

Design and Access Statement

The existing site:

Sievedale is part of the Riggs and Dales system that feeds into the main Ellerburn Valley in Low Dalby, a significant feature of the Dalby Forest landscape. The current site approx. 4.5ha was full of mature Larch trees but was clear-felled for timber production in September 2021. There is a remaining well-spaced stand of Scots Pine towards the lower end.

The requirement for the development:

Following the harvesting operations in September there was a need for Forestry machinery to cross over the cycle trail to climb and descend the hillside safely, while harvesting and extracting timber to the roadside.

Over 200m of the existing Red Cycle trail was damaged in the process. This requires the trail to be reinstated by Forestry England, using it as an opportunity to re-invent a section of trail over 10 years old.

A new section of the red trail is proposed to continue up the PRoW to the top of Sievedale – at which point it will turn up the bankside and traverse along to join up with the existing bit of trail beyond the damaged area. This involves constructing of up to 420 metres of new Red grade trail through the newly clear-felled site. The trail will be built to Forestry England & International Mountain Bike Association design specifications and ensure a progressive section of trail is built that fits in with the existing network.

Access to the site for the Public:

The site has an existing PRoW along the main forest road, this is also marked up as a waymarked cycle and walking trail by Forestry England. The PRoW runs between High Dalby House and Givendale Head Farm within the forest. The cycle trail currently turns off the PRoW 230m before the top of Sievedale, but the new proposed cycle trail would stay on the PRoW for an additional 230m.

The PRoW would be unaffected by the works, there are no other public tracks within the block but is it covered by CRoW 2000.

Access to the site for the works and design considerations:

The Site currently has good access for machines and vehicles on a well-maintained forest drive and forest road. It is 5kms into the Forest from the Entrance at Pexton Roundabout. There will be minimal vehicle movements required for the works given the chosen construction techniques outlined below, mainly for machinery transport, daily access and refuelling. The main activity of the works will take place within the designated trail corridor off the PRoW.

Construction techniques will use ground reversal, with all material won from on-site borrow pits to ensure a natural finish that is aesthetically sympathetic to the surrounding landscape. The trail will use bench cut techniques and grade reversals to enable water to shed water off the trail, where berms or cambers are required then twin-wall culvert pipes will be installed to drain water underneath the trail and soakaway.

Frequency of use and volume of traffic:

The works should take up to 3 weeks to complete. The Red trail on a typical month receives on average 2200 cyclists. This proposal is not expected to significantly increase numbers using the area.

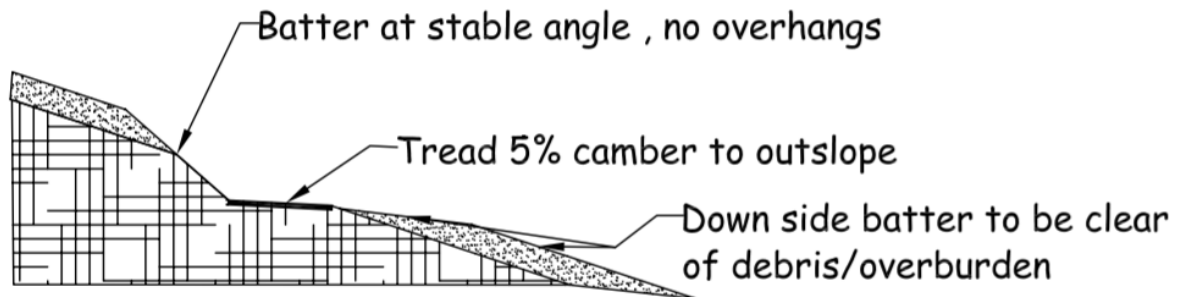
Dom Barry 02/02/22

Proposed Red Route Extension

NYMNP

09/02/2022

Trail Construction Method



Typical Bench Cut Detail

- Stump removal and topsoil strip (stumps will be buried)
- Trial pits to determine where suitable stone is. If found to be near the surface soil inversion will be used create the trail tread. If not, then we may have to borrow pit within the 20m corridor to source enough stone to construct the trail approx. 80 tons would be required.
- Bench cut with 5% out-slope for drainage
- Feathered topsoil edges to finish with trail demarcation in the form of soil bunds to stop short cutting.

100m of existing red route between the forest road and the intersection with the new trail would be decommissioned and put back to forest floor and left to vegetate.

Stuart Startup

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