

Greenway Strategy for South Derbyshire District

SECTION 8: FINAL CONSULTATION

8.1 Introduction

- 8.1.1 The responses to the final consultation exercise, for the South Derbyshire Greenway Strategy, are given in this chapter. As part of the final consultation exercise for the strategy, key stakeholder groups and interested organisations were invited to comment on the routes that make up the strategy. Initial consultations helped to actually establish these routes and it's hoped that idea's and suggestions that were put forward are reflected in these draft plans. A summary of the South Derbyshire Greenway Strategy along with a questionnaire was sent to over 90 interested parties or individuals. Alongside this a public consultation exercise was carried out, with maps available to view and comment on situated at South Derbyshire District Councils Civic Offices and Rosliston Forestry Centre. The responses to this consultation process are given below. A 100% of the responses were in favour of the principles of the strategy, highlighting excellent levels of support.
- 8.1.2 The aim of the Strategy at this stage is to identify the potential for developing a network of Greenways in the district of South Derbyshire in the future. No funding for this strategy is in place as yet but it is hoped that the strategy will help safeguard the routes and provide the means for bidding for funding as and when opportunities arise.

8.2 Internal Consultations

Internal consultation took place on the final Draft Greenway Strategy with the consultation pack circulated through the following:

DCC Conservation & Design – Barry Joyce to circulate
DCC Network Management – John Waite
DCC Tourism – Kate Richardson
DCC Forward Planning – Peter L White
DCC Planning Control – Roger Caisley
DCC Transport – Martin Smith

- 8.2.1 Phil Stubbs (Mineral Control & Review Officer) coordinated a response from the Planning Control aspect. It was highlighted that the Tarmac extraction application at Elvaston should have clear boundaries of its extent to prevent confusion.
Another issue surrounding the wording of information on extraction sites was also raised and altered accordingly.

Some of the proposed routes would also affect mineral interests in the district and although sand and gravel allocations are identified some active planning permissions also need to be highlighted.

8.3 Analysis Table

Organisation/Individual	Section Reference	Comment	Officer Response
Planning Policy Officer, South Derbyshire District Council	General	The district advises that they currently have their own Cycling Strategy which acts as supplementary planning guidance. The strategy includes cycle route network proposals, policies for developer contributions toward cycle infrastructure and standards for cycle parking provision.	The Cycling Strategy currently in place will simply be supported by the Greenway Strategy in terms of Planning Guidance.
	General	The district requested the removal of the housing and employment allocations at Willington, Drakelow Power Station and south of Woodville. These were contained in the South Derbyshire Local Plan which was withdrawn in response to a High Court challenge.	Done
	Map 1	Request for the A38 cycle path to be shown running from the East Staffordshire boundary to Mickleover roundabout.	Considered, but not included as emphasis is to be on full off-road multi-user routes.
	Map 1	Request for an existing cycle/pedestrian path between Marston on Dove and Hatton to be highlighted.	Done
	Map 2	Request for a small section of pedestrian routeway through	Considered, not included as not

Chris Mason, South Derbyshire District Council		housing development area at Stenson Fields be included.	to an adequate specification.
	Map 2	Request for a short section of pedestrian/cycle route from NCN 6 into Chellaston to be included.	Done
	Map 3	Request that a section of tertiary built Greenway in Woodville is removed as it's not yet in place.	Done
	Map 3	Request that a section of on road cycleway through Swadlincote be included.	Considered, but not included as on road and not a connecting route.
	Map 4	Request for section of cycle path which runs parralell with the Ashby Bypass between the A511 at Boundary and through to Leicestershire.	Considered, Does not link into strategy, but is a good local link
	Map 4	Highlighted that there is intention to include a cycle route between the A511 at Butt Lane and Derby Road, as part of the Swadlincote Regeneration Route.	Considered, not highlighted on the maps due to the lower specification of the potential route and also due to there being a route in the strategy which already creates this link.
	General	More potential on road connections to the Greenway Network highlighted.	Considered
Map 3	A link from Swadlincote through the Hartshorne/Lower Midway area to Ticknall is suggested as filling a potential void in the strategy.	Swadlincote to Ticknall is already possible through the network. However this would be an	

Ian Deuchar, Independent Response	Map 1	Suggestion of a further extension to the Etwall-Hilton-Hatton route, that would allow a connection to Doveridge.	excellent route for future expansion of the strategy. Considered, not included as extends beyond the area of study, but noted as potential future extension.
	Map 1	The potential use of former carriageway sections of the A50 as cycleway.	Wouldn't meet the Greenway criteria and the line of the route is included in the strategy via preferred options.
Derbyshire Dales and South Derbyshire Primary Care Trust.	Map 3	Request that an existing route-way from Repton to Newton Solney be included on the maps. (To link Newton Solney to the rest of the network.)	Done
	General	The Strategies links with the PCT'S Physical Activity Strategy is recommended as an extra positive for the Strategy as a whole.	Noted
Abbots Bromley, Uttoxeter and Burton District National Farmers Union	General	Suggestion that as part of the strategy some footpaths are removed from the Rights of Way network.	An issue for the Rights of Way Improvement Plan.
Lyndsay Jones,	General	Highlighted that British	Noted

DADLAF		Waterways policy against horses on towing paths is a hindrance to the network.	
Terry Williams, CTC	General	Identified that quiet lane schemes can further enhance existing links.	Noted, these schemes can often stand alone and in most cases should be seen as separate to the Greenway network.
	Map 1	A poorly maintained bridge on a section of bridleway near Marston on Dove is highlighted as requiring an upgrade.	This is not a route highlighted in the strategy.
	General	Cross boundary links into East Staffordshire are suggested as being important in ensuring routes don't just end at the County boundary.	These concerns are justified and work with neighbouring County Councils is ongoing to ensure links.
	Map 2	A link from Barrow on Trent to Stanton is suggested as an alternative to the route that is identified as passing through Swarkestone.	This link would be desirable but would involve new provision for crossing the River Trent. With nearby routes identified achieving this link, its considered best not to include this suggestion.
	Map 3	A route along a track to the West of Bondwood Farm to complete a circuit around Foremark Reservoir is suggested.	Landowner issues make this a difficult route to pursue. Alongside this the strategy is

<p>Ramblers Association, Derby and South Derbyshire.</p>	<p>Map 5</p>	<p>Further links from Rosliston Forestry Centre to the surrounding area are suggested.</p>	<p>aiming at linear area to area links as opposed to circular routes.</p> <p>Noted, not included as much of the suggestion is on road or under private ownership.</p>
	<p>General</p>	<p>It's noted that surfacing will be key in ensuring that all users are adequately catered for.</p>	<p>The most recent Greenway developments using recycled building materials have had very positive feedback from all users.</p>
	<p>Map 1</p>	<p>The route between Willington and Repton identified requires a bridge and its suggested should be made a priority route.</p>	<p>None of the routes have priority attached to them at this stage.</p>
	<p>Map 3</p>	<p>Suggested route from Repton to Twyford on existing tracks.</p>	<p>This route would involve numerous landowners and a river crossing. The link is also available on the network via Willington hence is not included.</p>
<p>National Forest Company</p>	<p>General</p>	<p>The National Forest identify the need for the routes which are</p>	<p>This is done via text within the</p>

Daphne Cliffe, Erewash Riders Association	General	fully multi user to be identified from those which aren't.	tables. Further colour coding would complicate the maps to a further level.
	General	Linkage with the National Forest trails are highlighted as being of importance to ensure a good network of routes.	Early consultation with National Forest has helped ensure this is achieved.
	General	It's suggested that early landowner negotiations will smooth the way for works in the future.	Its considered that landowner negotiation for specific routes be done at a project management stage.
	General	The Heart of the National Forest Foundation is currently submitting a large bid for lottery funding. Part of this bid is centred on a long distance trail and the Greenway Strategy may be able to link into this once details of the route have been finalised.	Noted
	General	Expression of support for the inclusion of horse access where ever feasible. Would recommend that these suggestions of who can use which routes will be adhered to through the implementation phase.	Noted, Its intended to ensure routes are fully multi-user where ever possible.
	Map 2	Suggestion that Weston on Trent to Castle Donnington route is made a priority.	Noted, At this stage no priority is being attached to the

			routes identified.
	General	Desire for more cross-boundary links.	Considered, hoped that this strategy will allow for this in the future.
Ann Lane, British Horse Society	General	The BHS express strong support for multi-user Greenways highlighting the positive impacts on the local area.	Noted
Sustrans	Map 1	Suggestion that Egginton to Hilton to Hatton link and Egginton to Egginton Junction are made priorities.	Considered, no priority system is yet in place.
	Map 5	Suggestion that the Stapenhill to Drakelow route is re-titled Stapenhill to Barton-under-Needwood.	Done
Etwall Parish Council	Map 1	The Parish highlight the need for changes to the National Cycle Network labelling around Etwall. NCN 63 currently ends in Etwall with NCN 54 now having two branches.	Its anticipated that once NCN 54 is extended into Egginton that NCN 63 will extend as the on road route.
	Map 1	Issues surrounding the advisory cycle route through Etwall village are also a matter of concern , with car parking, traffic volume and road width of concern.	As these issues surround existing on road cycle routes they don't directly affect the strategy. However its expected the strategy will ease the pressure on on-road cycling in

Shardlow and Great Wilne Parish Council	Map 2	The Borrowash to Elvaston Castle link is highlighted as a priority for the Parish Council. Ambaston to Draycott is also suggested as being a high priority.	the village. These routes are being requested within the Tarmac extraction restoration plans.
Caldwell Parish Council	General	Suggestion that these routes, once complete on the ground, may allow for a phase2 strategy to be developed. This is obviously long term.	Noted
Hilton Parish Council	General	Strong support for principles of the strategy.	Noted
Overseal Parish Council	Map 5	The Parish welcome the extension of the Ashby Woulds Heritage Trail, ensuring a busy road doesn't need to be used.	Noted
Findern Parish Council	Map 1	A potential bridleway extension from Porters Lane to Hillside in Findern is specified.	This would be difficult to upgrade to multi use due to the terrain.
	General	The Parish also requests feedback on the RoWIP once their suggestions have been considered.	Noted
Willington Parish Council	Map 3	Request that the footpath along the bank of the Trent from the Power Station to Twyford Road be highlighted as a proposed route.	Considered but not included. This route would not act as a link.
	Map 1	Request that	Done

Martin Pape, DADLAF	General	Housing/Employment zone at Willington be removed.	
	General	Suggested that surfacing should focus on disabled users and cyclists.	The surfacing will cater for all users.
	Map 4	Suggested roadside Greenway into Calke Park.	Calke Park is well catered for in the strategy and a roadside route would offer little to the whole network at this stage.
	Map 4	Further links from Calke Park to Foremark Reservoir are requested.	The National Trust, Severn Trent and Derbyshire County Council are currently in discussions about such links.
General	It's suggested that once Greenways are in place maintenance is key to their survival.	Noted. Its hoped that maintenance will be included within funding for Greenway projects.	