Brean Down Way

Detailed proposals from the Sluices to Warren Road

Appendix One: Planning Submission - Sept 2016 Revision

Greenways & Cycleroutes
The Wool Hall
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These notes detail a project to create a good quality shared use path from Warren Road to the River Axe sluices. This will create a traffic free route for pedestrians and cyclists from the coast through to the sluice crossing of the river from where a path in North Somerset continues to Uphill and Weston’s Promenade. This path will provide a welcome alternative to the main road for local camper site visitors, and a route through to Weston-Super-Mare bypassing the current circuitous and busy road route. As well as its predominant local use the path will provide a way from Weston for its visitors to reach Brean Down, an extension of the National Cycle routes in the area, and bring forward the completion of the long planned Coast to Coast Stop Line route from Clevedon to Seaton.

This route has been a dream for many years, but now that the drive to complete the Coastal Footpath route is in hand, this is a propitious moment to complete this route across the River Axe sluices. And indeed the route from Warren Road, which is the subject of these notes, could be usefully adopted as the Coastal Footpath option for the winter months when it may be desirable not to encourage the public along the riverside overlooking wading birds feeding on the tidal mud flats.

The details in this document are supported by a separate document for information which provides details of the overall route to Weston and other details.

The project was granted planning consent in January 2015. During that year North Somerset Council has completely reconstructed section A-B to a high standard and propose to tackle B-C in 2016 including the crossing of the Axe Sluices.

The notes describe the proposed path from Warren Road to the Sluices in clear detail with plans, notes, cross sections and photomontages.

North Somerset Council is responsible for the overall route from Brean to Uphill and Weston. As the larger part of the project lies within their area the Council have decided to take the lead on the overall scheme. The section in Sedgemoor will be constructed and maintained by a local charitable body – Greenways and Cycleroutes Limited – with assistance from the Councils. It is hoped that Somerset County Council will build the relatively short section adjacent to the Weston Road past Warren Farm.

North Somerset Council anticipate completing the works to open up the Brean Cross Sluice by the end of May 2016. Greenways have arranged a voluntary work camp in the week from 6th June to undertake boundary and other works required by landowners, whilst it is planned that the path itself will be built over the winter months when traffic on the Weston Road is relatively light.
Overall View of the Brean Down Way Project

This document is that on which planning consent was granted in January 2015, but modified to reflect the minor revisions, including those to drainage details, which were required to meet the planning conditions and secure Land Drainage consent.

In addition its name has been changed from Brean Cross Link to Brean Down Way. The former related to the central feature of the route, namely the sluices affording a crossing over the River Axe, but we came to realise that this would hardly be a feature in the public’s consciousness, and that the word link tends to be associated with large roads.

During the last 18 months considerable progress has been made as shown on the annotated map. Only the final 1.5kms on the Sedgemoor side of the sluices remains to be programmed. Admittedly this is the most difficult, and the most crucial, section, and it is the one for which we are now seeking funding.

Greenways and Cycleroutes Limited
June 2016

1 North Somerset Council are planning to construct a new promenade along Uphill Road North by taking up additional land from the boundary of the Golf Course. This will provide a traffic free route through to the quiet roads in Uphill and offer an alternative to cycling on the hard sands of the beach.

2 The section through Walborough Nature Reserve from Uphill was reconstructed to a very good standard during 2015/16 and the remainder of the farm track to meet the Wessex Water road to the treatment works will be completed this year.

3 The 1.1kms to the Sluices was constructed by this year’s Greenways summer camp – June 2016

4 The additional parapets and security details across the Sluice structure itself are during for installation this summer. Once these are in place then the concrete roadway over the sluices can be opened to the public.

5 The Diamond Farm and Warren Farm link to the coastal road has planning consent and its funding is now sought.

6 The Way to Brean Down itself can either be along the hard sands or along the coastal road - Warren Road.

7 The existing stone road to the Napoleonic Fort is a wonderful ride which the National Trust fully support

8 Without the route over the sluices one has to cycle and walk along 7kms of generally busy and unpleasant road which in the summer season is especially crowded with traffic including double decker buses. There is no verge and no footway.
This link to the beach is a bridlepath prone to wind blown sand. It is proposed to surface it with interlocking concrete blocks which can readily be cleared off by strapper.

Some sort of crossing of Warren Road is desirable. A shared use zebra crossing would be the most suitable but this is for Somerset Highway Authority to decide.

Designate this short length of footway for shared use.

The first 100m of Weston Road is now banked up with sand. This should be removed as shown in the sketch. Leave all electricity and telegraph posts in place and work around them, narrowing the path as necessary.

For the next 230m (130-360m) the ditch needs to be cleaned out of all bushes, trees and rubbish and a new culvert laid falling to the east. The road is kerbed with a total of 16 drainage pipes at equal intervals each 150mm diameter. The carrier pipe can start at 300mm and progressively increase to 600mm as more pipes are connected in. The path is then to be laid on backfill as shown in the sketch.

Start of planning application

At this point two services enter the campsite at a low level. The culvert should be set to pass over these, and the existing drain pipes connected in one by one. The finished path to be tarmac.

Install two inspection chambers, one at the transition from 300 to 450 dia. pipe and the other at 450 to 600 dia.

Clean out the existing culvert under the car boot sale entrance. Agree details of connection on site. (Note the adjacent culvert may be larger but this is because it is sized for flood storage volumes rather than its flow capacity.)

The culvert discharges into this existing drain running northwards from the road. The path continues eastwards.

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Construct tarmac path at approximately road level

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Drainage Provision

Between chainage 130 and 360 the Weston Road has a central camber and the northern half drains into the open (but much overgrown) ditch alongside the road via 16 collection points and 150mm dia pipes.

In order to enhance the drainage, the ditch will be cleared out and the 16 outlet pipes connected into a carrier drain. This is oversized so as to be able to accommodate storm volumes.

The road over this section is kerbed and has a fall of 700mm to the east (over 230m). As this will probably be the best fall we can achieve in these parts, the pipes should be laid to follow the kerb-line and their crown set 500mm below the adjacent kerb-top.

Note: the size and level of the existing culvert under the car boot sale entrance is not known at present.

The headwall should be excavated out at the start of the works and it may be that we adjust these dimensions on account of our findings. Note that this culvert may be of a smaller diameter than the planned drain but this is because it only has a carrier function and not a storage one.

Note also that service pipes cross the ditch opposite the utility building. We need to clear this area out to decide if we are to run our 300mm dia pipe beneath or over these services.

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Map 2 of 4: The Turnbourne Farm and Turnbourne Section

Over this section the existing security fences are to be re-sited further away from the road so that the path can run through on the line of the existing hedge which will be removed.

1. Fill in hollow beside road and run path through.
2. Keep the mature chestnut even if the path needs to be slightly narrower. Cross root area with tree guard cellular construction.
3. Widens path to the target 3m in front of the old barns. The security fence should be set back 5m from the road, as shown in the section or as agreed with Warren Farm, so as to allow a new hedge of privet or similar to be planted.
4. Take the existing fence back so as to allow the path to cross the farm entrance. This gate is rarely used.
5. Fill the remains of the ditch in order to continue the path through. Arrange for any runoff from the barn to be piped to the open ditch, or sink area.
6. Fill hollow here and remove willows, planting new one north of the path in the wet area. Cut hedge down to 900mm.

2.1 Past Turnbourne

- New security fence 1.8m high
- Cut existing hedge back to 900mm from ground and 1m width

2.2 View opposite Turnbourne

1. Weston Road has a cross fall away from Turnbourne at this location so no drainage from the road comes away this side.
2. Maintain existing verge unchanged.
3. Clear out the very overgrown and infilled ditch and excavate down to clear out existing culvert running under the entrance drive to Turnbourne.
4. Existing culvert is to be the same size either way from the Turnbourne entrance culvert. Set with 250mm cover to path surface and falling towards the east.
5. Backfill ditch with compacted sand and construct 2.5m wide tarmac path flush with drive to Turnbourne.
6. Cut back existing hedge hard to side of path.
7. Erect 1.5m high welded mesh fence on steel posts. Tie fence to existing gateposts.

2.3 Sketch showing view of proposed path arrangement around the bend of the Warren Farm field

- New path constructed on field edge to cross rhyne either end via a new culvert
- Road edge currently supported by timber posts

- Photographs and montages shown on separate sheet
- Extent of culvert in this area with sandbag headwalls either end

Section 2.3 Sketch showing view of proposed path arrangement around the bend of the Warren Farm field

- Path marked out across concrete farm road
- Sandbag headwall

- Drain
- Weston Road
- Southfield Farm section
- Cattle Grid
- Cattle Grid

- New path constructed on field edge to cross rhyne either end via a new culvert
- 1.2m
- 2.5m
- 1.0m
- Open rhyne

- Southfield Farm section
- Weston Road
- Cattle Grid
- Cattle Grid

- Drain
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Map 3 of 4: Southfield Farm section

1. Path to run along field edge north of the existing ditch which will remain undamaged.
2. Cross drain with new 600mm culvert, 4m long, with sand bag headwalls at either end.
3. Cut through hedge for each the existing farm track just inside (north of) the existing gate. This gate is to remain so as to deter the public from parking in this area.
4. Construct a good stone farm track, 4m wide, 300mm thick stone of polypropylene so as to provide adequate room for the public to pass any farm vehicles and so that this section of the overall route is not damaged by farm vehicles.
5. New 3.5m wide steel gate, similar to existing. Fence the whole length of the field with post and 3 bar rails as shown in the detail.
6. Provide a chicane, arranged as shown in the sketch plan so as to slow the public down and make them aware of any farm vehicles.
7. This first section is across wet ground and should be constructed on polypropylene throughout and constructed to be 100mm proud of the general surface. A 2m wide strip of reeds to be left against the boundary of the adjacent garden, but remove brambles and encourage reeds to take over. The fence to be located 6m from the garden fence over this section.
8. Once past the wet, reedy area, the path can move to the field edge with the fence 3.75m from the bank top as shown in the section.
9. Remove the existing fence and maintain the ditch as necessary. In the area of the former cattle dip, now fenced off, cut back overhanging willow trunks flush with the old fence so that they can regenerate upwards rather then across the path.
10. The new fence to terminate against the wall of the adjacent stables. Provide 3m gate to field.
11. Rehang existing gate to corner of the building so that it closes off the roadside and prevents the public from straying into the road, but at the same time allow periodic access for maintenance.
12. Cut through the back of the storeroom to allow the path to continue to the farmyard. If necessary cut back the roof and demolish the end wall to 900mm high and then finish off as boundary wall.

Sketch of entrance to Southfield Farm field

1. Path on Warren Farm field
2. New 600mm culvert
3. Cut gap in edge adjacent to position of remaining electricity supply post
4. Existing gate to remain
5. New 3.5m field gate and fence
6. Chicane set 2.0m apart and overlapping by 0.5m so as to prevent direct access to farm road
7. Farm road constructed of stone 4m wide and finished with concrete if required
8. Adjacent property

Section 3.1 opposite house and garden

- Existing fence and boundary
- Garden
- Existing ditch with willow and bushes to be maintained as wildlife area
- New stockproof fence
- New 3.5m wide stone path as shown in standard detail
- 2.5m wide stone path set 100mm proud of general surface to keep dry, as in the standard cross section
- 0.25m wide grass verge mown 3 times/year
- 0.75m wide mown verge
- 2.5m wide mown verge
- 0.25m wide mown verge
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- 0.25m wide mown verge
Map 4 of 4: Diamond Farm Section

This part of the route runs carefully in front of the farm buildings before turning away from the road to run past the Viewed Rhyne to reach the Brean Cross Sluices.

1. Reuse existing field gate to secure the access to the path at this point. Paint white for maximum visibility.
2. Demolish the end room off the stable block to create space for the path to run through. Consider retaining the lowest 900mm as a boundary wall.
3. Reuse existing steel mesh fencing to close off the farm yard. Install new 3.5m wide gate opposite original farm entrance and dropped kerbs. Remove hedge for 3.5m and install new entrance posts.
4. Remove existing gates, and repair broken concrete slabs.
5. All past this section of the farm remove the mesh fencing for use elsewhere and trim hedge down to a height of 1m above path level so as to ensure visibility. Whitewash or marral the farm so as to enhance the route.

**Section 4.1: Opposite original farm entrance**
- Weston Road, which has dropped kerbs across the line of the original farm entrance which has not been used for some years.
- Remove hedge over 4m width.
- Concrete access from back of kerbs to farymad.
- Install large stone gate posts if available as entrance detail.
- Remove existing mesh fencing.
- Clean up farymad concrete.
- Re-erect existing mesh fencing on steel posts bolted to farymad four just proud of the yard from passing public.
- 3m wide matching field gate, 1.8m high, also screened.
- 9.0m long.

**Section 4.2: View opposite farm building**
- Weston Road.
- Cut existing hedge down to 600mm above road level. Keep trimmed at this height.
- Remove existing wire mesh fence for use elsewhere.
- Repair concrete road where necessary.
- Paint or add murals to walls of farm buildings to make the route as interesting as possible.

**Section 4.3: View through Rhyne opposite riding arena**
- Viewed Rhyne.
- 9m wide grass verge left unobstructed for Inland Drainage Board maintenance.
- Remove existing post and rail fencing to arena.
- Construct new stone path 2.5m wide.
- Reinstall post and rail fencing.
- Existing arena surface.

**Section 4.4: Proposed path along Viewed Rhyne**
- Stock fence 1.2m high with sheep mesh and two lines of barbed wire.

**Section 4.5: Proposed path along Viewed Rhyne**
- Path 9m from rhyne.
- Stock fence.

**Opportunities for link paths to campsites via existing culverts across the Rhyne.**
- Provide 1.2m wide wicket gate on line of existing fence. Whilst this will normally be left open, it does provide for the possibility of grazing the strip beside the rhyne to the north.
- Fence and paths as shown on the section.
- New 3.5m gate lined up with the culvert to give access to the next field for livestock and mowing. This gate, and the one the other side of the rhyne to be arranged so that it can be swung closed off across the path so as to allow for stock to be taken from one field to the next during which time the public using the path will have to wait. The gates should also be hung so that they can be swung leaving both path and field open for such times as silage making or similar when farm vehicles may need to travel back and forth over a number of days.
- Use existing culvert. Construct a more robust surface here to take farm traffic.
- Construct path across open field with finished surface level just proud of the ground to drain (100mm). The whole of this length to have a stockproof fence set 500mm from the edge of the path.
- Path to curve around to join EA access road at a convenient point agreed on site. Install 3.5m wide field gate in fence so as to give access to field when used for camping.
- Place 3.5m wide gate across EA road just on the campsite side of the through path. This gate to be left partially open in order to give access for campsite residents and access to the café.
- Remove existing gate and extend fence down side of road to join new gate and thus secure the camp site.

6. Paint farm gate to yard and continue past farm buildings. The existing farm road will remain open to Weston Road and we can be used for access by holiday makers on the south side of the road.
7. Fence across gap with post and rail and plant 2 or 3 trees to shield storage area.
8. Over this wider section run path centrally and plant a small copse of trees either side.
9. Reposition a new fence (or use existing materials) 3m in from existing as shown on the section in order to provide the necessary clearance required to the Viewed Rhyne.
10. Construct path all through making use of Arena materials if possible.