

E99

(Route to be diverted  
by separate order.)

Cattle Grid

E99

169.5m

MP

G

H

F1

324500

324600

480000

480100

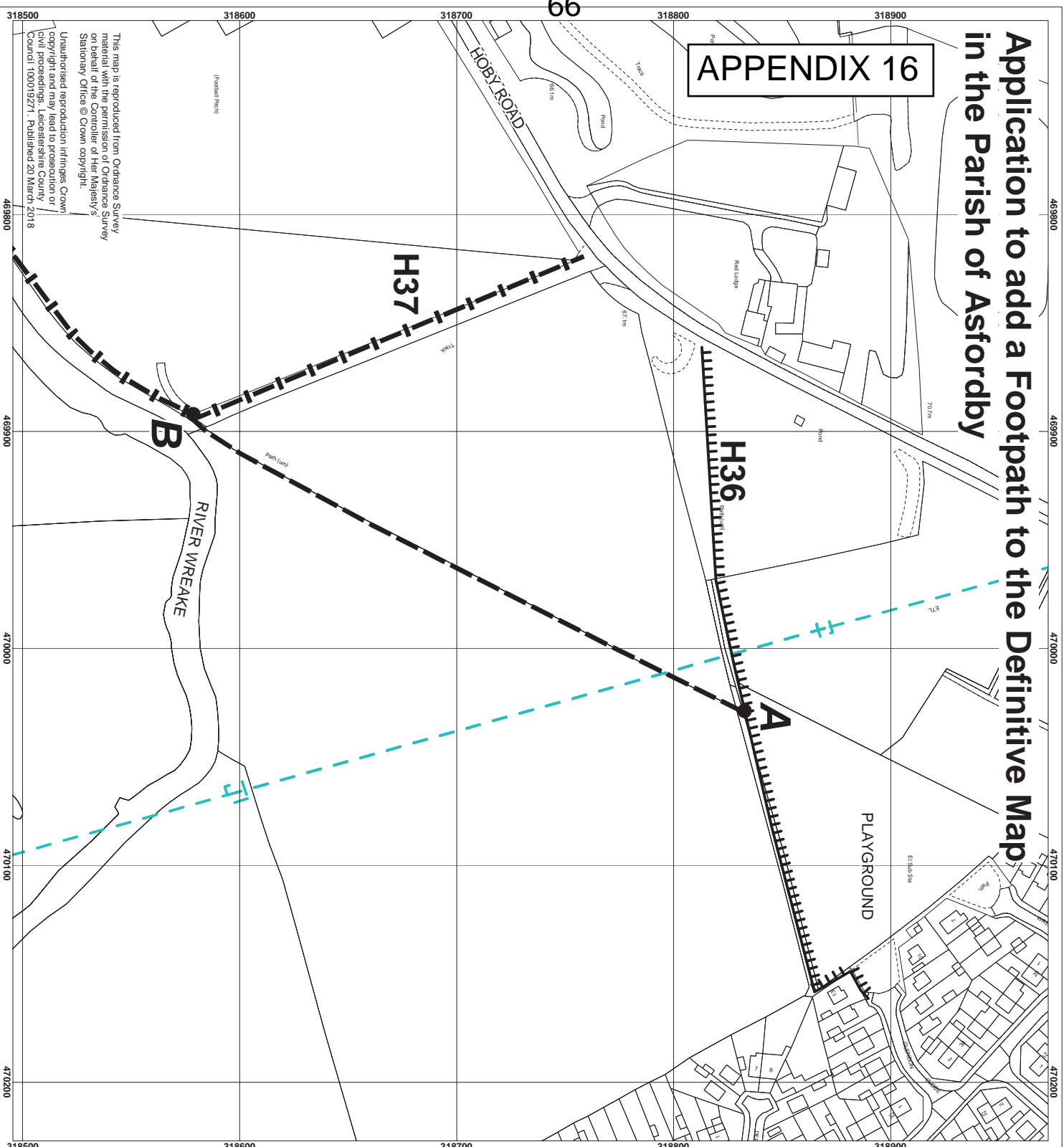
480200

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Council 100019271. Published 16 January 2018

# Application to add a Footpath to the Definitive Map in the Parish of Asfordby

## APPENDIX 16



## Location Plan



## Key

- Alleged Footpath (A - B)
- Existing Footpath
- Existing Bridleway

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Director Ann Carruthers



Plan No. M1127

Scale 1:2500

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## APPENDIX 17



- Public footpaths
- Public bridleways
- Byways open to all Traffic
- Restricted Byways
- Claimed route(s)

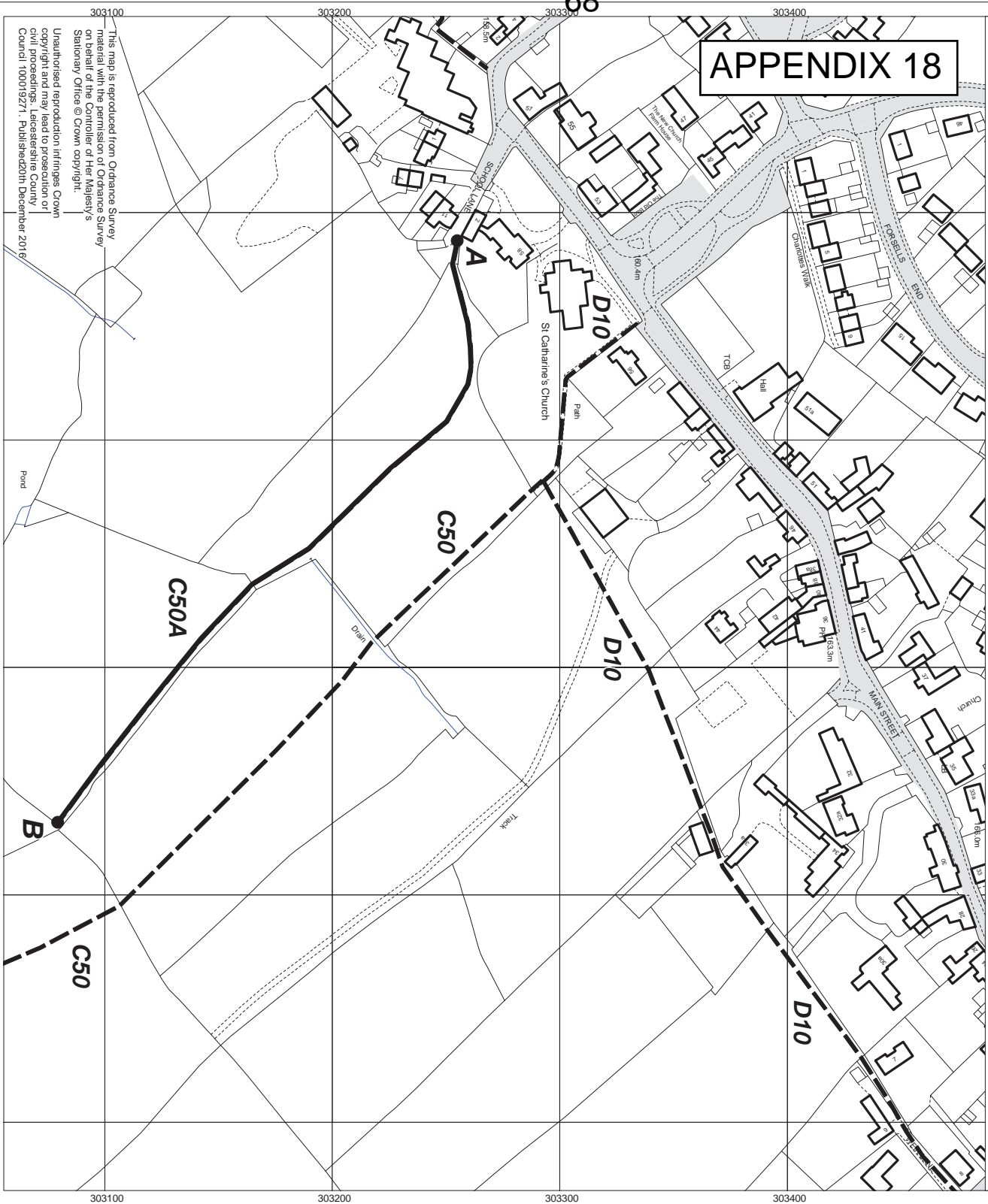


**Leicestershire  
County Council**

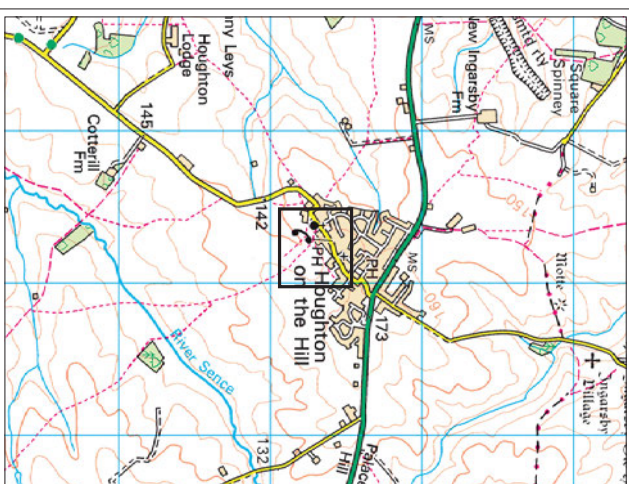
**Plan No. DM/01**  
**Scale 1:2500**

# Leicestershire County Council (Deletion of Footpath C50A, School Lane, Houghton on the Hill) Definitive Map Modification Order 2017

## APPENDIX 18



## Location Plan



## Key

- Footpath to be deleted
- A - B
- Footpaths unaffected
- County Highway Extent

Environment & Transport Department,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email footpaths@leics.gov.uk  
Phil Crossland, Director



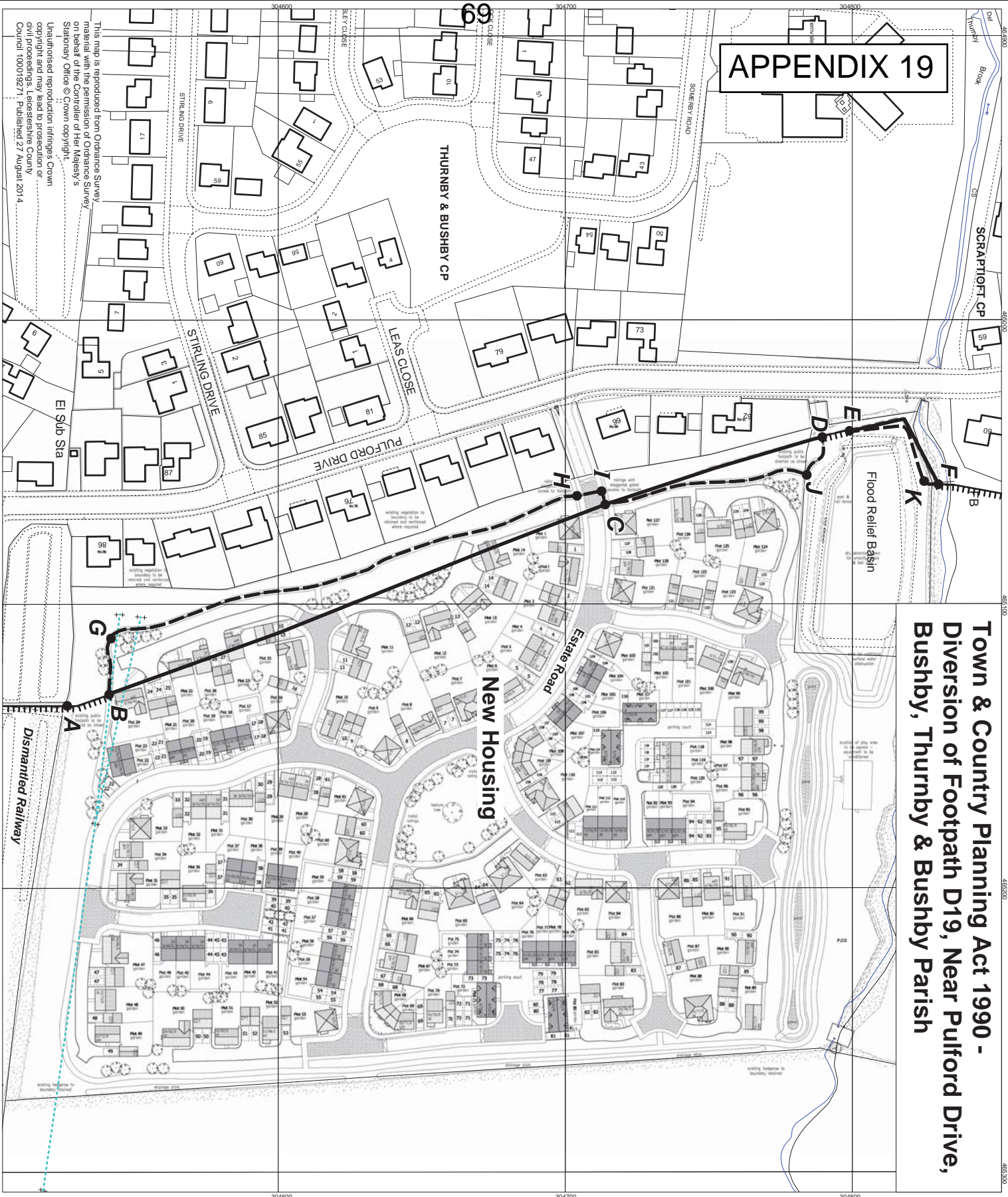
Plan No. M1021.

Scale 1:2500

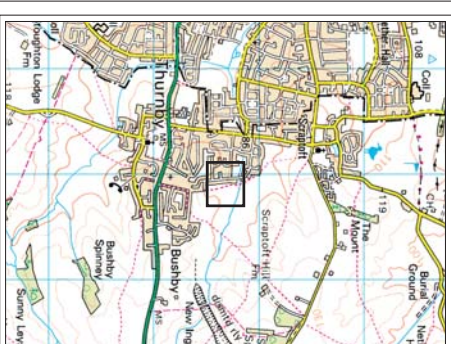
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# APPENDIX 19

## Town & Country Planning Act 1990 - Diversion of Footpath D19, Near Pulford Drive, Bushby, Thurnby & Bushby Parish



### Location Plan



### Key

- Footpath to be diverted  
B-C-D & E-F
- - - Alternative new footpath  
B-G-H-I-C, C-J-D & E-K-F
- ||||| Footpaths unaffected

### Harborough District Council

Environment & Transport Department,  
Leicestershire County Council,  
County Hall, Glenfield,  
Leicestershire LE3 8RJ  
email [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)  
Phil Crossland, Director.



**Plan No.2374/Con**

Scale 1:1250

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## Order Decision

Site visit made on 21 February 2018

**by Gareth W Thomas BSc(Hons) MSc(Dist) PGDip MRTPI**

**an Inspector appointed by the Secretary of State for Environment, Food and Rural Affairs**

**Decision date: 19 March 2018**

### Order Ref: ROW/3182219

- This Order is made under Section 257 of the Town and Country Planning Act 1990 and is known as the Harborough District Council Footpath D19 (Part) Pulford Drive Thurnby Public Path Diversion Order No2 2016.
- The Order is dated 20 December 2016 and proposes to divert the public right of way shown on the Order plan and described in the Order Schedule.
- There were two objections outstanding when Harborough District Council submitted the Order to the Secretary of State for Environment, Food and Rural Affairs for confirmation.

**Summary of Decision: The Order is not confirmed.**

### Procedural Matters

1. No-one requested to be heard with respect to the Order and the case proceeded to be dealt with by way of an unaccompanied site inspection, taking account of the written representations.
2. The objection from Thurnby and Bushby Parish Council to the Order was withdrawn on 29 September 2017.

### The Main Issues

3. The Order was made because it appeared to the Harborough District Council, the order making authority (the 'OMA') that it was necessary to divert the footpath to enable development to be carried out in accordance with planning permission granted under Part III of the Town and Country Planning Act 1990 ('the 1990 Act').
4. Section 257 of the 1990 Act requires that, before confirming the Order, I must be satisfied that it is necessary to divert the footpath in question to allow development to be carried out in accordance with the planning permission already given but not substantially complete. The merits of the development are not at issue.

### Reasons

***Whether it is necessary to divert the footpath to enable development to be carried out.***

5. The relevant permission, the outline planning permission was for the erection of up to 128 dwellings on land to the east of Pulford Drive, Thurnbury, Leicestershire. The permission was allowed on appeal on 16 August 2012, Planning Inspectorate Reference Number APP/F2415/A/11/2165170 (Council

Ref No 11/01080/OUT). Subsequently, and in pursuance of the outline planning permission, approval of Reserved Matters was issued by Harborough District Council for the erection of 128 dwellings and associated garages, hardstanding, access roads and open space on 7 November 2013, Council Ref 13/01201/REM.

6. I am satisfied that the planning permission relates to the land crossed by the Order route.

***Whether the development is complete or substantially complete***

7. During my site visit, I observed that the new footpath route has been provided in the form of a 2m wide tarmac surface for much of its length. This provided a robust marker on the ground to give a confident appreciation of where the existing path ought to be.
8. Section 257 of the 1990 Act is “...to enable development to be carried out in accordance with the planning permission granted...” Where the development, in so far as it affects a right of way, is completed before an order to divert the right of way has been made or confirmed, the powers under section 257 are no longer available since the development, which the order is intended to enable, has already been carried out. Paragraph 7.21 of Circular 1/09 states: “In this respect development should be regarded as completed if the work remaining to be carried out is minimal.” Accordingly, I also consider the powers invested under section 257 are lost where the development associated with the planning permission is substantially complete.
9. From my observations, it is clear that the part of the development situated between Points B and D as shown on the Order Map has reached the stage of completion, with the completed dwellings either having been sold or currently being offered for sale. Indeed at least one of the dwellings built directly on the line of the path is now occupied. Moreover, the roadways have been completed to final hardwearing surface and the landscaping works indicated on the approved drawings carried out. The remainder of the development has either been completed or is otherwise substantially complete.
10. I find that the development is complete insofar as it affects the public right of way and therefore the powers under S257 are no longer available. Given this, I have not found it necessary to consider any further matters relevant to potential confirmation of an Order.

**Conclusion**

11. Having regard to these and all other matters raised in the written representations I conclude that the Order should not be confirmed.

**Formal Decision**

12. The Order is not confirmed.

*Gareth W Thomas*

INSPECTOR

This response is sent on behalf of The Leicestershire Local Access Forum (LLAF). The observations given have been agreed following discussions between members of the Forum's planning group with the other members given an opportunity to comment. LLAF is of course an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access. Section 94 of the CROW act makes it a statutory function of the forum to give advice to a range of bodies, including local authorities and government departments, on access issues.

We are responding by email as many of the questions in the online consultation are of a technical nature and outside our remit.

Our first observation is that changes as envisaged are bound to lead to winners and losers.

Upland farms for example have over half of their income from subsidy payments but these farmers keep our hills as they are and a valuable leisure resource essential to the health and general wellbeing of the population. We would wish to see subsidy continue, if directly linked to public access and the maintenance of stiles, gates etc.

Another concern is for smaller family farms. The beautiful patchwork which is most of our countryside will be lost if we encourage mega farms at the cost of smaller units. The large enterprises may well be more productive which is important but we need to bear in mind the environment and the general Englishness of our rural areas. The hedgerows and stone walls that separate the smaller units are invaluable wildlife corridors and many species of bird in particular will be at risk if these are lost.

In the interests of the safety of those travelling by non motorised means we think that subsidies to landowners should be in part targeted at provision of off-road routes. Non motorised travel is good for the environment and good for the general health, fitness and wellbeing of those enjoying it.

The countryside many of us crave and where we want to encourage more people to get out and enjoy nature is not natural in the true sense – it is largely man made and is maintained as it is by people working the land and the creatures that graze it. As such it is proper that they should get some public support in recognition of this fact. Support for farmers to maintain walls, gates, stiles and other infrastructure on access points to the countryside should be provided where needed but subsidies for gates and stiles should only be provided when the landowner can demonstrate a need to enclose livestock. Encouragement should be given to remove them, and hence the financial burden, in favour of gaps.

There is also a widely recognised need to improve public access to the countryside and subsidies to landowners /occupiers of marginal land should be able to assist them whilst at the same time being used to create additions and improvements to the public rights of way network. This could involve landowners / occupiers being recompensed for creating off-road links to close gaps in the rights of way network especially where the present link is a metalled highway which can no longer be used safely.

When we use the term targeted it is in the belief that under Stewardship/HLS schemes money was given out for access where there was little or no public demand or need. By targeted we mean that it should only be on offer where there is a demonstrable public benefit from the access being offered with priority being given to missing safe links. We also think that funding should be directed towards smaller privately owned farms

especially on marginal land and not large corporate or institutional organisations. Bodies like the National Trust, Wildlife Trusts, Woodland Trust or RSPB have other funding sources they could use to create accessible routes on their land. Also the large farming conglomerates will be more productive and profitable and should be able to compete without any subsidy

We would therefore wish to make some specific suggestions:

1. Money should continue going to agri-environment schemes for permissive access schemes which work for farmers and users.
2. Access funds provided previously have not produced best public value, partly because of underuse of the facilities provided due to a lack of awareness and poor publicity, and in some cases due to a lack of maintenance. We would suggest that any new tracks created should be added to the Definitive Map of Public Rights of Way so that they will be publicised via OS maps and subject to a well-established reporting and inspection system by regular users and highway authority staff.
3. Payment for improvements to the public rights of way network where the route in question is deemed of sufficient public benefit by the local Rights of Way Authority in consultation with the local LAF.
4. Preference to be given to routes aiding all non-motorised users (that is, pedestrians, cyclists and equestrians) providing higher rights where needed and suitable, with priority being given to smaller privately owned farms, hill farms in particular.
5. Payment for maintenance on routes over privately owned land and in open access areas i.e. mowing of grass tracks, improving the accessibility of and maintenance of walls, gates and stiles and assistance with directional signage.
6. Agreements should be better policed than has been the case in the past, by improved cross-compliance but simpler regulation. This should be possible even with a desirable reduction in paperwork and red tape. Whenever landowners are applying for support under Stewardship, Woodland Management or any other public funding grant they must look after the environment and provide safe access to the public into any amenity land. We do not think the present level of inspection is adequate and would like to see a portal where the public can raise concerns for the inspectorate to look into. This should not be seen to be a threat by responsible landowners / managers.

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