

Glapwell Countryside Site Mountain Bike Trail



Design and Access Statement

July 2016
Leisure Services
Bolsover District Council

Contents

1. DESIGN

1.1 Use

1.2 Amount

1.3 Layout

1.4 Scale

1.5 Landscaping

1.6 Appearance

2. ACCESS

2.1 Access to the mountain bike trail

2.2 Access for trail construction

3. PLANNING POLICY AND RELEVANT STRATEGIES

1. DESIGN

1.1 Use

Glapwell Countryside Site is a 137ha site which incorporates the reclaimed Glapwell Colliery site and the reclaimed Glapwell Landfill Site (Glapwell 1 and 2). Within the site are a number of plantation woodland blocks and areas of grassland that are used for grazing, which are covered by Higher Level Stewardship Agreements.

Glapwell Countryside Site is owned and managed by Derbyshire County Council. Some areas are managed by Derbyshire Countryside Service, whilst others are managed by Derbyshire County Council Waste Management (Map 1). Some areas of the site are leased to a local farmer via agricultural tenancies and other areas are leased to Derbyshire Waste Ltd, although these areas are not affected by this proposal.

The proposed development is part of an effort to increase and diversify the level of recreational provision within Glapwell Countryside Site (Map 1) which is situated at the (current) southern end of the Stockley Trail, an approximately 5km (3 mile) greenway linking New Bolsover / Carr Vale to Bramley Vale. The proposed mountain bike trail will be developed within a number of existing dense plantation woodlands located on the south side of the site and to the east of Eve Trakway's site at Bramley Vale.

The trail will be accessible from the north via the Stockley Trail and from the south via Stockley Lane. It is also proposed to create an access to the trail from Bramley Vale, where there is an existing light-controlled crossing of the A617.

The proposed mountain bike trail will provide a recreational facility for residents of Doe Lea and Bramley Vale, as well as users of the Stockley Trail and Glapwell Countryside Site, by providing a destination at the southern end of the Stockley Trail, which is currently linear and ends at the A617 in Bramley Vale.

As noted above, the mountain bike trail will be located within a number of blocks of plantation woodland that date from the reclamation of the former Glapwell Colliery site and Glapwell Landfill site in the late 1980s / early 1990s. The site was reclaimed as a country park with a number of tracks and paths created to facilitate public access across and around the site, including the Stockley Trail, which runs north – south across the site. A Bridleway (Ault Hucknall BW 23 / Scarcliffe BW 38) crosses the site, although the route of the bridleway shown on the Definitive Map cannot actually be followed.

Beyond informal public access and access to the areas of land under agricultural use, there has been limited development of the site as a country park. As a former landfill site, large areas of the site are still being regularly monitored for landfill gas and leachate and the whole site is covered by an agreement between DCC and Derbyshire Waste Ltd for landfill

gas extraction. Two smaller areas (including the former Glapwell 1 and 2 Landfill Sites) are leased under a Landfill Gas Agreement. Map 2 shows the constraints that exist on the site.

Derbyshire County Council Waste Management has been consulted as part of the development of this proposal and has advised as to the location of boreholes, monitoring points and pipework related to landfill gas extraction and to which access is required. Whilst these have been duly noted, the route of the proposed mountain bike trails and the nature of the proposed trail construction mean that the proposals will not affect existing infrastructure.

Over the last 20+ years, there has been very little active management of the areas of plantation woodland through which it is proposed to route the mountain bike trail. A path was created through woodland block W3 to facilitate the development of a cyclo-cross course for two cyclo-cross races in 2007 and 2008 and an informal, unsurfaced singletrack path was cut through woodland blocks W1 and W2 for a mountain bike race in 2009.

Woodland blocks W1 and W2 are covered by a Tree Preservation Order (TPO 192, Trees and Woodland at Glapwell, Bolsover District (16 October 1987) (Map 3). Grounds for making the order are as follows:

'The order covers woods within the boundary of the Glapwell Reclamation Site and consists of 8 woods, Common Wood and an area of trees.

The recent reclamation of Glapwell Colliery has included eight new woods to complement the existing Common Wood which is within the east boundary of the site. In an area which is relatively treeless, having lost many trees and woods since mining began, those woods which remain are valuable as a local amenity. Common Wood is adjacent to a bridleway, and also is readily accessible from the public open space which forms part of the south end of the reclamation site.

The new woods will grow to be important elements in the rural landscape and are clearly visible from both the M1 motorway and the A617 to Pleasley and Mansfield.

It is the view of the County Council that these woods should be retained subject to any necessary thinning and selective felling to ensure their future establishment through good management and so protect the amenities of the locality.

In the circumstances, Derbyshire County Council, supported by Bolsover District Council, being satisfied as to the amenity importance of the woods described in the first schedule, considers it expedient that this Order be made'.

The areas of woodland covered by TPO 192 and affected by this proposal are as below and shown on Map 3.

W7 – Mixed deciduous woodland consisting mainly of Alder, Ash, Maple, Oak and Rowan. Unnumbered parcel of land, west of Strickle Brook, also west and north of the pond parcels 6653 and 6952.

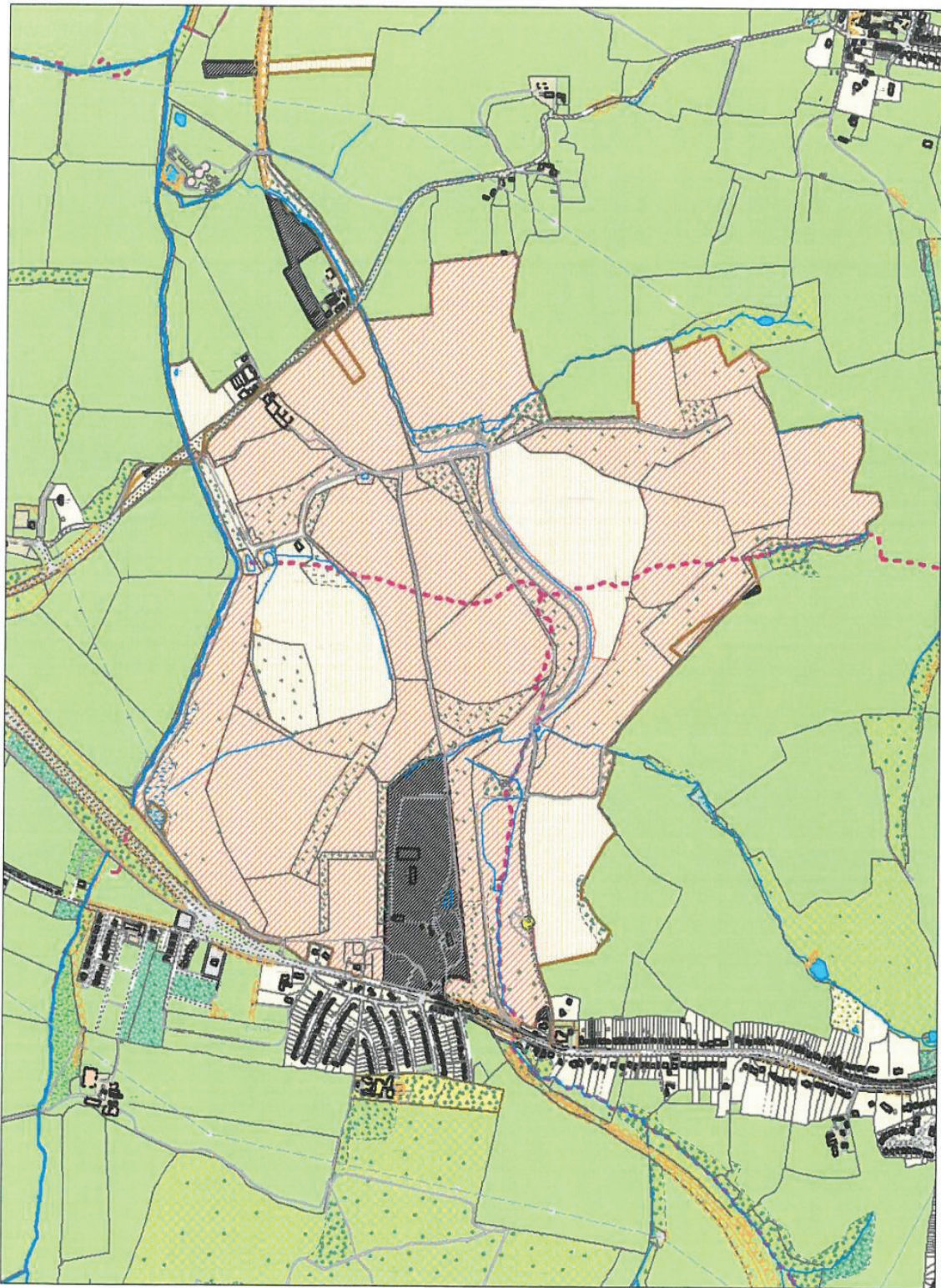
W8 (small part of, to the east of Strickle Brook) – Mixed deciduous woodland consisting mainly of Alder, Ash, Birch, Oak, Poplar, Sycamore and Willow. Unnumbered parcel of land extending north from the A617, lying both sides of Strickle Brook and east of the pond parcels 6653 and 6952.

For the purpose of this application the areas of woodland through which the proposed mountain bike trail will run have been numbered W1 to W4 and are shown on Map 2. Only woodland blocks W1 and W2 are included in this Tree Preservation Order. The woodland identified as W1 includes the southern part of W7 and part of W8 (to the east of Strickle Brook) as identified in TPO 197. W2 is the northern part of woodland block W7. Woodland blocks W3 and W4 as shown on Map 2 are not covered by TPO 192. As outlined above, it is also proposed to upgrade the existing informal path through W3, as shown in Figure 1 to Greenway standard to create a short link between the Stockley Trail and other north-south tracks running across the site.



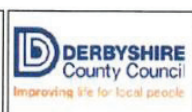
Figure 1: Informal path through woodland block W3, to be upgraded to a surfaced greenway

Glapwell Countryside Site

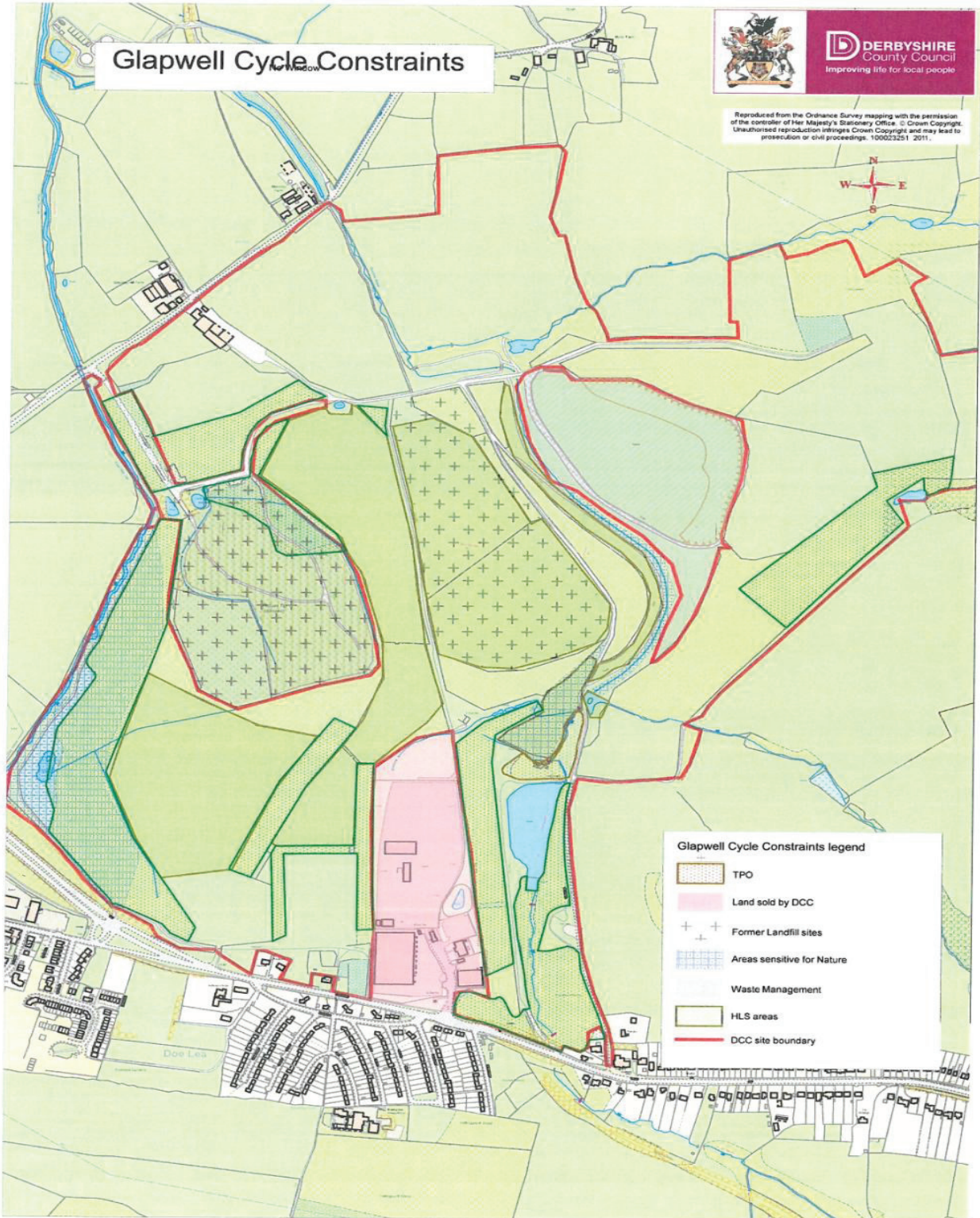


Reproduced from the Ordnance Survey mapping with the permission of the Controller of the Ordnance Survey. © Crown Copyright. Downloaded from the Ordnance Survey website and may be used for personal or internal reference purposes only. Ordnance Survey 2010.

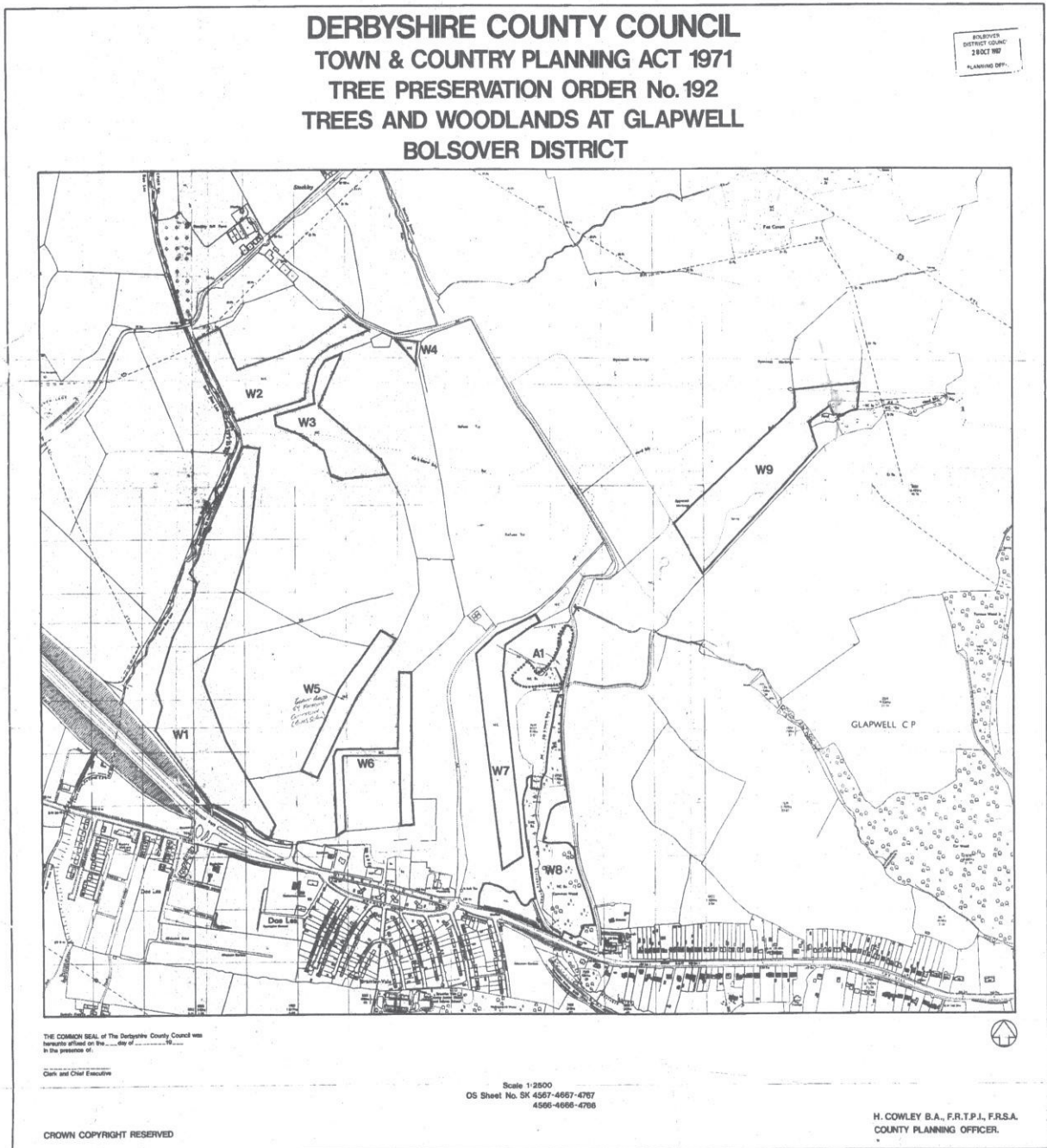
DAVID HARVEY OF THE WISE WISE
Strategic Director of Environmental Services



Map 1: Glapwell Countryside Site



Map 2: Glapwell Countryside Site (Constraints)



Map 3: Tree Preservation Order No. 192 (Trees and Woodlands at Glapwell)

1.2 Amount

The proposal for which planning permission is sought is to create an armoured blue grade mountain bike trail measuring approximately 2 to 3 km long x 1.2 to 1.5m wide through a number of plantation woodlands at Glapwell (W1, W2, W3 and W4, as shown on Map 4).

Although in the main the proposal is to construct a purpose designed and built mountain bike trail, the proposal will also incorporate a section of new greenway to link existing tracks

that run across the site to provide improved links and circular routes for walkers, cyclists and horse riders within the wider Glapwell Countryside Site.






To this end approximately 270m of 3m wide Toptrec (or similar) surfaced greenway will be constructed through woodland block W3 following the route of an informal path that was created in 2007 (as shown on Maps 4 and 5).

The mountain bike trail will be designed predominantly to provide users with a different experience to the main greenway (Stockley Trail) and therefore will not be as technically orientated as other trails found at purpose built mountain bike centres, such as Sherwood Pines.

The trail will, however, still include technical features that fall within the Blue grade of the Forestry Commission’s Mountain Bike Trail Grading System, i.e. singletrack sections and small obstacles, such as roots and rocks. As such, this should be suitable for most users and most mountain bikes (i.e. not limited to specialist / high end mountain bikes).

Is This For You?

Find the right cross-country singletrack trail grade for your abilities

Singletrack trails		
Grade	Suitable for:	Trail
 Green: Easy	Beginners in good health with basic bike skills. Most types of bike.	Relatively flat & wide.
 Blue: Moderate	Riders in good health with basic off-road riding skills. Basic mountain bikes.	Some “single-track” sections & small obstacles of root & rock.
 Red: Difficult	Proficient mountain bikers with good off-road riding skills & fitness. Good mountain bikes.	Challenging climbs, tricky descents & technical features such as drop-offs and large rocks.
 Black: Severe	Expert mountain bikers with high level of fitness. Quality off-road mountain bikes.	Greater challenge & difficulty. Expect large & unavoidable features.
 Mountain biking is a potentially hazardous activity carrying a significant risk.		

Source: <http://scotland.forestry.gov.uk/activities/mountain-biking/mountain-biking-trail-grades>

Blue grade - intermediate trails

- Blue grade trails are suitable for: intermediate cyclists or mountain bikers with basic off-road riding skills.
- Bike required: basic mountain bike or mountain bike hybrid.
- Skills needed: basic off-road riding skills to cope with uneven surfaces and small obstacles.
- Trail and surface types: as for 'green', plus specially constructed singletrack trails. Trail surface might include small obstacles of root and rock.
- Gradients and technical trail features: most gradients are moderate but might include short steep sections. Includes small technical trail features (such as roots and rock).
- Suggested fitness level: a good standard of fitness can help.

Blue graded mountain bike trails are suitable for intermediate to expert cyclists. A well constructed blue trail can cater for and excite a sizeable and wide-ranging user group of all ability levels. A basic level of fitness combined with specific mountain bikes and basic off-road handling skills will be necessary to navigate a blue graded trail safely. Riders should expect to cope with some rough surfaces and small technical trail features throughout a route with largely shallow gradients. A blue trail is predominantly singletrack, though wider and multi-use trail may be found

Source: Architrail, Mountain Bike Trail Design Sheet 002 // Trail Grade Sheet: Blue Trail

1.3 Layout

The proposal will see the creation of approximately 2 to 3 km of 1.2 – 1.5m wide armoured blue grade mountain bike trail within a 6m wide working corridor (to allow flexibility in routing and necessary thinning and minimal selective felling) within four woodland blocks (W1, W2, W3 and W4), as shown on Maps 4 and 5, and as described below.

Trail construction will be as shown in Figure 3.

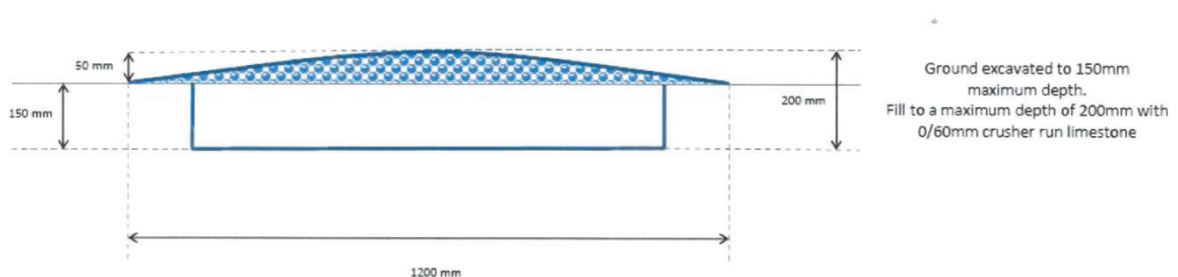


Figure 3: MTB Trail Construction Detail

In addition 280m of 3m wide greenway / multi-user trail will be constructed within a 6m wide working corridor (to allow flexibility in routing and to carry out necessary thinning and minimal selective felling) within woodland block W3 to link the Stockley Trail to other north / south paths and tracks running across Glapwell Countryside Site.

The greenway will be constructed to Derbyshire County Council's approved standard, as shown in Figure 4.

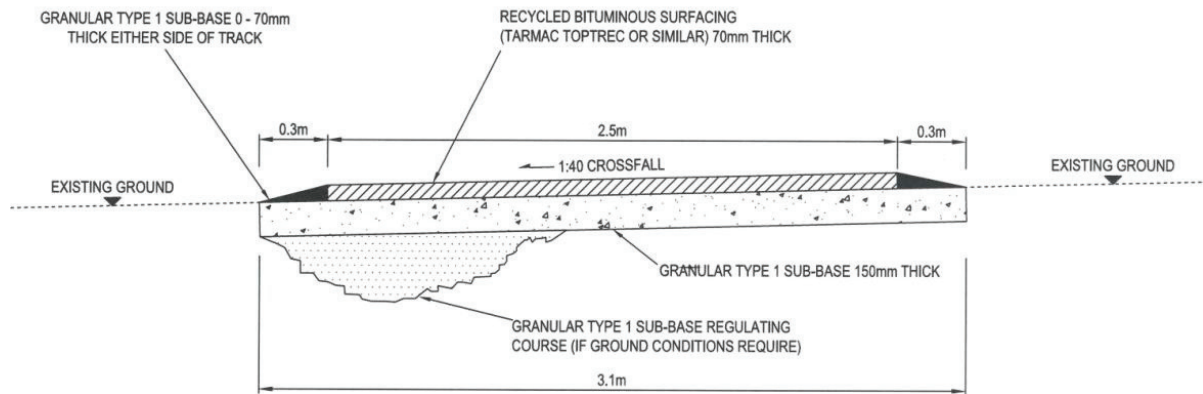


Figure 4: Typical Greenway Construction Detail



Date Created: 22-6-2016 | Map Centre (Easting/Northing): 446741 / 366718 | Scale: 1:5000 |

Map 4: Location of woodland blocks



Map 5: Line of proposed mountain bike trail (blue) and greenway link (green)

Proposed Glapwell MTB Trail: Route Description (Bike Track)

1. From the car park head downhill along Stockley Lane.
2. Just as riders reach the upslope on the Trail/path at point (A) the MTB Trail begins to the left so no need to climb at all on the main path.
3. Riders begin to climb up through the woodland section W3 below the (to be installed) multi use pathway.
4. Just prior to reaching the new pathway riders drop down and cross over the existing wet land section via an extended culvert construction before continuing to climb slightly up the next section of woodland. W2.
5. There will then be a slight descent for riders to catch their breath before continuing to climb along the east, lower side of this woodland towards the higher section on the south end of W1.
6. At this point there will be a rest area and a connection point from the roadway at point (B) as shown on Map 5.
7. The trail then descends through W1 and W2 rising and falling with flow continuing throughout.
8. At the north end of W2 riders will be slowed through the design of the trail prior to crossing over the wet land section again through the use of extending an existing culvert section.
9. The Trail then crosses over the multi use pathway via a squeeze gate to bring the riders to walking pace before climbing up to the high point of W3.
10. There will be another rest area at this location and a viewing area. Bolsover castle can be seen from this location.
11. The Trail will then descend east towards the far end of W3.
12. As the Trail reaches the multi use pathway riders will be slowed again to walking pace to allow them to reach the main existing path way at a safe speed. The trail will share a short section of approximately 25m of multi use pathway to reach the next section.
13. Riders can then cross straight over into W4 and traverse along this area towards the far north end of W4 at point (C). This line will rise and fall where ever possible to create flow to the trail line.
14. Riders will then turn right and drop onto the existing benched section to head south back to the main trail and finish.
15. As the riders reach the existing path way they have the choice to cross straight over into W3 and head out for another lap or head back to the car along Stockley Lane.
16. All trail will be Blue grade as this would be the most suitable grade for the location. W4 would not be ideal for Blue grade but done correctly this will be possible.

This trail line will make the best use of the available location by creating a simple to follow loop throughout, which can be accessed easily from multiple locations. Signage will be installed at crossing points, which have been kept to a minimum. Additional mini loops can be created once riders know and understand the trail. This will aid coaching of small groups on the area.

This Trail line will be approximately 2.5km to 3km in length.

1.4 Scale

Glapwell Countryside Site is an area of former colliery land and former landfill that has been reclaimed as a countryside site with public access along a number paths and trails and through areas of woodland across the site. Including areas that have been leased for agricultural use or are not otherwise publicly accessible; the whole site has an area of some 137ha.

The area of land to be developed as mountain bike trail / greenway under this proposal amounts to some 3,800m² (0.38ha), or 0.3% of the total site area. Even within the four woodland blocks (W1 to W4), which have a total area of some 6ha, the area developed as trail / greenway would only account for approximately 6% of the total area.

Even allowing for a wider working corridor to allow flexibility to remove trees only as necessary, particularly dead and / or deformed trees to create the mountain bike trail / greenway, the maximum area allocated to trail / greenway would be no more than 10,620m² (1.062ha) or 18% of the total woodland area. However, in reality, the area occupied by the mountain bike trail and greenway and associated corridors is likely to be less than 10% of the total woodland area.

1.5 Landscaping

The Stockley Trail is a 5 kilometre / 3 mile greenway largely following the former Doe Lea Branch between the A632 at Bolsover and the A617 at Bramley Vale. The trail passes close to the communities of New Bolsover and Carr Vale at the northern end and ends between Bramley Vale and Glapwell. Attached to the trail are an assortment of nature areas, country parks and many hectares of maturing woodland, including Peter Fidler Reserve and Carr Vale Flash at the northern end of the trail and Stockley Pond / Glapwell Countryside Site at the southern end of the trail.

Management prescriptions have recently been introduced to many of these plantations by Derbyshire County Council as a means to improve habitat. While there is great potential for creating sensitive recreational provision within these plantations, little has been done. The proposed mountain bike trail will offer a unique experience to users of the Stockley Trail and will offer a woodland experience that meanders through the woodland, off the beaten track and which gives a challenging yet fun experience to a wide range of abilities.

The nature of the design of the trail means that visual impact and site disturbance will be minimal. The trail line itself will be built to a width of 1.2 to 1.5m and taking into account vegetation encroachment will ultimately appear to be 0.8 to 1.0m wide. This is a negligible impact within an area of approximately 6 hectares of woodland.

The route of the track has been designed by Bike Track, a specialist track / trail designer / builder based in Sheffield. Bike Track has designed and developed a number of similar

facilities in Sheffield in conjunction with Ride Sheffield (an advocacy group that ‘uses the collective might of Sheffield’s mountain bike community to improve, preserve and promote access interests for mountain bikers’), including Greno Woods, Lady Cannings Plantation (Ringinglow) and Parkwood Springs.

Trail construction will follow the guiding principles of IMBA (International Mountain Biking Association) with an emphasis on adapting the track (at minimal impact) to its environment and incorporating the element of flow. These are:

- 1) Limit environmental impacts
- 2) Keep maintenance requirements to a minimum
- 3) Avoid user conflicts

Construction Methodology

An appropriate excavator should be used to clear a corridor of 3m minimum width along the route, creating an even surface upon which the trail can be constructed. When building on slopes it may be necessary to excavate a full or partial bench cut. Base and wearing courses of locally won stone should be laid on geotextile if appropriate. Compaction of the route should be regular- at least every 50mm and after every distinct course. A finished trail should appear sealed to the naked eye with a minimum width of 1200mm and cross fall of 3-5%. Surface drains should not be necessary; landscaping should allow water to flow freely from the trail.

Construction Materials

Locally won stone and subsoil, imported crushed aggregate, boulders, wooden boardwalk, large logs.

Construction Machinery

360 excavator, dumper, hand tools, whacker plate.

Source: Architrail, Mountain Bike Trail Design Sheet 002 // Trail Grade Sheet: Blue Trail

Construction of the trail will form part of a long-term (five year) plan to undertake ‘necessary thinning and selective felling’ (in line with TPO 192) in the plantations within which it is to be routed, although the development of a formal management plan is outside the scope of this planning application. Where possible, improvements will be made to existing habitats through a management prescription to be applied to the four woodland blocks to protect and enhance the amenities of the locality.

Tree work (necessary thinning and selective felling) will be limited to that which is necessary to implement full planning permission.

As time and resources for the project are limited, significant woodland management will not form part of the current proposal. The creation of the trail will, however, result in positive biodiversity gains through the creation of woodland rides as part of the trail route.

In order to improve habitat and the long term health of the plantations they will be subject to the following management prescriptions through the construction phase and for four subsequent years.

- To thin the plantation by up to 25% to improve woodland density giving favour to native species and those trees with 7.5" diameter or more and removing the poorest / weakest trees (in line with TPO 192: 'necessary thinning and selective felling')
- Promote areas of natural regeneration to improve the age structure of the woodland
- Increase the variety of spacing and remove straight tree planting lines
- Create habitat piles and, where appropriate, leave standing and fallen deadwood

The above principles will be applied where trees need to be removed for access of machinery in the construction phase and as such incorporated into the management regime to improve the woodland. The retention of trees, particularly those of larger diameter is a priority of the track design and is consequently conducive to the improvement of the plantation.

As noted above, the mountain bike trail (1.2 – 1.5m wide) and greenway (2.5 – 3m wide) will be developed within a 6m wide working corridor, which will allow some flexibility in routing the trail to avoid larger trees and take out additional trees out that are adjacent to the trail / greenway. However, this will be limited to the poorest / weakest trees and those with a diameter of less than 7.5" diameter. This selective thinning will allow more light to enter the woodland to benefit wildlife and enhance biodiversity, particularly by promoting the growth of woodland ground flora.

Upon completion, the trail will be regularly monitored and evaluated in respect of its use and sustainability. Ultimately, it would be possible to create additional sections of mountain bike trail within other areas of plantation woodland within Glapwell Countryside Site. There is the potential to develop up to 8km / 5 miles of trail within the site.

The mountain bike trail will act as a tool for engaging new users in the health and wellbeing benefits of countryside sites.

The construction and maintenance phases will also seek to provide voluntary opportunities for members of the local communities and cycling clubs to participate in the initial and ongoing development of the project, including maintenance of the trail through a regular series of 'dig days'.

1.6 Appearance

As noted above, the nature of the design of the trail means that visual impact and site disturbance will be minimal. The trail line itself will be built to a width of approximately 1.2 – 1.5m and taking into account necessary thinning within the plantations and subsequent vegetation encroachment will ultimately appear to be 0.8 to – 1.0m wide. This is a negligible impact within an area of approximately 6 hectares of woodland.

The route of the trail has been designed by Bike Track, who have designed and developed a number of similar facilities in Sheffield, including Greno Woods, Lady Cannings Plantation (Ringinglow) and Parkwood Springs. Examples of these and similar trails that have been developed in recent years are shown in Figures 5 to 8.

Trail construction will follow the guiding principles of IMBA (International Mountain Biking Association) with an emphasis on adapting the trail (at minimal impact) to its environment and incorporating the element of flow. These are:

- 1) Limit environmental impacts
- 2) Keep maintenance requirements to a minimum
- 3) Avoid user conflicts



Figure5: MTB Trail, Lady Canning's Plantation (2015)



Figure 6: MTB Trail, Lady Canning's Plantation (2015)



Figure 7: Five Pits Adventure Bike Trail, Williamthorpe Nature Reserve (2014)



Figure 8: Five Pits Adventure Bike Trail, Williamthorpe Nature Reserve (2014)

As noted in the *Proposed Glapwell MTB Trail: Route Description* (above), the trail will cross the drain between woodland blocks W2 and W3 twice, through the use of extending an existing culvert section and creating a new culvert crossing, to be constructed as per the typical culvert crossing without a headwall, as shown in Figures 9 and 10.

The location of the culvert crossings, one to the north west of the three small ponds and one to the south east of the ponds, are shown in Figure 11.



Figure 9: Typical culvert crossing

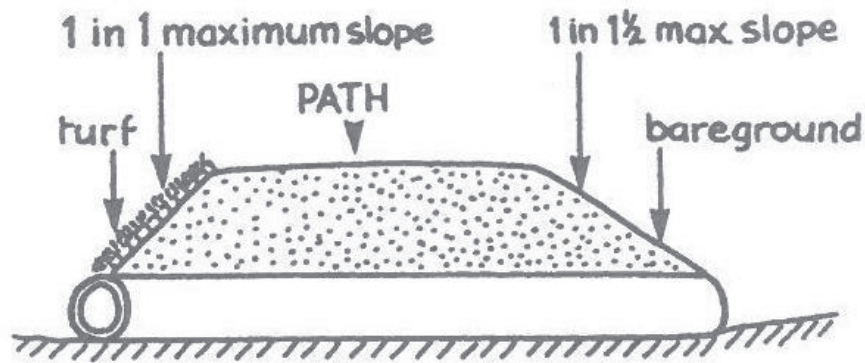


Figure 10: Cross section of typical culvert crossing
 (From: Agate, E: *Footpaths, a practical handbook* (BTCV, 2004))

Glapwell MTB Trail – proposed piped culvert crossings

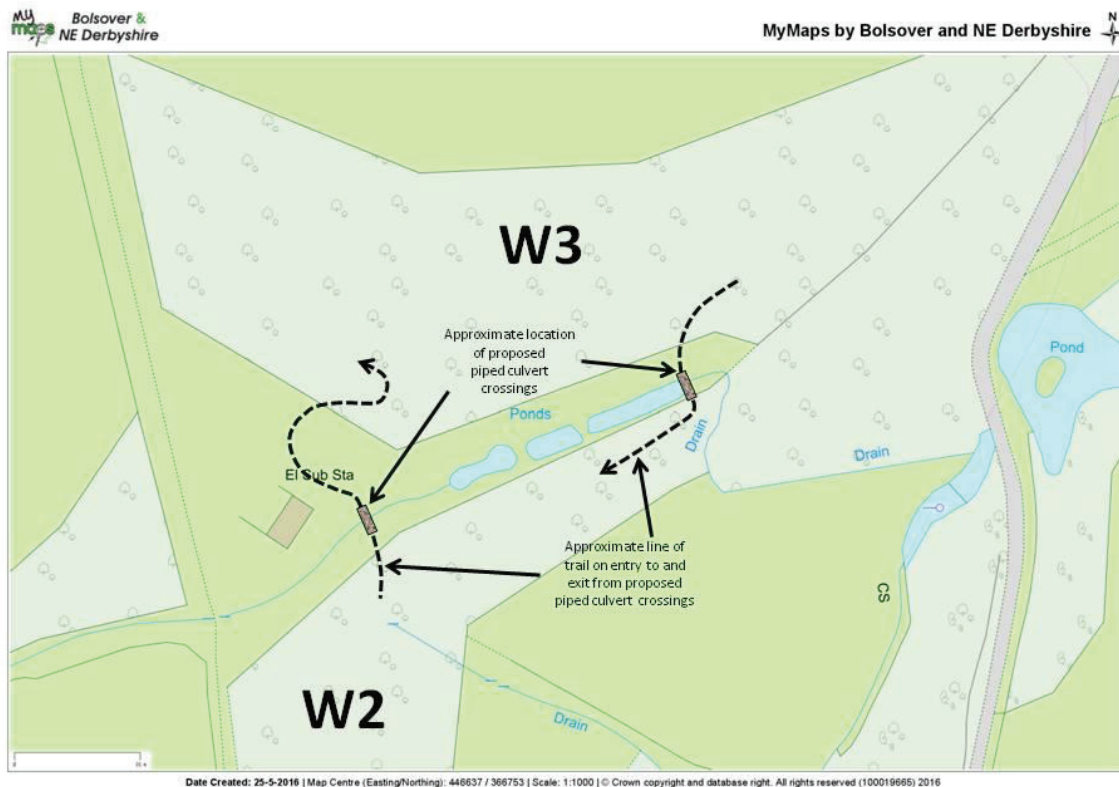


Figure 11: Location of proposed piped culvert crossings

A Phase I Habitat Survey of the plantations will be undertaken by ECUS Ltd. as part of the planning process to ascertain the potential impact of the proposed mountain bike trail on the plantations through which it passes and to make recommendations regarding materials and construction.

A similar Phase I Habitat Survey was carried out as part of the development of the Adventure Bike Trail at Williamthorpe Nature Reserve (a plantation of a similar age,

composition and density on a former colliery site approximately 4km / 2.5 miles west of Glapwell Countryside site) in 2014. A summary of the findings / recommendations of the survey are presented below.

Due to the similarity and proximity of the two sites, it is assumed that the Phase I Habitat Survey being undertaken at Glapwell will produce a similar outcome to that undertaken at Williamthorpe and, as such, the recommendations presented below have been used to guide the development of the proposed mountain bike trail at Glapwell.

This Design and Access Statement will be updated in line with the findings and recommendations of the Phase I Habitat Survey as soon as they have been received.

“It is predicted that the proposed development works to create a cycle path through the plantation woodland would have a moderate to low impact on habitats in the short-term. In the long-term, once construction has finished, this would be reduced to minimal to slightly beneficial due to the public access benefits that would be accrued”.

Five Pits Adventure Bike Trail Phase 1 Habitat Survey (2014)

The survey goes on to make the following recommendations in regard to materials and build:

- Where materials are to be excavated and replaced, soil layers must be returned in sequence to their removal
- The surface should be as informal as possible to be in keeping with the nature of the site and the construction materials should be neutral / acidic in chemistry
- Limestone, rubble or any recycled material that is >7pH should not be used to ensure no local calcification takes place through the leeching of soluble calcium salts
- It is recommended that shale or sandstone is used to provide <7pH conditions and an informal appearance
- Resin bonded or Breedon gravel type surfacing should be avoided if a formal look is to be avoided
- The location of storage of materials should be identified as early stage
- These should avoid sensitive ecologically diverse areas
- There should also be a consideration of the access and haul routes which should be created so as to minimise impacts on ecological receptors

Following further consultation with Tom French, (DCC Ecologist) and Teresa Hughes (Derbyshire Wildlife Trust Wildlife Sites Officer), and after due consideration, limestone is proposed to be used in the track construction.

Given the ecological condition and low ecological value of the plantations, the nature of the landform, the quantity of material to be used and the trails that surround the plantations it is concluded by the above that any significant negative impact from the use of limestone would be unlikely.

Opportunities to make habitat improvements during the construction phase will be taken in

respect of mitigating impacts upon the site as directed by the Phase 1 survey. Tom French, (DCC Ecologist) and Teresa Hughes (Derbyshire Wildlife Trust Wildlife Sites Officer) were both consulted on the proposed development and had no further recommendations additional to those outlined in the Phase 1 survey report.

The proposed mountain bike trail will be wholly located within the area designated as Williamthorpe Nature Reserve, and as such a precautionary approach was taken to the assessment of impacts, in order to ensure the proposals were consistent with the Local Nature Reserve designation.

After examination of the proposal there was a consensus amongst those consulted that the habitats affected within the plantation woodlands are of limited ecological interest, and the proposals would result in negligible impacts upon those habitats. The proposed development would have only negligible impacts on the plantation woodlands of lesser interest and lower ecological sensitivity. As such, the ecological impacts of the cycle track development are considered to be negligible and acceptable.

The survey report makes particular reference to the stunted appearance of many trees and the poor growth conditions; “this may have been caused by poor growth conditions, lack of nutrients, lack of thinning and management or a combination of these factors”. In order to improve habitat and the long term health of the plantation it will be subject to the following management prescriptions through the construction phase and for four subsequent years.

- To thin the plantation by 25% to improve woodland density giving favour to native species and those trees with 7.5” diameter or more and removing the poorest / weakest trees
- Promote areas of natural regeneration to improve the age structure of the woodland
- Increase variety of spacing and remove straight tree planting lines
- Create habitat piles and where appropriate leave standing and fallen deadwood

The above principles will be applied where trees need to be removed for access of machinery in the construction phase and as such incorporated into the management regime to improve the woodland. The retention of trees, particularly those of larger diameter is a priority of the track design and is consequently conducive to the improvement of the plantation.

From: ***Adventure Bike Trail Design and Access Statement (application no. CD4/0914/75), Derbyshire County Council (2014).***

2. ACCESS

2.1 Access to the mountain bike trail

The trail will be accessible from the north via the Stockley Trail and from the south via Stockley Lane, as shown on Map 6. It is also proposed to create an improved cycle access from Bramley Vale, adjacent to the main access road to Eve Trakway and the light controlled crossing of the A617 (point B, as shown on Map 5).

The proposed mountain bike trail is designed to provide a one way 2 to 3 km circuit within a number of plantation woodlands within the Glapwell Countryside Site. It is also designed as a loop off the main Stockley Trail greenway, so it can be used in conjunction with the Stockley Trail to form a continuous circuit or as an adventurous addition to the main greenway. If used in conjunction with a loop around the Peter Fidler Reserve at the northern end of the Stockley Trail, a circuit with a total length of approximately 12 km / 7.5 miles can be ridden.

Particular attention has been given to ensuring that the mountain bike trail has minimal impact upon other users of the site. The track will cross one footpath on one occasion and has been designed to do so at the highest point of the site where riders will be travelling their slowest and through an open glade area where sight lines are good (>20m). Suitable access furniture will be installed at the entry and exit points on and off the Stockley Trail to reduce speed and to minimise conflict with other trail users.

The design and routing of the trail dictates that it is only effective if ridden in the intended direction. Signage will be used to support this. The location of the trail has been chosen because of its proximity to neighbouring communities, which will minimise the need to access the site via motorised transport. However, there is an existing small car park off Stockley Lane that will accommodate approximately 40 vehicles and which is accessible from the A617 at Glapwell.

The location and line of the trail within Glapwell Countryside Site has evolved from informal paths / trails within the plantation woodlands that were created for cycling events in 2007, 2008 and 2009. In order to avoid conflict with other users of the site, additional lengths of trail have been designed so that the trail is contained entirely within the woodland blocks rather than using existing paths that run along the outside of the woodland blocks.

2.2 Access for trail construction

Due to the location of the woodland blocks through which the trail is to be constructed, it will be necessary to access the woodland blocks from a variety of access points to avoid the need to haul materials over long distances.

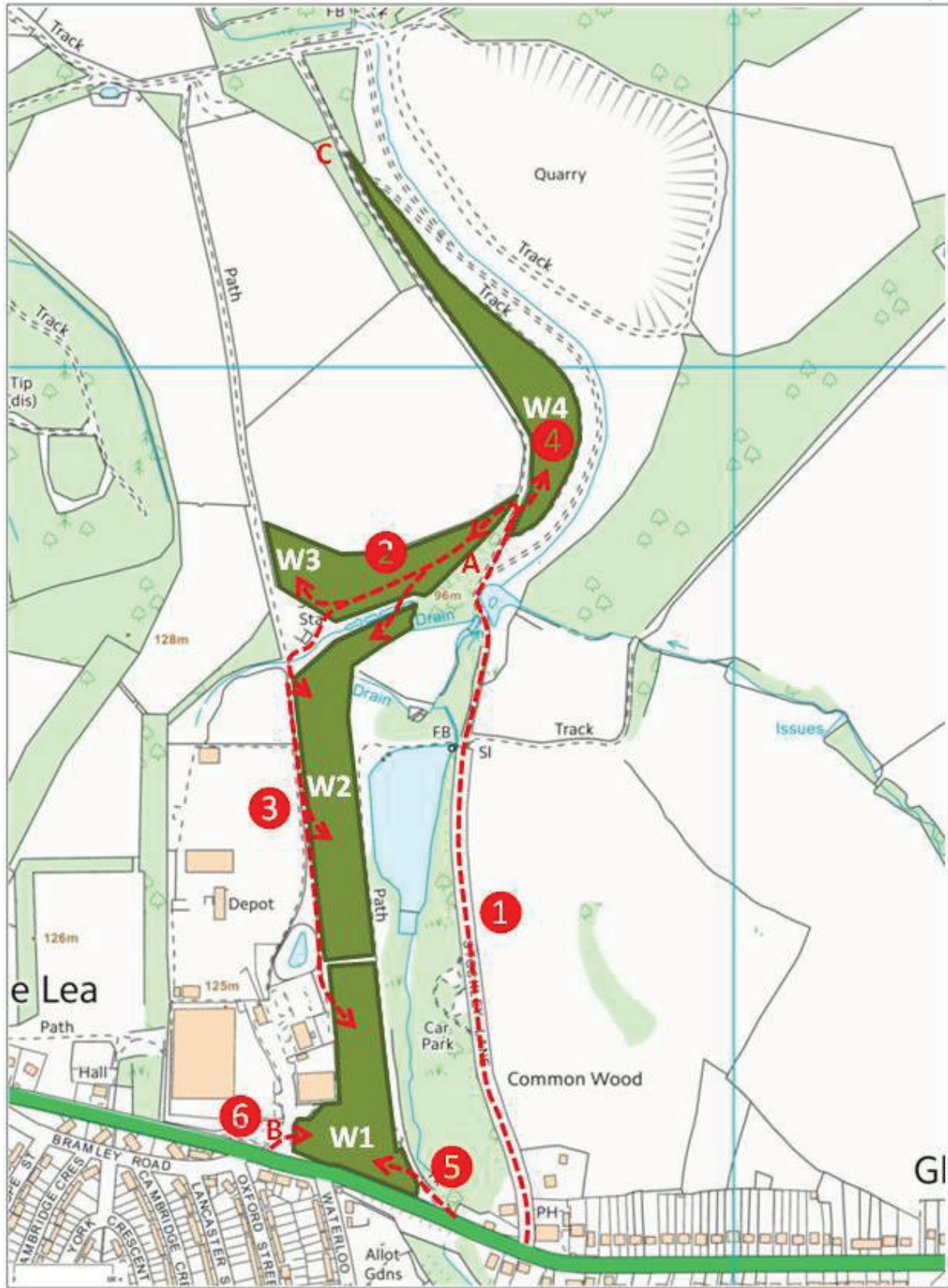
Access points / routes are as follows (as shown on Map 7):

- ① Via Stockley Lane to access woodland block W3 for construction of greenway link
- ② Via Stockley Lane and greenway link to access woodland blocks W3 and W2
- ③ Via existing path to east of woodland blocks W2 and W1
- ④ Via Stockley Lane to access woodland W4
- ⑤ Via access track off Mansfield Road (west of Common Wood) to access woodland block W1
- ⑥ Via access off Mansfield Road / Eve Trakway access road to access woodland block W1

2.2 Phasing of Works

It is suggested that trail construction works will be carried out in the following order:

- Phase 1: First section of W3, then onto W2 and W1 and return along the greenway
- Phase 2: Section above (north) of the greenway in W3
- Phase 3: W4



Date Created: 22-6-2016 | Map Centre (Easting/Northing): 446741 / 366718 | Scale: 1:5000 |

Map 7: Access for trail construction

3. POLICY AND STRATEGY (Strategic fit)

Although the proposed mountain bike trail will not, in itself, create a new cycle link, it will provide a new recreational activity / facility (adventurous cycling / mountain biking) beyond that which the existing local greenways network can offer.

The activity has scope to engage new users, deliver positive impacts upon health and help encourage and promote cycling as an alternative to motorised travel.

The following policies and strategies are offered in support.

Department of the Environment, Transport and Regions

PPG13 – Transport

4.18

The creation of safer areas for pedestrians and cyclists can help ensure that the promotion of physical activity does not expose people to a higher risk of accidental injury and make contribution to meeting government targets.

Bolsover District Local Plan (Adopted February 2000)

Countryside Recreation

6.44 The district's countryside is one of its greatest assets for recreation and tourism, with visitors and residents benefiting from views, walks and rides. Most of it is privately owned, so that the network of rights of way and the properties to which the public are given access take on an importance far greater than their distribution might suggest.

CLT 10 Countryside Recreation Facilities

Planning Permission will not be granted for development which would have a materially harmful impact on the character, or prejudice the use for countryside recreation of the following sites shown on the proposals map:

4) Glapwell Colliery Reclamation Site

In addition planning permission will not be granted for development which would prejudice the use of the following countryside recreation sites as trails, as shown on the proposals map:

13) Stockley Trail (Stockley to Carr Vale)

Cycling

7.49 Many of the local journeys currently made using private cars could be made using bicycles instead. Changes of this kind are essential if necessary reductions in car use are to be achieved. The potential benefits (both for individuals and the community) are widely acknowledged, including reductions in traffic noise, fumes and danger, reduced congestion and parking and better health through exercise.

7.51 Although priority will be given to improving this network [of routes for cycling] for use by cyclists, it makes sense to encourage cycling everywhere.

TRA 13 Provision for Cyclists

In granting Planning Permission for development provision will be sought for:

1) Safe and convenient cycle access;

and 3) Links with existing or proposed cycle routes where appropriate.

Trees and Hedgerows

9.44 The presence of protected trees or trees deemed worthy of retention on a site does not preclude all development, but it does impose constraints. In assessing the importance of the health of a tree set against the requirements of a proposed development the local planning authority usually has to take into account the following aspects:

1. Potential damage during construction works (including potential breakage, excavation of roots, pollution, and storage of materials).

2. Effect of finished development on survival of the tree (including effects on daylight and local water table, potential pollution or damage by occupiers, animals, plant or vehicles and longer term effect on drainage pattern of site).

3. Longer-term impact of the fully grown tree on the development (including the effects of roots on foundations and the effects of leaf-drop, shadow and safety on adjoining property and occupiers)

ENV 8 Development Affecting Trees and Hedgerows

...Where it is agreed that a protected tree may be felled in connection with the grant of planning permission for development, a replacement tree will be required to be planted, unless special circumstances dictate otherwise...

Derelict Land

9.63 ...In considering the land uses which will be appropriate following reclamation the local planning authority will welcome development that provides employment, community

facilities or other projects which will clearly benefit the community. Notwithstanding these preferences, proposal for reuse of derelict land will be assessed on the basis of the relevant policies throughout this local plan.

ENV 11 Reclamation of Derelict Land

...Planning permission will be granted for reuse of reclaimed land subject to other relevant policies in the plan.

East Derbyshire Greenway Strategy (1998)

Prepared for Derbyshire County Council by Land Use Consultants, Transport for Leisure and Les Lumsdon Supported by the Countryside Commission

In the brief for the study, Derbyshire County Council clearly identifies that the multi user network should consist of the following criteria:

- Provide a safe environment for walkers, cyclists and horse riders. An adequate network should be provided for all users.
- The provision of utility and recreational routes; used by locals for journeys to work, shops and schools and casual leisure use.
- Provide routes which link urban areas, within and surrounding the defined area with the rural environment and countryside attractions.
- Provide routes well served by the public transport system.
- Connect with routes in surrounding areas.
- Be developed with high priority for "Access for All".

The proposals to develop a strategic network of Greenways in East Derbyshire will draw on the wealth of routes that already exist and on previous survey work carried out in the area. The report will outline priorities for a strategic network of multi user routes; consider costings and means of attracting new funding.

EDGS Map 7 shows the greenway route from Bolsover to Doe Lea as a Secondary Route (route partially developed), although this is shown on a different alignment to the Stockley Trail as actually developed. Beyond Doe Lea, routes to join the Five Pits Trail at Holmewood and to connect to Hardwick Hall / Park are shown respectively as Tertiary Route, Proposed and Tertiary Route (route partially developed).

Subsequent working maps produced by Derbyshire County Council also show the two proposed routes to the west and south of Doe Lea, although the westerly route (towards the Five Pits Trail) as shown would need to be re-routed around M1 J29 using the existing surfaced path.

The **East Derbyshire Greenway Strategy** was due to be updated in 2011 and extensive consultation was undertaken at the time. However, at the time of writing, the strategy has still not been updated.

Active Derbyshire Plan 2009 – 2013 [2013 – 2016]

GOALS

1. Increase by 1% per year the number of 16 year olds and over who participate in sport or active recreation for at least 30 minutes on 3 or more times per week

Aim 1.7 Increase the number of Derbyshire residents who cycle on a weekly basis.

6. Capitalise on the opportunities provided by the natural and built resources to raise adult and children's participation levels

Aim 6.1 Increase mileage of on and off road cycling routes in the county

7. Support the work of the voluntary sector to increase the number of young people and adults who regularly volunteer their time to support active recreation **Sporting Future: A New Strategy for an Active Nation (HM Government, December 2015)**

'More people from every background regularly and meaningfully: a) taking part in sport and physical activity, b) volunteering and c) experiencing live sport'.

'This new strategy for sport and physical activity moves beyond merely looking at how many people take part. It will consider what people get out of participating and what more can be done to make a physically active life truly transformative. In the future, funding decisions will be made on the basis of the social good that sport and physical activity can deliver, not simply on the number of participants. [The strategy is] redefining what success looks like in sport by concentrating on five key outcomes: **physical wellbeing, mental wellbeing, individual development, social and community development and economic development**'.

Outdoor Recreation

'The UK is fortunate to have some of the best countryside and outdoor space in the world, where people can take place in a wide variety of activities, many of which have not necessarily been supported as much as other more traditional sports. This needs to change if we are to provide a variety of different opportunities to engage in sport and physical activity that meets the demand from the customer, rather than telling them what sort of activity they should be doing'.

'Sport England and the Outdoor Industries Association (OIA) recently published *Getting Active Outdoors*', a detailed study into both the supply and demand for outdoor activities in England. It showed that of the 43.7m adult population, 18.2m who are not currently active outdoors want to re-engage in outdoor activity in the next 12 months'.

'The insight in *Getting Active Outdoors* showed that *'being outdoors'* itself is important rather than the sport or activity; it is the environment which is enticing'.

Taking part in sport and physical activity contributes to all of the outcomes of this strategy. To this end, the strategy has a number of relevant key performance indicators (KPIs):

KPI 1 – Increase in percentage of population taking part in sport and physical activity at least twice in the last month

KPI 2 – Decrease in percentage of people physically inactive

KPI 3 – Increase in percentage of adults utilising outdoor space for exercise / health reasons (MENE survey)

Sport England: Towards an Active Nation Strategy (2016-21)

This strategy sets out how [Sport England] will deliver the five outcomes contained in *Sporting Future: A New Strategy for an Active Nation*. The key changes [Sport England] are making include:

- Focussing more money and resources on tackling inactivity because this is where the gains for the individuals in society are greatest.
- Putting customers at the heart of what [we] do, responding to how they organise their lives and helping the sector to be more welcoming and inclusive, especially of those groups currently under represented in sport

Our Vision

‘We want everyone in England regardless of age, background or level of ability to engage in sport and physical activity. Some will be young, fit and talented, but most will not. We need a sport sector that welcomes everyone – meets their needs, treats them as individuals and values them as customers’. **The Derbyshire Cycling Plan 2016 – 2030**

Our Ambition:

‘By 2030, Derbyshire will be the most connected and integrated county for cycling in England, recognised as a world class cycling destination for all. More people of all ages and abilities will be cycling regularly for leisure, active travel, commuting and sport’.

How will we achieve this?

A whole system approach to delivering this plan, working at every level; from the strategic level down and the community level up. To make a significant difference to cycling behaviour, a cross sector approach will see transport, economic development, tourism, housing, planning, sport, recreation, education and health working closely together.

High quality cycling facilities. Innovative and sustainable transport networks and a behaviour change approach to increase cycling across all areas of the city and county.

More people cycling – why is it important for Derbyshire?

- Improve health
- Create and support economic growth
- Reduce social inclusion
- Improve air quality
- Develop tourism
- Reduce congestion
- Improve the environment
- Reduce physical inactivity
- Increase awareness and care for the natural environment
- Increase participation in sport
- Reduce absenteeism
- Reduce social exclusion
- Cycling as a form of everyday transport and active travel

How will success be measured?

Targets (including):

- Double the number of people cycling regularly by 2030.
- 50,000 women cycling regularly by 2030.
- Increase the contribution of cycling to the local economy.
- £10 per head investment per year to get more people cycling