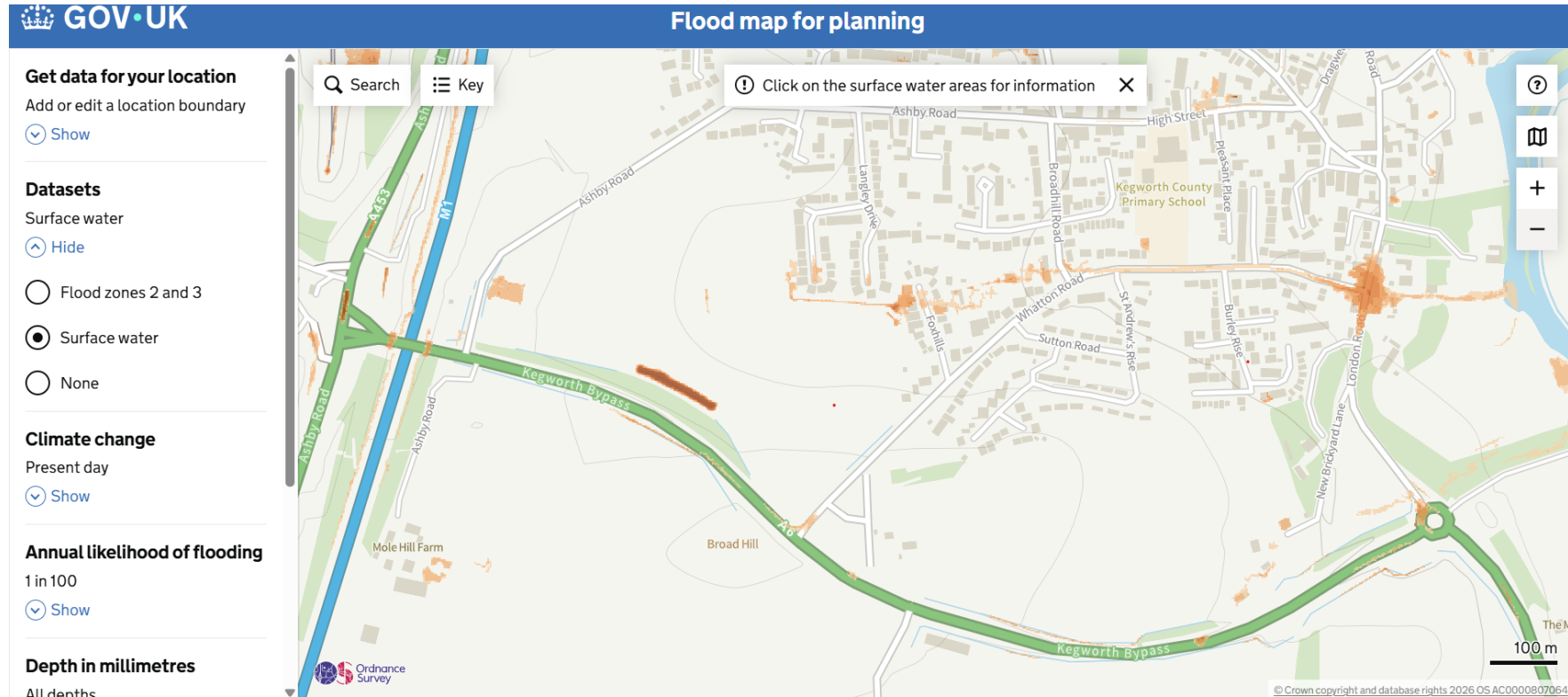


## A Deadline 4 update from Nathan Alton on investigations of the impact the Kegworth Bypass has had on flooding in Kegworth along the watercourses down to the River Soar in response to ExP Q21.0.1

Increased flooding in Kegworth since the construction of the bypass as the subject of my representation RR-030D and others (RR031D, RR037D, RR038D), then picked up in ExP Written Questions 1 and 2. I spoke at the OFH on 13 May 2026. The bypass design and construction were signed off by the Highways and Flooding Authority, Leicestershire County Council. *Our experience as a group of residents speaks into the security of arrangements for the necessary flood risk mitigation, design and construction work, and sign-off for EMG2 at Diseworth and should be of continuing interest to the ExP.*

**The traceable line of the brown/orange shading on the surface water flood risk map of Kegworth traces the Whatton Road watercourse West to East to the River Soar. A secondary problem is visible to the South East corner of the map below New Brickyard Lane.**



## Background

It is suggested that the construction of the bypass has increased the severity of flood water and likelihood of flooding

- from the high ground and catchment basin to the South of Kegworth and
- along the line of the watercourse which crosses Foxhills,
- following roughly the line of Whatton Road,
- across my property at the corner of Broadhill Road,
- down to London Road and
- then into the River Soar.

There is a further shorter line of affected drainage that follows New Brickyard Lane from the bypass.

## Timeline

I have experienced flood water across the curtilage of my property since moving in 2022. Other residents concerned have lived in Kegworth for many years.

After years of trying to engage, we finally achieved a site meeting at Foxhills with LCC officers present on 25 March 2026.

Cllr Ray Sutton succeeded in getting the Applicant to release relevant drainage design and certification documents for the bypass on 8 May 2026.

Since the OFH on 13 May 2026, I have been contacted by and engaged with the Applicant, culminating in a site visit to my property on 2 June 2026.

## Key locations and members of the working group of residents (anonymised) currently investigating this issue with LCC and the Applicant

Foxhills: “J” built his bungalow in Foxhills over 50 years ago. Foxhills lies below the level of the bypass balancing pond, J1’s rear garden is a central vantage point for the extensive catchment basin. He witnessed the EMG1 changes to drainage systems across the upper catchment, including an immediately adjoining installation. He has monitored drainage performance and an increasing risk of uncontained flood water entering his own and nearby properties before it enters a culvert under the road.

Upper Whatton Road: “D” is one of many residents whose houses have the open ditch section of the watercourse in their back gardens.

Broadhill Road: Nathan Alton – under adverse conditions I have had to take action day and night to prevent floodwater from entering my house as it passes from the upper open ditch section of the drain and into a culvert which crosses the road and continues down the hill.

Lower Whatton Road: “G”, a retired senior LCC Highways engineer who has spent a lifetime in the family home on the lower corner of Broadhill Road. He remembers the open ditch to the front verge of his property being culverted.

London Road (the former A6 and the main southern entrance to Kegworth): “J2” takes action personally during storm conditions to raise an off-road manhole cover to alleviate the inadequate drainage system that can no longer cope with the water at this lowest point. Additional run-off from New Brickyard Lane accompanied by gravel is an increasing and aggravating problem. London Road can and does become impassable.

#### Current outstanding questions as compiled by “G” and willingly received by the Applicant

1. The Flood Risk Review which compares risk of flooding before and after bypass is concerning as it shows the watercourse from Foxhills to Broadhill Road to be piped up. This is not correct. It is piped up under Foxhills which I believe to be a 600mm diameter then it goes back to open ditch and then further downstream through Nathan Alton's Garden it is piped up, but only 225mm diameter.
2. The question has to be asked what diameter pipe was selected for the comparison of before and after bypass conditions. I suspect it was 600mm to give the best outcome.
3. We need the input data that was used for the report of flooding risk before and after bypass.
4. The fact that it shows the watercourse to be piped up, demonstrates that no survey or walk-through assessment was carried out to check the suitability for the bypass drainage outfall – true or false?
5. The plan with the balancing pond shows that there is a significant natural catchment to the west of the bypass including the land with the airport landing lights I have highlighted this with blue hatching in an attachment.
6. The only way the rain water from the natural catchment can get to the downstream side of the bypass is through the 450mm diameter culvert which drains into the balancing pond. In my opinion it is unusual to have natural catchment water going into a balancing pond dealing with the impermeable surface of the carriageway and cycleways. Has it been allowed for in the calculation?
7. I have been asking for copies of the balancing pond calculations in order that we can check the volume of the pond, both in theory and what was actually constructed. We don't have the calculations at present.

#### Conclusion

I hope that the ExP will continue to pursue drainage issues for EMG2 with the Applicant, LCC and other relevant parties (Severn Trent and Environment Agency) until they are satisfied that potential post project questions about drainage performance cannot arise should the SoS approve the DCO. I hope that this came of our current position in Kegworth helps.