

Meeting: **Leicestershire Local Access Forum**

Date/Time: **Tuesday, 8 January 2019 at 5.30 pm**

Location: **Sparkenhoe Committee Room - County Hall**

Contact: **Sue Dann 0116 3057122**

Email: **sue.dann@leics.gov.uk**

Membership

Mr John Howells (Chairman)

Mr. R. Denney (Vice Chairman – DC)	Mr. D. Nicholls
Ms. H. Brown	Mr. B. Sutton
Mr. C. Faircliffe	Mr. S. Warren
Mr. M. Gamble	Ms. V. Allen
Mr. T. Kirby	Mrs. C. M. Radford CC
Mrs. A. Pyper	

AGENDA

Item

1. The Vice Chairman's welcome and opening remarks
2. Apologies for absence
3. An Officer of the Appointing Authority takes Chair the election of Chairman & Vice Chairman
4. Minutes of the previous meeting.
5. Declarations of interest
6. Matters arising not otherwise on the agenda
7. Requests for urgent items to be debated at the Chairman's discretion

(Pages 4 - 8)

8. Reports from committees and working groups.
 - (a) Planning and Travel Committee (RD) (Pages 9 - 13)
 - (b) Network Opportunities Committee (CF & RD) (Pages 14 - 15)
 - (c) Unrecorded Ways (RD) (Pages 16 - 17)

9. Reports from outside bodies.
 - (a) Heart of the Forest, Access and Connectivity Group (VA) (Pages 18 - 19)
 - (b) River Soar and Grand Union Canal Partnership (HE) (Pages 20 - 26)
 - (c) National Forest Access & Recreational Group (RD) (Page 27)
 - (d) East Midlands Local Access Forum (EMLAF) Chairs Meeting update (JH)
 - (e) Charnwood Forest Regional Steering Group (RD) (Pages 28 - 32)

10. Committees for the coming year and their brief
11. Correspondence. (Page 33)
12. Orders update
13. Annual Report update (Pages 34 - 35)
14. HS2 update (Pages 36 - 38)
15. Country Parks Management

16. Area Surveys
17. Barrow Crossing public enquiry (hearing 4th June)
18. Any other items which the Chairperson has decided to take as urgent.
19. Date of next meeting.

The next meeting of the Leicestershire Local Access Forum will take place on 14th May 2019 (5.00pm for 5.30pm) – FORUM – County Hall (Workshop from 4pm)

Future dates to be confirmed as follows:

- 3rd July 2019 (5.00pm for 5.30pm) – FORUM
- 28th October 2019 (5.00pm for 5.30pm) – FORUM
- 6th January 2020 (5.00pm for 5.30pm) - FORUM

UNRECORDED WAYS:

6th February 2019 (2.30pm to 4.30pm) – Executive Room
14th March 2019 (2.30pm to 4.30pm) – Room tbc
10th April 2019 (2.30pm to 4.30pm or 5.30pm to 7.30pm) – Room tbc
20th June 2019 (2.30pm to 4.30pm) – Room tbc
13th August 2019 (2.30pm to 4.30pm or 5.30pm to 7.30pm) – Room tbc
26th November 2019 (2.30pm to 4.30pm or 5.30pm to 7.30pm) – Room tbc



Minutes of a meeting of the Leicestershire Local Access Forum held at County Hall, Glenfield on Thursday 25th October 2018

PRESENT

Members

Mr John Howells (Chair)	Mr. A. Travis
Mr R. Denney (Vice Chair)	Mr. D. Nicholls
Ms. V. Allen	
Mr. T. Kirby	
Mr. M. Gamble	
Ms. H Brown	
Ms. H. Edwards	

Officers

Mr. E. McWilliam (LCC)
Mrs. S. Dann (LCC)
Mrs. A. Adams (LCC)

1. The Chairman's welcome and opening remarks

The Chairman welcomed members and officers to the meeting.

Mr Denney gave the members an update on Stan's condition as he has been very unwell since the last meeting. He advised that Stan is currently in the Brain Injury Unit at the General Hospital if anybody wanted to visit him. The Chair wished Stan a speedy recovery and encouraged members to visit him or send him a card.

The Chair asked members to introduce themselves.

Nature Spot Presentation

The Chair invited Mr. D. Nicholls to give a presentation on Nature Spot. Nature Spot is a website that provides a reference guide for all wildlife in Leicestershire and Rutland. It includes galleries of all the wildlife and species and each picture is clickable for more information. Maps are available on the website to show each where each species has been spotted. You can create a free log-in to post your own pictures, they are then verified and evidence provided to say it has been found where claimed.

To summarise the presentation, it is a high profile platform for promoting Leicestershire's wildlife and wild places, highlighting the local area features, community involvement in adding wildlife records and a major citizen science initiative which has become the UK's leading county based wildlife recording website.

The Chair thanked Mr. Nicholls for his presentation.

2. Apologies for absence

Apologies were received from Mr. A. Pyper, Mr. B. Sutton, Mr. C. Faircliffe and Mrs. C. Radford. The Chair also gave thanks to Mr. P. Tame who has now retired. His successor will be Mr Simon Fisher. Mr. Fisher will be invited to attend the next Forum but he may keep in contact mainly by email rather than attending the meetings.

Mr. Denney asked if there was any rule about non- attendance at the Forum. He noted that Mr. Sutton had not attended for some time. Mr. McWilliam said he would look into this but didn't seem to think that there was any rule, attendance was optional.

3. Minutes of the previous meeting

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

Agenda Item 10 – Annual Report – timeline and update

Mr. Denney asked about the Annual Report, and why no additional information had been included in the packs. Mrs. Dann stated that she did not think she had received any information regarding the Annual Report to include. Three members had however contributed but it had been missed somehow.

The Chair asked Members if they could send in any information for the Annual Report before the next meeting.

Ms. Allen was unsure of the information she should be providing for this and asked the Chair if he could send her some headings for her to provide information beneath each heading. The Chair agreed to send some headings to Ms. Allen.

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

4. Declarations of interest

The Chairman confirmed that there were no declarations of interest.

5. Matters arising not otherwise on the agenda

The Chairman confirmed that this had been discussed at the beginning of the meeting.

6. Requests for urgent items to be debated at the Chairman's discretion

The Chairman confirmed there were no urgent items.

7. Reports from committees and working groups

(a) Planning and Travel Committee (RD) – Mr. Denney, Ms Allen and Mr Howells had attended a meeting regarding HS2 and he said that they had found the meeting very positive.

Ms. Allen updated on the maps which she suggested where HS2 is going to run through. She spoke about a bridled way that crosses the A42, that they plan to extinguish when it gets to the HS2 side of the A42, she noted that it was not safe for horses on the A42.

The Chair said that the HS2 consultation finishes on 23rd December and it will go to Parliament in 2020 with completion due for 2023.

Mr. Denney spoke about the draft response letter he had prepared for Lucy Colls regarding the HS2 consultation. The final draft needs to be sent before the consultation ends on 23rd December.

- (b) Network Opportunities Committee (CF & RD) – Mr. Denney said there would be a meeting on 15th November to discuss how to possibly migrate records into a more accessible database. On 27th November members will be attending an annual public evening at Glenfield Parish Council at 7.30pm.

Ms. Allen said she will be attending a 2026 Project presentation on Saturday 17th November in Matlock.

8. Reports from outside bodies

- (a) Heart of the Forest, Access and Connectivity Group (VA) – An update was given.
- (b) River Soar and Grand Union Canal Partnership (HE) – Ms. Edwards attended the last meeting and gave an update, the minutes have not yet been sent out. She updated that the Loughborough Road project has been delayed and is running 6 months behind schedule.
- (c) National Forest Access & Recreational Group (RD) – Mr. Denney said that most of the efforts are on the Charnwood Forest Project which is still in the development phase, and Julie Attard has been appointed as the Development Officer. The completed bid details should be accepted on otherwise by early 2020.
- (d) East Midlands Local Access Forum (EMLAF) Chairs Meeting Update (JH) – Mr. Howells stated that he was unable to attend the meeting that took place on 9th October so didn't have an update. Ms. Allen said she would circulate the minutes from the meeting when they are available.

Mr. McWilliam updated on the Barrow upon Soar crossing, the public enquiry is due to take place in the summer.

Mr. Denney asked how the bridge at Little Bowden is progressing. Mr. McWilliam advised that this would be part of the Market Harborough line straightening – an agreement has now been reached.

- (e) Charnwood Forest Regional Steering Group (RD) – Covered under item c.

9. Correspondence

- (a) Hinckley National Rail Freight Interchange - Mr. Denney said he was concerned about the lack of information to help prepare a response.

Ms. Allen said she has emailed her riders and told them to attend the consultation meetings.

10. Open Spaces

Mr Denney advised that they didn't seem to be getting the management plans for country parks and that it was useful to see them. Mr McWilliam advised that he would contact Mr Roderick O'Connor who is over that area and discuss this.

Mr. Denney spoke about the open access area review, which the authority cannot carry out themselves due to funding not being available. It was agreed the Forum members should try and review one each month from the spring. It was suggested they should inform the landowner a month prior to their visit.

Mrs. H. Brown said she visits Charnwood Lodge regularly and there is a lot of evidence of people going through on bikes, there are also a lot of dogs on the site. She said there had been a lot of open access signs put up.

Ms. Allen said it would be interesting to see what effect the lack of visits has on sites, will they be overgrown.

The Chair said that they need to put together a list of sites and pull together a time table for members to go and look at them

Mr. McWilliam said it would be useful to have the landowner there to update on how the landscape is managed.

11. Orders Update

The orders plans had been circulated with the papers. The members went through the plans for members to comment.

12. Website

Mr McWilliam said that there was no update regarding the website, he said that what they have available is limited.

It was said that some authorities hold complaints on file until they receive permission to remove them by the person whom made the complaint when they feel that it has been dealt with correctly.

Mr. McWilliam is going to check whether this could be the policy to LCC.

13. HS2

HS2 was discussed earlier in the meeting.

14. Recruitment of Membership of Forum

Ms. Edwards pointed out that the reference to disabled people was still incorrect in the minutes, they had agreed that disabled people would be referred to as 'differently abled' or 'people with disabilities'.

Mr. Denney said they had a lot of members that represent the user groups and there is an imbalance, he said it would be good to have someone from the farming area to attend. Mr. McWilliam to contact the NFU. He asked whether another member of the Ramblers would be deemed appropriate given the changes in the line-up.

Ms. Allen suggested that there might be some clubs at Loughborough University that may have some potential members.

15. Future Meetings

FORUMS:

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

Suggested Future dates:

Tuesday 14th May 2019
Wednesday 24th July 2019
8th, 9th, or 10th October
Tuesday 21st January 2020

UNRECORDED WAYS:

15th November 2018 (2.00pm to 4.30pm) – Executive Room
27th November 2018 (volunteers evening 7.30 – 9.00pm Glenfield
Parish Council offices)
6th February 2019 (2.30pm to 4.30pm) – Room TBC

PLANNING AND TRAVEL COMMITTEE REPORT (Chairman - Roy Denney)

We still await the hearing about the Barrow crossing and have prepared material to be ready for a public enquiry which is expected to be late summer. We have submitted a formal advice to HS2 following our last visit and their roadshows. We objected to change of use of part of the National Forest. Another has been sent to the Hinckley proposed Freight Gateway. Apart from these two large cases and the objection, it has been quiet for the last few months.

From: Roy Denney [<mailto:roydenney@hotmail.com>]
Sent: 22 November 2018 10:23
To: hinckleynrfi@lexcomm.co.uk
Cc: Edwin McWilliam; Sue Dann
Subject: Hinckley freight interchange

Further to our comments in August to Charlotte Leach, the Leicestershire Local Access Forum (LLAF) wishes to make further observations about this development. As an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, we 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 the provision of satisfactory means of travel to, from and through locations. We are therefore concerned with local travel by public transport.

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. Ministers have 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.

No matter how desirable such a freight interchange may be there can be no doubt that it will have a number of adverse outcomes and we can anticipate a number of objections when it reaches planning stage.

We see our role as highlighting these issues in advance and suggesting where possible solutions or mitigations might assist you to present a package that might be acceptable.

You will have a substantial work force and need to assess where these are likely to come from. Off-road cycleways to work and adequate public transport must be a major priority. We understand that they are likely to be working three eight-hour shifts which inevitably mean times which don't fit in with public transport so we will be interested in the Travel Plan for the site in due course.

The actual road network and access does not seem adequate and some major updating and widening is a must and where any stretch will involve pedestrians and cyclists a dedicated lane and pavement is needed. We can envisage that when fully operational this site will see between 80 and 150 lorries an hour during busy periods and we fail to see how the road network could handle this. The B4669 to Sapcote and Hinckley generally has narrow road boundaries and a proper off road track is needed for both recreation and commuter routes, preferably 'the hedge'

Turning to leisure travel and recreation, at one of your presentations one of your team described Burbage Common as insignificant which is somewhat irrelevant. It is legally land open to all and being near an urban area affords opportunities for recreation, relaxation and the watching of wild life. You talk of the state of the existing paths being 'poor' but where you may think that and the hindrance of over hanging vegetation and a less than perfect surface can be a nuisance many would consider this a natural route through the countryside where the wildlife does not like manicured and sanitised tracks and neither do many leisure walkers etc.

Some of the diversions etc you are contemplating seem reasonable if trying to traverse the area but without much more information about the landscaping and masking within the site it is hard to make a judgement on the probable loss of visual amenity and the natural surroundings of these rural routes. If the cycleways, bridleways, footpaths are

within broad green corridors then they could have some merit as recreational routes but if going between giant sheds accompanied by the noise of dozens of lorries they would not be welcome and we can only imagine numerous objections. Some more information on the type and density of traffic on the internal roads in daylight hours would be helpful if rights of way are to be routed beside them. If you would like to meet with our representatives to discuss these routes or even attend one of our meetings at county hall and explain and discuss them with the full Forum we would be happy to arrange this.

There is talk of upgrading some paths to bridleways in which case, where this solves the disruption to that network, the surface must be suitable and be maintained as such, as in inclement weather a heavy horse can chew up a footpath surface making it unusable by pedestrians and cyclists. Where new provision is contemplated, we would of course be pleased and rather than upgrading paths consideration should be given to providing new surfacing alongside the path for other users of the route. Ideally a separate horse track should run alongside a footpath rather than be shared space. Certainly the current footpath section of U52 could be formally upgraded to bridleway to provide a direct multi-user link to Smithy Lane – the southern access route to Burbage Common. This would greatly improve circuits for riders including the Common and its extra riding tracks. As for the actual line of this route there are options

Looking at individual proposals we will await with interest the final suggestions following the various observations made in the pre-planning informal consultations. U50, U52 and V23 being diverted alongside a railtrack is not a welcome option. If for the purposes of the site design there is to be no route close to the original line, then we recommend that V23 be moved to run alongside U52 bridleway and that U50 be diverted round the fish pond and then out to join U52 and V23 where they cross each other. Some correction of the line of U50 in Elmsthorpe is also required which could be dealt with under the same diversion order.

When contemplating surfacing for any multi-user route we would offer some technical advice. There are reports from various user sources that recycled tyres with a polyurethane bond provide a surface that is flexible, durable and free draining and we would recommend that this is considered for the paths within the site. It often incorporates small stones so that different colours can be used for different users where separation is advisable as unfortunately many do not appear to read notices

Turning to the roundabout to cross the M69, walkers, cyclists and riders use it. It is a long way off the direct route to use bridleway V29. As such with dramatically increasing traffic, the roundabout needs to have provision for them with wide verges on the two bridges. That must mean that all roads entering the roundabout need crossings with traffic lights.

Overall it is encouraging to see so much thought had gone into the recreational provision on and around the site. We look forward to eventually studying more detailed plans which we trust will incorporate our suggestions

John Howells, Chairman and

Roy Denney, Vice Chairman

Leicestershire Local Access Forum,

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

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John Howells, Chairman and

Roy Denney, Vice Chairman

Leicestershire Local Access Forum,

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NETWORK OPPORTUNITIES / UNRECORDED WAYS

This has been a very difficult period.

We have been trying to reconstruct files lost on Stan Warrens computer and by the time of the meeting should be able to report on progress with this. I have now visited all bar one of the willing volunteers and this is more fruitful than trying to get them all to one meeting so we will have to consider how to take this forward and the cost implications.

We have had our normal working meeting and an evening meeting with a guest from London, Jack Gornish, Ramblers National Officer responsible for lost ways. Present were a member of the Rights of Way team, four Access Forum members of the unrecorded ways group, three co-opted members of the group and three volunteers.

It was felt that the buddy system worked well as some were more experienced than others and some wanted to study the record where others wanted to walk searching for physical evidence

We have four more people wanting to go to the records office to be shown how it works and we will try and set something up. Tuesday afternoon has been suggested. If people want to work on their own patch that is fine.

The next meeting of the core team will look over a map and prioritise potential applications and try and pick out some prime targets to get volunteers working on

We feel that people are happier tackling bite sized chunks of work rather than seeing a claim through, so we want to train people to log on the BHS cloud anything they find so other people can see it. We are to explore possible locations for a Saturday morning training session on the BHS data base. Somewhere with a good wifi availability and if possible access to a few computers for those without laptops. Groby College was suggested as a starting point

JC had a lot of good ideas which would definitely help, some adding to and enhancing the BHS system. He does however have to get the Ramblers Board to sign it off and fund it. It will be down to the Ramblers members on our group to help push that agenda

I have now lodged an application on behalf of the LLAf for a DMMO re the unrecorded path at Cotes. I am also exploring the historic evidence for a path near Anstey and have also looked into West Street in Glenfield but as yet have found no evidence of its status and that may need a claim based on usage.

HH is working on paths in the Wigston area, DS & KS those in the Hinckley area and MM in the Hugglescote and Donington-le-Heath area. ST and GC are working the Quorn / Mountsorrell area. MB is actively involved and SH is still showing interest and has been invited to meet with us.

The auditor of the account we are piggy-backing asked for minutes/constitution etc of our meetings and we copied and pasted together relevant comments from previous meeting which satisfied him but have now prepared a short constitution based on what has evolved as our present system, which is offered to members for approval

There is nothing else to report on Network Opportunities at this stage.

Roy Denney

Agenda Item 8c

16

Notes of meeting on August 22nd 2018, of the Unrecorded Ways Committee of the Leicestershire Local Access Forum, County Hall Glenfield at 14.30

Present: Vicky Allen(LLAF), Terry Kirby (LLAF), Chris Faircliffe(LLAF) Roy Denney(LLAF), John Howells(LLAF), Michael Miller, Barry Thomas and Piers Lindley (LCC)

Apologies were received from Mike Bates (attending a funeral)

In the absence of the Chairman, Stan Warren (*See note below*) Vicky Allen took the Chair

Notes of the meeting held on 17th May 2018 were agreed to be a true record and VA reported that a copy of Restoring the Record (courtesy of LRBA) and of Our Common Land – Law & History of Common Land and Village Greens (courtesy of BHS) had been deposited for consultation on the reference shelves of the County Records Office in Wigston. Other matters in those notes were addressed on the agenda.

It was confirmed that JH was to act as the financial officer for the group and RD the secretarial support to the Chairman. It was intended that the Chairman would concentrate on the archives and records of activity, a theme to be developed further later in the meeting.

FINANCIAL REPORT. JH reported no change and it was commented that apart from room hire possibly no more than once a year the only other costs likely to be incurred would be seeking material from or research at Kew national archive. PL suggested that Paul Wilcox (retired ex LCC rights of way) might be a focused and reasonably priced researcher if needed. Unity Bank has imposed a small charge for paying in cheques which we very rarely do. Leicestershire & Rutland Ramblers had budgeted for a further donation in 2019 if we need to make a further call for funds.

BT pointed out that the BHS and Sports England had created a pot of £300,000 to provide grants to people lodging valid claims that at least reach the stage of being accepted as claims for consideration by the relevant local authority - £100 could be available for each 'Part One Compliant' application submitted.

ARCHIVES (Memory stick protocols and content). The file structure had developed piece meal and it was now difficult to locate material within the record and it was agreed that a new system was required. It was felt this should be a two stage process. The Chairman spends a day in County Hall from time to time and on the next occasion PL would work with him to tidy up the archive and produce a better retrieval system and JH would attend to ensure two members of the team were aware of the new system. Once that was in a tidy state BT would undertake to try and migrate this into the improving BHS 2026 archive project

DMMO APPLICATIONS – The meeting was updated on L98 at Isley Walton. BT had written a first draft with input from VA and SW. There is some further work needed but it is approaching submission. I15 at Upper Cotes Mill is also almost ready to go. VA had found papers (an LCC letter and map) for the c.2000 attempt to get this onto the DM, and would copy them to RD. PL also said that workload had got in the way of producing a list of current orders but they would be available to future LLAF meetings. In response to a question PL said there were a number of criteria against which an application was prioritised, so the system is reasonably flexible. A used but now closed track would probably be processed before a completely 'lost' track only revealed from historic records.

VOLUNTEER SUPPORT - JH, RD and SW had almost completed a series of visits to volunteers to check progress and offer advice. In two cases a novice researcher had been introduced to a more experienced one from the same area who were to work together in tandem. It was expected that this programme of visits would be completed by the meeting in November. The couple working out of Quorn had raised one route which JH said did not seem to have much value. This was from the A6 via Bull in the Hollow to the canal. VA held that this had considerable use as a potential multi-user 'bypass' to Loughborough as, beyond the canal it linked with Moor Lane / Allsopps Lane and on the other side of the A6

with the Woodthorpe-Mucklin- Woodhouse track. It was suggested we should again try and get Parishes to claim their unrecorded Jitties etc

FIELD WORKERS – MM reported they had a dedicated team working their way through the Oadby, Stoughton, Houghton areas and probably had two more years work to do.. They had been looking at some of the permissive routes but it was felt that these were unlikely to produce new routes unless one had strong historic evidence. The Stoughton Estate (ex Co-op) has given the Fieldworkers access to the estate records which has opened new lines of investigation. Farmcare run the estate but the Wellcome Trust own some of the land which is earmarked for development. MM felt they were developing techniques which could eventually be rolled out to a wider area. They had been surprised to find themselves looking into paths off our unprotected list which were well known and it was agreed these should be low priority and that our new retrieval system should have routes prioritised to a larger extent. It was also felt that it was pointless looking at lost ways where there is to be a major development as in such cases even protected routes are not safe. PL advised that, on large developments of this kind, it may be better to rely on negotiations within the planning system to deliver a network of off-road routes. VA and RD said it was important for them to provide outlets to the wider countryside and existing rights of way network. By and large developers only provide equivalents to the PRoW that are there, so it is important to try and negotiate multi-user routes. RD said LLAF always asked for multi-user routes.

BRIDLEWAYS RESEARCH - VA reported that she was currently working on BW claims for:

- a. Pastures Lane, Donisthorpe + track through the old Oakthorpe Pit to Pastures Lane. This is mainly via user evidence with some supporting historic evidence.
- b. Help Out Mill, nr Odstone. This is via evidence of use of an old railway (to Heather) and a FP from the Mill to the Odstone-Newton Burgoland road, recently closed to riders by a new landowner. VA had been looking for a potential old road on the line of the railway but, after searching through 2 or 3 unbuilt railways, she had found the relevant strip map but the field boundaries did not support her road thesis but she had found that the FP was on the line of an old road and another E-W bridleway.
- c. W69 at Leire used to be signposted as a BW and the historic evidence is for road. No local riders were able/willing to give evidence of use so she was proceeding via Statutory Declarations from some elderly residents re the track's repute.

COUNTY RECORDS OFFICE – work being done there was advised and it was noted that the Chairman was working his way through records of old railways not all of which were built. He feels he has discovered a lot of potential routes.

FUTURE MEETINGS – The next scheduled working meeting is to be at County Hall (subject to room availability) on November 15th, 2.30 – 4.40. It was also decided to bring all the volunteers together for an evening meeting to see what progress is being made and share good practice. RD to book a room at Glenfield Parish Council on Thursday November 29th, 7.30 – 9.00

It was further agreed that at the next working meeting MM would give a demonstration on the use of LIDAR and that Jack Cornish of the Ramblers London be invited to attend the evening meeting. MM said his Group had been using LIDAR ground-searching radar in its field surveys revealing hidden features and if a claim went to Public Inquiry this evidence would be extremely valuable where the exact route of a old track could not be found on the surface.

It was also suggested that the working meeting at the start of next year should invite Geri Coop of the BHS to talk to us.

The meeting closed at 4.25

FOOTNOTES

1) It transpired that 2 days before the meeting Stan Warren had suffered a major heart attack and was in Clwyd Hospital Intensive Care under a medical induced coma. Future plans agreed in the meeting are of course to an extent dependent on his health at the time.

2) An invitation has been made to Jack Cornish and two members have said that Thurs 29th is difficult so provisionally we have reserved GPC for the 27th or 29th November and need to assess numbers and decide later on which night

HOFF Access & Connectivity Sub-Group 29.10.18 report.

Black to Green project formally ends on 31 Jan 2019. Bethan Scragg finishes working at Christmas. Another meeting of the sub-group is proposed in mid-December to wish Bethan *bon voyage* as well as to look at the maps/plans being prepared by Zoe (see below).

Zoe Sewter is working (part-time) for National Forest Company on Access across the Forest so will pick up on the few items that have not been completed. Volunteers will have to take charge of various schemes.

The pattern for future HOFF Working Groups is likely to bring the Landowner Group closer to the Access Group.

The 7 Interpretation Hubs have been installed with impressive steel screens relevant to each locality. £20K from B2G funds has been given to improve car parking at the Thortit Pit hub. [A BW claim based on use, through the car park to Pastures Lane and for Pastures Lane to Willesley Woodside will shortly be submitted to LCC.]

Planned Links:

- The Measham Rd to Moira Furnace link is complete and the Hicks Lodge to the Furnace link is progressing alongside the house-building.
- The Hicks Lodge to Ashby link via the Shelbrook Cattle Arch has not been progressed by the FC; the farmer may be obstructive!
- The alternative route for the **Ivanhoe Way** through Hicks Lodge is now complete and signposted. The signposting in Hicks Lodge has been refurbished courtesy LCC.
- The Willesley to the Woulds Heritage Trail link has made little progress.
- No progress on a Conkers to Rosliston link although volunteers are trying to put together a practical route; unfortunately Jenny Southwell has now left DCC.
- The Maybury to New Albion link is dependent on planning permission. The Moira Village Hall to Maybury Wood link is dependent on the new restoration scheme for New Albion quarry.
- Reservoir Hill underpass is dependent on Mike Ballantyne's negotiating skills to find future maintenance funds so that this vital link for the non-motorised can be preserved.
- Minorca Mine restoration has not produced the PRoW expected but LCC are negotiating with the owners of Wynns Wood for a BW to Snarestone [which has good BW links to and round Diamond Jubilee Wood].

Aspiration maps for the Forest are being finalised by Zoe Sewter, based on recent consultations. These will be the base for funding bids. Making the NF website easy to use and informative was felt to be essential. Any user group with disconnected routes needs good information on where they are allowed to go. The disabled are in particular need of precise information about what they will have to negotiate.

HOFF Access & Connectivity Sub-Group Meeting, 13 December 2018 – Report

This meeting was scheduled to say goodbye to Bethan Scragg as the Black to Green project finishes. She is taking up a job with the National Trust and we all wished her well.

Bethan presented a report on the October workshops facilitated by Shephard & Moyes Ltd with 5 of the HOFF working groups. This looked at what had been achieved, what had not been achieved or had not worked, under a number of headings, and then looked to the future by identifying key learning which will be useful for future projects and set out a 5-year strategy. These were put into a matrix:

Low/impact/low resources
4 items

High impact/low resources
11 items

Low impact/high resources
No items

High impact/high resources.
10 items

Many of the specific points related to information availability, not just signage on the ground (although that is not perfect) but getting advance “*where can I go?*” information about the planned activity – whether walking, horse-riding, cycling or if disabled.

There was a long discussion on this, highlighting that OS mapping does not show everything available (mostly due to the complexity of the law, that some access is permissive or time-limited, and how this impacts on OS publishing policies), and the difficulties of keeping websites relevant and up-to-date. Horse riders and the disabled are frequently overlooked when information boards or websites are designed/written.

The paper included a number of targets that are specifically welcome to riders, cyclists and possibly the disabled, such as dealing with the many changes of status by upgrading the lower to the higher (FP to BW), extending connectivity in all directions, particularly by multi-use paths between each settlement and each of its neighbours and all-user access being part of the design brief for all new links.

There was then a review of the original Priorities, based on a 2011 map tabled by Samantha Ireson (LCC)

- A. Hicks Lodge to Moira Trail link at the Furnace – almost achieved
- B. Hicks Lodge to Ashby link – awaiting outcome of negotiations with landowner to add FP (although the original intention was for cycleway if not BW).
- C. Hicks Lodge & Willesley Woodside to Moira Trail link via Thortit/Oakthorpe Pit and Pastures Lane – awaiting submission of BW application based on user evidence (imminent).
- D. Conkers to Rosliston link – in Derbyshire and no representative from DCC or SDDC comes to these meetings. Possible problems with Rosliston.
- E. Maybury to New Albion link – reported that tipping at New Albion is finishing so the restoration plan needs revisiting.
- F. A42 crossing links - now also need to be “defended” from HS2 which will closely shadow the A42.

Those present were asked to take the map home and suggest a new list of Priorities for the next 5 years.

Date of next meeting TBA.



River Soar & Grand Union Canal

**MINUTES OF THE MEETING OF THE RIVER SOAR AND GRAND UNION CANAL
PARTNERSHIP
WEDNESDAY 10th November 2018 AT 10.00AM
The Dock, Pioneer Road**

Present:

Mrs Christine Radford CC (CR) - Chair, Leicestershire County Council
Cllr Adam Clarke (AC) – Leicester City Council
Louise Davis (LD) - Leicester City Council
Anne Provan (AP) - Leicester City Council
Fiona Walker (FW) - Leicestershire County Council
Claire Install (CI) – Leicestershire & Rutland Wildlife Trust
Sylvia Wright (SW) – Charnwood Borough Council
Vikki Candlish (VC) – Environment Agency
Ian Underwood (IU) – Trent Rivers Trust
Andy Oughton (AO) – LOPC/British Canoeing
Andrew Shepherd (AS) – Inland Waterways Association
Michael Handford (MH) – Melton & Oakham Waterways Society
Peter Williams (PW) – Leicestershire & Rutland Ornithological Society

In attendance:

Helena Edwards (HE) – Leicestershire Local Access Forum (observer)
Hayley Hudson (HH) - Leicestershire County Council (minutes)
Jon Vann (JV) – Riverscape Environmental Consultants (presenting)
David Beale (DB) – Leicester City Council (presenting)

1. Welcome and introductions

CR welcomed everyone to the meeting. All attendees made their introductions.

2. Apologies for absence

Cllr Eric Vardy – Charnwood Borough Council
Matthew Bills – Harborough District Council
Alex Ward – OWBC
Phill Turner – Blaby District Council
Simon Papprell – Canal & River Trust

3. Approval of the minutes from the previous meeting

The minutes of the previous meeting were accepted as a true record of the meeting.

4. Matters Arising

There were no matters arising.



5. Leicester's Waterside Development

DB introduced himself and gave a presentation on Leicester's Waterside Development (attached to the minutes).

DB began with a summary of riverside developments achieved so far, including improvements to the towpaths through the city, and enhanced facilities for boaters, such as the moorings at Friar's Mill and Memory Wharf. He went on to explain the progress of the Waterside development and the developers that are on site. He explained that the development will include a 'super crossing' similar to that at Leicester Railway Station that will give better walking and cycling links to the area from Highcross. He detailed the variety of residential properties, leisure facilities and public space and explained that the redevelopment of the Great Central Station building will help connect the waterside area and provide a clear route..

He also showed plans for the Space Park that the University of Leicester will be building as a centre for space technology. It will create around 300 jobs and provide education for 150-200 students. This will be an important part of the national space structure.

DB also showed the layout of the new Cardinals Meadow environmental enhancement scheme, which will see an area adjacent to the riverside become a public green space and protected wildlife area.

DB said that there is £250-270m of development under contract/construction and that there will be a massive change along the river corridor in the next 5 years, especially around access to waterways.

PW asked what the term 'super crossing' meant and DB explained that it is a very broad crossing that gets people across in one go, giving pedestrians a comfortable environment to cross.

PW then asked if there are any plans to include swifts into any of the developments discussed. DB advised that the city council's work in the Waterside development includes a comprehensive wildlife strategy which will include swift/bat boxes. DB was unsure if the private developments would include provisions for swifts. AP said that they have two environmental officers in their team and they fully consider aspects such as these and include enhancements where possible. CR asked if AP could check and confirm whether swift boxes are being included for the projects, as they need to be considered in the first stage of the process. FW and PW confirmed that swift bricks need to be built into the design and aren't something that can be added afterwards. CI pointed out that LRWT's offices are located within the Waterside Development area and they are keen to help with environmental improvements that can be made through the development.



PW stated that he thought the Space Park looked intrusive on the surrounding area. AP reassured that the development will be contained within the raised area and won't be intrusive; it's completely separate.

As there are residential properties within some of the developments, SW asked how they plan to link cycle routes and what else has been built in for leisure and sports etc. DB advised that there is a clear strategy which sets out where youth and cycle access is, making it easy for people to get from the city centre to the site. SW asked if some of these were natural trails and AP confirmed that they are.

Rally Park is currently underused and with the development included around 3000 households, they expect that usage will increase significantly. CR questioned whether the development would include affordable/social housing and DB stated that the LCC Phase 1 project is actually slightly exceeding the affordable housing target. The private led developments are not under any obligation to provide affordable/social housing and will instead focus on build to rent properties.

CR asked what the timescale was and DB explained that Brexit may have an impact but the first stage of construction is due to begin in a few months' time.

CR thanked DB for his presentation and said it sounded as though it's going to be beautiful and really put Leicester on the map.

6. EA Flood Management Plan

JV introduced himself and gave a presentation on the EA's Flood Management Plan (attached to the minutes).

JV provided an update on the number of properties at risk of flooding around the River Soar; 2000 in total, and the strategic overview for this. He then detailed projects that had been completed/were currently under construction. These included works along the River Soar in Aylestone, Belgrave and the re-routing of the national cycle route along the river via a flood culvert. This is now due to open 24th October after experiencing delays due to issues with major utilities running through the site.

Upcoming projects include the development of Pioneer Park; flood management work is being undertaken and people won't be able to see the defences as they will be designed into the landscape. There will be a green buffer between the buildings and park.

Another upcoming project is Cardinals Meadow on Abbey Park Road; this is 80% floodplain and therefore not suitable for housing. The aim is to enhance the wildlife and create wetland instead to improve the feel of the area (starting Jan/Feb 19). AO asked if they would be changing levels and JV confirmed that they would be, but the footpaths would be unaffected.



JV then described the upcoming project for Repton Street. This is currently a derelict site where they plan to add a riverside cycle path on a lower level to that of the buildings in order to prevent them flooding (act as a barrier). PW asked if this meant that additional flood pressure would just be moved elsewhere and JV confirmed that was correct. He went on to explain that part of the strategy is to look at how they can create a floodplain elsewhere, such as at Aylestone Meadow. This would be making better use of an already used nature reserve, whilst increasing the flood storage. Work will possibly start around Jan/Feb 2019.

JV informed the group that they were also planning to adapt the levels of the carpark at Marsden Lane, Aylestone to achieve flood protection without having to build a structure.

CR thanked JV for his presentation and asked that he provide a copy of the slides to be sent with the minutes.

MH commented that coming to Leicester by boat was difficult and stated that the back river is ignored and could benefit from dredging. JV said that they had done testing on this and found that it has little benefit. VC added that it wasn't a permanent solution and that they needed to look at more sustainable options as dredging is expensive. AP said that there is still an urgent need to dredge the navigable areas as they are the worst she's ever seen. PW then raised that after a flood, Watermead is covered in debris; a lot of which is plastic, and asked if there were any initiatives to help combat this. JV said that this has been a talking point for a long time and that they have considered litter traps, but this can cause blockages resulting in more flood risk. JV said that they need to come up with a scheme(s) and that it can't just be in one area (e.g. at the end of the system); it needs to be a strategic approach. CI asked that her team be included in the discussions.

AP said that what was good about the projects is that it is more natural work (landscaping etc.) but work on brooks is hard engineering; we need to try and consider more natural solutions.

AC commented that the consequences of not doing the work are higher than the problems encountered in actually doing the work. He said that the Partnership is working well on this.

CR added that they all need to work together to alleviate the problems and encourage people to enjoy these areas. CR thanked JV again and said that when it's all done, it will be beautiful for both wildlife and the public.

7. Feedback from Partners

PW informed the group that the reed bed project has been unsuccessful for WEG funding, with no reason given, but funding should still be available through the



Severn Trent enforcement funding, being administered by the Trent Rivers Trust. He is still waiting to hear about this funding.

CI told the group that their dedicated officer is working on the strategy for the coming years, as well as setting up more partnerships.

In regards to DB's presentation on the Waterside Development, AS suggested that they should incorporate visitor moorings and that he would be happy to help and provide advice on this. AS then went on to say that he has complained about the dredging issue from Foxton to Leicester and the reason given was that the maintenance isn't a high priority due to the low volume of boats that use the route. AS said that this was a vicious circle; people aren't using the route due to the fact that it needs dredging.

IU thanked the committee for inviting him on board. VC thanked JV for his presentation.

FW advised the group that she still has River Soar Trail leaflets available if anybody would like some.

AC and CR advised that they had no update for the partners.

LD informed the group that the River Monster project was very successful. Children collected litter from the river and then designed and constructed the 'monster' to highlight the litter issue. The 'monster' started at Abbey Park, then to the Space Centre and is now on its way to Aylestone. This has received good press and is the start of a micro plastics project with Leicester University.

MH provided an update on the Melton outer ring road and said that there is no provision for a culvert. They are currently briefing a barrister in case it needs to go to the High Court.

AP advised that she had no update for the partners.

In respect of the proposed Soar Island, AO said that this is a good opportunity to provide portage points for canoes. AO then advised that the Outdoor Pursuits Centre had their first autumn open day that around 600-800 people attended, paying £1, to do activities on the river. AO went on to explain that they've experienced issues at Watermead with rangers denying access to the open water and said that he hopes to talk with someone regarding this soon.

SW stated that she was very impressed with the level of partnership working and that she was looking forward to 'diving in' and getting more involved. CR said that SW was welcome to come along to future meetings as they're interesting and worthwhile.



JV didn't have any further updates for the group.

SP was unable to attend the meeting but sent the following update:

SP reports that following a restructure of the regions, the River Soar and Grand Union Canal fall within an enlarged East Midlands region (previously Foxton fell under our South East region) headed now by a new Regional Director Phillip Mulligan, with a new Regional Advisory Board Chaired by Anil Majithia, who also sits on the Leicester & Leicestershire LEP.

Projects

- A bid to the Arts Council is being made to extend the waterside arts engagement project Hinterland (part of the national Arts in the Waterway programme) which the Partnership had a presentation on at the last two meetings
- An initial €200,000 bid submitted for European 'EAFRD' funding to upgrade the towpath between Aylestone and Kilby Bridge, has been approved for progression to a full submission this December. SP has secured some match funding to contribute to the bid but the endorsement of the Partnership is equally important. Also through discussions with Everards relating to a canalside development in Glen Parva, a figure of £50,000 has just been agreed with the Canal & River Trust for access rights over Blue Bank Bridge which will be utilised for towpath improvements and incorporated into the EAFRD bid.
- SP had submitted a £949,000 bid for a Fish Pass on a weir at Ratcliffe on Soar, to DEFRA for a Water Environment Grant. This has got through the next stage of approvals, and is now being supported by £12,000 of funding from the Trent Rivers Trust for education, interpretation, and promotion work.
- Work is being done to resolve utility connections to provide facilities at the newly developed Memory Lane Wharf moorings by the Arena, which is now also home to the Council's Green Life Boat
- The surfacing work on the Phase 3 towpath scheme by Belgrave is now complete and bank work being undertaken, additional mooring rings requested by the Inland Waterways Association (IWA) will be installed too

Engagement

- Year 2 of the Leicester Young Ecology Adventurers programme successfully completed with c20 young people from Leicester's Somali community gaining the John Muir Award following a programme of activities centred on the waterways in Leicester. The group (SOCOPA) are now looking for funding to continue the programme in future years
- Diwali Day at Limekiln Lock – the lock will be closed from 3pm on 7th November as part of our "Lighting up Limekiln Lock" event. We will be floating boats made at the switch on event, and other sculptures created by the local community to encourage Diwali visitors to the waterway
- Presented closing speech at Voluntary Action Leicestershire's annual conference and been liaising with Leicester City Council's walking & cycling team regarding events, and the health & wellbeing strategy team over opportunities for promoting the waterway corridor to link activity sites
- There are 'Stoppages' planned on the waterway at Kings Lock from 05/11/18 - 14/12/18 and Kilby Lock from 05/11/18 - 14/12/18
- SP adds that there's certainly no lack of activity on the Waterways! Any queries please feel free to contact him.



CR confirmed that the dates for the next meetings have been provided and asked that any offers of venues be sent to FW.

AP asked for suggestions of future agenda items. She said that a regular update from EA would be worthwhile. AP also said that she and FW were looking at the Action Plan for 2019 onwards and would report back on progress.. AP then explained that the Urban Buzz project is about pollinator habitats; currently in Leicester City but looking at developing a new project along the river and canal corridor. AP went on to say that the River Soar Trail leaflets were a starting point and they needed to think about what further work could be done to develop the River Soar Trail; add as future agenda item. Boating opportunities and tourism potential along the river corridor should also be discussed and added to future agenda items.

8. Date and agenda items of the next meeting

The dates of the next meetings are:

- Wednesday 6th February 2019 (10:00-12:00) – Venue TBC
- Wednesday 5th June (10:00-12:00) – Venue TBC
- Wednesday 9th October 2019 (10:00-12:00) – Venue TBC

Future agenda items:

- EA Update – Funding and flooding consultation
- RSGUCP Action Plan 2019-22
- Urban Buzz Project
- Boating Opportunities
- Tourism Potential

Action Log

Action	By	Status
Identify suitable venues for future meetings	All	Ongoing
Identify future agenda items	All	Ongoing

NATIONAL FOREST ACCESS & RECREATION GROUP

A lot of their endeavours continue to be the Charnwood Forest project but they have assisted the Woodland Trust acquire large new plot on the edge of the QEII woods near Ravenstone

The next National Forest Walking Festival is already being planned for next

Roy Denney, National Forest Representative

CHARNWOOD FOREST REGIONAL PARK

I continue to serve as a member of the board of the regional park. I am also on the steering group of the Local Nature Partnership project looking to protect, promote and enhance the park. The National Forest is the lead partner in the project and the team have just recruited I high profile independent chairman to steer us through the project. By the time of our meeting I will have met him.

Contracts have been issued to a number of organisations to handle aspects of the project.

Roy Denney Representative

**MINUTES OF THE MEETING OF THE CHARNWOOD FOREST REGIONAL PARK
BOARD MEETING HELD IN ROOM 907 IN ANSTEY FRITH HOUSE
ON THURSDAY 4TH OCTOBER AT 2.00PM**

PRESENT

Cllr Huw Williams, H&BBC	Cllr HW
Cllr Christine Radford	Cllr CR
Cllr E Vardy, CBC (Chair)	Cllr EV
James O'Brien LCC	JO'B
Vicky Cormie, LCC	VC
Fiona Walker, LCC	FW
Claire Install, Leicestershire & Rutland Wildlife Trust	CI
Kate Fenney, NWLDC	KF
Dr Julie Attard, National Forest Company	JA
Roy Denney, Leicestershire Local Access Forum	RD
John Everitt, National Forest Company	JE
Matt Bradford, CBC	MB
Martin Peters, Leicestershire Promotions	MP
Neil Rudge, Natural England	NR
Peter Tyldesley, Bradgate Park Trust	PT
Sam Lattaway, National Forest Company (Vice-Chair)	SL
Helen Smith, National Forest Company	HS

1. APOLOGIES

Cllr Trevor Pendleton, NWLDC	Cllr TP
Chris Traill, CBC	CT
John Howells	JH
Ian Nelson, NWLDC	IN

2. ELECTION OF CHAIR AND VICE-CHAIR

Cllr EV asked SL to lead on this item. SL informed the Board he would be stepping down as Vice-Chair and re-election is needed for both roles. SL proposed Cllr EV to continue as Chair for the Board. He asked the group if there were any other proposals for the role. There were none so Cllr EV happily accepted and was re-elected as Chair.

Cllr EV then asked the Board if there were any nominations for the role of Vice-Chair. VC proposed PT for the role, Cllr HW seconded. PT was happy to accept the nomination and the Board were all in favour that PT would become the new Vice-Chair.

3. MINUTES OF MEETING - 24TH NOVEMBER 2017

Cllr EV pointed out that the previous minutes were when they were a Steering Group, so this was a new meeting now they have become a Board. The minutes were agreed and accepted as a true record of the meeting.

4. **MATTERS ARISING**

There were no matters arising.

5. **CHAIRMAN'S REPORT**

Cllr EV began the Chairman's update by saying that the Board was entering an exciting time with the beginning of the development phase of the bid and that JA had prepared a presentation that would show how this phase is going to be brought together. He said that the project was going well but it's vital that the partners continue to co-operate to support the bid. The Chairman also gave thanks to Paul Tame for all his hard work as he has now retired from his position within the partnership and is being replaced by Simon Fisher.

6. **TERMS OF REFERENCE**

FW presented this item. FW talked the Board through the new terms of reference, highlighting the amendments. The name has changed due them now becoming a Board. The amount of time the Chair must serve has now changed to 3 years and the Relationship with the Landscape Partnership Scheme Steering Group is a new item.

PT asked if they should make a provision for the new Chair of the Steering Group on the Board, or should this be kept separate.

Cllr EV asked for everyone's thoughts on this.

The Board discussed the pros and cons of inviting the new Chair to attend the Board meetings. The majority thought that the new Chair should be given the option to attend and if anything was being discussed that was confidential, or there was a conflict of interest, they could leave the room for that item.

Cllr EV asked the Board if they were all in favour of inviting the newly appointed Chair to attend the meetings. The Board were all in favour and once the Chair is appointed they will be added to the Membership.

7. **HLF BID (Presentation)**

JA was asked to present her presentation regarding the HLF Bid. She pointed out that there were some decisions needed during the presentation, Cllr EV said he would pause the presentation and ask for decisions when required.

JA began the presentation by talking about the Development Phase and Contracts. The second phase bid for funding is due to be submitted at the end of September 2019. This will be evaluated at national level, not regionally, as was previously the case. JA asked JE if he had anything to add regarding the bid.

JE said that this submission had to be the best it could possibly be to improve its chances of being successful, due to the funding being more competitive, but he believed they were in a strong position to be granted funding.

JA went on to say that she and SL were due to meet with the Environment Agency regarding the natural flood management contract. It is hoped that they will add to the delivery phase match funding. JA had had some contact with VAL (Voluntary Action

Leicester) but they weren't quite getting what they wanted from them, so they need to make sure they are committed.

JA then discussed the Landscape Conservative Action Plan (LCAP). She will begin writing the LCAP in the next few weeks and will be contacting partners with specific requests for short contributions. SL said that it was important to keep these minimal to around 500 words.

JA explained that some input was needed from partners around the 'Built from Volcanos' projects and asked whether partners could help to identify buildings on the at risk register, ideally in publicly accessible locations, which might benefit from limited repairs. This could also include stretches of dry stone walls.

JA informed the Board that the Steering Group have scheduled a one-day workshop on 20th March 2018 where the LCAP will be read in full and discussed. .

The next area JA covered was regarding match funding from Partners. Match funding commitments from partners must be confirmed before submitting the bid.

JA asked the Board if their organisations could provide a firm commitment to the match funding.

VC said she would speak to the teams providing match funding for projects and confirm budgets.

Cllr HW said that HBBC's budgets are agreed around August/September time, so he would put a request in to see if funding could be confirmed for the delivery phase.

MB said their budget is put together around October/November so they will build it into next year's budget.

Most of the partners had not yet confirmed their match funding commitments. JA asked if everyone could provide confirmation, as match funding was crucial to the success of the bid.

Cllr EV asked the partners to all agree to take this away and have a look at their budgets and communicate their funding to JA. Cllr EV asked JA to remind partners of their original commitments and when they need approval, and asked partners to confirm that the financial commitments they have agreed will be included in their future budgets. First year (2020-21), at a minimum, budget commitments need to be confirmed with JA by April 2019.

JA asked for 2 decisions to be agreed: -

- Do partners agree, as a minimum, to the timescale for secured funding for the first year and in principle funding for years 2-5? Agreed.
- Will partners agree to look at their budgets to identify whether they can bring in any additional match funding? Agreed.

The next part of the presentation was regarding Governance. The closing date for applications for the post of Chair of the Steering Group is the 16th October, JA would like the Board to approve the panel. The panel is to consist of Julie Attard, Sam Lattaway and Chris Traill of CBC. RD suggested they nominate a reserve panel

member. PT was nominated and accepted the role to be the reserve panel member. The Board agreed the panel.

The next slide was regarding outcomes of the Landscape Partnership Scheme. These were the elements needed to measure the progress. The Board discussed the different outcomes. Cllr EV thought it would be a good idea to include a standing agenda item regarding the outcomes. The Board agreed the outcomes although some amendments and additions were required. JA said she would make the amendments and make sure HLF outcomes were included.

8. DATES FOR FUTURE MEETINGS

The Board agreed that the next meeting should be around April/May 2019. JA to set date.

9. AOB

Cllr EV asked for AOB.

Cllr HW commented on how there was a distinct lack of young faces at the Stakeholder Event and no BME attendees. The Board discussed this and how they could engage younger and BME residents. JE said the VAL outreach work should engage a larger variety of communities and the Charnwood Youth Council was suggested. JOB also offered to pass on the details of the County Youth Council contact to JA.

The meeting concluded at 15.40.

Hinckley & Bosworth Borough Council

18/00843/FUL Woodland Farm Wood

27.9.18

The Leicestershire Local Access Forum (LLAF) would wish to comment on the current application for a major change of use of a site within the National Forest

This is a very popular walking area being comparatively near urban concentrations and giving access to the neighbouring Hollow Oak Wood, Burroughs Woods, Peartree Woods and Martinshaw Woods. There are currently well used paths around this tranquil area and this application will bring a different sort of user into the area with adverse affects for **the** other users and the wildlife in this extensive woodland block. We are already seeing some of this in that the site has been being used for camping without planning permission.

Local enquiries have suggested that this has **already** resulted in problems for walkers with tents pitched on the paths.

The R49 bridleway, up the west side of the wood, would, it would appear, provide the vehicular access from the Desford road. As the site is one quite large field back from the road, this will mean vehicles will be sharing the track with riders, walkers and cyclists for quite a distance. If you are minded to approve, passing places will be needed. There is already a lot of existing traffic along the 360m of this route to the road and if you add in the construction traffic this track is going to suffer to the detriment of other users.

Footpath R43 running E-W across the top of the site only touches it briefly and should be accommodated

It is part of our remit to encourage people to use our paths and open spaces for their general health and well being but certain activities having negative impacts for other users should be resisted.

We feel that this application should not be approved bearing in mind the greater good for the majority of users.

It is in any event outside the built up area and any construction can hardly be described as in support of an agricultural activity

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.

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.

Ministers have advised that in particular forums were asked to focus on the impact and options for minimising possible adverse effects of development proposals in respect of future public access to land

To the best of our knowledge these woodlands were created with public funds under the National Forest Tender Scheme and these current plans would not have been in the application for those funds. We understand that the applicants claim the development will not affect the agreed public access but it is hard to see how this can be so as walkers and horse riders will inevitably be put off by all the activity inherent in the proposal. in any event there is mention of a bund round the site presumably to keep the public out during the build phase which could be a long period

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**Contributions to Annual Report of the Leicestershire Local Access Forum
(LLAF) 2019**

Chairman's report

During the last year we have offered advice to a number of local authorities and major developers to try to secure the best possible outcomes for all users of rights of way and open spaces. We continue to be represented on various relevant organisations, widening our sphere of influence and invite major organisations, developers, etc., to our meetings to facilitate positive discussions.

Our advice to local government is on their strategic plans and substantial planning applications which could impact on rights of way or afford opportunities to improve the network.

We have also continued to promote and encourage more people to use rights of way and open spaces for their general health and wellbeing, and sustainable travel to the benefit of the environment.

We have an ongoing dialogue with HS2 and also the early stages of one with the potential new Rail/freight interchange by Burbage Common.

We also occasionally invite large organisations and developers to our meetings to see how we can assist them and members of the Planning and Travel Committee do site visits where justified. We comment on substantial planning applications which could impact on rights of way or afford opportunities to improve the network.

Three members while not directly representing the Forum do have ongoing meetings with the bus companies.

We continue to monitor the Network Rail crossings situation and await a public enquiry into one at Barrow upon Soar which we have vigorously opposed.

The Network Opportunities Committee and its Unrecorded Ways Sub Committee work to enhance the network of the public rights of way as opportunities arise and monitor open access land and higher level stewardship schemes. The sub-committee was created to organise a project to identify unrecorded ways and seek sufficient historic evidence to submit an application for a route to be recognised as a permanent public right of way. We set up the processes and collected the base data and have staged training taster events to encourage volunteer researchers. This was done by the sub-committee during this period of intense activity but has now been returned to Network Opportunities for the ongoing progress. We have a team of volunteers researching specific areas or routes and these people have been recruited from various user groups and organisations. The main players have been co-opted onto a working party who meet from time to time.

This group has a budget for research purposes made up of donations from several user groups with a contribution from the County Council. One member of the LLAF acts as the archivist to this project another provides the secretarial requirements and a third is responsible for the funds. Payment from the fund requires the authority of 2 from 5 named members of the LLAF.

Charnwood Park Regional Park

The Forum are represented on the steering group of a landscape partnership project funded to date by the Lottery. This is a major project that will enhance and protect the regional park, boost the local, economy and improve access for all. The unique natural and cultural heritage features of Charnwood Forest will be managed and promoted on behalf of the Charnwood Forest Regional Park and one member of the LLAF is on the board of that

organisation. The aim is that the Regional Park be recognised as an essential asset of the growing communities in the Derby, Leicester and Nottingham areas now and in the future. Funds have been provided to pay for professional support to work up the project and unless something goes wrong in this stage another £3,000,000 should be coming our way from the Heritage Lottery Fund

Forum Recruitment

During the last 12 months we have lost 3 valued members and working with Officers of Leicestershire County Council we are actively looking to recruit new members to complement the Forum.

The Forum seeks to be representative of all interested in the countryside; including land owners and managers, user groups, casual visitors and environmentalists but whilst we can have up to 21 members some sectors are not represented. We have three elected members (local authorities) and 18 other interests. Members the Forum wear many hats and we are all interested in the environment and many of the aims of the Forum but there are gaps. We do not have anybody particularly interested in motor sport, members of the ethnic minorities or the younger members of society.

The Leicestershire Forum meets about five times a year formally so it is not a great demand on members' time although members with the time do work between meetings on the various projects and work of the committees.

John Howells

An old hand

We occasionally invite large organisations and developers to our meetings to see how we can assist them and members of the **Planning and Travel Committee** do site visits where justified. We comment on substantial planning applications which could impact on rights of way or afford opportunities to improve the network. Our work often entails us doing legwork and encourages us to get out and about

We have also continued to promote and encourage other people to use rights of way and open spaces for their general health and wellbeing, and sustainable travel to the benefit of the environment.

Having served on this Forum since its inception I appreciate the doors it has opened and the many people I now know working to similar ends in various organisation. This cross fertilisation helps all bodies whether within the membership or outside groups.

Roy Denney

A new girl

As a relatively new LLAF member I have been interested to see the breadth of the work it undertakes. This year the depth of local knowledge that exists in the membership, and the sheer amount of work put in by key committees and leaders, has been most obvious in the highly detailed response to the HS2 route through Leics.

Behind the scenes, the research of historical records, done in particular by Stan Warren and his helpers, has been interesting, and something I hopefully may be able to learn more about, and join in with.

Helena Edwards

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22nd November 2018

**HS2 Leicestershire - Further advice from Leicestershire Local Access Forum (LLAF)
In response to the consultation [hs2-phase-2b-working-draft-environmental-statement](#)**

Thank you for the opportunity to visit you and discuss your latest plans, I trust you found our contributions useful. We will formally put our suggestions down as part of this consultation and have discussed the plans and our suggestions with our colleagues on the Forum.

The Forum covers members interested in all aspects of the use of the countryside including the user groups most affected by any disruption of the rights of way network. The three of us who met with you are members of the Leicestershire Bridleways Association, The Leicestershire Footpaths Association and the Leicestershire & Rutland Area of the Ramblers Association.

As we mentioned during discussion, the legislation to cover the development, when enacted, will almost certainly give you powers to make changes some way out from the track bed to facilitate an attractive approach to the remaining crossing points and we highlighted examples of where this could apply.

In some areas you were considering diverting when in reality without a bridge or underpass some spurs will be redundant and could be extinguished

We also made the point that wildlife underpasses are needed at several locations to facilitate migrations between populations. We do have concerns about the environmental impact and trust that every possible step will be taken to minimise the impact. The draft environmental statement indicates that nineteen pockets of ancient woodland will suffer direct loss with a further eleven likely to be subject to indirect damage. These woods are invaluable habitats providing home for many rare species and we can ill afford to lose them. You are to plant replacement woodlands but they will take centuries if ever to become rounded eco-systems unless planted alongside the existing remaining ancient woodland.

We would strongly recommend that the plans be revisited to ensure new plantings can benefit from the gene pool of neighbouring existing woodland.

On specifics, we will cover matters from the Measham area northwards as we did during our meeting.

Dingle Lane, bridleway Q19, is cut by your route and was to be stopped up with a very long diversion to a crossing point (Salt Street) and no return to the route the other side. An underpass had been discounted as there was insufficient headroom for a horse and rider but we pointed out that any underpass would only be needed at a height to allow a horse to walk under it as riders can dismount and walk their animal through. Even with the provision of mounting blocks this could be created at modest cost. Were the route from Appleby Parva to go over the Salt Street Bridge it would leave the footpaths over the other side of the M42 rather redundant. We therefore suggest a modest underpass along the original line and that path Q20 be upgraded to a bridleway.

As for the realignment of Q4A (Salt Street), this seems satisfactory but we would recommend that the bridge has solid high parapets in line with other railway bridges carrying vehicles and horse traffic

Footpath Q12 from Appleby Magna Church to the A444 Atherstone Road is not attractive as indicated. Certainly access from the re-aligned Atherstone Road at Bowleys Lane is sensible but walking the big dogleg is not. We would suggest

that the Q12 be extinguished from where it meets Q4 to the proposed line, provided that there is a pedestrian footway along Bowleys Lane, preferably behind the hedge. Diverting earlier would shorten the overall diversion, going from the FP junction along the hedge, then crossing through just before the little pond and down western of the two parallel hedges to the sharp bend in Bowley's Lane

Further study of your plans since our meeting has suggested a further opportunity to us which we commend to you. The un-named track from B5493 Ashby Rd, goes over M42 with a track along the east side of the M42 running south to the Q19 bridge and north to the services at Junction 11. This will presumably be used during construction for access to compounds between the M42 and HS2.

Our suggestion is that this route be retained after construction and be dedicated as a public multi-user route (bridleway). It would help vulnerable road users avoid using the Junction 11 roundabout if a route was provided through the services, with a crossing of the (to be realigned) A444 and through Appleby Park Hotel to the (also to be realigned) Tamworth Rd from Measham and the accommodation access to which footpath Q3 is to be diverted

This footpath (Q3) going to the southern end of Stretton en le Field from Rectory Lane, Appleby Magna over the A42 bridge over the River Mease is already unattractive following the cutting of it by the A42 and we feel your suggestions for it make little sense. It would be more logical and useful for it to run aside the new alignment of Rectory Lane until that crosses your track via Tamworth Road and then to go alongside your track to rejoin its original route.

The long New Street Bridge over HS2 and A42 will be increasingly used by non motorised traffic and will need wide 'pavements' both sides to carry these vulnerable road users in both directions preventing them from needing to cross this busy road to reach the only pavement. Visibility is poor here especially with the restricted forward view due to the bridge. Horse riders, in particular, and cyclists 'wearing' powerful LED lights need to travel with the traffic.

Similarly Burton Road will also need safety measures where the NCN63/Heritage Trail is not appropriate. We must facilitate commuting to and from the employment sites.

Walkers and riders coming out of Willesley Woodside on P8 currently access Measham Road via Willesley Woodside. Measham Road is being remodelled (B4116) and it proposed to reroute these people to a very busy road near a roundabout in a dip. The bridleway is a valuable link for all but cyclists in particular as going north it not only links into the Woodland Trust site but beyond it to the Hicks Lodge cycling area and cycle hire facility.

We feel the bridge over your track will have to be engineered to allow them, walkers and riders to be off road on a wide verge. Over and above that we feel that a safer access is needed and whilst it means a fairly long detour we feel that if path P1 is to pass under the track this should be upgraded to a bridleway

O68 has been diverted east of the rail track but there is a redundant spur on the west side. It would be good to see this extended between the track and the A42 to join the new diversion of Vicarage Lane (O70), preferably as a bridleway to link Willesley Woodside to Ashby-de-la-Zouch.

However it is noted that construction tracks will be laid southwards from the A42 over-bridge through the new woodland to the southern end of the cutting, almost on the line of footpath P1. If a bridge could be constructed in this area it could serve both that path and bridleway P8. It would bring the bridleway nearer to the safety of the speed limited section of the Ashby Rd as it approaches Measham and to BOAT P83/Grassy Lane, heading east

We are not convinced that O70 need cross the railway as it appears possible with a minor diversion for it to pass under the viaduct crossing the Gilwiskaw Brook. There is adequate headroom and this would be a much less expensive option.

The extinguishment of O71 in Packington seems unnecessary, as it only requires a slight diversion to go round the pond and under the viaduct

Once across the new line of the A512 path M30 has been diverted but there is no provision for the Beaumont Way - We still suggest diverting the Beaumont Way down the west side of the line but as you have a works compound blocking that option in the short term we acknowledge that this may be some years before implementation. We would like to see a commitment that when works almost compound is removed that the Beaumont Way can continue down to the A512. This is a very popular leisure area, mostly National Forest Tender Schemes funded by public money. The track will unfortunately cut it in half but we think there is an underpass on a historic route not currently on the definitive map. This could provide the crossover point allowing animal movements and creating figure of eight walking opportunities. This is at GR SK388186 and is an existing farm track heading north-west from Rough Park and skirting Birch Coppice.

Production work will interfere with this for a period but it should be available during part of the process and might even allow for the Sustrans route (Beaumont Way) to be temporarily diverted down that line

M56 as suggested is a fairly pointless wide sweep effectively going round three sides of square and in any event ending up on a road which is not a public highway. That road would have to be made a right of way and if it is to be public then it would make more sense to extend M56 directly to that road by its junction with Melbourne Road. This might well involve steps which is not ideal but is perhaps the better option. Better still, in line with our earlier suggestion, the old rail track could be fully utilised and paths diverted to run along it. We have previously pointed out that this option has been the subject of a long-unresolved DMMO claim made by Worthington Parish Council.

Another option is also worth considering. You could presumably use Lount North Culvert to take M56 under HS2 and then round the woods by Smoile Farm to join Melbourne Road by the construction track needed to the new balancing pond.

Near Worthington is footpath M35, which is part of the county council promoted Ivanhoe Way. It has recently been diverted to pass under the A42, a great improvement, and your suggested diversion falls short of the current route. Your alternative of diverting it to Long Hedge Lane creates a bad dog-leg, and involves significant road walking, and has recently been extinguished for that reason. More use could be made of this underpass and / or Long Hedge Lane. M56 could be extended northwards to these points and graded as a bridleway to create a far better route for riders in particular rather than riding up the B587

At Breedon Lodge Farm path M17 is cut and serves no purpose. We would suggest it be diverted to just follow alongside Top Brand. North of your line the part of M17 south of the M16 could be extinguished

The path network between Long Whatton and the new Long Mere Lane needs tidying up. In particular L32 should be diverted where it leaves West Meadow Brook, not going rounds two sides of a triangle, but following the hedge directly to the same point.

Finally, as we reach the Leicestershire / Nottinghamshire border, L60 is to be slightly extended to meet realigned Long Lane Bridge and we would suggest that the footpath, where it goes round two sides of a field in a dog leg, should be upgraded to a bridleway to match the rest of L60. Failing that the new extension should not have any horse restrictive furniture to preclude such an update in the future. Given this is an arable field, a gap rather than any form of gate would be legally adequate and cheaper.

Hopefully these further comments will help. We will submit a formal response to the consultation as well

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