

Leicestershire County Council (A511 Growth Corridor) (Side Roads) Order 2023

Leicestershire County Council (A511 Growth Corridor) Compulsory Purchase Order 2023

PINS Ref: NATTRAN/EM/HAO/299

**Summary of LCC3: Proof of Evidence of Ben McGrath
Scheme Engineer**

dated 20 May 2024

1 Introduction

1.1 Qualifications and Experience

1.2 I, Ben McGrath, am an Associate Director for Waterman Aspen in the East Midlands and have been seconded to Leicestershire County Council (the **Council**) as a Principal Civil Engineer.

1.3 I set out my qualifications in Section 1 of my Evidence. In brief, I have worked in this industry for approximately 19 years. As a Principal Civil Engineer, I have knowledge and experience in the design and construction of roads, drainage, flood prevention schemes and the external built environment. In my role at the Council, I am the technical design lead for major highway projects and undertake independent design reviews on externally designed schemes.

1.4 This summary proof of evidence (hereinafter referred to as this **Summary**) summarises my Proof of Evidence (my **Evidence**) which is made in support of the Leicestershire County Council (A511 Growth Corridor) (Side Roads) Order 2023 (the **SRO**) and the Leicestershire County Council (A511 Growth Corridor) Compulsory Purchase Order 2023 (the **CPO**) (together, the **Orders**) in connection with the Leicestershire County Council A511 Growth Corridor (also referred to in this Summary as the **Scheme**).

1.5 The facts and matters set out in this Summary are within my own knowledge. The facts set out below are true to the best of my knowledge and belief. Where reference is made to facts which are outside my knowledge, I set out the source of my information and I believe such information to be true.

1.6 I have been assisted by other professional advisors and officers of the Council with the preparation of my Evidence, some of whom will also provide evidence at the inquiry.

1.7 Involvement with the Scheme and Contributions Made

1.8 Section 1 of my Evidence details the extent of my involvement in the Scheme. In June 2018 I was asked to facilitate transport modelling support for the Council's Traffic and Signals team, who were doing the initial feasibility assessment work for the Scheme.

1.9 My direct involvement on the Scheme started in June 2020 when I was asked to undertake the complex drainage design for the Bardon Link Road and review the overall highway design elements being undertaken by the others in the design team.

2 Scope of Evidence

2.1 My Evidence provides details as to the following:

- 2.1.1 Scheme overview and description;
- 2.1.2 Development of the Scheme;
- 2.1.3 Assessment of Scheme proposals; and
- 2.1.4 Justification for the proposed land take.

3 **Description of the Scheme**

3.1 **Scheme Overview**

3.2 Section 3 of my Evidence provides a detailed description of the Scheme design and its development.

3.3 The Scheme aims to overcome existing traffic congestion and traffic related problems in the A511 Growth Corridor whilst enabling future growth and improving the reliability and resilience of the route as a connection with the Strategic Road Network. The locations of the junction improvements comprising the Scheme are shown on Appendix BM1 of my Evidence.

3.4 A summary of the improvements required in respect of each element of the Scheme is provided in the table at paragraph 3.3 of my Evidence.

3.5 **Scheme Development**

3.6 My Evidence provides an analysis of the development of the Scheme. This includes details of the various elements of the Scheme and explains why these works have been included within the Scheme. The elements discussed are:

3.6.1 Hoo Ash Roundabout;

3.6.2 Thornborough Road Roundabout / Stephenson Way Dualling / Whitwick Road Roundabout (these three elements are all directly interlinked and so have been treated as a single item within detailed design);

3.6.3 Broom Leys Road Junction;

3.6.4 Bardon Road Roundabout;

3.6.5 Bardon Link Road;

3.6.6 Birch Tree Roundabout;

3.6.7 Flying Horse Roundabout; and

3.6.8 Field Head Roundabout.

3.7 My Evidence outlines the current status of the Scheme, detailing where amendments or changes to the design of the Scheme has occurred since the making of the Order. Please see a summary below.

3.8 There have been no material changes in respect of the following elements:

3.8.1 Hoo Ash Roundabout;

3.8.2 Broom Leys Road Junction;

3.8.3 Birch Tree Roundabout;

3.8.4 Flying Horse Roundabout; and

- 3.8.5 Field Head Roundabout.
- 3.9 My Evidence discusses flood attention issues relating to the Scheme, in particular required for the Bardon Link Road. I have been involved in the design of the flood mitigation works which is detailed in the Flood Risk Assessment (**FRA**). Appendix BM2 of My Evidence is a note from John Vann, who undertook the FRA as well as the hydraulic modelling, confirming its reliability.
- 3.10 Since the making of the Order, changes have been made to the design of:
- 3.10.1 Thornborough Road Roundabout / Stephenson Way Dualling / Whitwick Road Roundabout in respect of areas originally required for construction compound proposed to be removed from the CPO. Please refer to the Proof of Evidence of Ann Carruthers in respect of this;
 - 3.10.2 Bardon Road Roundabout / Bardon Link Road in respect of minor vertical adjustments. These adjustments were accommodated with the Council's design of the Bardon Link Road with no negative impact; and
 - 3.10.3 Field Head Roundabout in respect of areas originally required for construction compound proposed to be removed from the CPO. Please refer to the Proof of Evidence of Ann Carruthers in respect of this.
- 4 **Assessment of the Scheme Proposals and Justification for Land Acquisition**
- 4.1 The CPO will enable the Council to acquire the land and rights necessary for the construction and maintenance of the Scheme.
- 4.2 The SRO enables the Council to improve and/or alter highways and stop up highways and private means of access required as a consequence of the Scheme.
- 4.3 The Scheme has attempted, where possible and practicable, to reduce the impact on landowners and land taken for the Scheme.
- 4.4 Section 4 of my Evidence sets out the approach to land take: identifying where no land is required as part of the Scheme proposals, those areas necessary temporarily to enable the Scheme to proceed but which are capable of being offered back to the landowner should the landowner want it and areas where land is required permanently. In summary:
- 4.4.1 Works on the Birch Tree Roundabout and Flying Horse Roundabout will take place fully within adopted highway and under permitted development rights. As such, no land take is required in respect of these areas;
 - 4.4.2 Temporary land take to facilitate site compounds and construction access only, is required in respect of Hoo Ash Roundabout and Thorborough Road Roundabout / Stephenson Way Dualling;
 - 4.4.3 Permanent land take in addition to temporary land take to facilitate construction access is required in respect of Whitwick Road Roundabout, Broom Leys Road Junction, Bardon Road Roundabout and Bardon Link Road.
- 4.5 Justification for the SRO is set out from paragraph 4.10 to 4.16 (inclusive) of my Evidence. This section describes the works in the SRO at each junction. This section also explains

where private means of access are being stopped up and where footpaths are being diverted or stopped up temporarily. The majority of the SRO is within lands which are required for the construction, operation or maintenance of the Scheme.

- 4.6 Some elements of the SRO require additional land take for the stopping up of existing rights or the creation of new rights.

5 **Conclusion**

- 5.1 The Scheme is justified and has successfully completed all necessary stages of the planning process.
- 5.2 The land included within the CPO is both sufficient and necessary to enable the safe construction and operation of the Scheme.
- 5.3 The SRO is necessary and sufficient to enable the Council to improve, raise, lower, direct or otherwise alter highways, stop up highways and private means of access required as a consequence of the construction of the Scheme and to provide new private means of access to premises.
- 5.4 The Scheme has the support of the DfT as demonstrated by the award of funding towards the Scheme.
- 5.5 I am satisfied that the Scheme is based on sound engineering design principles and national design standards which will enable it to be constructed and operate safely.