

# Wye Valley Greenway

Bishton Lane to Wyedean School



Greenways & Cyclerroutes Limited  
in association with Wyedean School  
and The National Diving and Activity Centre

November 2019



# Wye Valley Greenway: Bishton Lane to Wyedean School

- 1 The Wye Valley Greenway extension from Bishton Lane and Dayhouse Quarry to Wyedean School
- 2 Greenways and Cyclerooutes Limited, Wyedean School and the National Diving and Activity Centre
- 3 Detailed Plans and Proposals
  - Map 1 - Bishton Lane to the National Diving Centre
  - Map 2 - National Diving Centre to Sedbury Lane
  - Map 3 - Greenway along boundary of Wyedean School playing fields
  - Map 4 - Link via Barratt Homes housing scheme
- 4 Design and Access Statement
- 5 Access
  - Standard path construction details
- 6 Construction Access
- 7 Ecology
- 8 Flood Risk Assessment
- 9 Landscape and Visual Impact Assessment
- 10 Eventual developments of the Greenway which are not part of this planning application

Separate Appendix A: Ecological report

---

***Note to scales: this document has been prepared at A4 size for ease of printing. Pages are double sided.***

***Maps 1 and 2 are scaled to be 1:2500 when printed at A3 (141%)***

***Map 3 is scaled to be 1:2000 when printed at A3 (141%)***

---

## 1 The Wye Valley Greenway extension from Bishton Lane and Dayhouse Quarry to Wydean School

This application covers a proposed walking and cycling route from Bishton Lane at Tidenham to Beachley Road at Wydean School. Along the way it connects with the National Diving and Activity Centre and it provides for a safe crossing of the A48 via the remaining railway bridge.

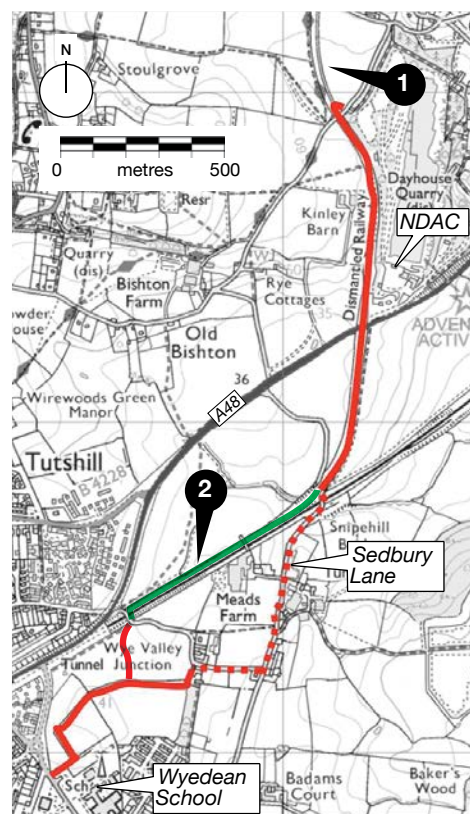


View of Bridge

The works will be low-key in nature with a view of making a stone dust path similar to the existing trails in the Forest of Dean.

This section of route will be valuable in its own right, and it will also connect with the proposed Greenway to Tintern to make an eventual 8kms long (5 miles) traffic free route from Wydean School to the Wireworks Bridge at Tintern.

- 1 The path connects with the planned Greenway to Tintern.
- 2 Future section which could be incorporated into developments by others.



Location plan

## 2 Greenways and Cyclerroutes Limited, Wydean School and the National Diving and Activity Centre

This **greenway project** is being developed by a number of local interests.

Greenways and Cyclerroutes Limited is a Community Benefit Society dedicated to creating attractive traffic free paths where walking and cycling can flourish.



This last year they have been working at bringing forward a railway path to Tintern Wireworks Bridge. This is currently under consideration - planning application P0155/19/FUL. In September Greenways coordinated a practical "workcamp" to repair fencing, balustrades and Bishton Lane Bridge.



Picture of Bishton Lane before and after the works

Wydean School is a popular local school, and Community Activity and Sports Centre.

It has found itself cut off from the Wye Valley by the very busy traffic on the A48 and looks forward to the Wye Valley Greenway starting from the school entrance as an opportunity for a wide range of activities and learning. The school is actively participating in the development of this stage of the Greenway and is providing the land to complete the route.



The National Diving Centre is the pivot around which the work revolves. It has provided the base for the maintenance work and its extensive car parks, cafes and toilets will make the start of the public's enjoyment of the Greenway, especially if they came from further afield.







## Wyedean School and the Wye Valley Greenway

### Statement of Support from the Principal:

We are very excited to be involved with such a fantastic opportunity to develop a sustainable pathway that will connect our school to the Wye Valley ultimately ending in Tintern. Our student body will benefit from a number of excellent learning opportunities that will support personal development and a greater understanding of their environs. Through active engagement with external partners in this scheme, specifically the National Diving and Activity Centre, the Forestry Commission and Sustrans, our student body will profit from learning beyond the classroom and gain a greater understanding of the role of an active citizen in a community. We believe that student involvement in this project will ensure that the pathway will be valued and will continue to be a celebrated facility for our young people after they leave secondary school.

The path provides a range of educational opportunities that we would like to explore including the following:

1. Opportunities for physical exercise. At present the annual "Fun Run" is confined to laps around the school site. Having a safe route into Wye Valley provides an amazing opportunity for students enjoy the spectacular scenery of our local area.
2. The PE Department envisages being able to organise more extended cross country runs as part of its curriculum.
3. Arts with possible sculpture, seating, signs and interpretation could be created by students as part of their studies. The path provides safe opportunities for students to explore through photography and painting, for example capturing changes through the seasons. There may be opportunities for the fabric side to make celebratory flags or murals in the tunnel.
4. There is scope to develop reportage, perhaps a monthly text based or video magazine about the route to cover what is there, its history, the progress of the work, the eventual opening and use.
5. Student voice – we would relish the opportunity to involve students in developing and managing aspects of the project, for example being involved in assembling materials and carrying out works, as well as organising the opening and subsequent public events?



6. Geographical and ecological fieldwork can be safely organised as the path goes through a range of land uses including farmland, woods and the river.

7. Technology – there are opportunities for our students to be involved in the installation of solar power.



## TIDENHAM PARISH COUNCIL

Clerk: Mrs Carol Hinton

email: [clerk@tidenhamparishcouncil.co.uk](mailto:clerk@tidenhamparishcouncil.co.uk)

17<sup>th</sup> October 2019

Mr John Grimshaw  
Greenways and Cyclerroutes Ltd  
The Wool Hall  
12 St Thomas Street  
Bristol BS1 6JJ

Dear John

Tidenham Parish Councillors have asked me, as Clerk to the Council, to write to express their support for the Wye Valley Greenway Project.

Following a presentation by you and Caroline, and subsequent visits to the site, Councillors are impressed by the excellent progress made to date on this fantastic initiative and the enthusiasm and dedication of the staff and many volunteers.

The route, once completed, will be a considerable asset to the local community and draw visitors to the area, allowing safe access to the beautiful Wye Valley.

Councillors will be pleased to receive further updates as the project progresses.

Yours sincerely

*Carol Hinton*

Carol Hinton

Clerk to Tidenham Parish Council

## 3 Detailed Plans and Proposals

The following pages set out the arrangements and details of the proposed Bishton Lane to Wyedean School route. This comprises two distinct sections joined together by Sedbury Lane for a distance of ½ mile. The first section runs along the line of the former Monmouth Railway, disused since 1991, whilst the second section follows the perimeter of the school playing fields.

## Map 1 Bishton Lane to the National Diving Centre

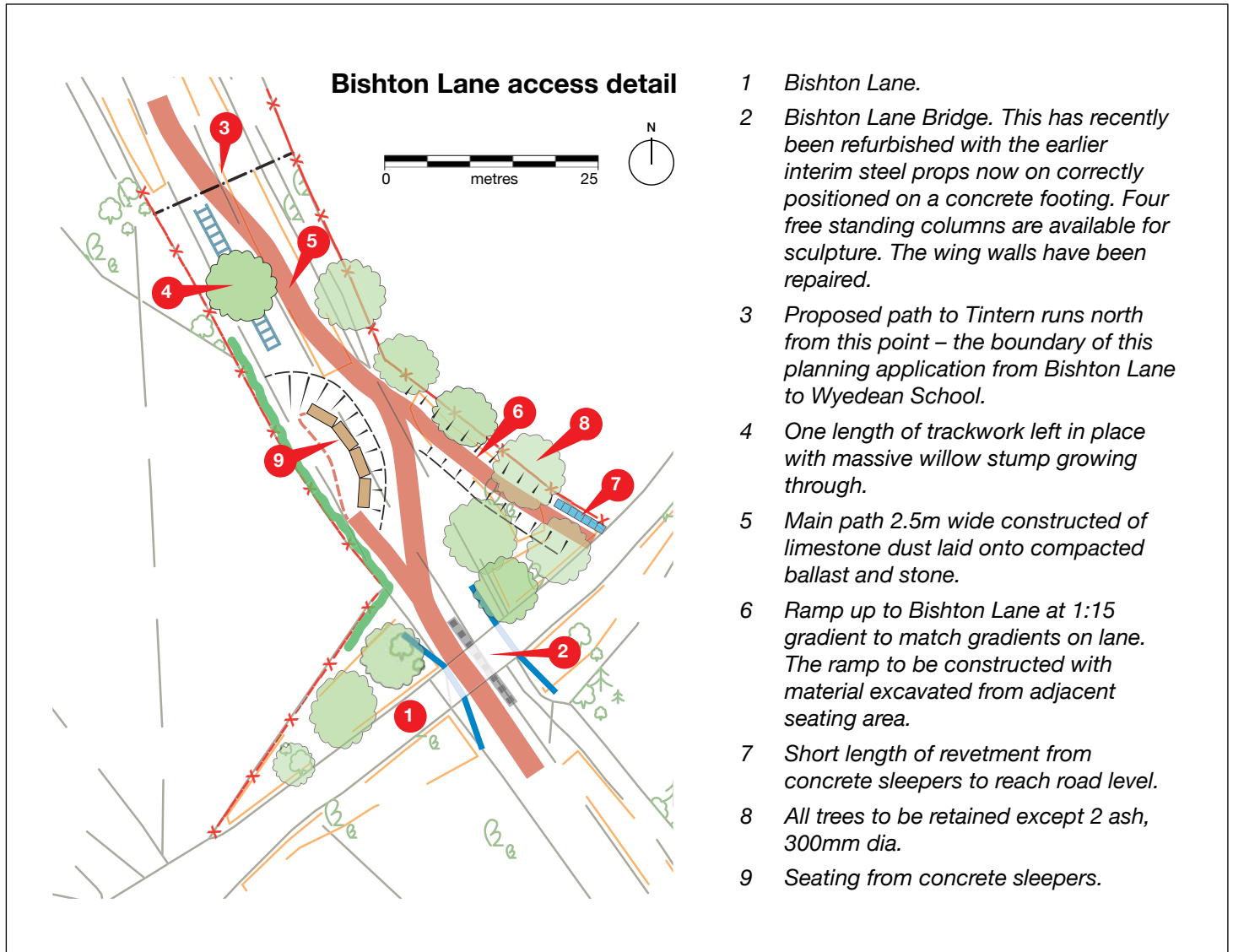
- 1 Bishton Lane from Tutshill to Tidenham.
- 2 Course of former railway to Tidenham Tunnel and Tintern.
- 3 One section of rail track to be left in place as a feature and the path diverted around its east side.
- 4 Excavate small “amphitheatre” to include seats looking out westwards over open fields. This will be the first view of the countryside for people coming down from Tidenham Tunnel.
- 5 Construct new access ramp to road with 2m wide path for pedestrians and cyclists. This will be constructed with the material from the adjacent excavation.
- 6 Bishton Lane bridge props are now in their final position. Paint up cast iron beams and erect sculptural features on the four freestanding columns.
- 7 The Wye Valley Path will run down the west side of this wide cutting, and generally take advantage of the whole width. When NDAC hold events, they will provide temporary fencing along the centre of the alignment.
- 8 At the side of the former Tidenham Station the Greenway will run on the west side of the area largely within a corridor of laurels and bounded by rocks already dumped in the area. The photograph shows this alignment after vegetation clearance and litter removal in September 2019.
- 9 Ramp down to wigwam area and existing gravel track to NDAC car parking and facilities. This ramp will be set to a slacker gradient than that of the track from NDAC.



View of Bishton Lane Bridge with sculptural columns, after repair works to central columns and wing walls. The cast iron beams remain to be painted.



Painting of Bishton Lane Bridge by Kate Lowry.





## Map 2 National Diving Centre to Sedbury Lane

- 1 Ramp from NDAC access track.
- 2 Greenway continues south on well wooded embankment.



View of railway route after clearance

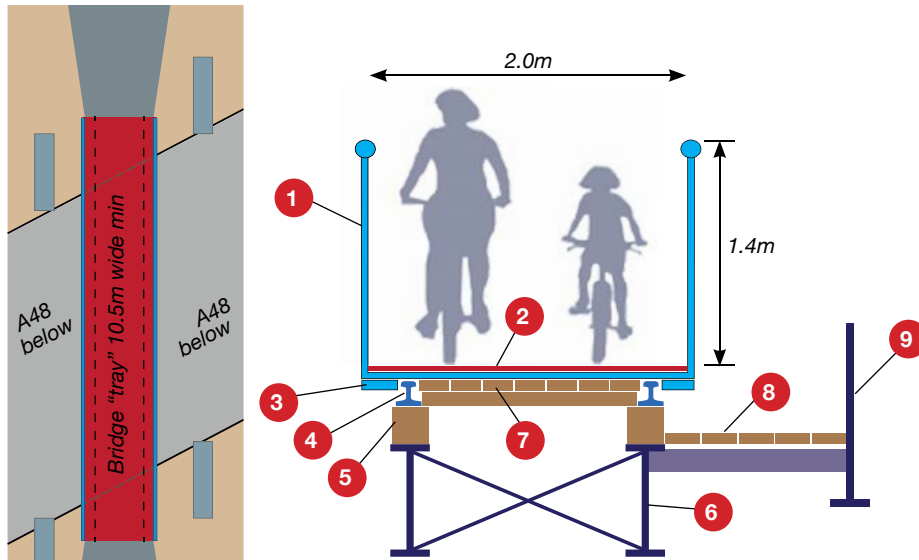


View of bridge at present showing the remaining continuously welded rails and timber decking

- 3 The A48 railway bridge to remain unchanged, with the addition of a new bridge deck and parapets assembled as a self-contained "tray" slid down the remaining rails and bolted in place.

- 4 The path continues on this high embankment with wide views over the Severn Estuary. The former railway was heavily ballasted. This material will be lowered by 300m to create a wider embankment top for the path.
- 5 The ramp down to Sedbury Lane is best positioned at this point where the embankment is only 2m above ground level. Nearer Snipehill Bridge the work is too high and steep to be practical. The ramp will drop at a gradient of 1:20 as shown on the cross-sections. Halfway down we will position a seat for views over the Estuary.
- 6 The railways acquired additional land along this boundary for a possible doubling of the track. This strip is generally 4m wide and falls at an easy gradient towards Sedbury Lane. All undergrowth will be cleared and selected remaining tree trunks protected during construction.
- 7 Greenway joins Sedbury Lane at farm field access location.
- 8 The rails will be removed from this section in anticipation of a future extension should the Gladman development south of A48 come to fruition.

### Plan and cross section of proposed bridge to be carried across the A48 on the existing railway bridge



- 1 New "footbridge" to be designed as a "tray" which can slide along the remaining welded rail and be then fixed to them. The design of the bridge should allow for the "tray" to be slid away in the future, the railway bridge structure removed, and then the tray slid back into place on new steel beams.
- 2 Non slip deck panels.
- 3 Guidance and retaining lugs.
- 4 Continuous welded flat bottomed rail fixed to way-beams with standard chairs.
- 5 300x300 timber way-beams.
- 6 Riveted steel bridge beams.
- 7 Timber floor planks on timber cross beams.
- 8 Timber floor on side panels.
- 9 Steel parapet posts with corrugated steel panels.

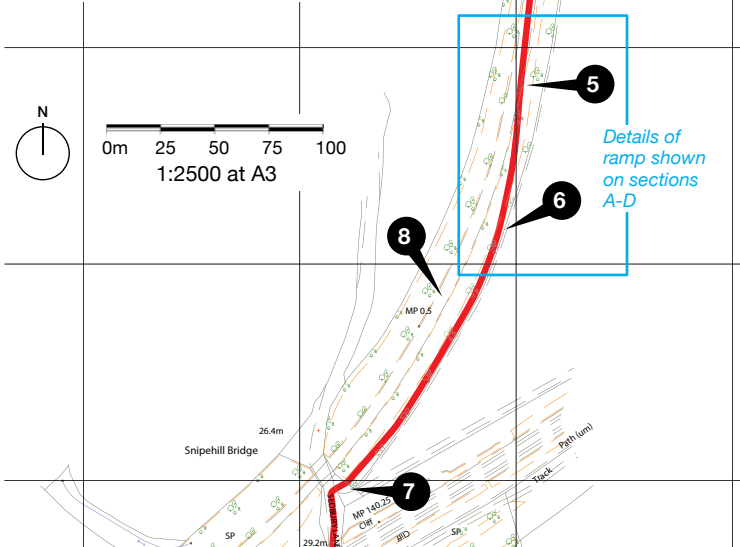




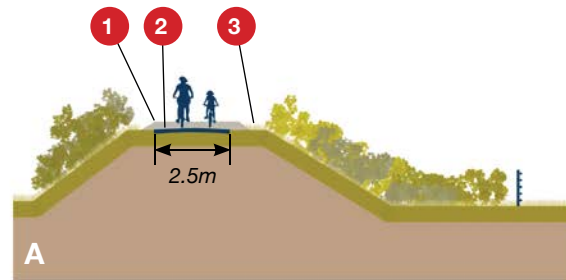
6 View showing the width of land at the bottom of the railway embankment. The cluster of ash trees on the boundary will remain



6a Point at which route joins Sedbury Lane just near Snipehill Bridge

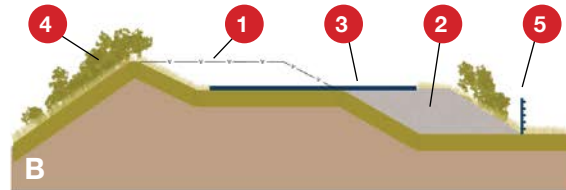


### Sections across route as it ramps down from the railway track level to Sedbury Lane at gradient of 1:20



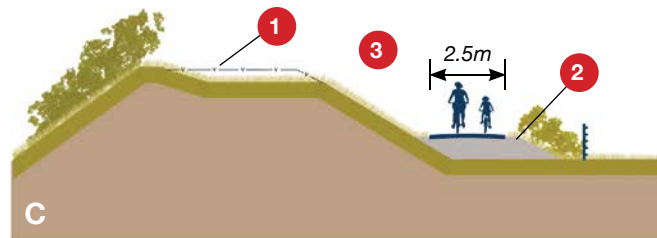
#### A View through typical section on embankment

- 1 Remove 300mm depth of railway ballast so as to achieve a wider top to the railway embankment, 4m minimum.
- 2 Construct stone dust path, or similar, 2.5m wide.
- 3 Grass verges.



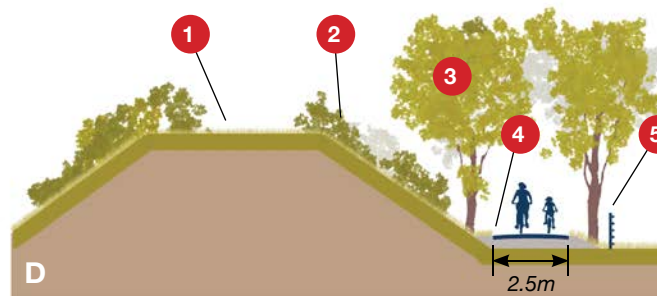
#### B Cutting down the embankment for access ramp

- 1 Excavate embankment to give a 1:20 gradient down and place the material as fill on the lower part of the embankment.
- 2 Compacted fill to continue to fall at 1:20.
- 3 Path to continue at even gradient.
- 4 Maintain all existing vegetation on north side.
- 5 Existing railway boundary fence approximately 4m from the foot of the embankment.



#### C Near the bottom of the ramp

- 1 Ramp back up to railway level for future railway extension.
- 2 Fill continues to drop at 1:20 on a bank 3.5m wide.



#### D Along foot of embankment through to Sedbury Lane

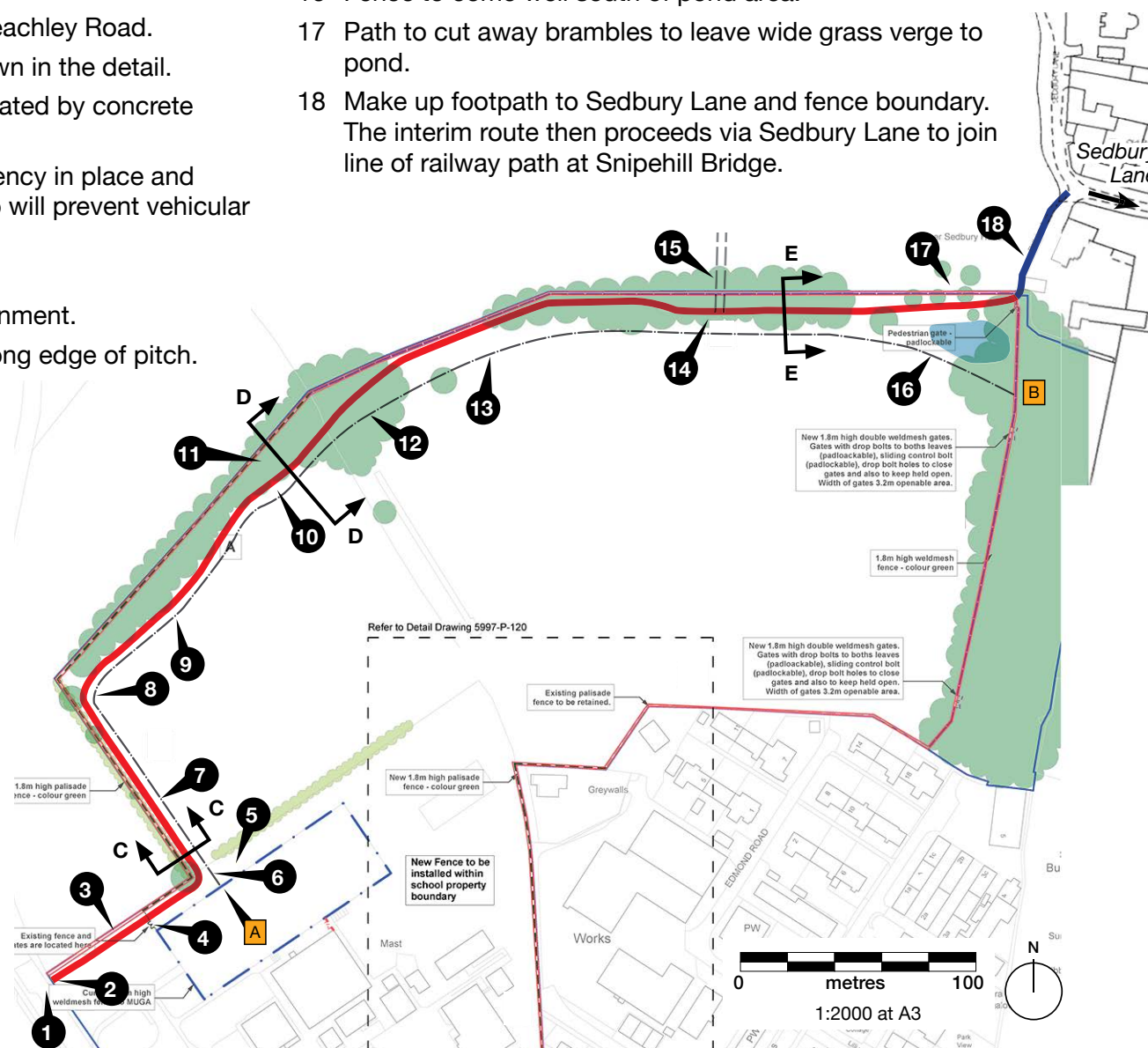
- 1 Railway embankment unchanged.
- 2 Vegetation on side of embankment remains undisturbed.
- 3 Most of the mature trees remain to one side or other of the path. Construct past trees using 300mm of clean railway ballast so as to present numerous voids to oxygenate the roots.
- 4 Path continues on low causeway.
- 5 Existing field fence.

### Map 3 showing Greenway along boundary of Wydean School playing fields

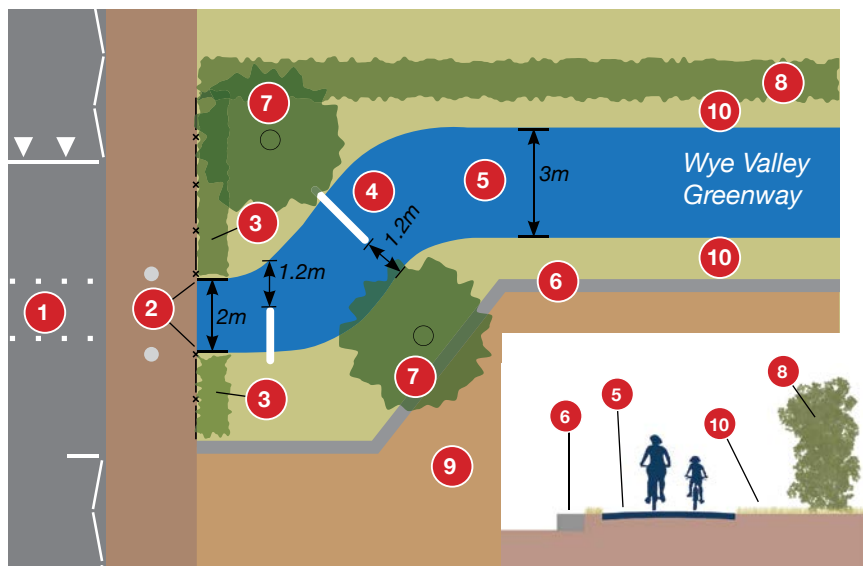
Note the new security fence is to be installed by the school before works to the path are commenced. The alignment shown here **A** to **B** supersedes the arrangement approved in Planning Application P/1094/FUL

- 1 Existing light controlled pedestrian crossing of Beachley Road.
- 2 Entrance to path with slow down chicane as shown in the detail.
- 3 Path to run along edge of informal car park separated by concrete sleeper kerb recovered from railway.
- 4 Leave existing gates for maintenance and emergency in place and take path through side panel. This 1.8m wide gap will prevent vehicular access to the path.
- 5 Relocate existing games container to this point.
- 6 Install set of emergency access gates on this alignment.
- 7 Boundary fence to be set 4.0m from markings along edge of pitch.
- 8 Chamfer this corner and start next leg of fence 3m from corner of the pitch then veering away from the sports area following the line of the wood.
- 9 Install pedestrian gate in fence to recover footballs.
- 10 Enter the eaves of the wood here and choose a line for path taking regard of the woodland trees.
- 11 Keep this area as existing bike play area.
- 12 Fence to cut through this area on the most convenient line.
- 13 Fence to be set 7m from the hedge to allow for tree and hedge planting.
- 14 Plant hedges all along this section of fence to thicken the wood. Include 3m wide pedestrian gate on line of future greenway route so that school events have immediate access to the Wye Valley Greenway.

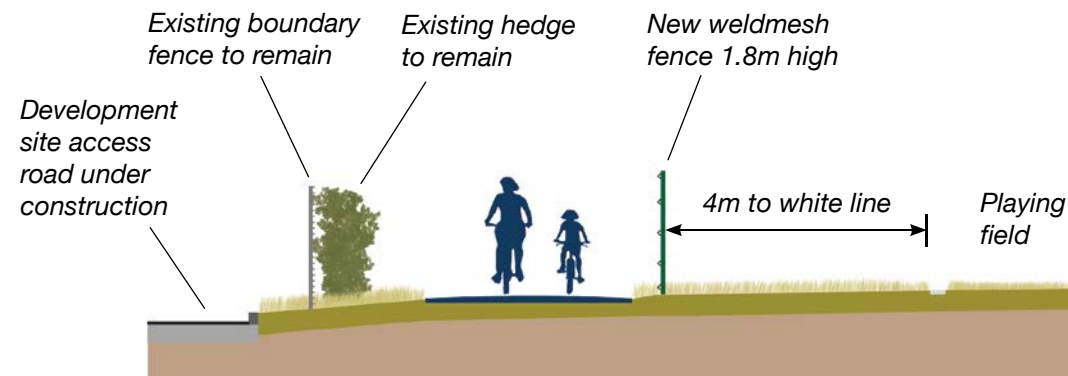
- 15 Greenway route by developers to reach end of Sedbury Lane and cross main line railway on existing Wye junction bridge.
- 16 Fence to come well south of pond area.
- 17 Path to cut away brambles to leave wide grass verge to pond.
- 18 Make up footpath to Sedbury Lane and fence boundary. The interim route then proceeds via Sedbury Lane to join line of railway path at Snipehill Bridge.



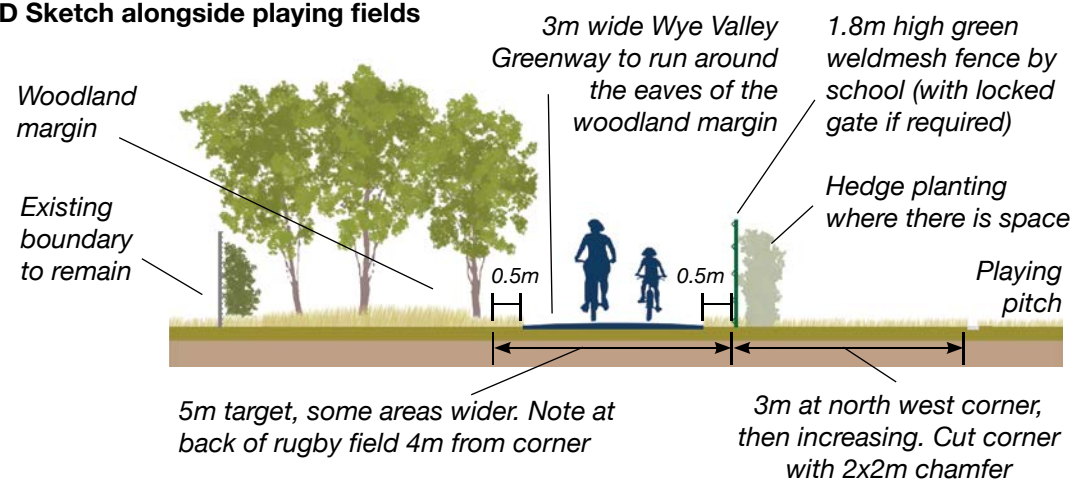
## Arrangement at start of Wye Valley Greenway off Beachley Road



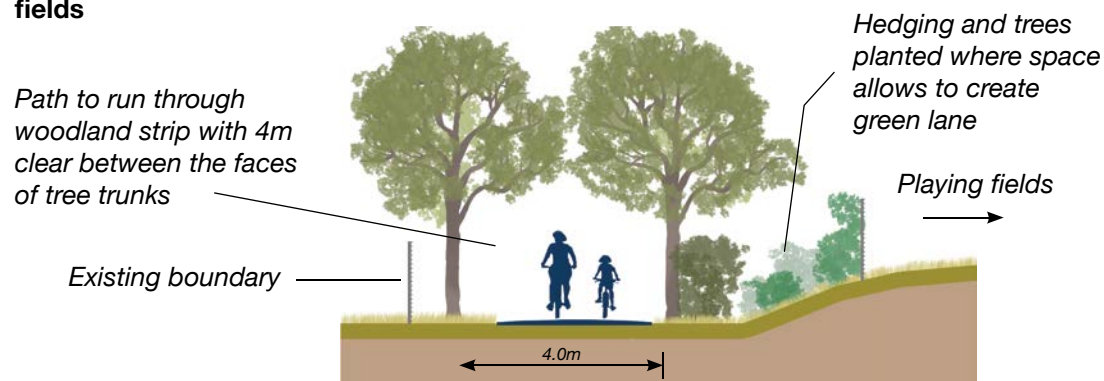
## C-C Sketch alongside boundary of first playing field



## D-D Sketch alongside playing fields



## E-E Sketch of path and fence line along far corner of playing fields



- 1 Existing pelican light crossing.
- 2 Cut 2m wide gap in existing balustrade fence.
- 3 Cut hedge down to 1m for 3m in either direction to enhance visibility.
- 4 Slow down chicanes made from steel tube painted white set 3m apart to give 1.2m wide passage on path to both slow down cyclists and at the same time allow passage of wheelchairs.
- 5 Main Greenway to be 3m wide. Stone dust finished or tarmac if funds allow.
- 6 Kerb edge of car park with concrete railway sleepers from Dayhouse Quarry. These will provide secure edge to path area.
- 7 Plant two standard sized entrance trees.
- 8 Maintain existing boundary hedge.
- 9 Existing car park area. Provide one dropped kerb to link path to car park level.
- 10 Grass verge each side of path.



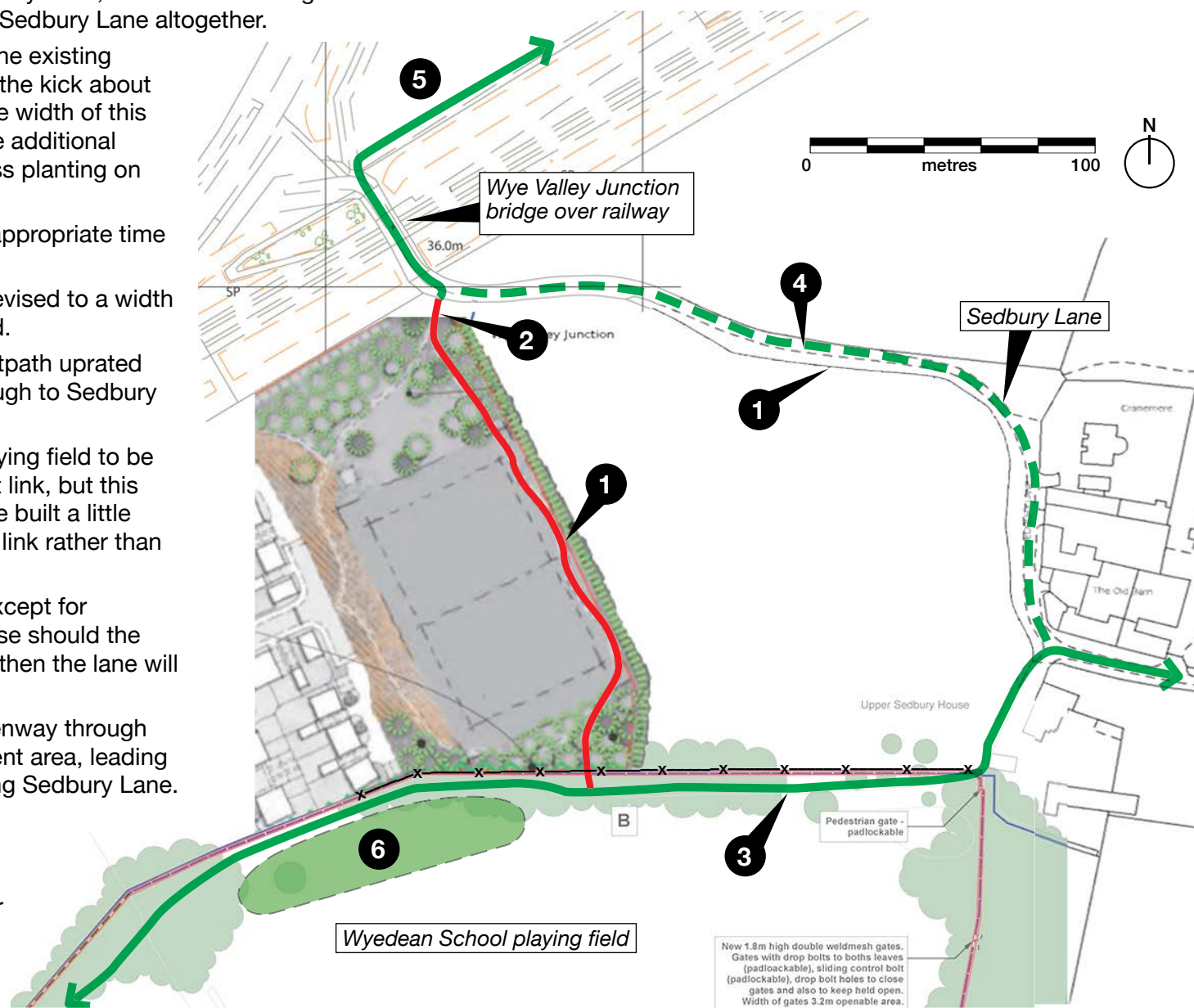
## Map 4 showing link via Barratt Homes housing scheme

This map shows the link to Sedbury Lane near Wye Valley Junction Bridge via the edge of the current Barratt Homes housing development. This creates an additional link to Sedbury Lane, and is the first stage of an eventual traffic free route avoiding Sedbury Lane altogether.

The proposed link follows the line of the existing approved footpath at the east side of the kick about area, and our work will be to revise the width of this path to 3 metres, as well as to provide additional planting to compensate for slightly less planting on the Barratt land.

The work would be carried out at an appropriate time in the development of Barratt's site.

- 1 Line of currently planned path to be revised to a width of 3m and linked through at either end.
- 2 Short length of existing field edge footpath uprated to shared path with hard surface through to Sedbury Lane.
- 3 The main path through the school playing field to be finished 3m wide, as far as the Barratt link, but this final section to Sedbury Lane could be built a little narrower as in the long run it will be a link rather than the main Wye Valley Greenway
- 4 Sedbury Lane is virtually traffic free except for agricultural vehicles. This use will cease should the Gladwin redevelopment proceed and then the lane will become a traffic free walk.
- 5 Planned extension of Wye Valley Greenway through planned Gladman housing development area, leading through to the railway corridor crossing Sedbury Lane.
- 6 Area of tree planting to complete the woodland strip along the north side of the school playing field and to provide compensation for any trees or vegetation lost in the creation of the Wye Valley Greenway.



## 4 Design and Access Statement

The Wye Valley Greenway proposes to make a recreational path for walkers and cyclists similar in standard to paths nearby in the Forest of Dean. The path will comprise a stone base finished with limestone dust all laid to a good camber so as to provide a dry surface suitable for use year-round. Gradients and particularly access ramps will be set at 1:20 so that the whole route is suitable for elderly people and those in wheelchairs. In some cases, existing roads and tracks connecting with the railway corridor already have steeper gradients, but the through route from Wydean School car park to Bishton Lane, and eventually Tintern will maintain these easy gradients.

Should future usage require it, the surface may be tarmacked for an enhanced journey.

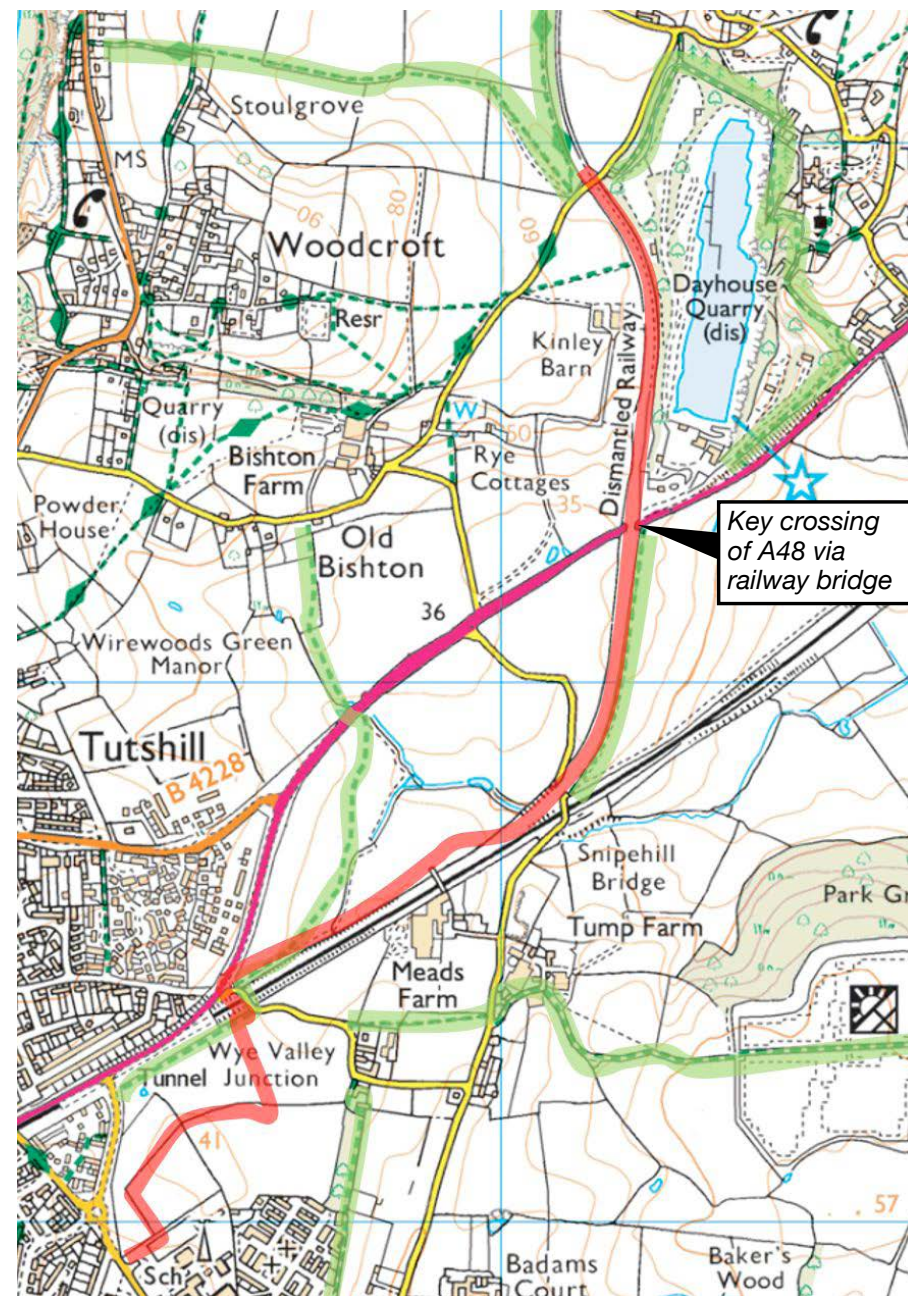
As well as the path construction care will be taken with the visual and ecological aspects of the overall route. We plan to extend the planting of trees and hedges as well as to maintain existing vegetation in order to achieve as widely interesting a corridor either side of the actual path as possible. We will open up views and place seats so that the public can enjoy and appreciate the area even more.

Part of the former railway still has its track in place. These rails have been donated to the Steam Railway at Lydney who will be removing the track over the winter.

## 5 Access

The map shows the relationship between the proposed Greenway (in red) and existing public paths in the area. The railway section is closely paralleled by a public footpath which runs along its field edge. Usage of that path is low because of the difficult crossing of the A48, a matter which the greenway will resolve.

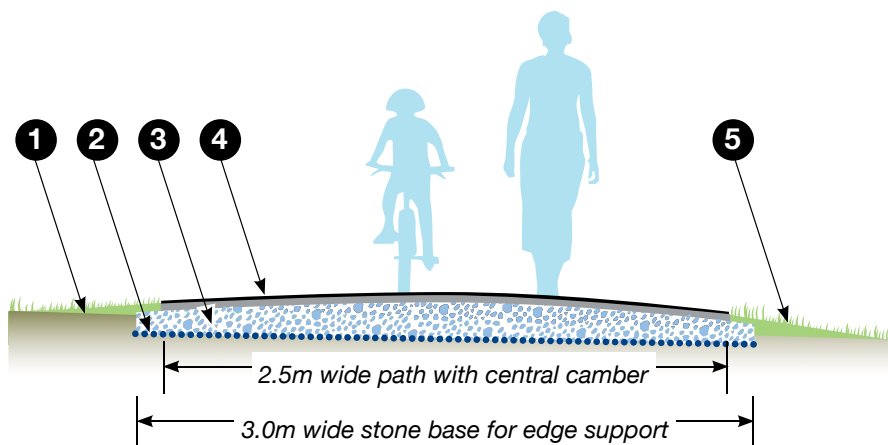
The various housing developments in hand or planned in the area will give the opportunity for further enhancing and extending the opportunities for walking and cycling in the area. The Greenway itself will remain a permissive path for walkers and cyclists, not a right of way, under the terms of its Licences with Network Rail and Wydean School amongst others.



Map of footpaths in the area

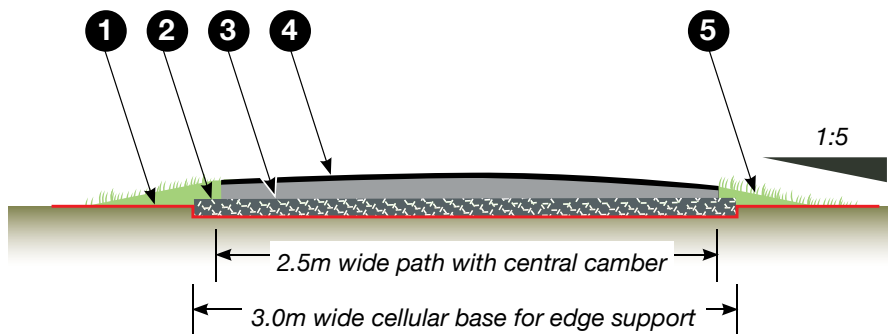


## Standard path arrangement on open ground



- 1 Excavate a thin layer of soil, or down to the rocky base, and set this to one side to be used to build up the shoulders at the end of the work.
- 2 If there are any sections of poor soils then lay a layer of polypropylene filter fabric to secure the base.
- 3 Construct a sound stone base 150mm thick and 3.0 metres wide. This extra width is needed to secure the sides of the finished path instead of using kerbs.
- 4 Lay the finished surface layer 2.5 metres wide. This typically will be a stone dust surface or a machine laid tarmac surface 60mm thick arranged with a central camber. This can then be finished with limestone dust brushed in to give the most natural look possible.
- 5 Build up soil verges either side to reach the edge of the tarmac. These should slope away from the path at 1:5 so as to allow for easy mowing. At the end of all this work the path will run on a slight 'causeway' some 150mm above the general ground level.

## Standard path arrangement near trees



- 1 Remove the barest minimum of soil, just sufficient to level the ground. This is known as 'no dig'.
- 2 Lay a layer of Geoweb Tree Root Protection mattress, or similar. This will have cells between 75mm and 100mm deep as shown in the photograph. These are filled with a single size stone so as to ensure that there are numerous voids above the tree root zone.
- 3 Lay a thin layer of base stone of up to 100mm thick.
- 4 Finish with 20mm of stone dust surface, or in the future a tarmac wearing surface and dust.
- 5 Build up the verges and shoulders with a 1:5 slope.



Construction and finished path through Wormside Wood (Grade II Listed), part of the Waddesdon Greenway Project 2018



## 6 Construction Access

Construction works will be carried out from a base on the former Tidenham Station loading area, and from the 6<sup>th</sup> Form car park at Wyedean School. Only a very small amount of construction traffic will need to use Sedbury Lane, because most of the materials for the A48 to Sedbury Lane are already on site in the shape of railway stone and ballast.

## 7 Ecology

The recommendations of the detailed study found in Appendix A will be adopted for the basis of this project. In particular the clearance of vegetation and trees will be carried out before the start of the bird nesting season, or if after March 1<sup>st</sup> under the supervision of our ecologist. Some 10 trees or trunks from coppiced ash and field maple 300mm or more in diameter are to be felled. These will be replaced with twice the number of trees, as well as extensive hedge plant from native species, arranged in particular to complete the woodland belt around the north side of the school playing field.

Past the roots of trees, the path will be constructed on a 300mm thick layer of railway ballast or similar single sized stone in order to allow for the protection, aeration and movement of tree roots, or where appropriate 'tree-cell' or similar. Nearby tree trunks will be protected with chestnut palings.

## 8 Flood Risk Assessment

The proposed path runs along the line of the old railway for the most part and will utilise the railway's drainage provision. There will be no material change to the existing drainage patterns. Around the edge of the level playing fields the path will have central camber and all rainfall will drain away into the adjacent ground without changing any of the existing drainage. The path itself will be constructed slightly above ground level as shown in the detailed cross sections so that even in the wettest conditions the route is dry. Note that during this interim stage no works will be carried out to Sedbury Lane and there may be occasions when this road puddles or is flooded.

## 9 Landscape and Visual Impact Assessment

The path along the railway corridor will be all but invisible to the general public. We will position seating at the occasional viewpoint looking out over the Severn Estuary. On the school grounds as much as possible of their new security fencing will be planted with trees or hedging so as to create a complete woodland along their northern boundary.

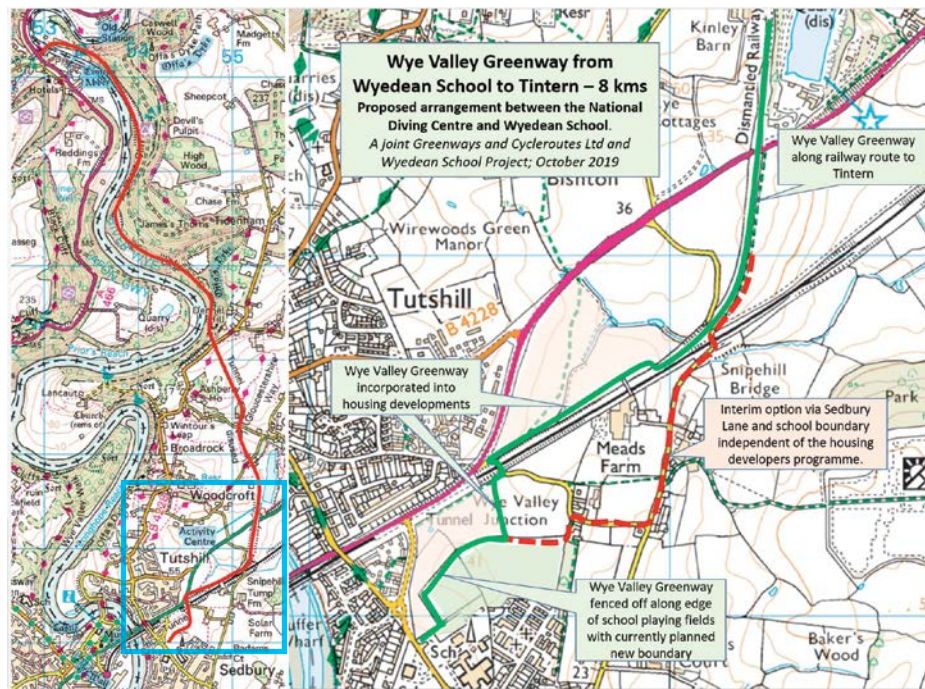
The repair work at Bishton Bridge has provided for 4 free standing columns which will act as pedestals for sculpture from Wyedean School and local artists. Details of seating are important particularly so as to offer the public places to stop, chat and admire the view. These opportunities are covered in the detailed maps and sketches.



*First sculptural element in place at Bishton Lane Bridge*

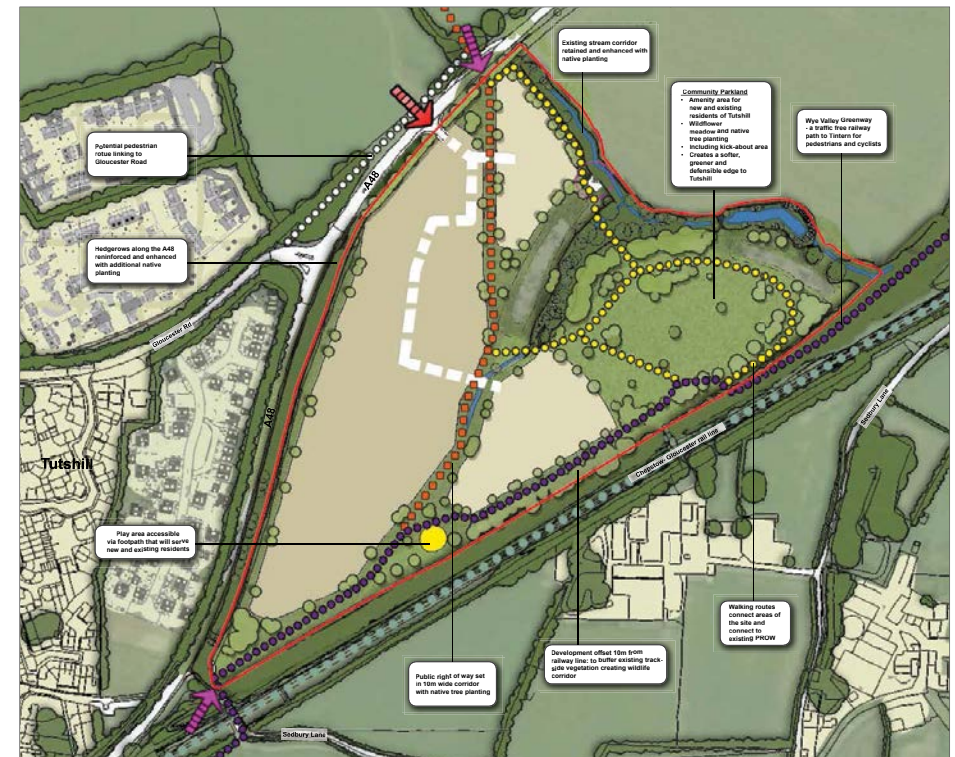
## 10 Eventual developments of the Greenway which are not part of this planning application

The map shows how the Sedbury Lane section of the route, as utilised in this application, could be bypassed by proposed built paths in the possible Gladman development between the A48 and the mainline railway and across the end of the open space provided for in the scheme at Barratt's site. Once these are in place, and should the path through Tidenham Tunnel be approved, then the Wye Valley Greenway will afford a completely traffic free path from the Wydean School car park to the Wireworks Bridge at Tintern – some 8kms in length.



Plan showing interim route option of Wye Valley Greenway via Sedbury Lane

Then towards the centre of Chepstow itself there are proposals for a new walking and cycling bridge over the river which would extend the greenway to Chepstow Station and town centre.



Draft proposals for the Gladman housing scheme

