

**Route Summary Report
The Cop
March 2018**



Description

Commencing on the A623 near Mount Pleasant Farm, Peak Forest, this broad route joins a tarmaced access road, continuing as an enclosed track, then becoming Public Bridleway 41 Peak Forest. After signage and action by the PDNPA the use of this cul-de-sac route has effectively ceased.

Legal Status: Non-classified Highway (cul-de-sac)

County: Derbyshire

Parish: Peak Forest

Grid Reference: SK 12377884 to 13008000

Length: 1300 metres

Nearest Other Byways/Non-classified Highways/Claimed Byways

NCH at Bushy Heath Farm, Tideswell Moor - 2 km

Sustainability Analysis

Undertaken in 2007

Physical - Does the route show serious signs of physical damage resulting from usage?

Comment: Surface rutted badly in short stretches.

Score: 2 (2-4 user groups would find the route hard to use)

Conservation - Is the route subject to any protective designation (for heritage or wildlife)?

Score: 2 (a SAM abuts the highway)

Complaints - Have there been any complaints about vehicular use conflicting with other uses?

Comments: Considerable concern from local people now addressed.

Score: 2 (yes from localized sources or individuals)

Character - Is the character of the route being damaged by vehicular use?

Comments: Some rutting

Score: 2 (the highway and adjacent land are affected)

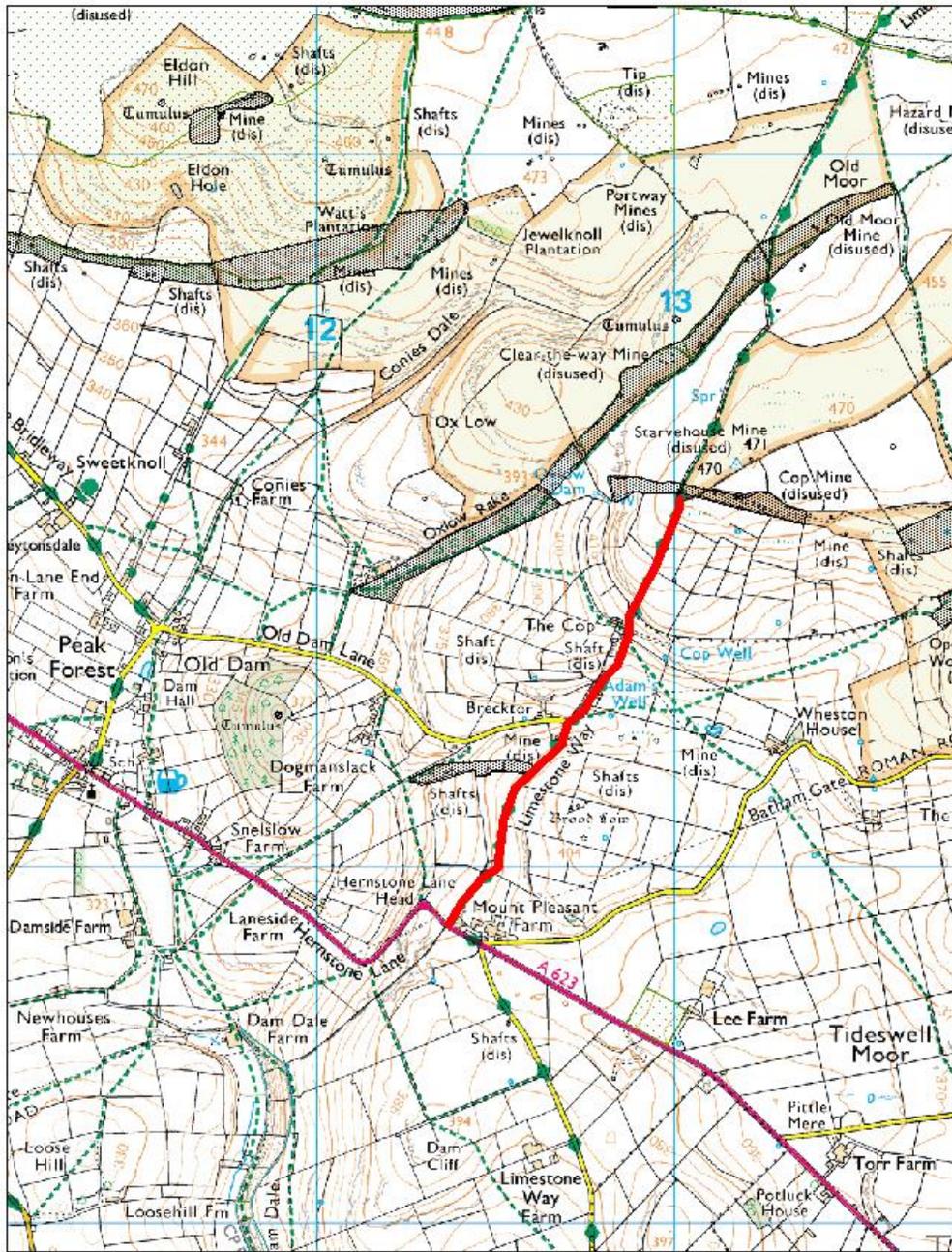
Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: Narrow and enclosed in places

Score: 2 (yes, 1 or 2 issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score = 10/15





The Cop

Route with proven or possible motor vehicle rights which may be unsustainable

DESIGNATIONS

- Site designated as one or more of
 - Site of Scientific Interest
 - Special Area of Conservation
 - Section 3 & Natural Zone
- Scheduled Ancient Monument

Representation on this map of a route is no evidence of a right of way.
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Recreational Importance

Part of the Limestone Way.

Levels of Vehicular Use

Thursday 25 March to Wednesday 21 April 2010

| Daily Totals | Cars/Larger Vehicles | Motorcycles Only |
|-----------------|----------------------|------------------|
| Mondays | 0 | 0 |
| Tuesdays | 0 | 0 |
| Wednesdays | 0 | 0 |
| Thursday | 0 | 0 |
| Fridays | 0 | 0 |
| Saturdays | 0 | 0 |
| Sundays | 0 | 0 |
| | | |
| Mon-Fri Total | 0 | 0 |
| Sat-Sun Total | 0 | 0 |
| Overall Total | 0 | 0 |
| Average Per Day | 0 | 0 |

Conservation Interest

Ecology - An ecological survey was carried out in December 2010 (Appendix 1). A section of the route passes along the edge of a field designated as Natural Zone and a key ecological area.

Landscape – The Cop lies within the White Peak landscape character area – an elevated limestone plateau dissected by deeply cut dales and gorges. Regular field boundaries have generally been built using quarried stone, (and) isolated stone field barns are often incorporated within the pattern of stone walls. Lead-mining and quarrying (have produced) industrial features very important to the White Peak landscape character. The pattern of straight roads (is) defined by stone walls, reflecting the late enclosure of the land from common and waste.

Cultural Heritage - An archaeological report summarising desk-based research was provided in January 2013 (Appendix 2). This route runs through an area of highly significant archaeological and historic landscape remains. It is within a High Priority lead mining landscape under the Lead Legacy initiative. Two Scheduled Monuments (lead mining remains) lie directly adjacent to the route.

Peak District Local Access Forum Comments

The Vehicles Sub-group surveyed the route and met in August 2010. Appendix 3 sets out their individual observations. Members unanimously recommended that:

- No action to be taken at this route unless illegal activity returns.

Issues

People

- Disturbance to residents – proximity of farmhouse

The Route

- Route nature – narrow

- Route condition – rutted

The Area

- Impact on adjacent land – illegal use on adjacent moorland

Appendix 1 - Conservation Report

Site: DICK LANE

Date of survey: 12.11.2010

Site Designations

The route does not pass through or alongside any SSSI, SPA, or SAC.

At the south end, a short stretch of the route passes along the edge of a field designated as Section 3 Limestone Hill and Heath and also as a Key Ecological Area PP: BDH32 (Limestone Heath).

Description and ecological interest

Length: 360m. The lane itself runs from just north of The Cop (farm) northwards to the disused Starvehouse Mine. The southern end is accessed from the end of the tarmac minor road out of Old Dam via a path (65m) across a field. The route itself is a designated bridleway and forms part of the Limestone Way. North of Starvehouse Mine the route continues along the edge of Bradwell Moor and joins a series of tracks and paths crossing the moor.

Apart from the field designated as Section 3/KEA (above) the route passes between semi-improved or improved fields of low ecological significance.

Vehicles leaving the highway

A sign at the south end warns that use of the route by motor vehicles is unauthorised. The route is confined by drystone walls on both sides and there are no opportunities for off-route use.

Impacts

Access to the route at both ends is via gates that are too narrow to allow passage at present by 4WD vehicles.

The lane shows signs of use by pedestrians, cyclists and horses, but no evidence of use by motor cycles (which could in theory gain access through the gates). The current impact of motorised use on the ecology is therefore negligible.

It is important to maintain this state of affairs, because the section of Bradwell Moor immediately adjacent to the north is unwalled and therefore open to casual use by motor cycles; it is also of high ecological value, consisting of species-rich limestone grassland, fragments of limestone heath and lead rakes, all of which would be vulnerable to damage by such use.

Appendix 2 – Cultural Heritage Report

Historic Landscape Character

The bulk of the land to the west of this route is known to have been enclosed by the end of the 18th century. Land to the east is later enclosure of mid 19th century or later date.

Existing Historic Environment Record data, surveys and designations

This route runs through an area of highly significant archaeological and historic landscape remains. It is within a High Priority lead mining landscape under the Lead Legacy initiative.

Two Scheduled Monuments also lie directly adjacent to the route. These are both important areas of lead mining remains: Cop Rake and Moss Rake (SM 1019043) and Hills Venture Mine (SM 1017650). Other non-scheduled, but still regionally important, lead mining remains which are associated with these sites also occur adjacent to the route

The southern part of the route runs on the edge of an area which has had a detailed archaeological survey, Wheston House Farm.

Agri-environment agreements

The land which the route runs through is currently in a Higher Level Stewardship agreement.

General recommendations

There is already survey information for some areas of land which are adjacent to this route, this may not relate specifically to the green lane however. Ideally a rapid walk-over survey of the actual lane should be undertaken and the condition of surviving features be noted. Particular consideration should be given to features such as gateposts, walls and wall furniture and earthworks. The results of this work would form good basis for recording damage to any features which might have occurred already, as well as monitoring on-going damage.

On the basis of the information collected recommendations for damage mitigation could be made. This could also inform the nature of any repairs to the route.

Appendix 3 - Peak District Local Access Forum Vehicle Sub-Group – Individual Comments

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|---|
| To restrict motorised access to Dick Lane. Management – Traffic Restriction Order? |
| Solutions: No action unless the present levels of use change. Long-term management options: Monitor use. |
| The recommendation is therefore for ongoing monitoring |
| Keep an eye on the sound stone surface of the vehicular-use of the road |