WHITE PEAK LOOP - ROWSLEY TO DARLEY DALE SECTION
SCALE 1:2500

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The 4 arch viaduct over the River Derwent is owned by Peak Rail and has room for a single line railway and a path. The new path should be on the upstream side and the existing balustrade railings repaired.

Negotiations with Peak Rail are ongoing to provide a combined bridge crossing over A6 to cope with walkers, cyclists and future rail use.

Existing railway embankment to be cleared of vegetation and built up to provide ramp to bridge. Earthworks to be set to one side to allow future railway alongside.

Segregated route along one side of the car park. Vegetation to be cleared to allow route to continue parallel to Old Station Close.

Exact alignment to be agreed.Route will need elevation to ramp up to bridge. Earthworks to be set to one side to allow future railway alongside. Existing close-boarded fence to be relocated to provide an alternative location for recycling bins. Details to be agreed with Derbyshire Dales District Council.

Timber fence to be relocated to provide access to the new path.

Exact location of path through Derbyshire Wildlife Site to be agreed following environmental advice/surveys and site visits with Derbyshire Wildlife Trust.

Option one requires the existing dropped crossing to be widened. Existing gateway relocated near crossing and widened for cycles.

Existing timber fence to be set back, lamp column to be set back

Path to follow existing route along fence-line adjacent to recycling centre

This gate is shut at night, a self closing wicket gate or similar needs to be provided for new trail.

Option two is through woodland with Tree Preservation Orders. This option is subject to ongoing investigation. The need for additional planting and screening is anticipated for environment mitigation and screening/security purposes.

Existing vegetation and earth bank to be removed.

Option one along access road requires a 3m wide bridge required with possible replacement when future railway crossing made. Existing abutment walls are to remain.

Surface from Harrison Way to Peak Rail to be asphalt.

Option 1 requires new bridge to cross existing watercourse.

Use of this area to be resolved, currently used for HGV turning. Route of path to be agreed.

Peak Rail gate is locked at night. Investigations are ongoing to remove this pinch point by relocating the trail further east but still within land owned by Derbyshire Dales District Council.

Some trees and vegetation removed along the shelter belt adjacent to Peak Rail car park.

Trees are to be retained to maintain screen where possible. The number of trees to be cut down is to be minimised and replanting carried out to mitigate the impact.

The toilet block in this area is to be relocated.

Route generally follows Forge fence but optionally runs through car park to minimise tree clearance.The route runs in and out of the shelterbelt. An additional fence alongside forge fence is to be provided for security purposes and drainage to be piped as necessary.

Surface to be Toptrec or similar where it runs behind the shelter belt and asphalt adjacent to the car park

Indicative layout of parking bays for Peak Rail car park.

Existing stile to be replaced with a new gate.

Connect to public footpath which currently crosses a water-filled ditch at low level and will require new steps.

Ditch to be fenced and drainage improved where possible.

Widen path to 3m but retain trees where possible and accept occasional pinch points as a result where visibility is good.

Repair boundary fence and in preference relocate ditch and connections where necessary. Alternatively use slotted drain under path to improve drainage.

Provide new chicane gate access to footpath through wall to enable direct access across Church Road. Details to be agreed with Peak Rail and Traffic / Highway Team. Path to be widened and visibility improved.

Segregated cycle route to be provided away from houses and children's play area.

Surface between Church Road and Station Road to be asphalt, as existing.

Existing public footpath to remain unaffected.

A possible new entrance onto the existing footpath which would avoid impact on protected trees is being investigated.

Discussions are ongoing to widen the entrance onto Station Road.

KEY

- OPTION ONE
- OPTION TWO
- EXISTING PATH

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