

Design and Access Statement

The existing site:

Cockmoor Hall plantation is part of Dalby Forest, which is part of a network of Forestry England (FE) land in the east of the North York Moors National Park. Cockmoor Hall plantation is 59ha of predominantly secondary conifer plantation of mainly Larch sp., Scots pine and Sitka Spruce crops. There has been plantation woodland on this site since the late 1800's, predating FE ownership.

It has an existing access that has been unused for many years. It is also partially blocked by the mature Beech trees outside the FE boundary fence, rendering it unusable for modern normal forestry vehicles. The existing grassy track runs through the middle of the block, in a ride already wide enough for a forest road.

The requirement for the development:

The access is required as *Phytophthora ramorum* has been detected in some of the Larch within Cockmoor Hall plantation and Forestry England has been issued a statutory health notice for its removal. This requires Forestry England to remove the trees from that area of the notice by April 2022.

Access to the site for timber lorries and design considerations:

The area concerned is approximately 800m into the forest. Therefore, it is more cost effective to construct a 500m road into the forest, for 44ton wagon access to remove the felled timber. The existing FE legal access has not been used for many years and is partially blocked by mature Beech trees immediately outside the FE boundary and are on land belonging to the neighbouring farm. The impact on those trees would be too great and the road works to allow access to the agreed route with NYCC for timber transport, via Wykeham, would be considerable creating too much impact on the area.

To relocate the access to the proposed position would allow for less road works outside FE land and to access the approved road network for timber extraction more readily. The new access will be a standard Forestry England design to NYCC Highway standards. The new section of road will be a single carriageway width with a turning point for articulated lorries at the end. The new road construction is a standard Forestry England design for water-bound roads within the forest environment and will be constructed with the minimum disturbance to the surroundings and using accepted techniques when working in a sensitive environment. Over time, vegetation will develop on the road margins and may encroach onto the running surface of the road. This vegetation is managed in the period leading up to use by timber lorries by scraping the road surface and re-compacting the road surface. Vegetation/debris removed from the road surface is spread on the road verges.

Access to the site for the Public:

The site does have a public bridleway running through from Snaiton Lane to Scamridge Lane which will not be impacted by the works. There are no other public tracks within the block, but it is covered by CRoW 2000.

Frequency of use and volume of traffic:

There is approximately 4000tonnes of timber identified within the plant health notice to be felled. It will be uplifted by 44ton articulated lorry, at a rate of approximately 6 loads a day. There will be no uplift during the weekends. The felling cycle after that will be as per the Forest Design Plan on a 3 – 5 year cycle.

Martin O'Vastar 08/11/21

Cockmoor Hall ecological statement

Prepared by Cath Bashforth, Yorkshire Forest District Ecologist
2nd November 2021

Background

Cockmoor Hall plantation is part of Dalby Forest, which is part of a network of Forestry England (FE) land in the east of the North York Moors National Park. Cockmoor Hall plantation is predominantly secondary conifer plantation of mainly Larch sp., Scots pine and Sitka Spruce crops. There has been plantation woodland on this site since the late 1800's, predating FE ownership.

Phytophthora ramorum has been detected in some of the Larch within Cockmoor Hall plantation and Forestry England has been issued a statutory health notice for its removal.

In order to gain access to undertake forest operations to comply with the statutory health notice infrastructure improvement works are necessary. This includes relocating the entrance from the highway to allow timber wagons safe access and egress from the site and the upgrade of a forest ride.

Tree survey and ecological assessment of infrastructure improvement works

No protected species or habitats have been identified in the area of proposed works.

The works however will have impact on ecological features in 2 areas; as shown on dwg no. CPR01.

Works and proposed mitigation are detailed below.

Area A – site entrance

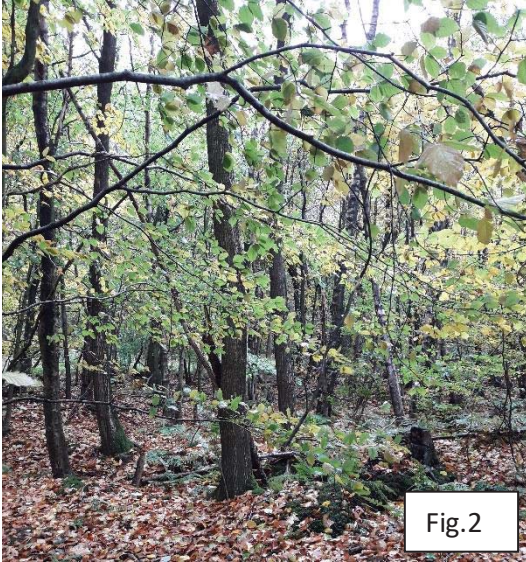
There are 2 mature beech trees (Fig. 1) close to the site of the proposed new entrance. The new entrance will be situated inbetween these trees ensuring minimal disturbance to the trees. The root protection zone will be clearly marked out and all works and machine movements will be carried out within the line of the road to avoid root compaction. All materials for construction will be stored outside the root protection zone and no material excavated from the road line will be deposited in the root protection zone.



Fig.1

A 10m x 40m section of mixed broadleaved woodland will need to be cleared to enable the infrastructure improvements (Fig2) This includes the beech and oak crop planted in 1951 and some smaller diameter birch and beech regeneration.

All works will be carried out outside of nesting season (between December and February)



Area B – Track length

The remaining road line will require high pruning along the entire length. (Fig. 3) a number of small broadleaves which are leaning over the road line will need to be coppiced.



Mitigation

The proposed roadworks will involve the removal of approx 0.04ha of mixed broadleaved woodland. On completion of the larch felling a strip along the northern edge of Cockmoor Hall plantation will be left unplanted with crop and allowed to naturally regenerate as broadleaved woodland/ scrub. (Fig.4) This area is approximately 1.2ha which will result in a net gain for biodiversity following the works and subsequent felling.

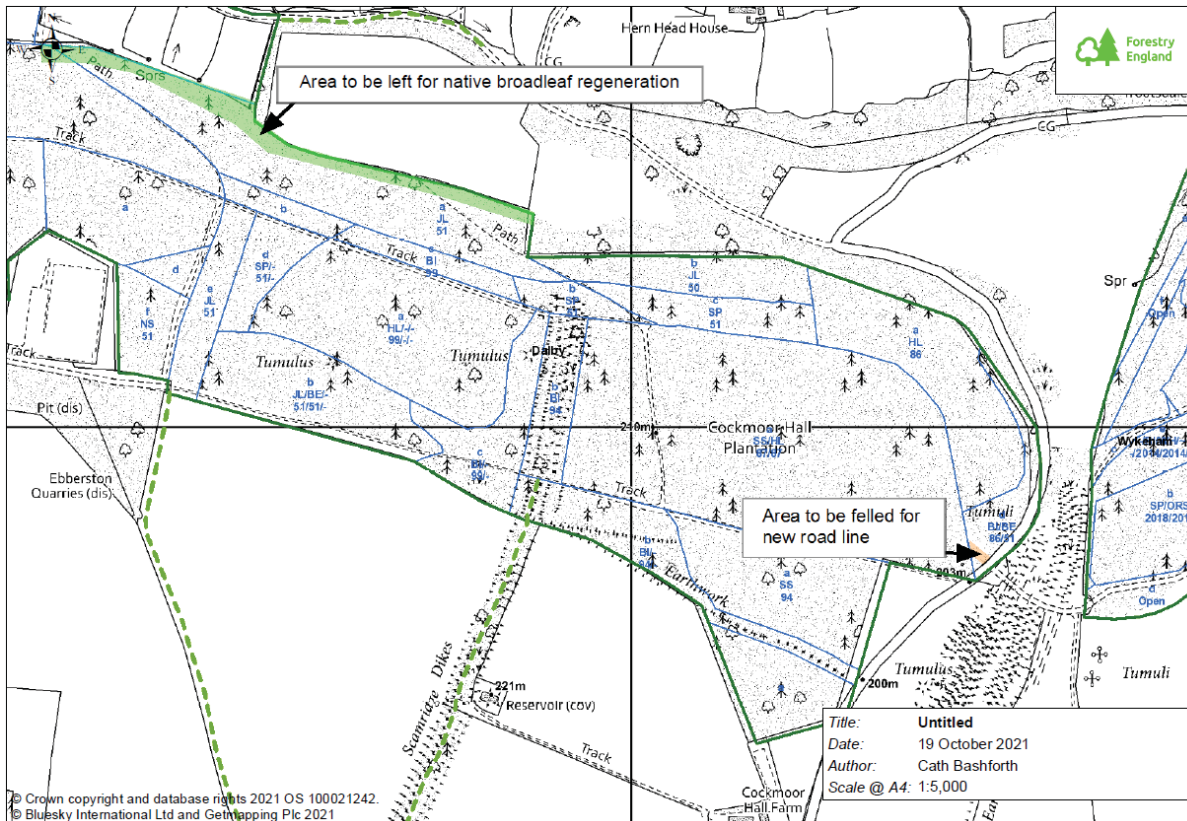


Fig.4

Applications for Minor Works

For applications for small-scale works of a minor nature a lesser amount of information may be required within a Heritage Statement to understand the impact of the proposed works on the significance of a heritage asset. Examples where a reduced amount of information is required could include the erection of a satellite dish on a Listed Building or within a Conservation Area; the replacement of windows or doors on a non-Listed Building within a Conservation Area; or the replacement of a modern fireplace with a more traditional design in a Listed Building.

NYMNPA

25/11/2021

In these cases applicants may prefer to submit a Heritage Statement in a table format that incorporates the following headings:

What is significant about the heritage asset?	What works are proposed?	What impact do the works have on the part of the heritage asset affected?	How has the impact of the proposals been minimised?
<p>1020757 Square barrow 480m north east of Cockmoor Hall, Snainton, Scarborough; this is a scheduled monument and therefore requires a high level of protection.</p> <p>1020835 Scamridge Dikes: prehistoric linear boundaries and associated features, Ebberston and Yedingham / Snainton, Ryedale; again this site is a scheduled monument and as stated only the existing track through the site will be used for the harvesting activity.</p>	<p>Construction of a new access to the forest at OSGR SE91418684. This includes upgrading of the existing forest track and turnaround at OSGR SE91018712</p>	<p>1020757 - No works are proposed in the area of the asset or its impact zone.</p> <p>1020835 - The road and access works will have no effect on the asset. There is an existing track through the Dykes at OSGR SE90928712, which we intend to protect on the surface.</p>	<p>1020757 - It has been identified on the Hazards and Constraints plans as a No Go Area. It will be an item on the Precommencement Meeting to be a No Go Area.</p> <p>1020835- It has been identified on the Hazards and Constraints plans as a No Go Area. It will be an item on the Precommencement Meeting to be a No Go Area and will be marked with pegs and tape. On the existing track through the Assett, it will be covered with geotextile and then a 450mm layer of 75mm crusher laid on for protection.</p>

Please note that it is the applicant's responsibility to submit sufficient information with their application to understand the impact of the proposals on the significance of any heritage assets affected. If you are in any doubt about the extent of information that is required and to avoid delays in validating your application please contact the relevant Officers to discuss this prior to submission.

continued overleaf.....