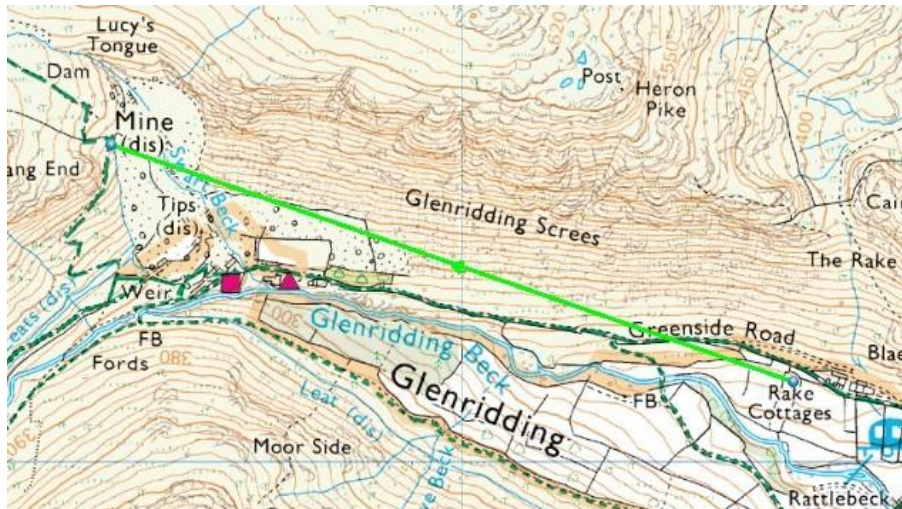


PROPOSED ZIP WIRE INSTALLATION AT GLENRIDDING



A zip wire company Tree Top Trek www.treetoptrek.co.uk is proposing a 4 line zip wire installation at Glenridding indicated approximately by the green line in the map above. The 4 lines, a mile long, operating at speed would run in the open countryside of the valley. Running from the start point at Stang End (Haystacks) grid ref. NY 362 176 (approx) down the valley into the fields above Glenridding to the finish point at grid ref. NY 377 171 (approx).

Advice Statement issued by the LDNPA to the company

The LDNPA have raised significant issues in their Advice Statement which give them cause for concern. Summary extracts from the document are as follows:

- **Impact of development upon the landscape and character of the area:**
National Parks have the highest status of protection in relation to landscape and scenic beauty. The proposal is situated between the rugged volcanic high fells of the Helvellyn range and the upland valley leading down to Glenridding. It is characterised by a strong sense of isolation, remoteness and tranquillity. The area has a very strong sense of tranquillity due to its openness and perceived naturalness.
The construction of the zip wire would be in open countryside and is not a location in which policy would normally support new tourism developments. New tourism development will only be permitted for specific conditions and the LDNPA states that this proposal does not appear to satisfy these conditions. The proposal is unacceptable as a matter of policy principle (contrary to the provisions of policy CS24).
- **Access, traffic, travel and safeguarding the rights of way network:**
The proposal will take customers from the village car park by road train or minibus to Greenside Hostel and then transfer them to 4 x 4 vehicles which would travel up the zig zag footpath beneath Stand End (Haystacks) to the start platform. 32 users per hour equating to 8 return trips per hour from the hostel to the start platform. That is 64 return trips per day (8 hr operation) or 84 daily return trips per day (10.5 hr operation).
Greenside road and the zig zag footpath from the hostel to Sticks Pass are public bridleways and heavily used. The road is deteriorating and the zig zag path is wholly unsuitable for regular vehicle movements.
Concerns relate to the engineering work that would be required to widen the zig zag footpath, creation of parking and turning areas on a very fragile slope and the adverse impact upon the SAC/SSSI. Further concerns relate to dangerous interactions between motor vehicles and bridleway users and the introduction of levels of activity that would change an area which is characterised by its sense of remoteness and isolation. Ground contamination and stability

issues are also raised regarding vehicular use of the track. The LDNPA define the issues relating to the proposed access beyond the hostel as significant concerns.

- **The impact of development upon the Scheduled Ancient Monument**
Greenside Mine is a historic lead mine and designated Scheduled Ancient Monument. Heritage assets of this nature are given the highest significance. There are clear protection policies in place and any development would have to conserve the integrity of this setting. There must be clear and convincing justification for any harm or loss as assets like this are irreplaceable.
- **The impact of the development upon the residential amenity of nearby dwellings (e.g. noise)**
This is a material consideration in the determination of any planning application. The zip lines pass close to Bell Cottage and finish approximately 125m from the terraces on Greenside Road. Noise is a particular issue and sufficient information to reach an informed decision including advice from Eden District Council's Environmental Protection Team is essential.
- **The impact of development upon ground stability and conditions**
Historic mining use and the consequent impact of the development on the stability of the ground including access tracks and turning areas is a material consideration. Ground surveys and physical investigation by suitably qualified professionals experienced in former mining sites will be required.
- **The impact of development upon contaminated land and pollution**
The site is a known source of contaminants including arsenic, barium, cadmium, chromium, copper, lead, nickel, zinc and asbestos. Concerns relate to the harmful release of contaminants during construction, operation and the risk to human health.
- **Ecological impacts (particularly impacts upon the SAC and SSSI)**
Greenside mine is situated in an area close to the Helvellyn and Fairfield Site of Special Scientific Interest SSSI and the Lake District High Fells Special Area of Conservation SAC. These designations offer the highest level of protection to the upland habitat which is regarded as being amongst the best in Europe regarding ecological interests. Certain tests of law are essential as are identification of potential sources of harm including physical damage or alteration of structures and works.
- **The economic benefits of development**
Evidence concerning jobs and economic growth would need to be provided. Clear details including market research would be required. Assertions will carry little weight.

References

The full document can be found at the PPC web site:

<https://sites.google.com/site/patterdaleparishcouncil/documents> or

<http://tinyurl.com/n4lmcdt>

There is a blog containing interesting discussion points at

www.noziphere.org

There is a petition against this installation with over 800 signatures so far. It can be found at

<https://you.38degrees.org.uk/p/noziphere>

or <http://tinyurl.com/kuz48y9> or use the QR code right.

