

MEMBERS DIARY

AGM 2018/19

**Hosted by Leicester Group,
Saturday January 26th 2019,
gather from 9.15 to start at
10.00 - Venue is The Linford,
Newtown Linford**

**Followed by a short walk for
those interested**

**The guest speaker is Julie
Attard, Project Manager for the
Charnwood Forest Landscape
Partnership project**

ALAN LOASBY MEMORIAL

We have agreed with the Bradgate Trust that a commemorative seat will be created in Swithland Woods to appreciate Alan's contribution to the protection of footpaths over most of his life

The total cost will be about £300

London have agreed that the Area and Groups can make a contribution on this one off occasion given that Alan was the father of this Area and dedicated so much of his life to our cause and members are invited to also make contributions

There has been a collection at the Area Quiz and will be again at the AGM but if not able to attend, donations should be sent to the Area Treasurer preferably by BACS transfer into the area account -The payment should be addressed to:

L & R Area Ramblers a/c number 20119997 code 60-83-01
with a reference giving your name and the word seat

If you do not have that facility please
post a cheque to John Howells at
8 Wheatley Close, Barrow Upon Soar
LE12 8HH

cheques payable to
Ramblers Association,
Leicestershire & Rutland Area



Alan

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AFFILIATED ORGANISATIONS

Footloose DLNS

Glenfield Parish Council

**Leicestershire Footpath
Assoc.**

Leicester CHA

Market Harborough R.C

**Oadby Hill Walking Club
Over The Hill**

The Grasshoppers R.C.

Kibworth Rambling Club

CHAIRMAN'S CHATTER AND ANNUAL REPORT

With the nights now drawing in it gives us time to reflect on the summer that has passed and what a summer it was. For some it was too good and the high temperatures saw them heading for the shade instead of going out walking. With winter on the way no doubt there will be some that prefer the warmth of the central heating to the woolly hat and gloves needed for the great outdoors.

The great thing about the Ramblers' is that you can join a walk whenever you feel like it but know that you are also supporting the cause just by being a member.

On footpath matters it feels like the trains are out to get us. What with rail freight interchanges, HS2, the Little Bowden foot bridge and the I20 (Barrow Upon Soar) enquiry that will be starting soon, it certainly seems to be all about the trains.



When it comes to level crossings on footpaths we must fight their closure or seek acceptable diversions as once they manage to close high profile cases or offer pointless and dangerous diversions they will feel they have carte blanche to close lots of minor crossings decimating the path network

Along with some other members of Melton group I had a great night out at the Area quiz.

This year's quiz was hosted by the Hinckley Group at Barwell and saw an excellent turn out.

Congratulations to the winning team.

The Soar Feet came out on top; not for the first time, although this year they recruited some extra talent on the night.



Questions were very 'interesting' and the winners scored 99 out of a possible score of 200. We will not dwell on the score achieved by the Area Executive team including your Editor.

The latest progress report on Stan Warren is encouraging and it seems like he is a far better place than was at first feared.

Stan was Area Footpath Secretary for longer than almost anybody can remember and has passed on lots of useful information to me over the years

(as well as some not so useful info and lots that cannot be repeated).

Lets hope that Stan's recovery continues

Finally I must thank the team which have supported me over the year.

Martin James

SAFETY ON THE HILLS

Hill walkers have been warned about magnets in their clothing or on phone covers as they can raise the risk of making navigational errors.

Mountaineering Scotland has warned these increasingly-used fastenings on items such as gloves and cuffs etc can distort compasses.



They said that a recent incident in Glen Shee was thought to have been caused by a magnetic fastening deflecting a compass needle misleading a group of walkers who headed east instead of west. They then became disorientated in low cloud and ended up miles away from a road that would have led them to safety. Fortunately no-one was hurt - just pride dented - but it could have turned out so much worse, had mountain conditions been more severe.

The compass had been stored in a pocket next to a mobile phone in a case which had a magnetic closure on it, and the magnet had reversed the polarity of the compass needle, so that the north arrow pointed south. The phenomenon of reversed polarity has been publicised previously in mountaineering circles.

People are advised to keep their compasses well away from mobile phones. Mountaineering Scotland said it was concerned by the growing use of magnetic closures in outdoor clothing.

We are also indebted to Sue Bicknell (Loughborough Group) for another safety tip.

It is possible to register your mobile phone number with the emergency services, so that as well as calling them on 999, you can send a text message. In an area with poor or intermittent reception, a text will get through better than a call. If you find yourself in a situation where you don't want others to know you are sending for help, e.g. contacting the police, a text can be sent silently.

To register your mobile, send a one word text message 'register' to 999. You will receive an automated reply explaining the system. You need to read it and then text 'yes' in reply. You then receive a second message confirming you are registered.

If you need to use the text service, you should give the same information as you would when calling: the service you require; details of the incident; where you are and any other information to assist in locating you.

If you are off for a walk in a remote place get yourself registered.

Our footpaths are under threat from a lack of resources to maintain them and some historic routes could be lost as they are not formally recognised. On top of this when we walk for leisure we want to walk in pleasant places and enjoy the wildlife along the way but this walking environment is also under threat. Whatever your views on immigration it is a fact that we need to build a city the size of Leicester every year to provide for our increasing population and the soft option is to build in green areas.

Planning and taxation rules have to be amended to encourage brown field development and small builders enabled to revive our cities by small projects to convert disused retail into homes. The planning rules are constantly being relaxed making it easier to take the green option supposedly to free up land to build the homes we need. This is however misguided as all major builders have planning consents sufficient to meet our needs. It suits them however to sit on these and keep demand high for what they build.

Planning rules say permissions fall if work is not commenced within three years but there is nothing to enforce completion of a project

Having said all this if we do need to build in the countryside there are good and bad ways of doing this. Land is being lost to new roads and new warehousing to provide for the needs of the increasing population as well as for house building but it is in the building of new homes where most problems arise. Small to medium developments are permitted on the edges of small communities which do not have the infrastructure to support them and a sudden influx of new residents can completely change the ethos of a community. Over recent years this has led to a growth of nimbyism (Not in my back yard)

Recently however planners are increasingly seeing a new breed of objector who feels enough is enough and these are known as Bananas. This is not a reflection on their mental acumen but is another acronym (Build anything not anywhere near anybody)

All this is understandable but King Knut (Canute) demonstrated to his people that nobody can hold back a tide and we have to accept that houses are going to be built. How to do this with the least adverse impacts on other homeowners, the wild environment and our ability to enjoy it, is the challenge.

Might I suggest that big is beautiful and size really does matter.

When small developments are approved there is always a link into the road network but rarely into the wider off road network of paths and cycleways. Planners tend to look at the plot under consideration but not at the whole area. However in really big schemes there is a much more holistic approach and as such I feel the answer is in new towns and new large garden villages.

Every local authority has a target for house building and many are falling short. Leicester it is a long way from achieving its target and it seems highly likely they will be building on the former Western Park Golf Course. This lovely area will command high values for profitable and expensive homes but there is just as much space to build along Woodgate. This area of dereliction and tired premises looks like a bomb site but with the canal and river it could be made attractive. It would however be expensive with demolition and decontamination costs.

Signs are seen though that the garden village concept is taking off locally in practice if not in name. Charnwood Borough Council have approved a major development like this on the Garendon Estate and another is being worked up just off the A46 between Rothley and Birstall, Early plans for both include green corridors and off road routes actually improving access to the wider footpath network. The plans for New Lubbesthorpe, where there will be several thousand new homes and three schools equally has such provision. Blaby is also seeking development partners for another large new community at Whetstone Pastures.

With the right infrastructure in place these settlements can create new self sufficient communities that avoid creating strains on existing settlements. The concept is that these must be for a new settlement of 1,500 – 10,000 homes as a free-standing and discrete settlement and should be local authority led to ensure a proper green infrastructure is included

Smaller developments in the range 200 to 1500 homes offer opportunities as well as threats. They are obliged to contribute to the costs of additional infrastructure and services and if the planning authority and local representatives engage with them constructively they can be a cause for good.

A classic case in question is the recent development in Glenfield. Almost everybody opposed it including the local planners but it was approved at Secretary of State level. It is true there are now a lot of very large sheds and some 250 new homes but substantial monies have been invested in local facilities and where there was once some farmland with no access there is now a network of attractive paths through newly created wild areas (If that is not a contradiction in terms)

Some of this was condition of the approval but a good deal extra has been provided at the request of the local representatives 'to keep the natives happy' There is now a new right of way through the ancient woodland of Fishley Belt which leads to a network of permissive cycleways through the development and into a new nature area provided to satisfy the need of the newt population. There are several flood relief basins already attracting lots of bird and insect life. The spoil from the development has created two new hills overlooking Glenfield and given the ancient name of Glenfield (Clanfelde Hills). There will be a landscaped grass track right of way wandering through these out into the wider countryside. Alongside Rothley Brook there is a new extensive amenity area planted up with copses and with ditches and small ponds again already becoming home to wild species. There is a new bridge over the rivulet from these Brookside Meadows

There is also a new long distance cycleway to be called Roman Way. A permissive grass track and green corridor runs from Fishley Belt into the heart of the commercial area and continues as this cycleway through Brookside Meadows, over the new bridge and onto the old railtrack bridleway (the Ivanhoe Way). Using this to go under the A46, Roman Way then shoots off to the west and goes all the way to Sacheverell Way on the borders of Groby and Ratby and giving access to the National Forest

When people resisted the new development they had no idea that Glenfield would become an excellent place to go for a walk. Suggested walks and details of the wild corners and the wildlife to be seen can be found at :

<https://www.glenfieldparishcouncil.org.uk> and <https://www.naturespot.org.uk/glenfield>

Roy Denney, Walking Environment Officer

CRISIS IN THE COUNTRYSIDE

(Third hand - original source unknown but a cautionary tale)

An office worker who agreed to go on a country walk in Devon was shocked to discover it did not involve a pub, he has revealed. He experienced a growing sense of panic as he realised the Bank Holiday hike was a genuine attempt to enjoy nature and not a flimsy excuse for drinking.

He said: "I thought there'd only be about 10 minutes of this trees and flowers nonsense before we got stuck into the beers but after 14 minutes we were still grimly trudging along a footpath in some valley full of streams and b----y dragonflies."

"I started dropping hints about getting a cold drink, but Jen said there was plenty of water and lemonade in the cool bag with the picnic."

That's when the panic really set in.

"I kept frantically scanning the fields and saw a building I was sure was a pub, but as we got closer it was clearly just a cow shed. It's amazing what fear can do to your mind."

This chap's alcohol-free nightmare continued for a further two hours, during which he was forced to feign interest in a tor.

He added: "My advice to anyone roped into some sort of country walk is always confirm you are going to a place that sells beer. Get it in writing if you have to."

OUT AND ABOUT

The swift is in trouble. There are many reasons but our modern homes do not provide the nesting sites they used to. Swifts are the fastest bird in a self-powered, level flight, reaching speeds of almost 70 miles an hour. Just think of the midges and mosquitoes they can catch! Let's do ourselves a favour and help them.

They are magic birds and rarely land, often only once every 9 or 10 months. Hard to believe but they mate and even sleep on the wing, but they have been seen doing so as high as at 10,000 feet. When they are migrating they have been seen at nearly 19,000 feet. The astounding statistics don't end there, some fly as far as 17,000 miles to get here and even in the nesting period will still forage covering 4000 miles each week.

Swifts nest in holes, often inside old buildings, and new buildings mostly don't afford these opportunities but we can put up nest boxes. The birds like to drop out of the bottom of their nest and need at least three metres fall before they get up to speed to take to the skies.

Another creature not doing well which also reduces the population of biting insects is the bat and again bat boxes can be unobtrusive but very helpful to these animals.

For those wandering further afield there is change afoot in one of the quieter corners of Cumbria.

Originally, Haweswater was a natural lake just over two miles long, nearly divided by a jut of land at the village of Measand, creating almost two separate lakes which were known as High Water and Low Water.

Manchester built a dam and most of the beautiful Mardale is no more. Nature has steadily made the area seem more natural but man is now doing his bit.

Nearby Swindale Beck was straightened many years ago but is being reshaped to restore its curves and reduce the speed of water flow. Trees are also being planted to help reduce the risk of floods.

The Forestry Commission is now slowly removing all non native trees from the Duddon Valley,, already one of the more bio-diverse areas of the Lake District. It is helping the rarer animals there to thrive such as otters, dormice and red squirrels. More unusual birds are also making a come back e.g. bullfinch, jays and woodpeckers.

Glenridding Common and Helvellyn are also getting a touch of re-wilding. Now run by the John Muir Trust they have done some footpath repairs but have also scattered stones about to discourage off-path walking so that native plants can re-establish themselves.

Closer to home (just) and still on re-wilding and flood prevention, a family of beavers is to be introduced in the North York Moors to see whether they can help prevent flooding. They will be released in the Cropton Forest .

Whilst we work to bring back lost species many other parts of the eco-system are under threat from unwanted immigrants. The damage to our trees, woods and forests from insect pests and organisms such as bacteria and fungi is significant. The rapid increase in movements of goods and people between countries has increased the risk of spreading pests and diseases. They can travel hidden in plants, plant products, packaging, wood, vehicles and holidaymakers' luggage - even in the soil carried on shoes.

Some of these pests and diseases do little harm in their native environments, where predators, environmental factors and co-evolution with their host plants keep them in check. However, they can cause significant damage to trees and plants in other countries where those limiting factors are not present. Some single species of insect, fungus or bacterium can damage or kill dozens of different plant species, including trees.

As well as causing economic losses for the forestry, timber and plant-based industries, they can disrupt other sectors, such as tourism, and threaten woodland biodiversity, ecosystems and native species.

Enjoy what you see as you wander about - it may not be there before you know it.

One good indicator of the state of things is butterflies and moths which are sensitive indicators of the health of our environment. The signs are not good. Five species of our butterflies have become extinct in the last 150 years. The UK still has 59 specie, 57 resident species and two regular visitors, the Painted Lady and Clouded Yellow.

Overall, 76% of the UK's resident and regular migrant butterfly species declined in either abundance or occurrence (or both) over the past four decades.

They need our help as do almost all creatures and we need to work to undo the harm we have done. we are striving to help some iconic species but crawling slimy things are just as important a part of the food chain.

If you were lucky when walking near Rutland Water you may have seen one reintroduction success. This year there were eight breeding pairs of osprey in the area, with 14 chicks successfully fledged.

WHY GO FOR A WALK

There is increasingly strong evidence of the health benefits of walking. e.g. the fact that brisk walking improves circulation and the performance of the heart and lungs. Walking can lower blood-pressure; it can reduce the risk of stroke and of heart disease. It can improve control of blood sugar in type-two diabetes and it has an important role in cardiac rehabilitation. Walking also promotes mental health and general well-being, and has the potential to be as effective as anti-depressants or psychotherapy in treating depression.

Getting more people walking could massively lighten the economic burden on the NHS caused by physical inactivity and provide a boost for rural economies. A survey carried out 15 years ago suggested that the walkers going out for a walk spent over six billion pounds each year

If after a good walk you go in a pub to re-hydrate and your conscience is suffering just think you could be keeping that village pub open for locals who have lost their village shop, post office, school and church. Better still if we have taken a bus to go walking there, we may be keeping their bus service going.

One thing we do all need to enjoy a walk is a footpath or open access land.

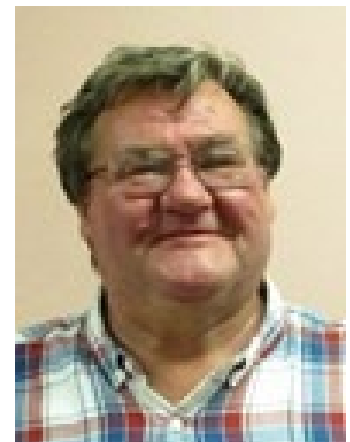
A number of local walkers including your Editor and Treasurer are working to identify potentially valuable links and find historic evidence that they were once a footpath and should be recorded as such.

Help is always welcome and if you are at all interested have a word with one of them. It is fascinating and you need only do as much as you want, but every little helps.

STAN WARREN

As many of you will know Stan collapsed whilst on the Great Orme in Llandudno. As we go to press I am pleased to advise that he is making slow but steady progress. Stan was taken by air ambulance to the local general hospital and then by another helicopter to LRI and eventually to the General where he is now in the Brain Injury Unit

Still far from being a well man, his situation is improving slowly



FOOTPATH CHANGES SINCE THE LAST EDITION

Blaby

Y27 Whetstone. A small diversion around a field next to the motorway.

Z76 Whetstone. Dedication of a section of footpath to link up Whetstone Gorse Lane.

U17 Stoney Stanton. Small diversion to make way for housing development NW of village.

W133, W133a Braunston. The addition of 2 paths W of Braunston Town

Charnwood

J62 J66 J67 Cropston. Minor diversions to the NW of the village and Swithland

Harborough

X32 Lutterworth. A small diversion at the end of Moorbarns Lane to take bridleway along the headland.

A8 Mowsley. Path diverted onto a track parallel with the existing line.

D21 Thurnby. Diversion around a sports pitch onto an existing tarmac-adorned path.

B74 Great Easton. Extinguishment of a short section of path which is not needed.

Hinkley and Bosworth

T73 Peckleton. Small diversion around Gamekeepers Lodge, S of Peckleton.

N47, Q80, N108 Battleflat. Network alterations around Amazon Distribution Centre.

S11 Newbold Verdon. Minor diversion to path N of village.

S74, T69 Sutton Cheney. Series of diversions around the Bosworth Battlefield site which will make following the paths easier.

Melton

G41, G32 Long Clawson. Minor diversion to move path to the edge of two properties where the path ran through the middle of gardens

For more information on these or any other diversions contact martin@langsett1.com

THE FAST WHITE ELEPHANT

Roy Denney

As chairman of the Planning and Travel Committee of the Local Access forum, I and my colleagues monitor all major planning applications and strategic plans which have an impact of public rights of way or open access areas. We are already working to a tight deadline trying to prove the existence of as yet unregistered historic rights of way and now find ourselves heavily involved with high speed railways.

Apart from politicians I have yet to find anybody who can make a case for HS2 and they seem to be treating it as a job creation scheme and a way of pumping money into the economy to work our way out of a depression. Having now spent 14 years in this role; having a close friend working in Highways and a son who is a senior highways engineer with experience on three continents, I would have thought if there was any justification, I would have found it.

I could only accept the need if fast trains from our major cities could go directly into France by the tunnel which is not the case. Without the need to get from A to B 10 minutes earlier we could have had a more integrated line working towards a holistic travel plan. The route could have left Leeds and Manchester going by their respective airports with stations there, and could have entered Birmingham with a stop at that airport as well. It could then have gone to Heathrow before either going into London or connecting with Crossrail (with a station) and then going on to the channel tunnel.

As it goes directly by East Midlands Airport there could have been a station there.

More capacity was certainly needed but if the high speed bit was taken out of the equation they could have saved billions by going round expensive obstacles and put in more stations.

Anyway I cannot see many Leicester people using it given where the East Midlands station is to be but we are to suffer the consequences of both the construction phase and the subsequent disturbance to the road a path networks.

There are numerous roads to be diverted and over 40 rights of way affected and regardless of our views about the project that is where we come in. It would seem all political parties support the project so if we take it that it will go ahead we are working to mitigate the damage it will cause.

A small group of us from the Access Forum have now had three meetings with HS2. John Howells our Treasurer and I have been to all of them as did Stan Warren until his recent heart attack and on the last visit a colleague from the British Horse Society

One thing apparent early on was they will not be putting in bridges to accommodate paths. We are however trying to help them make sensible diversions and our comments have been well received. They must value them as we are asked back to Birmingham from time to time to discuss them further.

The legislation to cover the development, when enacted, will almost certainly give them 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 they were considering diverting when in reality without a bridge or underpass some spurs will be redundant and could be extinguished

We still have a dialogue with them about nineteen rights of way. We have saved them quite considerable sums as they were to do diversions which served no purpose as moving the route removed any justification for going that way.

We also showed them how a bit of lateral thinking could improve the network and take a new route under a viaduct rather than a long diversion to a road crossing

There are two popular walking areas which are particularly problematical which we are working on.

The Willesley Woods and Hicks Lodge areas currently can be accessed across the A42 from new woodlands the other side. HS2 will run through these woods meaning a long diversion onto a very busy and therefore dangerous road. We have made various suggestions as to how to make this more safe.

The other is the Beaumont Way cycleway as it wanders through Rough Park etc. This is a large block of woodland with a network of permissive and informal paths and a well used right of way and the cycleway. The Way does swing east at one point to share the route of the legal footpath but HS2 is to go slap bang between them. It may be that in due course the cycleway and the footpath will have to go either side of HS2 but even that is not possible during the build phase as a works depot cuts out that possibility.

It would in any event cut this wonderful area in two so we are pressing for some form of underpass.

The Access Forum represents all interests in the countryside and we have also mentioned the impacts on farmers and the environment / wildlife.

We are currently in the midst of two HS2 consultations for the section of the route from Crewe to Manchester and West Midlands to Leeds, which is known as Phase 2b.

These consultations are on the working draft Environmental Statement that describes the potential environmental effects of building and operating HS2; as well as proposed ways to avoid, reduce, mitigate and monitor the effects. The other covers the working draft Equality Impact Assessment Report that considers the potential effects of the construction and operation of HS2 on people and places.

The consultations will close at on 21 December 2018 if you want to make any personal submissions.

To support these consultations, they are holding a series of information events at present. The events will be attended by a range of specialists from HS2 Ltd and the Department for Transport to guide people through the consultation documents. In addition, reference copies of the consultation documents are available at a number of locations during the consultation period.

A full list of the events and information points is available at www.hs2.org.uk/phase2b.

For further information on the consultations please visit their website www.hs2.org.uk/phase2b.

To access the consultation documents directly and for details of how to respond use the following link.

www.gov.uk/government/consultations/hs2-phase-2b-working-draft-environmental-statement

It is actually very interesting tilting at windmills and trying to nudge the Titanic but it is also ironic that I don't expect to be around when the trains begin to run.

THE NATIONAL FOREST

It is hard to accept that 30 years have passed since people were competing to host a new national forest. Since our area came out top we have seen the creation of a 200 square mile mixed habitat forest. This green lung has helped cut down air pollution and has breathed life into a landscape transforming communities and lives. Farmers have become foresters and nearly nine million trees have been planted.

We also now have many more 'wild' places to walk nearer to home.

The Forest spans across parts of Derbyshire, Leicestershire and Staffordshire and links the two ancient Forests of Charnwood and Needwood.

To put it in perspective the Ramblers Association itself is only 70 years old.

The start of the process for the first National Parks being created is often put down as the time in 1932 when Benny Goodman and others addressed a gathering of about 500 people in a quarry just outside Hayfield before leading them out on the mass trespass of Kinder.

Following this mass action by ramblers, from Manchester and Sheffield predominantly, Benney and five others were convicted but they had started something which gathered pace and three years later the Ramblers Association was formed and after continuous pressure the 1949 National Parks and Countryside Act started the process of opening up the hills.

The two most recent additions were the South Downs National Park and the New Forest. This 'New' forest is hardly new having been designated a Royal Hunting Forest in 1079 by William the Conqueror. As we have a newer National Forest growing in the Midlands, we can only hope for similar protective status in due course.

Charnwood Forest is geologically the oldest part of the National Forest and was being considered to be a National Park until somebody cut it in two by building the M1. As such it has little legal protection other than the several sites of special scientific interest (SSSIs)

Charnwood Forest Regional Park has no legal status but is a partnership of all the local authorities involved, the National Forest Company and other interested parties. The park is threatened by encroaching developments and as previously advised the partnership is working up a final stage bid for millions of pounds of lottery money to better promote and protect the area.

It has already received first phase funding allowing the recruitment of a project manager to organise the development stage and this lady is to be our guest speaker at the AGM

The National Forest has several quite different areas. The Needwood Forest in the west is gently rolling countryside and was for a long time a royal hunting forest but after the enclosures was largely deforested. Bagot's Wood near Abbots Bromley claims to be the largest remaining part of it.

Much of the area is given over to dairy farming but the National Forest is encouraging some woodland restoration

Jackson Bank at Hoar Cross is a mature woodland of about 30 ha and is open to the public.

The areas between Needwood and Charnwood are a mix of some former agricultural land but to a large part reclaimed dereliction, a residue of the mining which predominated in the area.

As walker we can enjoy all pockets of the forest but by far the most impressive is here on our own doorstep in Charnwood. The varied landscape of Charnwood Forest is down to its geological history.

Rocks laid down during the Precambrian Period date from around 560-600 million years ago when what is now England was in the southern hemisphere with many active volcanoes, material erupting from which formed the rocks of the 'Charnian Supergroup', which is at least 3.5km thick.

Primitive life began to evolve at this time, the fossils of which can be found throughout Charnwood Forest. Most of these rocks were on the sea floor as water levels rose and Swithland Slates represent the muddy material laid down on the sea floor later. Fossilised animal activity can be found within these rocks and can be found on slate gravestones, as in Ratby churchyard.

Two continental plates collided about 400 million years ago pushing up mountains with the Charnwood hills being the remnants.

About 350 million years ago, England and Scotland lay close to the equator and were partially covered by sea and sediments from this period were rich in fossils and formed as Carboniferous Limestone, which can be found in the northern parts of Charnwood Forest, such as found at Grace Dieu. This rock does not extend throughout the whole area, however, since much of Charnwood was still a mountain range at this time.

In the latter years the sea over sections of Charnwood was replaced by a large delta, containing humid swamps and rainforests, resulting in the coal seams, ironstone and fireclay deposits to be found to the west of Charnwood Forest

No wonder we enjoy a varied landscape.