

Notes on the Parish Council/DCC meeting to discuss progress in relation to the Leashaw Landslip.

Thursday May 21st 2026 6.30-7.30.pm
Florence Nightingale Memorial Hall

Cllr Rachael Hatchett, Katherine Hunt Asst Director, John Malinowski DCC Structures Engineer
Six Parish Councillors were in attendance: JS JD, HA, DY, LT, SF.
Councillor Taylor attended as observer.
There were 42 parishioners present.

1. **Joy Stevenson**, Chair of DLH Parish Council opened the meeting, thanking the officers and councillors for their attendance and gave the floor to John Malinkowski who was the officer charged with commissioning the structural solution to the landslip. His talk was illustrated by drawings and summaries.
2. **John Malinkowski's** main points were as follows:
 - the slope had failed in **November 2022** as result of heavy rain and underground movement of water and resultant slump of material sliding over bedrock;
 - In 2024 there had been several **ground research surveys** to assess the exact causes; boreholes had been drilled and inclinometers inserted to measure any additional movement;
 - There was currently **£7m available for Derbyshire landslips** provided by the East Midlands Regional Mayor's office. There were **5** significant landslips in Derbyshire requiring circa **£50m** to rectify. The Leashaw slip was the first priority;
 - A design had been produced in **July 2025** which Severn Trent had rejected as presenting undue risk to the 40" Derwent Valley Aqueduct (DVA) main, part of which runs along Leashaw;
 - This had necessitated a revised design with a different array of bore holes further away from the DVA route. These would now need to be drilled further down the slope with the **drilling machinery being at least 6m away** from the DVA in order to nullify any vibration risk;
 - The slope would have a **30° incline** which complicated the access issue for borehole drilling;
 - There would be **135 boreholes drilled to a depth of at least 10 meters**. The first array, as viewed from the road, would be vertical and 60 in number. The second would be 75 in number and angled towards the road to buttress the first rank of piling. Each borehole would be approximately 25cm in diameter and would contain reinforcement in the form of steel sleeves and pumped concrete. All of the piles would be joined and capped at the surface for further strengthening. The total road length of the reinforcement piling would be 42.5 metres;
 - The area between the road and the piling would be stripped of all overburden down to bedrock as far as possible and **backfilled with 6G aggregate** ie large c15cm pieces of crushed rock which was water permeable. There would be drainage routes through the structure to allow the escape of water. Finally, a geo-textile would be applied over the aggregate and soil backfilled to allow vegetation to re-establish. The original stone wall would then be re-instated at its original height.
 - Mr Malinkowski reported that the **tendering process had produced eight bids**, five of which were non-compliant with the brief. The process was currently in the 'cooling off' period which meant that bidders were still able to refine their bids/challenge the evaluation they had received. It was hoped that the successful, bidder would be appointed next week ie w/b May 25th.
 - Estimated costs had risen: the initial budget of **c£1.2m** needed to be uplifted because of the complexity added by the requirement not to work from the road surface itself and 6m

from the DVA main. **An additional £884k had been sought from the East Midlands Mayor which was now approved, enabling completion of contracts;**

- Severn Trent will not be involved in the reconstruction work; **a new, lower temporary ramp will be required to enable access to the drilling area.** This had necessitated further negotiations with the landowner and the issuance of a licence for the work;
- **There had been slippage in the project:** it was approximately two months behind the Gantt chart produced in early 2026. It was now projected that the work on the slope would take 21 weeks and the reconstruction of the road surface would take a further three weeks. Assuming a start in mid June, this implied a completion date of late November;
- There were **two dependent variables** in the timeline: poor weather and availability of the steel sleeves for the piling bore holes.

3. The meeting was thrown open to questions from the floor:

- Q1: Will pedestrian access be maintained to the rear of the site during the works? A: Yes
- Q2: What will be the schedule of liquidated damages to incentivise the contractor to complete the work to time? A: *£400 per week of overrun.*
- Q3: A resident asked about loss of tree cover affecting his property. A: *DCC will agree a suitable remedy: new trees or fencing.*
- Q4: Are there any other circumstances which may delay the project? A: *No ~ all affected landowners have given permission for works. Where it cannot yet be calculated how much land might be affected by the works, work will proceed under licence to enable negotiated compensation, if any, at later date.*
- Q5: Given fair weather, when will the slope work begin? A: *by end of June at latest after all the mobilisation works, site preparation and so on.*
- Q6: Has DCC undertaken risk assessments of the impact of rainwater movement elsewhere along this area of Leashaw? A: *DCC is surveying all its current landslips in order to prioritise them. Not possible to carry out anticipatory risk assessments because of resource pressures.*
- Q7: Can you guarantee that the programme will be completed by December? A: *Not absolutely, because of the two dependencies, but contracts should be signed on May 25th for prompt commencement.*
- Q8: Will an existing property's drive be used for access? A: *No: it has too sharp a bend: a new access route will be constructed.*
- Q9: Can the preferred bidder back out in the 'cooling off' period? A: *All governed by the 2024 Procurement Regulations. They can challenge certain requirements within 10 days but can only be resolved by agreement.*
- Q10: Will there be improved signage to keep construction traffic clear of residential areas. A: *we will always accommodate requests for appropriate signage.*
- Q11: Will there be designated access routes? A: *we will specify these: access will be from the Crich side, but the contractor must appraise drivers of the appropriate routes.*
- Q12: You have mentioned the criticality of the DVA pipe. Can the Leashaw section be isolated if it is damaged. A: *not sure. There is an emergency cut-off within a mile, but not DCC's asset.*
- Q13: Severn Trent seem very sensitive. Will they be involved? A: *Not directly. The contractor will need to liaise with them over the installation of vibration sensors.*
- Q14: There has been much tree overgrowth along Leashaw in the last four years; will tree surveys be conducted prior to opening? A: Yes
- Q15: What is the vibration risk to nearby stone cottages? A: *There may be some: though highly unlikely given precautions over DVA. A free before-and-after survey can be conducted on request from DCC.*
- Q16: Since the Nightingale's left in 1934 there has been little attention paid to the drainage down the slope above Leashaw. How will surface and/or underground water movement be drained away? A: *To be determined: could be soak-away or surface pipe. Will need negotiation with landowners at due point. All drainage of Leashaw system will be cleared and refurbished.*

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- Q17: Is the DVA main actually holding the road together because of its bulk? *A: No but strengthening of the slope and then the vegetation cover with its root systems will be important in adding resilience to the structure.*
- Q18: Has the underside of the road been surveyed? *A: By means of the various geo-technical studies completed over last two years.*
- Q19: Bracken Lane has carried far more traffic than it is designed for over the past seven years, being one of only two points of access from the A6. There are now serious potholes and much erosion of the road edge which now have deep gullies off their side into which cars drop when giving way. Rectification should be part of the highway refurbishment scheme should it not? *A1 from J Malinowski: it could be looked at whilst road refurbishment works are in process; A2 Katherine Hunt: will have to take its place in the wider prioritisation of the network; A3 Chris Henning: I agree with Katherine Hunt.*
- Q20: When will I be able to drive to Crich? *A: By December 2026.*

The meeting closed at 7.30pm with the Chair thanking DCC representatives for their attendance.