Buxton and High Peak Trail

Proposals for linking Green Lane to Buxton Country Park and Ladmanlow

View of existing track in woods to be followed by proposed path

Planning Application Document

Revised to show compensatory ecological work
June 2012
Contents of this report prepared for the planning application to the High Peak District Council
June 2012

1. Map showing the overall White Peak Loop proposed to connect the Monsal Trail and High Peak Trail to Buxton and Matlock Stations.
2. Introduction to the project and the route proposals.
3. Description of the route from Buxton Station to Green Lane
4. An overview of the proposed route from Green Lane to Buxton Country Park Access Road.
5. Descriptions of the proposed Grinlow Woods section starting from Green Lane.
6. Description of the proposed high level section across the former tip area.
7. Description of Link to Cromford and High Peak Railway (for information only as this section already has planning consent).
8. Technical matters, covering surfacing, no dig construction in the vicinity of selected trees, seats to be made from felled logs, entry and access control arrangements, works method and programme and car parking issues.
9. Summary of alternatives considered.

Appendix 1: Detailed route plans at 1:500 scale (at A3) cross section details.
Appendix 2 (separate document): Ecological study.
Appendix 3 (separate document): Industrial Archaeological Report, discussing the history of the area and the effect of the proposed path on the old workings.
1. Map showing the High Peak, Monsal and Tissington Trails with the proposed links to Buxton and Matlock Stations

The Peak Trails Links Project: A summary

Buxton to the High Peak Trail, to the Monsal Trail, and on to Matlock

The National Park has popular cycling routes along the Tissington and High Peak Trails as well as on the Monsal Trail near to Bakewell. But it has long been frustrated by their not connecting through to Buxton and Matlock Stations.

The links proposed here would overcome this and lay the foundation for the National Park to pursue a much more sustainable transport programme, one in which many visitors arrived by train and then used bicycles to explore the Park.

The map here does no more than show the line of the proposed route and highlight each section which is to be covered by a detailed report for discussion with landowners and authorities.

Note:
These proposals for a Matlock and Buxton Loop were first put forward during 2009. The whole 60 mile loop has been divided up into convenient separate sections to make a manageable project. Since then the Monsal Trail (sections 9 and 10) has been opened up through the Headstone, Cressbrook, Litton and Chea tunnels to reach Topley Pike.

Planning consent has been given for section 4 at Harpur Hill and planning applications are under consideration for the remainder of the Buxton ‘Horseshoe’. Planning applications for section 8 (Woo Dale and Wyde Dale) were made in December 2010, for 12a (Rowley to Harrison Way) in March 2011 and for section 11 (Haddon) in November 2011. Derbyshire County Council anticipates opening 12d via the gated road to Oker in 2012.

The local charity, Peak Cycle Links, was set up in August 2010 to deliver all the sections except the Monsal Trail which has been handled by the Peak District National Park Authority. It is anticipated that the overall programme will be coordinated by Derbyshire County Council.
Proposals for linking Buxton to the existing High Peak and Tissington Trails

Buxton to Country Park and Ladmanlow

2. Introduction to the project and route proposals

This map shows the key route from Buxton via the Country Park, the High Peak Railway and across Staker Hill to reach the quiet back roads to Earl Sterndale and the High Peak and Tissington Trails. Once built it will create a really wonderful local resource for the free use of the residents of Buxton, and it will make an attractive route all the way from the Railway Station to the High Peak Trail which will be within the ability of most people who want to cycle however much a novice they might be. The route will also form a good all weather path for walkers and much of it will be very suitable for people in wheelchairs.

At present cyclists have no choice but to follow a series of main roads out of Buxton, up to Harpur Hill, down again the Brietlow Bar and then up and down Hind Low to finally pick up the minor roads through Earl Sterndale. All this is completely unsuitable for the novice or family group and challenging even for more experienced cyclists. So it is not surprising that most people choose to drive to start cycling at Parsely Hay. The central purpose of this link to Buxton is to create an attractive route which is mostly traffic free, not too hilly and a memorable local resource in its own right.

Such a route can be achieved by leaving Buxton around the edge of the Country Park on a new path climbing steadily up to Ladmanlow. Here the original course of the High Peak and Cromford Railway remains intact through the HSL site and curving around Harpur Hill.

At this point the later railway connection to the Ashbourne Railway (built in 1860) drops away to join the main quarry railway, whilst the High Peak Railway is lost in the vast Hillhead Quarry. Staker Hill provides the way forward. An existing bridle path forms the basis of the route, with two additional zigzags to take out the worst of the gradient. The climb is worth it for magnificent views in all directions, and indeed the top might well be a popular destination for local visitors and Buxton people.

The route now runs level around an open hillside to the road to Earl Sterndale where this phase of construction ends. The road is very lightly trafficked and is a most suitable way through to the High Peak Trail, but it has a large drop (110m) to Earl Sterndale and back again.

In the longer term a subsequent phase would endeavour to build a much less arduous route, roughly along the line of the ridge followed by the bridle path to finally complete a traffic free route from Green Lane on the outskirts of Buxton to the High Peak Trail.

These notes describe the 3.4km long section from Buxton Station to Ladmanlow. Most of the way the route runs on existing residential roads and no works are considered necessary or are planned, except some signing. The detailed work, which is the subject of this planning application, covers the 1.4km of new path climbing up through Grinlow Woods and Buxton Country Park to reach the Country Park access road and Ladmanlow. This route will provide an invaluable all weather local walk, a good link to the Country Park, a way into town for visitors at the camp site there, all as well as a route to HSL and the Tissington Trail beyond.

This proposal complements the County Council’s Greenway Strategy in that it provides for a high quality walking and cycling route to the town centre and the station, and on this traffic free section an excellent route for people with disabilities or in wheelchairs. It does not though provide for equestrians because the landowners will not permit this and because its focus is to enable the public to visit the countryside and the National Park, from the town and from the station.

This route is promoted by Peak Cycle Links, a local organisation set up to deliver walking and cycling routes in the area, by working closely with the County and District Councils and the Peak District National Park. In this instance its task has been to negotiate agreements with the various landowners and statutory bodies along the way, to raise funds, and to construct and maintain the routes all as a part of a wide ranging programme to encourage the public to travel more sustainably. In particular Peak Cycle Links wishes to recognise its indebtedness to the Buxton Civic Association which has encouraged this work and provided the model for this direct action approach by the local community. In addition we are grateful to the support given by the principle landowners who have made this route possible, Derbyshire County Council, and the Buxton Civic Association.
This section of the proposed route is included here to illustrate a possible route from Buxton Station and town centre to Poole's Cavern and Green Lane. It is not the subject of the current planning application from Green Lane to Buxton Country Park, but is included for information.

Leaving the station, the existing light controlled pedestrian crossing of Station Road is conveniently placed and suitable for shared use. Ideally the approach to the station itself would be modified to create more of a presence in the form of a piazza focused on the Paxton façade.

Immediately opposite the traffic lights the old station approach owned by Conway’s is traffic free leading down to the main road opposite The Crescent. This location would be convenient for bike parking so that visitors could go down Spring Gardens and stock up for their day’s trip in the National Park.

Beyond The Crescent the cyclists could follow Hartington Road which is already signed as a cycle route, whilst pedestrians follow the Pavilion Gardens Promenade. At the Macclesfield Road there is a pelican light crossing which could be readily used for shared use with a little work to the approach paths either side, and then the tree lined Temple Road leads you through to Poole’s Cavern which is the next staging point along the route. From here it is a short way along Green Lane to the start of the proposed Country Park link up to Ladmanlow.

No works are needed for this urban section other than careful signing in the style appropriate for Buxton and perhaps a detailed map at a number of key points such as the station, the end of Spring Gardens, the Pavilions and Poole’s Cavern.

It is anticipated that whilst some visitors to the Park may bring their own bicycles on the frequent train service from Manchester, a larger number will need to hire bicycles at Buxton Station for their visit, so it is hoped that any redevelopment of the station will include a substantial bike hire centre to enable the public to visit the park but without their cars. In addition once the greenway links to the High Peak Trail and the Monsal Trail are in place it is anticipated that Buxton will very much become a hub for visitors who want to explore the park in a sustainable way, so one would also hope that people who drive to the National Park and bring their own cycles with them, might stay for the duration of their visit in Buxton and leave their cars there!

Notes
1. Existing pedestrian crossing could be signed for cyclists.
2. Conway’s Station Approach is privately owned, but widely used as the direct way to the station.
3. The Crescent is an important central feature in Buxton.
4. Route for walkers.
5. Existing signed routes for cyclists.
6. Existing light controlled crossing.
7. Poole’s Cavern carpark extension. Covered in this planning application.
8. Entrance to Grinlow Woods from Green Lane.

Looking across the existing station access to the remains of Paxton’s building

Looking down the station drive towards the town centre

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty’s Stationary Office. Unauthorised reproduction infringes Crown copyright © and may lead to prosecution or civil proceedings. High Peak Borough Council Licence number DHIG004.
4. Overview of proposed Green Lane and Country Park Path

The proposed path from Green Lane to the Buxton Country Park access road is the subject of this report and the current planning application. This page gives an overview of this interesting link. The next three pages describe the Grinlow Woods and the Country Park sections respectively. These are followed by a large scale plan of the climb up from Green Lane which includes a number of cross sections to show what the work comprises and what the path will look like, as well as showing trees and old workings in the vicinity of the proposed path.

The overall length of this section is 1400m divided almost equally between land within Grinlow Woods and land in the Country Park. The height climbed is a little over 50m. This is concentrated in the first 500m from Green Lane through the quarry area and then after the respite of a level section through the woods, a second climb from the boundary across the face of the old tips to end with an almost level panoramic promenade around the hillside to the Country Park access road.

These sections of the route with different characters of interest can be considered as follows:

- **The entrance area** from Green Lane has to zig-zag back and forth within a restricted area defined by adjacent trees in order to eventually reach ground level in the floor of the quarry. This section is such that a 1:15 gradient could be obtained, but only with the most careful engineering so that the gradient is even throughout. In practice this will be difficult to attain and some short sections may be steeper - up to 1:13 - which is a little steeper than possibly ideal but it should be noted that the public roads in the area themselves have considerably steeper sections e.g. 1:8 on Green Lane up from Poole's Cavern.

- **The quarry area** where the path climbs 32m of height and advantage is taken of the former quarry to arrange the path to have easy gradients suitable for wheelchairs and prams. Existing stone track section where the path largely follows the alignment of one of the former tracks in the area.

- **The lime kiln workings** is an interesting section where the path winds close to a number of workings and provides an opportunity to explain their function.

- **The reclaimed tip side** is the area of a second climb of about 10m.

- **The final long section across the reclaimed area** with an average gradient of 1:50 will keep to the contour as far as possible to reach the Country Park access road where the route joins the section through to Harpur Hill along the line of the Old Cromford and High Peak Railway, a section which received planning consent earlier in the year.

Throughout this work the objective is to create a path for year-round use by as wide a range of people as possible including those in wheelchairs.
5. Descriptions of the proposed Grinlow Woods section starting from Green Lane

Our objective here is to create a woodland promenade, a path with a good surface, easy gradients suitable for wheelchair users as well as cyclists, and attractive views, which can be used by a wide section of the population for most of the year. The surface will be similar to the existing recently rebuilt path up toward Solomon’s Temple, although its gradient will be much gentler. This will be achieved by means of shallow banks and cuttings all of which will be rounded off to give them the same sort of characteristics as the many old tips and workings in the area. The path has been carefully aligned so as to avoid all the most interesting trees in the area, but will allow the felling of a number of diseased or dead trees as well as sycamores to let more light through the canopy to the floor of the woodland. Some of these tree trunks will be left as seats set back a little from the path, and others used as barriers across popular side paths to make it clear that cyclists stay on the one single well defined route.

1. The entrance area will be level so as to ensure that the public join the road safely. Cyclists will be slowed down by a combination of sharp bends and path narrowings.

2. The path winds through the quarry area in order to gain height.

3. This upper level is almost level and follows a well defined stone track.

4. Here the path winds through a short area of tips.

5. The second climb up the open side of the reclaimed tip. Full details of this section are shown in Appendix 1.
1. The climb up the side of the old tip is detailed as part of the Grinlow Woods large scale section.

2. The path then continues at an even gradient. It is most important that the public are given the easiest possible ride here after their effort climbing the hill. The planting is rather stunted alder and thorn growing in these poor soils.

3. The path continues through the open planting. The cross-section shows the path excavated from the fill material to provide a level area (the fill will be transported along the length of the route to make up the zig-zag ramp down to Grinlow Woods). Note small departures will be made from the pegged out line so as to avoid selected trees as agreed with the Country Park Ranger.

4. Remove all redundant fences as directed by the Country Park Ranger. At intervals place simple timber sleeper seats to give a good view out over the valley to the remains of the High Peak Railway on the hillside opposite.

5. Through this area the woodlands have become better established and now need thinning out. The 5 - 6m clear width proposed for this path will fit into this programme. Two more drainage ditches will be crossed on 600mm diameter culverts.

6. Link into the existing footpath.

7. At this point the route joins the Country Park access road and a small feature might announce the start of the Grinlow Woods and the route to Poole’s Cavern and Buxton. The entrance will also require a locked works access gate for maintenance and a secure self closing wicket gate to ensure that the boundary is stock proof.
7. Description of Link to Cromford and High Peak Railway (for information only as this section already has planning consent)

1. Access road to Country Park car park and caravan site.
2. The path will be a convenient route for visitors at the camp site to reach Buxton.
3. By rebuilding the boundary wall here (section A), the Country Park path can stay away from the main road and this path to Harpur Hill and the Tissington Trail can start beside the existing Field Centre. This would make a good point for information.
4. The former Quarry Buildings might possibly be used for bike hire or bunkhouse accommodation although parking is limited.
5. Reconstruct existing path.

6. The optimum location for the crossing of the main road has been discussed in detail with Derbyshire County Council Highways. This location is set away from the difficult junction with Leek Road, but not too far away so that vehicle speeds pick up in this 30mph area. A schedule of advisory signing will be agreed with Highways to alert motorists of the crossing at this point.

7. The route continues along the wide verge of the main road to reach the line of the Cromford and High Peak Railway.
8. Construction and technical matters

8.1 Path width and alignment

The path will be generally 2.5m wide for convenient shared use, but this may decrease to as little as 1.5m at points where the width available is restricted by trees or rocks. The general alignment of the path is to smoothly move side to side to give as natural aspect as possible and to take the best advantage of existing ground levels. However the gradient will be as even as possible in order to avoid any unnecessarily steep sections. These two aspects of the path design can be illustrated in the diagrams below which show plan and profile.

8.2 Path Surfacing

The path itself will be constructed of a recycled crushed stone with a similar finish to the path built earlier this year from Poole’s Cavern towards Solomon’s Temple. The material will be neutral or limestone based so as not to adversely affect the ecology of the area. Generally the path will be laid with a central camber of 25mm.

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.3 Working near trees

Grinlow Woods are designated as a SSSI on account of its scattered areas of open spoil with calcareous grassland supporting important flora including orchids. The proposed path avoids these areas, and at the request of the Buxton Civic Association which manages the Woods, the project includes clearance of scrub ash trees in two or three areas so as to let more light into these important areas. This path is a woodland promenade and most of its length through Grinlow Woods runs beside and under a canopy of trees.

Appendix 4 contains a detailed arboriculture report by Mike Ellison, of Cheshire Woodlands. For the avoidance of doubt his report sets out the definitive route, its relationship to trees and their root area, the scale of the works, and the techniques to be used. At the time of construction Mike Ellison will be retained to inspect the progress from time to time, and to give specific instructions regarding the method of work at any one location (Note that this appendix supersedes the tree advice given by the ecologist in Appendix 2).

The removal of trees has been kept to a minimum even though as a consequence the path has to pass close to remaining trees. Some benefit was seen in opening up the canopy more in order to let sunlight into the woodland, but it was decided that should the woodland’s management strategy require this additional work, such considerations were a separate matter and not part of this path application.

The root zone protection detail is shown below. As far as possible the path through Grinlow Woods will be built outwards from its two boundaries towards the centre in order to minimise the haulage of materials through the woods. In addition the path will be constructed outwards from the two ends in order that tree roots are protected throughout.

One of the ambitions of this project is to create a path which will be readily accessible by less active people and by those in wheelchairs. This dictates the requirement to keep to an easy gradient and to have a comfortable width so as to allow people to pass each other easily. Even so the 32m climb up from Green Lane, through the Quarry area will be hard work for some, so we will locate seating in the form of logs at a number of points along this section of the route wherever there is a convenient level patch of ground next to the finished path.

The path width should never be less than 1.5m, and then only at single points where the visibility is good, in order that wheelchairs and buggies can freely pass along the route.

8.4 Surfaces

The finished surface will be constructed of a recycled crushed stone with a similar finish to the path built earlier this year from Poole’s Cavern towards Solomon’s Temple. The material will be neutral or limestone based so as not to adversely affect the ecology of the area. Generally the path will be laid with a central camber of 25mm.

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.5 Pollution

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.6 Working near trees

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.7 Geotechnical

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.8 Resilience

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.

8.9 Environmental

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps. 

8.10 Maintenance

Great care will be taken to ensure that the drainage of rainwater runs off the path along its whole length so that the present conditions in the Woods are not changed. The proposed path links with a number of existing paths along its route. At all these locations the link will be carefully made either with a short length of new material to blend into the existing, or if there is change of level, with one or two timber fronted steps.
8.4 Seats

These will be made from lengths of log taken from felled trees and arranged on two side logs as shown in the sketch so as to raise the main seat above the ground and thereby reduce its rotting. The top of the log will be smoothed off to make a good sitting surface and to ensure that it drains dry.

These seats will be located just to one side of the path, set back by about 1 metre and arranged so that they have an interesting view. It is also valuable if seats can look over the path because then their occupants will provide a degree of passive surveillance to add to the general safety and confidence of path users.

8.5 Entry and access control arrangements

The entrances at either end of the proposed path are most important details. They need to emphasise that this is a special place. They need to ensure a safe approach to the road at Green Lane at the one end, and to keep the field boundary stock proofed at the other.

At Green Lane, cyclists going down hill will have been slowed down by the four zig-zags proposed, and the actual entrance itself will be made only 1.5m wide to act as a throttle. This could be finished off with stone pillars to sign the path.

At the Country Park end the entrance needs to combine a 2 way self closing wicket gate, 1.2m wide, together with a 3m wide locked works access gate for grass mowers and maintenance vehicles if required.

The other area of concern is how best to ensure that cyclists do not stray off onto any of the dozen or so intersecting footpaths which criss-cross the woods. This can be done by arranging one or two logs from the felled trees to block off these paths whilst leaving a clear route for ramblers and dog walkers. These logs themselves could be arranged to double up as seats. In one or two locations, the careful positioning of logs could be used to prevent people walking or cycling on shortcuts across bends. Alternatively planting could be used as advised by BCA.
8.6 Safety

It is anticipated that this will be a popular path with the result that there will generally be responsible members of the public around keeping a casual eye on passersby. We anticipate developing a rota of voluntary rangers who will also help to provide continuity and security through their presence.

Overall this path will provide a traffic free route up to Ladmanlow thereby eliminating the hazard of traffic from almost every section of the overall route, whether it is for trips to school or for leisure.

8.7 Wildlife and archaeology

These two important subjects are covered in Appendices 2, 3 and 4. The proposed path brings benefits to the ecology of Grinlow Woods by bringing more light into the floor of the Woodland, together with selected replanting of trees where the Woodlands Committee of the Civic Association consider this desirable. On the archaeological side the path will add one or two more layers to a complex tumble of quarries, old tips and trackways and in the process will give the opportunity for interpretation boards exploring the history of the workings.

8.8 Method statement for construction and management of proposed Green Lane and Buxton Country Park Link to Ladmanlow

This section discusses the arrangements envisaged for construction of this path. These are as follows.

1. The construction base will be at the old quarry buildings near the entrance to Buxton Country Park where there is ample space for storage and hardstanding. All equipment and plant will be based here and most of the stone surfacing will be taken along the route of the path from here. The only exception to this will be the materials for the first 500m from Green Lane which will be better brought in from that end.

2. All tree work will be carried out over a winter period by qualified foresters. Felled branches and small stuff will be stacked for wildlife, whilst larger trunks used as revetments, as seats and as barriers to prevent intrusion into sensitive area.

3. With the trees cut down, we will construct the way in across the restored tip, where any sections of limestone grassland will be lifted and set to one side and then relaid or soil spread on the side slopes of the cut and fill of the path. The work will all be kept within the corridor of the path and its earthworks.

4. At 750m from Green Lane the slope down the open tip side will first be cut as a narrow track for an excavator and dumper. Then the upper section of cut will be excavated and the arising material taken down to make the lower section of fill until both are finished and balance. The remaining central section will then be finished off with a timber revetment.

5. The section through to Quarry Top (500m) involves only slight earthworks, and a little fill from the work so far to make the short section past the lime tips. Through the Grinlow Woods section a qualified tree specialist will be in attendance as required and will advise on the correct procedure to follow at each point along the route. As much work as possible will be done by hand with volunteers working through a summer work camp.

6. The final quarry section is a balanced cut and fill and no outside materials are required. However an estimated 300-400 tonnes of 40-20mm material is required for the tree protection layer. This will be brought in equally from either end to minimise haulage in Grinlow Woods.

7. Once the earthworks are completed the path surface will be laid in either direction from the Quarry Top 500m work. The stone will be carefully laid over the tree root protection areas working outwards from each end to minimise any damage. The shoulders will be finished off as the works proceed. Throughout this work the equipment will stay within the width of the path and its earthworks and will not be permitted to move outside this corridor.

8. Finally finishing details, masonry walls, gates and planting will be carried out before the path opens to the public.

The path will be maintained by Peak Cycle Links through a rota of voluntary rangers to check on day to day details, any possible litter, fallen branches and repair of small details. From time to time, working weekends or contractors will deal with larger issues such as renovation of the path surface if required.

The voluntary rangers will also interact with the public, and will encourage them to use the path more and to become involved in its maintenance.

8.9 Car Parking Issues

The public have expressed a particular concern about the inconvenience that possible car parking will cause in the areas as a consequence of the proposed path, so it is important to address this issue carefully.

Peak Cycle Links central objective is to make it possible for both people and visitors to visit the White Peak area without needing recourse to their cars. To this end it is anticipated that the public will either cycle from their homes or accommodation in Buxton to reach Green Lane and the start of the path, or that they will arrive by train either with their bikes or to hire them at the station, again cycling to Green Lane.

For those who still need to drive with their bikes, they will be directed to one of the five car parks along the route.

- Parade Gardens Car Park which will make a good place to start picking up information about the ride and indeed swim at the end of it
- Poole’s Cavern Car Park which will be increased in size by 20 cars as part of this application
- Country Park Car Park off Grinlow Road which as a large capacity
- HSL Car Park which is to be built adjacent to the path
- Parsley Hay Car Park which is on the High Peak and the Tissington Trails. There is also a further small car park at Sparklow Station

If after all this there are still a few people who feel that they must park at the Green Lane entrance, then this road is largely free of parked cars here as most of the residences have off street parking. If possible 2 or 3 disabled parking bays will be marked out near the actual entrance.

At present the only cars observed to be parking by this entrance belong to pedestrians who arrive to walk their dogs in the woods. These are local people. We would expect this to increase slightly because the proposed path will be a particularly easy way of walking through Grinlow Wood.

Photographs looking each way along Green Lane from the Grinlow Woods entrance showing typical weekday car parking
8.10 Proposals to extend Poole’s Cavern Car Park by 20 peak period places

In order to further reduce any possible pressure from car parking along Green Lane near the entrance to the path to Ladmanlow, it is proposed to extend the existing Poole’s Cavern car park by means of a reinforced grass area to be used at peak periods. This will ensure that Poole’s Cavern visitors do not spill out onto Green Lane and that people with cycles can start from there if they wish and take advantage of the café and visitor facilities there.

At normal times of the year the extension car park will be gated off and the reinforced grass area used for picnics or simply as a green space to look out over. By only using it on a limited number of peak days at Easter and in the summer holidays the grass will be maintained in good condition.

View of proposed carpark extension from existing carpark
9. Options considered in drawing up the proposals

The proposed route out of Buxton from Green Lane is the outcome of detailed examination and discussions of the alternatives and options over the last two years. As well as the practicality of each option; its attractiveness and likely usefulness, its impact upon the local community, on the ecology of the area and even the industrial archaeology of old lime workings, all had to be considered, weighed up and a choice made.

The map here shows the routes considered, each of which can be briefly described as follows:

1. The line of the former Cromford and High Peak Borough Railway
   This line runs level for 3 miles around the south side of Buxton. Peak Cycle Links has secured agreements to open up this whole length for public use. It will become a popular local walking and cycling route suitable for every ability and at all times of the year. This section from Buxton Country Park and Ladmanlow to Harpur Hill received planning consent earlier this year.

2. The proposed route from Ladmanlow to Green Lane
   Offers a most attractive route with good views and woodland sections. It crosses the reclaimed tips which are now part of the Country Park and winds its way through Grinlow Woods to achieve an easy gradient and careful integration with the remains of the lime workings scattered over the slope. For much of this latter section it follows the course of the remains of metalled tracks and maybe considered as a further overlay on the complex workings which took place across this hillside. A detailed report on the ecology and the archaeology of this section is contained in the appendices accompanying this report. Compared with the original route proposed starting from Holmfield this route will give a more interesting path through the woods, although it will be more difficult and costly to build.

3. The existing signed cycle route via Harpur Hill Road
   To some extent the description of the options which now follow will focus on their deficiencies and shortfalls compared with the selected route [2] above.
   The existing route is all on road starting with London Road (A515) which is heavily trafficked and has a steep down and up section towards the junction with Duke’s Drive. Whilst the route is the only one possible at present, it is far from suitable for families or novices and cannot form the basis of a popular way to Harpur Hill and to explore the National Park.

4. Sherbrook Plantation option
   This route could avoid the A515 and Harpur Hill Road by following the general line of existing paths from the top of College Road, and then through Sherbrook Plantation to Ferneydale Avenue and a new path up the hillside to Parks Inn. Whilst the alignment on the map has some attractions, making a gently graded route through Sherbrook Plantation was judged to be wholly impractical and the climb up from the end of Ferneydale Avenue a major challenge.

5. Hillside Plantation option
   Of the eastern routes this one was considered to be the most interesting. It would start with a long zig zag ramp above the playing fields and then follow the hillside just inside the boundary wall of the High Plantation woods, before cutting off around the contour to the edge of the Hillside Plantation and then generally along the contour to reach the entrance of Buxton Country Park. Whilst the route is not thought to have any great ecological issues it does wind through the extensive small quarry workings on the south side of Grinlow. Its main deficiencies are its additional lengths of construction (3kms compared with 1.4km on the selected route), it’s an indirect routes which might be a discouragement, and its intrusion into the agricultural holdings intrusive through Buxton Country Park and adjacent areas. If the land issues could be overcome then this option might be a useful future project it make a circular cycle route and walk to the south of Buxton.

6. Macclesfield Old Road is the western option which has been suggested. This would cross the Leek Road at existing traffic lights and climb up to join the line of the old railway. This option has two major problems. First the Old Road becomes very steep above Level Lane and there is no possibility of easing the gradient. Second, the railway is severed by two major roads-Macclesfield Main Road and the Leek Road and by the operations of Bridgehouse Farm. None of these barriers can be easily overcome.

7. Leek Road
   This option would leave Buxton by Holmfield and climb up on a widened footway on the west side of the main road before zig zagging up the wooded hillside just before the service station. The problem here is that it is by no means certain that the Highway Authority could widen the existing footway, which is too narrow for shared use at present, and any introduction of cyclists in this area would be a considerable problem for households fronting onto the Leek Road who already have parking problems.

8. Burbage Park and Holmfield options
   These two options for connecting into the Buxton roads have both been exhaustively discussed. Both could make the basis for an excellent route, although in the case of Burbage Park, its private owner does not support any such proposals. Whilst the proposed route to Green Lane, set out in this document is somewhat longer, it is also further away from housing and joins the highway at a potentially less difficult location. However the Holmfield option does make a lesser impact upon the woodland, in that it runs through it for a shorter distance and does not run so close to the lime tips of archaeological interest, as does the Green Lane proposal which will require careful detailing to take account of these issues.

9. Poole’s Cavern
   The possibility of starting from Poole’s Cavern car park was also considered but it was found too difficult to overcome the gradients, it was considered that there would be undue conflict with the large amount of pedestrians in the area going up towards Solomon’s Temple and it would be very difficult to avoid disturbing archaeological features.

In conclusion, the Green Lane proposal put forward in this report is the best possible route for this Buxton Link to Ladmanlow. Of the other options few offer the same opportunities for encouraging walking and cycling in the local area and as a way to travelling out into the White Peak.
Appendix 1: details of planned route

Plan 1: entrance and quarry area

Key

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5m</td>
<td>2.5m general width of path</td>
</tr>
<tr>
<td>green</td>
<td>Areas of significant fill</td>
</tr>
<tr>
<td>blue</td>
<td>Areas of significant cut</td>
</tr>
<tr>
<td>circle</td>
<td>Tree to be retained</td>
</tr>
<tr>
<td>circle</td>
<td>Group of trees to be retained</td>
</tr>
<tr>
<td>x</td>
<td>Tree to be removed</td>
</tr>
</tbody>
</table>

Long section 2: through entrance zig-zag, note we are chasing against the rising ground so it takes almost 80m to reach close to ground level

Section 1: just inside entrance as path runs close to boundary wall

Construct wall at edge of root zone, battered back as shown

Existing boundary wall

Wall extended as required

Steel balustrade rails 1.25m high, painted black

These walls vary in height from 1m to 1.5m as the adjacent ramps diverge

Exposure the quarry face as much as possible

Section 2: adjacent to solid rock quarry face

Use excavated material for building up path nearby

2.5m (2.0m on zig-zag bend)

Section 3: showing first zig-zag against boundary wall; note path width at bends to be 4.0m

New railings to replace existing

Existing boundary wall

Extend wall over lengths of bend if necessary

4m on bend

1:15

The line of this wall is defined by the root zone area

Green Lane footway datum

Section 4: through entrance zig-zag: note we are chasing against the rising ground so it takes almost 80m to reach clear to ground level

Exposed quarry face as much as possible

Section 3: showing first zig-zag against boundary wall: note path width at bends to be 4.0m

New railings to replace existing

Existing boundary wall

These walls vary in height from 1m to 1.5m as the adjacent ramps diverge

Exposure the quarry face as much as possible

Section 4: adjacent to solid rock quarry face

Use excavated material for building up path nearby

2.5m (2.0m on zig-zag bend)
Appendix 1: details of planned route

Plan 2: climbing above the quarry

- Remove three trees and excavate into side of tip to provide material to fill the hollow beyond.
- Excavate back to expose rock face as feature.
- Excavate this tip to provide material for adjacent fill.
- Build up to ease slope.
- This would be a good point for a seat if a wide verge is created.
- Widen and slightly lower the path through the two defiles.
- Follow existing track.
- Logs here to provide barrier to side path.
-峰会由大型枫树（注意此部分是环状树木步道的一部分）
- Widen and narrow sections of track but avoid all trees.
- Cover all exposed slopes with soil taken from line of path.
- Cut down the level by up to 1m and smooth out the slope on each side to mimic the tips in the area.
- Summit by large beech tree (note this section is part of Ring of Trees Walk).
- Widen narrow sections of track but avoid all trees.
- Path follows line of existing stone track.
- Excavate this tip to provide material for adjacent fill.
- Logs here to provide barrier to side path.
- Wide and slightly lower the path through the two defiles.
- View 1. View down into quarry.
- View 2. View of defile near the top of quarry climb. Note: most of the material to be removed from the north side. The south side to be just trimmed.

Key:
- 2.5m general width of path
- Areas of significant fill
- Areas of significant cut
- Tree to be retained
- Group of trees to be retained
- Tree to be removed

2.5m general width of path
Areas of significant fill
Areas of significant cut
Tree to be retained
Group of trees to be retained
Tree to be removed

Scale (m) 1:500 @ A3

Plan 2: climbing above the quarry
Appendix 1: details of planned route

Plan 3: fairly level section through Grinlow Woods

1. View looking towards Buxton showing the gap between the pair of beech trees
   - Path to cross narrow gap on short 2m long timber bridge
   - Remove scrub trees from slope to let light in for wild flowers

2. View looking from pair of trees towards the boundary of Grinlow Woods
   - Path to skirt this beech tree as a feature
   - Place large logs along the side of path to protect the wild flower slope above
   - This tree to be felled
   - Earthworks to be rounded off to mimic these local tips and all exposed slopes covered with soil from line of the path

3. View towards the corner fence post below the wild flower meadow
   - Top of corner fence post is the level of the path at the boundary point
   - Fell this larch and remove the fallen tree

4. View of path at corner of Grinlow Woods crossing the top of the corner post
   - Connections with existing paths may need timber steps - to be decided as the works progress
   - Place logs across this path to prevent cyclists going down the hill

Path generally follows ground levels over this section

Key
- 2.5m general width of path
- Areas of significant fill
- Areas of significant cut
- Tree to be retained
- Group of trees to be retained
- Tree to be removed

This side of the tip is covered with ash saplings which could be cleared away to let more light into the open glade above, which would benefit one of the herby grasslands which are of such interest in Grinlow Woods - although these are of much the greatest interest in the eastern side of the woodlands, rather than here on the western fringe
Appendix 1: details of planned route

Plan 4: section across open face of reclaimed quarry tip  
(Note: this section is outside Grinlow Woods SSSI)

Sections through the path dropping down from Buxton Country Park to the boundary of Grinlow Woods

Key:
- 2.5m general width of path
- Areas of significant fill
- Areas of significant cut
- Tree to be retained
- Group of trees to be retained
- Tree to be removed

- Spread top layer of soil taken from side slope
- No disturbance below path
- No disturbance above path
- Cover slope with shallow soil taken from line of path and plant with saplings
- Edge protection where necessary
- Revetment of dry stone walling on large base rocks
- Areas of significant fill
- Areas of significant cut
- Tree to be retained
- Group of trees to be retained
- Tree to be removed

Open slope below path

At this point the path cuts through the boundary fence and follows the contour to minimise the excavations on the side long ground

Corner post of remaining fence. Path to cut inside this corner on a small bank

Path continues on 1:50 alignment, with small diversions to avoid larger trees as agreed with County Parks Ranger