

WARD: Filwood **CONTACT OFFICER:** Thomas Wilkinson
SITE ADDRESS: Open Space Off Wedmore Vale And Glyn Vale Bristol

APPLICATION NO: 17/03959/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 15 November 2017

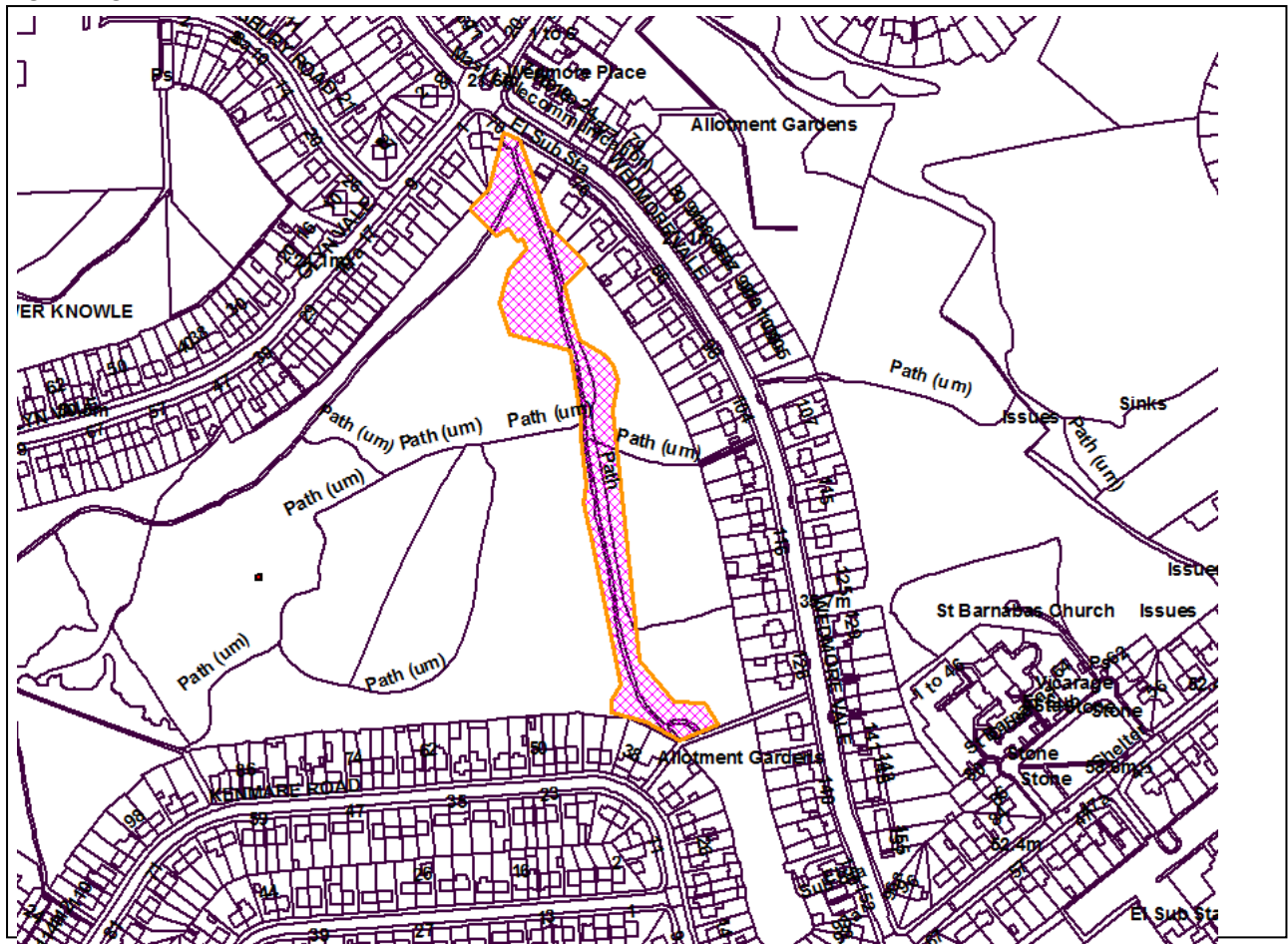
Improvements to an existing walking and cycling route, comprising: widening approximately 120m of existing 2.0m wide path to 3.0m; approximately 315m of new 3.0m path; new intelligent LED lighting operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30 the following day. Installation of 2 new k-frame barriers at 2 entrance points.

RECOMMENDATION: Grant subject to Condition(s)

APPLICANT: Bristol City Council
City Hall
College Green
BRISTOL
BS1 5TR

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



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SUMMARY AND BACKGROUND

This application relates to footpaths through Northern Slopes/Glyn Vale. The proposal seeks consent to widen and resurface existing paths and create new paths, whilst also installing new entrances, street lighting and signage.

The development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018, and includes a number of projects throughout the city that seek to improve the infrastructure of sustainable transport provision. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre. This application is closely linked to another application that proposes improvements at Victoria Park (ref: 17/03958/FB), which has also been put before this Committee.

The application follows formal pre-application discussions with the Council's Planning Department and consultation events with the local community and amenity groups.

In terms of the current planning application, 29 representations have been received, 25 in objection, 3 in support and 1 neutral comment. The responses include comments from The Northern Slopes Initiative, Bristol Walking Alliance and The Bristol Parks Forum.

Councillor Christopher Jackson Ward Member for Filwood made a representation in support of the application.

The objections received were predominantly in relation potential dangerous cycle speeds and conflict between different users of the route, the impact of the development on the character/appearance of the open space, the impact of the development on trees, wildlife and ecology and the potential increased access/use of open space by motorbikes/mopeds given the alteration to the entrances (see full detail below).

The application has been carefully considered following advice from several internal consultees including the Council's Transport Development Management, Pollution Control, Arboriculture and Nature Conservation teams. Overall it is the view of officers that the proposed development will enhance the existing transport infrastructure, giving benefits to all users of the open space will promote more sustainable modes of travel in accordance with local and national planning policy. It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, the impact on the character and appearance of the open space will be acceptable and the development would have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

On the basis of all of the material considerations related to this application, approval of the application is recommended to Members, subject to conditions.

SITE DESCRIPTION

The application site is an area of open space known as 'Glyn Vale' located to the west of Wedmore Vale, in Filwood. The site is currently owned by Bristol City Council and is used as public green space with an existing pedestrian route through, from north to south. The site forms part of a series of informal natural green spaces known as the Northern Slopes.

The Northern Slopes are made up of four areas of green space between Knowle, Knowle West and Bedminster, south Bristol and situated 3km to the south of the city centre. Glyn Vale Open Space is the central section of the Slopes. It is enclosed by Wedmore Vale, Kenmare Road, Donegal Road,

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Cavan Walk, and Glyn Vale. Glyn Vale Open Space forms the largest part of the Slopes and the area contains a wide variety of landscape types, from woodland through to open grass areas, and has a range of wildlife species.

On the east side of the Open Space, an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The site of the existing path and where the cycle route will be constructed is located on the east site of the Glyn Vale Open Space. This existing path is 2.0m wide and approximately 365m long. It is also relatively steep, having gradients of up to 1:8 in places.

The site of the existing path and where the new cycle route will be constructed is located on the east site of Glyn Vale Open Space. Here, much of the planting is predominately woodland and scrub. The woodland in this part of the site is relatively dense and unmanaged, with more frequent ash, field maple and sycamore and scattered fruit trees, including apple and plum. The existing path is also lined by scrub, with tall herb vegetation dominated by hogweed and hogweed. A section of remnant hedge bank, with large hazel coppice stools, runs to the east of the path on its south half.

The site is designated as a Site of Nature Conservation Interest (SNCI) and an Important Open Space within the adopted Site Allocations and Development Management Policies Local Plan (July 2014).

RELEVANT HISTORY

06/00759/F: Erection of 4 no. 'teasel' posts to waymark and highlight the site as part of ongoing community led improvements. GRANTED on 18.04.2006

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

Further assessment is made in Key Issue I below.

APPLICATION

Consent is sought to construct/develop a walking and cycling route through the site, comprising the following:

- The widening of approximately 120 metres of existing 2.0m wide path to 3.0m
- The construction of approximately 315 metres of new 3.0m path
- The installation of new intelligent LED lighting, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30 the following day.
- The installation of 2 new K-frame barriers at 2 entrance points.

As previously set out, the development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre.

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STATEMENT OF COMMUNITY INVOLVEMENT

a) Process

The proposed development is classed as 'minor' development; therefore there is no requirement for the applicant to demonstrate community engagement prior to submitting the application. However, the applicant has provided evidence to demonstrate that extensive public consultation was undertaken with the local community prior to the application being submitted, which included:

- Focus groups with various stakeholders and local residents/amenity groups held on 15th March 2017, 26th April 2017 and 24th May 2017
- Local residents consulted via individual leaflets (over 400) delivered in June 2017, who were invited to comment via the Commonplace website, email or letter
- Advertised on the Travelwest website, Commonplace website, Bristol City Council Twitter feed, Better By Bike Twitter feed
- Direct email to interested stakeholders, interest groups and contacts obtained from previous engagement process

b) Outcomes

- The impact on ecology/wildlife being identified and addressed as a key issue - the applicant undertook a number of surveys and reports prior to submitting
- Alternative, adjustable entrance barriers proposed
- Scheme designed to specifically limit the impact on mature trees and identified areas of ecological importance

The applicant has stated that they believe the proposal overall represents a compromise solution which has sought to address the concerns of local residents and community groups, whilst also deliver an improvement to existing transport infrastructure and promote more sustainable modes of travel.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via a press advert and multiple site notices. Neighbours were consulted via individual letters sent on 31st July 2017.

The deadline for comments was the 23rd August 2017.

25 objections to the application received, which in summary stated that:

- The development would encourage speeding cycle traffic through the site, to the detriment of other users safety
- The proposed route is too steep and will therefore result in safety issues
- The proposed lighting will have an adverse impact on wildlife
- The development would destroy valuable habitats for wildlife
- The development would result in the unacceptable loss of trees
- The proposal represents an unnecessary expenditure
- The proposed lighting will impact upon the amenity of surrounding properties
- The replacement of the existing barriers will allow mopeds/motorbikes to enter the open space which will result in safety, noise and anti-social behaviour issues
- The proposed path is too wide and will change the character and appearance of the area
- CCTV should be used for safety and security reasons
- The gradient is too steep to cycle
- The proposed cycle route is flawed and illogical

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- The wording of the planning application is vague and non-specific
- The proposed lights are visually intrusive to the detriment of the character and appearance of the area
- The development could increase risk of flooding
- The proposed entrances are not fully accessible to certain wheelchair and mobility scooter users
- The proposed speed-calming measures could be uncomfortable for wheelchair users
- The proposed path is not wide enough to accommodate an electric wheelchair and a cycle with a child-carrying trailer to pass with any confidence
- Shared paths are dangerous for pedestrians, especially for the elderly and those who have mobility/visual/hearing impairments
- The scheme is going to exclude disabled people with some conditions

3 letters of support to the application received, which in summary stated that:

- The proposal will improve walking and cycling of the benefit to all users
- The proposal would support and encourage more sustainable modes of travel which will be of benefit to the environment and public health

1 representation received neither supporting nor objecting to the scheme, stating that the money could be better used elsewhere.

AMENITY GROUPS

The Bristol Parks Forum has commented as follows:-

'1. We remain of the view that wherever possible routes for cycling should be established on the highway with through routes only passing through parks and green spaces where all other options have been shown to be impractical. We are not convinced that this is the case here as time restraints have limited consideration of other options and we therefore object to this application.

2. Of major concern is the provision of lighting and the impact this will have on bats and other wildlife. It will also change the nature of the site (a designated Local Nature Reserve) and make it feel more urban - this is a further reason for our objection. We do not believe the revised lighting plans adequately address this, the route should remain unlit.

3. We note that the gradients on the completed path (although less than the existing) still exceed the normal standards for cycle routes. Reducing the gradients further would require an unacceptable loss of habitat and we are pleased that it has been accepted that compromise is necessary, however, we have doubts that the extent of disruption that will be caused to wildlife by construction of this route is justified by the limited improvements to be made.

4. If the application is approved then implementation of mitigation measures for the impact on the SNCI/LNR should be a condition in accordance with DM19. This could be done by securing sufficient funds for enhancements to the management of other parts of the site via a planning agreement.

5. If the application is approved then the Bristol Tree Replacement Standards in Policy DM17 must be applied to any trees removed during construction.

6. It is important that construction of the path and installation of lighting does not add to the cost to Bristol Parks in maintaining the site as in the current financial situation this might be detrimental to the rest of the site. A commitment to provide an endowment for future maintenance of the path and any lighting should be part of the planning agreement.

7. We share the concerns of the NSI that ASB and use of motorcycles on the site might increase if

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access is made easier. There should be a commitment (& funding ring-fenced) to address this in the future if problems arise.

8. We are pleased that there has been a greater level of engagement with the local park group (NSI) and other organisations in preparing these proposals than there was the case for the previous plans for Victoria Park. However, it is disappointing that this engagement came so late in the process and in particular that it meant that an alternative route suggested by NSI could not be pursued further due to constraints on the timing of the grant spend.

9. We are pleased to see that the proposal is for a shared use path. We reiterate that we do not consider segregated paths appropriate for public parks and green spaces which are themselves shared spaces.

10. We are pleased that the original proposed width of 4m has been reduced to 3m and the route adjusted to minimise the impact on wildlife.

11. We note that the intention is to restrict the working area for the construction to the footprint of the embankments / cuttings, this must be strictly enforced along with the requirements for temporary fencing to prevent damage to adjacent areas. The construction management plan should be approved by a suitably qualified independent ecologist before work starts.'

Northern Slopes Initiative has commented as follows:-

'I am writing in on behalf of the NSI committee in reply to the above application. The NSI is a group of volunteers involved in the Northern Slopes.

We have asked NSI members to contribute to our reply; or reply as individuals.

You need to be aware that the majority of the Committee are vehemently opposed to the proposals; with a minority prepared to work with the proposals pending agreement on how construction and maintenance is carried out.

On the front of the Access and Design Statement you will see a picture which shows a section of the proposed path in an overgrown state. We would like to point out that this is nothing to do with the status of the path itself or the value of the Slopes overall, but relates to how the Council manages the area. Further into the document there are examples of where the Council has carried out good path management at other times.

This reply covers four things:

- The reason why the application should be rejected
- Changes proposed if the Committee are minded to grant Planning Permission
- Request for conditions to be added to the Permission
- Alternative Statement of Community Involvement.

The Slopes (including this part) are a place for people and wildlife, they are informal and with a sense of "wildness" within its landscape. The area is used by members of the community regardless of problems. It is a place for exercise, seeing natural wonders, a place for relaxation and relative quiet.

It is a critical part of the City's Strategic Green Infrastructure identified in the 2011 Bristol Local Plan. It already provides environmental benefits to people, including water storage and treatment areas; and air quality and noise amelioration and carbon capture; and significantly contributes to the health and well-being of Bristol residents as part of the "Lungs of Bristol" and as a place for peace and reflection which can improve mental health for adults and children.

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The site was designated as a Local Nature Reserve in 2015. Before that some street lighting had been installed in different locations, and many years ago tarmac paths were installed. More recently resurfacing of two paths using a resin surface has worked well.

The Glyn Vale site is part of a Green Pennant area in Knowle/Knowle West; and is on the route of the Bristol South Skyline Walk.

As stated in the various ecological reports its value is City Wide - but there is actually more than an ecological value to the site, in that its position in an increasingly densely built up area as a source of health and well-being benefits.

Reasons why the application should be rejected

In simple terms - we consider the cycleway an unnecessary and disgraceful waste of money at a time when funding for things is reducing - and will cause environmental damage which outweighs the benefits stated, even after mitigation has been applied.

There is little evidence within the planning application that the route as an aspirational route would be used any more than it is now - which brings into question whether this is really necessary.

Additionally, the path even though it twists its way up the Slopes to alleviate the existing gradient, is still too steep for the intended users who may not use local road for fear of traffic. This fear of traffic would apply especially for people returning from Bedminster with shopping. Wedmore Vale and St John's Lane, especially in its northern section is notorious for all hours traffic and exceptionally busy, including buses. It seems to us that the route has been chosen for it being the shorter length, rather than practicality, so will have less use.

We are not convinced that the application of a cycleway and/or the design involved here is compliant with what is expected in legislation about Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act 1949 (as amended) and related National or Local Planning Policy.

The proposals only start at the Southern end of the Northern Slopes - there seem to be no proposals or timescale to complete the route to Filwood Quietway and Hengrove Park. Additionally, the best route to connect south Bristol to the City Centre is the Malago Cycleway/Quietway which although a further distance away from this area is much flatter.

In the longer term there has to be serious questions raised as to whether the City Council (or other bodies) can be expected to maintain the cycleway and surroundings properly, including mitigation.

Finally, this application sets a precedent for similar developments in other Local Nature Reserves across Bristol and raises the question of what the Council considers is the value and purpose of Local Nature Reserves.

We would recommend that this Application is rejected.

Changes proposed if the Committee are minded to grant Planning Permission

The Council has to provide justification why the provision of a cycleway as a cycleway and in its current design, is not against the purpose and functions of a Local Nature Reserve.

The application should be considered against Green Infrastructure Policies in the Local Plan (see Policy BSC9 and Policies DM15, DM19 and DM25).

We acknowledge that a number of the Council's intentions are in line with what we would have looked

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for (eg: path width, unsegregated, materials used to fill in nearby paths, information for visitors, dog bins etc).

We feel that a number of alterations and clarifications would make the proposals more beneficial to people and wildlife as follows:

1 - No lighting and personal security issues - we do not understand why lighting should be provided on the route. We appreciate that some may feel that there is a need and it improves personal security. Our experience is that lighting can make it more attractive to those who may wish to cause problems to green space users with anti-social behaviour. Far more effective would be the application of enforcement of existing legislation and powers by the City Council and the Police; and CCTV at the entrances involved.

We cannot make any judgement on the implications for bats as the information from bat surveys was not with the Planning Application papers at the time of writing this letter. We have now requested it from the Planning Officer, and if there was a chance of a comment extension should the report change our views that would be appreciated. Our initial view is that lighting should be limited lower to the ground so to provide a dark corridor above the lights.

2 - K gates - we need to be reassured with evidence that these will not allow more motorbike/scrambler bike users onto the Slopes.

3 -- we support this aspect of the application, and would wish to see materials used to provide a number of log and boulder seats a short distance away from the route on the Glyn Vale. Associated with this could be litter bins appropriately placed.

4 - Flooding - it is not clear to us whether the drainage as proposed will work. In the past, before the resin path and new surface drainage channels were put in we had material washed from the path surface into Wedmore Vale road.

5 - Construction footprint - it is not clear to us what the construction footprint will be we are hoping that the construction footprint can be contained with the final land take for the cycleway. At points the final land take is 12m or 15m wide at maximum; although clearance for trees suggests a 16m width of disturbance.

6 - Cycleway surfacing - we agree with the use of coloured resin surface which matches the current colour, but ask whether the text in Application Form, is the same as in the Design and Access statement. We would suggest that wooden edging would be more natural looking.

7 - Planting and planting maintenance - we agree with the "graded" levels of vegetation away from the new paths. We believe that the maintenance should be informal and encourage a "wavy" appearance to the vegetation edge.

8 - Removal of lengths of existing path at the Northern end of the proposals - We agree that the removal of one or possibly two lengths of the existing path needs to be discussed before construction. From our perspective the fewer lengths of existing path left outside of the main cycleway, the less likelihood of these lengths becoming a magnet for fly tipping and anti-social behaviour. Also the opportunity should be taken to return part of the existing path to shrubs and possibly trees, after the loss of the other areas to the cycle path. We would suggest that the removal would also reduce the need for pedestrians to use steps.

9 - Maintenance budgets - we are unclear whether there will be monies set aside to maintain the cycleway and wider for a period of time. We believe this will be critical to the delivery of the cycleway and its ability to continue to function as one. See also relevant Planning Policies.

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Other issues:

We confirm that the Japanese Knotweed although treated for about 5 years is still active as discussed with the CAF team on the 5th April site visit.

Request for Conditions to be added to the Permission

We ask that the following conditions are set against the Permission. Some are based on standard conditions, others not covered by those.

Our hard experience is that when we have been through Planning Applications, not everything that has been promised is provided, or changed without discussions, leaving the Community and Slopes feeling short changed.

- A full Construction Management Plan is provided - covering not just ecology as now - but the effects on humans (eg: air quality, noise and other working practices) and how construction is going to be carried out.
- Protection of retained Trees
- Protection of retained valuable and protected habitats and species
- Protection of green space users - especially children.
- Maintenance plan which enables no more than 3m maintenance strip around the Cycleway, including using an informal style of vegetation maintenance (eg: wavy edges)
- Detailed drawings of the construction and operation areas. With the Construction areas not exceeding the footprint shown on the plans attached to this area.
- Materials and soils management plans
- Submission of a landscaping scheme
- Construction site offices and constructions areas to be off site (not in the SNCI), as recommended in Ecological Survey.
- Japanese Knotweed removal, ongoing monitoring and no importing of contaminated soils.
- No importing of other Invasive Non-Native Species, especially via soils.
- Remove and relocate - NSI compass currently in path at Northern Entrance.

We would be happy to comment on applications to have the conditions removed once they have been made public for comment.

Alternative Statement of Community Involvement - NSI contribution.

The NSI has promoted the various consultations and updated people - via their website (www.northern-slopes-initiative.co.uk; and then www.northern-slopes-initiative.co.uk/quietway) and social media. More recently leaflets have been given out house by house in the local area; as well as notices on our noticeboards across the Slopes.

We have been keeping the CAF team and the Northern Slopes Steering Group (consisting of walking, cycling, equality and parks representatives) members informed of what we are doing in relation to the above.

Additionally, information has been circulated to NSI members on a newsletter (copied to the CAF team); and on our Facebook page.

There has been media coverage of the Quietway in Bristol Post, BCFM, Knowledge and the South Bristol Voice.

We spent part of a day on 22nd June 2017 talking to people using the site; and people came from surrounding houses to talk to us. We were encouraging them to write in with their views, regardless of whether they are supportive or against the proposals. An informal view was the route was opposed by

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the majority of people who talked to us.

We appreciate the Council efforts to work through a process with a range of stakeholders, it is unfortunate that time was very limited.

We would point out that 27 responses to the Consultation in June 2017 may be considered to be low by some, but is a larger response than for many consultations in our local area.

Looking forward can we suggest that those putting bids in for funding, engage with other affected/interested parties earlier in the process, perhaps even when the bid is being prepared? It might not solve every issue but may highlight issues and give people a chance to talk about them earlier rather than later. It may also enable more multiple economic, social and environmental benefits to be achieved.

Finally, we hope that this application will go before Committee for consideration. If either officers or the Committee would like a site visit we would be happy to arrange one or be involved. Please keep us informed of progress.

I have copied this letter to:

- Filwood Quietway, Northern Slopes Steering Group - eg: reps from various groups and CAF team
- Cllrs Chris Jackson, Jon Wellington and Gary Hopkins.
- NSI members

The Northern Slopes Initiative's aim is to actively seek to improve the environment and facilities for all individuals living and working in the area of benefit.

Its vision is to "maintain, conserve and enhance the Northern Slopes in order to encourage involvement and appropriate use by the surrounding communities, for recreation, education, relaxation, and for opportunities in employment and training - while maintaining its unique character."

Bristol Walking Alliance has commented as follows:-

'BWA submitted our response to the consultation on 'Filwood Quietway - Victoria Park and Northern Slopes' in June 2017.

In that submission we noted the problem for pedestrians, who are hoping for a relaxed walk in a space designed for leisure, relaxation, and a relief from the urban environment, of a 3m-wide path being shared with cyclists. There are different views on path widths. We accept that this choice of width is a compromise that enables shared use while minimising the impact on the green space.

We are pleased to see that the Victoria Park proposal accepts our request for signage that communicates expected behaviour on shared use paths. In particular, cyclists using them as a through route should be required to show consideration of park users by giving way to those who wish to use the park for recreation. We reiterate our request that similar signage be used for Northern Slopes.'

OTHER COMMENTS

BCC Transport Development Management has commented as follows:-

Principle

The application proposes to construct an enhanced walking/cycling route through the Northern

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Slopes. The proposal was subject to a pre application in which TDM requested further information to be provided at full application as to how the route will be constructed, lit and segregated.

Principle of Cycle Route / Promotion of Cycling

The need to provide improved cycle and walking routes throughout Bristol is clearly supported by:

- West of England Joint Local Transport Plan 3 2011-2016 March 2011 Chapter Six : Support Economic Growth
- West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents
- Bristol Development Framework Core Strategy - Policies - Adopted June 2011 - Policy BSC10 Transport and Access Improvements

In particular the need to improve routes connecting South Bristol to the City Centre and beyond is supported by Census 2011 data. The number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

Public Right Of Way

The proposed route through the Northern Slopes follows the alignment of Public Right of Way BCC/454/10. Section 6 of the Design and Access statement acknowledges the need to apply for a temporary traffic regulation order in order to divert or close the route during the duration of the work.

Width and Design of Route

The existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide; approximately 365m long and is relatively steep, having gradients of up to 1:8 in places. The proposed cycle route would effectively replace the existing path by widening parts of it and constructing new sections. The new route would be 3.0m wide and approximately 435m long. TDM deem the width of the proposed shared use path to be acceptable as this meets the minimum recommended width as set out in Sustrans guidance.

The proposed route will be constructed to Bristol City Council's Engineering Standard Details - 01- Road Construction - Road Construction Paths in Grass Areas Bridle Paths- Drawing SD 01-005. Due to the route being overhung by a large number of trees the surface of the route will be topped with a buff coloured anti-skid surfacing is proposed for the whole route as set out in section 8 of the Design and Access statement.

Lighting

To ensure that the route is safe and accessible the application proposes to provide lighting along its full length. Providing the columns are sited according to Bristol City Councils Engineering Standard Details - 07-Street Lighting - In Grass Verges and Shared Surface Roads - Drawing SD 07-002 this is acceptable.

Signage

Signs must be provided at the main entrances to the Northern Slopes on Kenmare Road and Wedmore Vale to indicate the shared nature of the route and pedestrians have priority over cyclists. Signs must also be provided to indicate that it forms part of the Filwood Quietway along with distance markers to indicate the distance to key destinations in either direction such as the City Centre etc that meets standards set out within Traffic Signs Regulations and General Directions 2016. It is stated within the design and access statement section 8 that it is intended to provide some signage at the start and finish of the new path in addition to signage throughout the route outlining distance

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information and the shared nature of the path. Providing this signage is installed TDM deem this to be acceptable.

Sport England has commented as follows:-

'No comments or objections'

BCC Nature Conservation Officer has commented as follows:-

'The contents of the submitted badger, bat activity and extended phase one habitat surveys which were also submitted at the pre-application stage are noted.

This site is designated as a Site of Nature Conservation Interest (SNCI), Glyn Vale, and therefore policy DM19 in the Local Plan applies. Following a recommendation made during pre-application comments, the applicant has submitted a Construction [Environmental] Management Plan (CEMP) and an ecological mitigation and enhancement precautionary method statement which addresses legally protected and priority species. This combined document is satisfactory to ensure the protection of legally protected species and should be secured as part of the list of approved plans and drawings' condition.

Following a recommendation made during pre-application comments, the applicant has submitted a ten year habitat (nature conservation) management plan. This document, following amendment, is considered acceptable and is sufficient to demonstrate the future maintenance and enhancement of the SNCI. This should be secured as part of the list of approved plans and drawings' condition.

Under the 30% lighting regime there would be dark corridors across the footpath/cycleway which bats could use where the additional lux levels are only 0.3 to 0.5 lux which is unlikely to deter even light-sensitive bat species. Under the 100% lighting regime the lux levels are of course higher but there would be dark corridors of around 1.5 to 2 lux across the footpath/cycleway. These lux levels would have negligible impact on light-tolerant bat species e.g. common pipistrelle. There would be some impact in deterring commuting light-sensitive bat species such as lesser horseshoe bats however this impact would not be overly significant. '

BCC Flood Risk Manager has commented as follows:-

'There is an existing flooding problem at the corner of Wedmore Vale and Wingfield Place and the additional impermeable area created as a result of the proposals could increase this risk. The applicant however has provided information to demonstrate that the new route will be suitably drained in the form of stone filled trenches (French drains) at the bottom end of the path. This is considered sufficient to reduce/prevent any flood risk issues at the site and surrounding area.'

BCC Arboricultural Team has commented as follows:-

'I've reviewed the supporting arboricultural report and in principle have no objections to the proposed development or the loss of trees as these are primarily self-sown and do not hold high amenity value. 59 replacement tree or financial contribution of £45,135 is correct and in line with the Bristol Tree Replacement Standard. Due to the nature conservation value of the site the proposal for off-site planting seems appropriate, and a financial contribution should be secured for this replacement planting elsewhere in the city.

Please can you condition the Tree Protection Plans Dwg TPP-1, TPP-2 & TPP-3 with 2 weeks written confirmation of the completed installation so that I can check it before discharge of condition.'

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BCC Landscape has commented as follows:-

'With regard to landscape design there is no objection to this scheme provided the layout and working methods conform with advice in relation to wildlife conservation and tree protection. The BTRS will apply in relation to mitigation for tree loss.'

Crime Reduction Unit has commented as follows:-

'No comments or objections'

BCC Pollution Control has commented as follows:-

'Lighting is proposed (in the form of lampposts) along the new path. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30am the next day.'

Overall I am happy with the level of detail provided, as any light emitted will be of level commonly found in inner city locations, and the lampposts themselves will not be sited in close enough proximity to any residential properties to cause disturbance. The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. Following the above, and subject to a condition to ensure the lighting will be in compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting I raise no objection to the application.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site this likely will not significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.'

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) IS THE DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

The proposed works will take place in an area identified as an area of Designated Important Open Space as defined within the Policies Map associated within the Council's Site Allocations and Development Management Policies Local Plan (2014). Policy DM17 in this document states that development on part, or all of an important open space as designated will not be permitted unless the development is ancillary to the open space use. Policy BCS9 of the Bristol Development Framework Core Strategy (2011) is also applicable, and states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Open spaces which are important for recreation, leisure and community, townscape and landscape quality and visual amenity should be protected.

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In this instance it is considered that the overall structural works and physical development associated with the construction of the proposed pedestrian/cycle route would be relatively minimal when considering the wider function and character of the site as an important open space. Both the new and widened paths, alongside the associated lighting, entrances and signage will appear ancillary to the ongoing use of the open space and will thus form an ancillary relationship with it. The overall function, integrity, connectivity and primary character of the open space would fundamentally remain and therefore would not be materially or detrimentally impacted upon by the proposals.

Following the above, the overall principle of the construction of a cycling/walking route is considered acceptable in this instance subject to the satisfactory resolution of all other material considerations as set out below.

(B) WOULD THE DEVELOPMENT IMPACT UPON THE CHARACTER OR APPEARANCE OF THE LOCAL AREA?

Bristol Core Strategy Policy BCS21 (2011) advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development. Policy DM26 in the Site Allocations and Development Management Policies (2014) expresses that the design of development proposals will be expected to contribute towards local character and distinctiveness by responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features and reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area. Development will not be permitted where it would be harmful to local character and distinctiveness. Policy DM28 in the same document states that development will be expected to sensitively integrate and priorities appropriate levels of movement infrastructure for different modes, including provision for convenient pedestrian and cycle movement, whilst also incorporating appropriate street furniture, lighting and surface materials.

The site lies within an area of open scrub woodland where most of the vegetation is comprised of woody native shrub species with occasional larger trees. The overall character of the site is one of unmanaged woodland with a generally attractive appearance, marred by fly tipping and litter. An existing pedestrian route, constructed around 10 years ago, currently provides access through the site from north to south.

The proposed development seeks to undertake the following works within the site:

- The widening of approximately 120 metres of existing 2.0m wide path to 3.0m
- The construction of approximately 315 metres of new 3.0m path
- The installation of new intelligent LED lighting, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30 the next day.
- The installation of 2 new K-frame barriers at 2 entrance points.

In principle visual and design terms, no objections are raised to the construction of a cycle route through this section of Glyn Vale/Northern Slopes. It is evident that alternative route options were investigated which could take the route outside of the Glyn Vale open space site. However these options following full scrutiny were rejected and deemed unacceptable for various reasons including gradient, highway safety, impact on street parking, impact on bus routes, cost/budget, impact on wider green space and ease of connectivity to the wider Filwood Quietway route. As a result, options to improve walking and cycling provision within Glyn Vale/Northern Slopes open space were progressed.

Within Glyn Vale itself the proposed route will follow the eastern edge of the site, where an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide and approximately 365m long. The existing path is also relatively steep, having gradients of up to 1:8 in places. The proposed new route will also run north to south, from the Wedmore

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Vale/Glyn Vale junction to the entrance at the east end of Kenmare Road. It is recognised that in this instance the new route will not largely conform to the existing path route (aside from the widening of 120 metres of existing path as shown on the submitted plans) and will instead form a 'zig-zag' route from north to south through the landscape. The new and widened paths will measure 3 metres in total width, which is not considered an overly significant size and is consistent with the width of other shared use pathways in the city and is the recommended minimum width for shared use pathways.

It is accepted that the new route will result in the loss of trees and green infrastructure/landscaping. This is not ideal, however following consultation the Council's Arboricultural Team, Landscape Officer and Parks Development Officer confirmed that the trees and landscaping to be removed does not hold significant visual amenity value, being primarily self-sown and not of a significant size. Further, it is considered that the amount of trees and soft landscaping removed would only equate to a very small proportion of the total trees and soft landscaping within the open space. The loss as a whole would subsequently not impact significantly or detrimentally enough upon the existing character of the area to warrant refusal.

Verges on either side of the raised paths will be tapered back with topsoil and grass seed to ensure a natural looking profile. The new path surfacing will be of a buff coloured anti-skid surfacing which is considered acceptable and consistent with the existing routes through the open space. The use of reclaimed stone rumble strips at certain points within the paths to encourage slower speed of cycle travel will further appear appropriate and acceptable within the context of the site.

In general terms, it is subsequently considered that the amount of soft landscaping removed in this instance and construction of the new/widened paths will not significantly or detrimentally impact upon the design, character, appearance, setting or function of the designated important open space to warrant refusal. Whilst it is unfortunate the route does not more closely follow the existing pathway (thus resulting in less development and loss of green infrastructure) it is recognised that the route has been chosen to avoid impacting on two identified ecology areas, avoid the removal of several larger trees and provide a shallower gradient for path users. In this respect, the route choice is considered appropriate and is accepted.

In addition and as noted above, the trees identified for removal are also not considered to hold high visual amenity value and replacement tree planting will be provided elsewhere in the city to mitigate their loss as per the Bristol Tree Replacement Standard. It is recognised that the development will take place in close proximity to a number of larger retained trees which do hold high visual amenity value. Subsequently an Arboricultural Assessment Report and Method Statement has been prepared and submitted. The Council's Arboricultural Officer confirmed that subject to temporary protection fencing being installed ahead of any construction as set out in the report the application is considered acceptable and will have no adverse impact on any retained trees within the open space. See Key Issue E below for more specific assessment regarding trees.

New lighting is proposed along the route in the form of lampposts. These will consist of black aluminium poles with black luminaires. These lights will be of a scale similar to other lampposts in the local area and are of a relatively simple design and will be spaced at reasonable distances apart. It is subsequently considered that the lighting will not appear incongruous or of a design, siting or appearance which will significantly or detrimentally impact upon the design, character, appearance, setting or function of the open space.

Signage is also proposed at entrances to the cycle route and at intervals along the path to inform users to be considerate on the shared paths and inform that pedestrians have priority. It is considered that the amount of signs proposed and location will not result in visual clutter which will detrimentally impact upon the design or character of the open space. Final detail of the signage has been secured via condition to ensure it will appear a suitable quality for the setting.

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Following the above, it is overall considered that the development as a whole will form an ancillary relationship with the open space and whilst it will have some detrimental impact upon the on the design, character, appearance and setting of Glyn Vale/Northern Slopes, given the limited scope of development in relation to the existing and wider landscape this harm is not considered significant enough to warrant refusal and will be adequately mitigated. It is further considered that any impact will be outweighed by the wider public benefits of encouraging more sustainable modes of travel which will reduce both emissions and congestion.

(C) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

The National Planning Policy Framework (NPPF - 2012), with a strong emphasis on sustainable development running throughout the text, states that the "transport system needs to be balanced in favour of sustainable transport modes" (para 29) to give people a "safe and suitable" (para 32) choice in how they can travel and to encourage transport solutions that reduce both emissions and congestion.

Bristol Core Strategy (2011) Policy BSC10 states that the Council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports levels of development and transport infrastructure improvements that includes a network of routes to encourage walking and cycling. Moreover, section 3 of this policy seeks to make the best use of the existing infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist in regeneration and place shaping. This policy further states that developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. There is subsequently no objection to the principle of the construction of a cycling/walking route in this respect.

Policy DM25 in the Site Allocations and Development Management Policies (2014) states that any new sections of greenway routes or spurs should be appropriately designed and landscaped to optimise use by pedestrians and cyclists, ensure the safety and security of users and protect or enhance the location's character and nature conservation value. Policy DM23 in same document also states that development should not give rise to unacceptable traffic conditions (such as unsafe conditions both on the highway and for pedestrians) and will be expected to provide safe and adequate access for all sections of the community and provide for pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network.

Bristol Core Strategy (2011) Policy BSC21 in addition explicitly identifies several key points in delivering development in the public realm, in that development will be expected to:

- Promote accessibility and permeability by creating places that connect with each other and are easy to move through.
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.

The need to provide improved cycle and walking routes throughout Bristol is also clearly supported by the West of England Joint Local transport Plan 3 2011-2026 (March 2011) which states that the broad aims of the joint region are to:

- Maximise the role of cycling and walking as alternatives to the use of private cars by raising their status and promoting them as low cost, low carbon, economic, healthy and energy efficient means of transport;
- Improve walking and cycling networks with links within developments and to surrounding areas.

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- Improve the cycling and walking environment by reducing danger from speed and volume of traffic;
- Develop and maintain safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking;
- Recognise the needs of people who have personal mobility problems;
- Use the Rights of Way Improvement Plans to develop a coherent network of multi user routes in and between communities including proposals for the new National Coastal Path.

The West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents also states that 'a safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips. There will be '...more people cycling, more safely, more often...'

In this specific instance the need to improve routes connecting South Bristol to the City Centre and beyond is supported by the 2011 Census Topic Report Who cycles to work? (July 2014) which states that 'in the more peripheral areas of Bristol, the proportion of people in employment varies across different parts of the city. More people commute to work by bicycle from peripheral wards in the north east of the city, with 6-8% of all people in employment cycling to work, compared to 4-5% in the peripheral north/north west and 2-3% in the peripheral south of the city.' Based on the 2011 census the number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

Following the above, it is evident that one of the key themes running through national and local planning policy texts is the promotion of sustainable modes of transport and the need to provide/enhance a network of walking and cycling routes throughout the city. The application is subsequently considered acceptable in this respect. However, any new cycle route must not give rise to unacceptable traffic conditions.

The Council's Transport Development Management Team has confirmed that the proposed route through Glyn Vale/Northern Slopes is acceptable in principle. The scheme proposes a 3.0 metre wide shared surface to the entire cycle route through the site. It should be noted that a 3.0m width is the recommended minimum width for shared-use routes, as set out in Sustrans guidance.

The proposed route will follow the eastern edge of the site, where an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide and approximately 365m long. The existing path is relatively steep, having gradients of up to 1:8 in places. It is recognised that the existing path route is already shared and used by both pedestrians and cyclists.

The proposed new route will also run north to south, from the Wedmore Vale/Glyn Vale junction to the entrance at the east end of Kenmare Road. It is recognised that the new route will not conform to the existing path route (aside from the widening of 120 metres of existing path) and will instead form a 'zig-zag' route from north to south through the landscape.

In highways/transport terms it is considered that the upgrade and widening of the existing path at certain areas and new route will improve the quality of shared space and provide increased space for cyclists and pedestrians. Whilst the new route may allow faster movement of both cyclists and pedestrians (given the increased width) which could potentially increase the possibility of conflict with different users the Council's Transport Development Management Team have advised that this likely wouldn't lead to a significant degradation of highway safety. The width of 3.0 metres would give adequate space for cyclists and pedestrians to negotiate safe movement and the shared nature of the surface and 'zig-zag' route would likely discourage and prevent the majority of cyclists from travelling at excessive speeds. The 3.0m width and shared nature of the route also replicates other shared

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routes where similar pavement widths are used for cycling and pedestrians when highway widths/routes are narrow and restrictive for cycle use, for example sections of Coronation Road and Merchants Road, Harbourside. Further, it is recognised that the existing public right of way will be retained as an alternative route choice through the site for pedestrians; cyclists will be discouraged from using this route as steps will be installed at certain points where the existing path ties in with the new route as there is a difference in levels.

To further reduce the risk of conflict between cyclists and other users raised rumble strips are proposed where the route is bisected by the existing path to encourage/enforce slower speeds of travel. In addition, as set out in Key Issue B above signage is proposed at entrances to the route, and at intervals along the route to inform users of the shared nature of the path and to inform that pedestrians have priority. Further detail of these signs have been secured via condition.

Whilst the proposed path would be an improvement on the existing path, in terms of gradients, it is acknowledged it would still be relatively steep, with some sections being 1:12, which may result in faster speeds of travel. To provide more gentle gradients however would require a longer route with more bends, requiring significantly more earthworks and removal of trees/landscaping. Overall it is acceptable that there is a need for a balance between user needs and impact on ecology/landscape. In this respect, the proposed route choice is considered acceptable and it is not considered appropriate to seek a longer, less steep route in this instance.

Finally, a Construction Management Plan is secured by condition to ensure the works carried out do not compromise highway safety.

Overall the width of the new/extended cycle path and shared nature of the surface, alongside the 'zig-zag' route, proposed speed calming techniques and signage is considered sufficient to maintain safety and reduce conflict among users and it is the view of officers that the development would not give rise to any unacceptable traffic conditions. It is therefore considered that the proposals will provide an improvement to transport infrastructure and would promote/encourage alternative, more sustainable methods of travel.

(D) WOULD THE PROPOSAL HARM THE AMENITY OF NEARBY OCCUPIERS?

Policy BCS23 in the Bristol Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the environmental amenity or biodiversity of the surrounding area by reason of light pollution. Policy DM33 in the Site Allocations and Development Management Policies (2014) states that development which has the potential for an unacceptable impact on environmental amenity by reason of pollution will be expected to provide an appropriate scheme of mitigation. This policy further states in the supporting text that light pollution occurs when the night sky, important views or other properties close to development sites become unduly lit by excessive or poorly directed lighting. Light pollution can be mitigated by reducing the overall levels of lighting and ensuring that light is directed away from the sky and nearby light-sensitive development such as housing. Where necessary, the council will request a lighting plan setting out how light pollution resulting from a proposed development will be minimised.

Lighting is proposed (in the form of lampposts) along the proposed route. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30am the next day. Given that the lighting will operate at a reduced luminance between 19:00 and 22:00 and will then be turned off completely afterwards until the next day it is considered that no harm will be caused to surrounding properties by virtue of light pollution. Any light emitted will be of a level commonly found in inner city locations, and the lampposts themselves will not be sited in close enough proximity to any residential properties so that the light levels emitted would be harmful to residential amenity. The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. In addition, the Council's Pollution Control Team confirmed that the lighting will be in

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compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site which is used by the public this is not expected to significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.

(E) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?

Policy BCS9 in the Bristol Core Strategy (2011) states that individual green assets should be retained wherever possible and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM17 in the Site Allocations and Development Management Policies (2014) states that where tree loss of damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

The site lies within an area of open scrub woodland where most of the vegetation is comprised of woody native shrub species with occasional larger trees. The overall character of the site is one of unmanaged woodland with a generally attractive appearance.

43 individual trees are proposed to be removed in order to construct the proposed new cycle route. This includes four B grade trees, 29 C grade trees and 10 trees in very poor condition (category U trees). One category U tree group will also need to be removed and a further three groups will require partial removal. This includes two C grade groups and one group of trees in very poor condition (category U trees).

Following consultation, the Council's Arboricultural Officer confirmed that the loss of the identified trees is acceptable in principle; as they are primarily self-sown and do not hold high visual amenity value given their size and/or appearance. To mitigate the loss, 59 replacement trees are proposed. This is consistent with the Bristol Tree Replacement Standard (BTRS) and is subsequently considered acceptable. Both the Council's Arboricultural Officer and Nature Conservation Officer confirmed that whilst there may be scope to include tree replacement planting on site the primary value of the Site of Nature Conservation Interest (SNCI) is for species-rich grassland, therefore the proposed ecological and tree mitigation, which includes a contribution for off-site planting to meet the BTRS considered appropriate and acceptable in this instance. A financial contribution of £45,135 for the 59 replacement trees has subsequently been agreed and secured in this respect via a Memorandum of Understanding.

It is recognised that the development will also take place in close proximity to a number of retained mature trees which hold high amenity value. It is subsequently important that the proposed new and extended pathways and any other works have no detrimental impact on any of these retained trees.

An Arboricultural Impact Assessment has been prepared and submitted to support the application. This reports set out that temporary fencing will be installed prior to development commencing and will be used throughout the construction period to protect all of the trees situated near work areas. The location of the necessary tree protection fencing is indicated on the approved Tree Protection Plans (TPP-1, TPP-2 and TPP-3). The Council's Arboricultural Officer has confirmed that the tree proposed tree protection measures are acceptable, however to ensure they are installed prior to development taking place a condition is added requiring that the Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may visit the site and verify in writing that the approved tree protection measures are in place before the work commences (again secured via condition as set out below).

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Following the above, the Council's Arboricultural Officer has confirmed that the proposed development is acceptable with regards to impact on green assets and trees within the site.

(F) WOULD THE PROPOSAL HAVE ANY ECOLOGICAL IMPLICATIONS?

The application site is designated as a Site of Nature Conservation Interest (SNCI); Glyn Vale. Policy DM19 in the Site Allocations and Development Management Policies (2014) states that development which would have a harmful impact on the nature conservation value of a Site of Nature Conservation Interest will not be permitted.

The supporting text of this policy states that although they do not receive the same legal protection as international or national nature conservation sites, Sites of Nature Conservation Interest (SNCIs) collectively represent the city's critical stock of natural capacity. In some areas of Bristol, SNCIs offer people their only valuable contact with wildlife. Therefore, development proposals which would harm the nature conservation value of an SNCI will not be permitted.

Policy DM19 also states that development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to:

- i. Be informed by an appropriate survey and assessment of impacts; and
- ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and
- iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.

Prior to the submission of the application, the applicant undertook a number of surveys/assessments and has provided the following information to support the application; an Arboricultural Report; a Tree Survey; a Tree Protection Plan; an Ecological Survey; a Bat Survey; a Badger Survey; a 10 Year Landscape Management Plan and a Construction [Environmental] Management Plan (CEMP).

The proposed physical development of the new and extended pathways will result in only a very small proportion of the total soft landscaping within the open space being removed. None of the soft landscaping removed is considered to provide habitat for any species to warrant the refusal of the scheme on ecology grounds, and it is recognised that the proposed route has been specifically designed to avoid impacting upon two identified areas of ecological importance.

The submitted ten year habitat management plan sets out measures for the future maintenance and enhancement of habitats adjacent to the proposed cycle and foot path. The Council's Nature Conservation Officer, Parks Development Officer and Arboricultural Officer confirmed that the content of this document and the measures and timescales proposed will contribute towards the long term maintenance and enhancement of the Site of Nature Conservation Interest (SNCI).

The survey along the proposed route found no evidence of any existing bat roosts in any adjacent tree and only a few trees that were identified as suitable for such roosts. The bat survey also found the existing path and immediate surrounding scrubland had low levels of bat activity.

To limit the impact of the proposed new lighting on all wildlife within the park the lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30am the next day. Two separate lux contour plans (at 100% luminance, and dimmed to 30%) have been provided to demonstrate the proposed light-spill from the new lighting. Following consultation, the Council's Nature Conservation Officer confirmed that under the 30% reduction lighting regime there would be dark corridors across the footpath/cycleway which bats could use where the additional lux levels are only 0.3 to 0.5 lux which is unlikely to deter even light-sensitive bat

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species. Under the 100% lighting regime, whilst lux levels will be higher there would still be dark corridors of around 1.5 to 2 lux across the footpath/cycleway. These lux levels would have negligible impact on light-tolerant bat species e.g. common pipistrelle. Following the above, it is considered that the proposed lighting will not have such a detrimental impact on bats and wildlife to warrant refusal.

The submitted Construction [Environmental] Management Plan (CEMP) and ecological mitigation and enhancement precautionary method statement in addition provides sufficient detail to demonstrate that no harm will be caused to ecology/wildlife and the SNCI during the construction period (detailing issues surrounding badgers, slow works, hedgehogs, common toads, birds and Japanese knotweed). A condition is attached to ensure the measures set out in this document are adhered to.

Following consultation and following the submission of revised/further detail, the Council's Nature Conservation Officer confirmed that the proposal would have no adverse impact on any wildlife or ecology within the site. It is therefore concluded considered (subject to suitable conditions as set out below) that the proposal would not have such a detrimental impact upon any habitat, species or features within the designated Site of Nature Conservation Interest (SNCI) to warrant refusal in this instance.

(G) SAFETY AND SECURITY

The southern end of the cycle route will connect with existing entrance barriers that lead to the east end of Kenmare Road. There are two existing kissing gate barriers approximately 30m apart with a connecting path running between two dwellings. The northern end of the cycle route will connect with the existing barrier access, which is formed by vehicular gate and a pedestrian kissing gate. The proposal will alter these two access points. The second kissing gate at the southern access will be moved northwards so a K-frame barrier can be installed in addition. The northern access barriers/gates will be moved into the open space area, and a new K-frame barrier installed in addition.

It is recognised that a number of objections have been raised by local residents in relation to the new entrances potentially allowing access to the open space for motorbikes/mopeds which will result in anti-social behaviour, safety and security issues. Whilst it is acknowledged that the K-frames will allow an increased width of access this is proposed to provide better and easier access for people cycling, disabled people using mobility scooters or specially adapted cycles. The proposed new K-frame barriers give flexibility and can be adjusted to provide a slightly wider gap for legitimate users whilst still restricting access by motorbikes and scooters.

The concerns raised in relation to motorbike access to the open space is acknowledged, however it is considered that police enforcement will primarily respond to this issue and it is not considered reasonable to refuse the application on planning grounds for this reason. The applicant however has confirmed that if the proposed K-frames are acceptable they can undertake regular monitoring and if motorbike access becomes a problem the gap width can be reduced further by BCC Parks Department. The applicant has confirmed in the approved Management Statement (Version 2) that the CAF Project is setting up a budget to fund required monitoring activities during the 2018/19 and 2019/20 financial years. The budget would be funded by a transfer from the CAF Project budget (as set out in the approved Management Statement).

It is recognised some local residents have requested the installation of CCTV to prevent/discourage anti-social behaviour and increase security, however the applicant has advised CCTV is outside the remit of grant funding in this instance.

Finally, it is noted that the Avon and Somerset Constabulary Crime Reduction Officer has reviewed the proposals and raised no objections or comments.

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Bristol Core Strategy (2011) Policy BCS16 states that all development should incorporate water management measures to reduce surface run-off.

There is an existing flooding problem at the corner of Wedmore Vale and Wingfield Place and the additional impermeable area created as a result of the proposals could increase this risk. The applicant however has provided information to demonstrate that the new route will be suitably drained in the form of stone filled trenches (French drains) at the bottom end of the path. Following consultation, the Council's Flood Risk Team confirmed that this was acceptable, and as a whole the proposal will not result in any detrimental increase in flood risk/drainage issues at the site.

(I) EQUAL ACCESS?

It is acknowledged that some disability groups, especially those with visual or hearing impairments, do not like shared use paths and prefer segregation. However, in this instance it is recognised that the proposal represents a compromise solution which has been designed to limit the impact on the ecology, trees and the overall character of the area. Overall the upgrade of the surfacing and creation of new and widened paths will improve the quality of shared space and provide increased space for cyclists and pedestrians, including those with disabilities, and the proposed calming measures are considered sufficient to encourage slower speed of cycle travel and thus reduce any issues surrounding safety/conflict arising.

It is considered that the new K-frame entrance barriers to the park will provide better and easier access to Victoria Park for people with mobility issues. The application is subsequently considered acceptable on this basis.

(J) FUTURE MAINTENANCE AND MONITORING

The applicant has provided a Management Statement which sets out how the improved walking and cycling route through Glyn Vale open space, which will form part of the new Filwood Quietway route, is to be managed in the future. The statement includes detail in relation to which organisation(s) will be responsible for managing, maintaining and monitoring the facility, together with financial provision.

It is noted that the application has been developed and submitted by Bristol City Council Cycling Ambition Fund (CAF) and managed by BCC Sustainable Transport Department. Upon completion of construction of the improved path route, its management will be passed onto BCC Parks Department, who will become responsible for its future maintenance.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget (received from central government) to BCC Parks to cover future liabilities for approximately 15 years. BCC Parks have a set contribution rate, which is based on the surface area of the new path, together with an allowance for cost of lighting and its maintenance, which is calculated by BCC Lighting, based on the number of lighting columns and their type. The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Northern Slopes (Glyn Vale Open Space). This amount will be effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements. This is set out in the approved Management Statement.

The applicant has also provided a Ten Year Habitat Management Plan, which sets out measures for

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the maintenance and enhancement of habitats adjacent to the proposed cycle and foot path through the open space. The Council's Tree Officer, Nature Conservation Officer and Landscape Officer have reviewed this document and are happy with the proposed future maintained/enhancement measures as set out. The compliance with this document has been secured via condition.

CONCLUSION

In accordance with policy, the proposed development is considered to enhance the existing transport infrastructure, giving benefits to all users of Glyn/Wedmore Vale open space and promoting more sustainable modes of travel which will reduce both emissions and congestion.

It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, and the impact on the character and appearance of the area will be less than substantial and outweighed by the identified wider public benefits.

The development would also have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

As such the approval of the application is recommended to Members, subject to conditions.

RECOMMENDED GRANTED subject to condition(s)**Time limit for commencement of development**

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s)

2. Construction management plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicles of site operatives and visitors.
- Routes for construction traffic
- Hours of operation.
- Method of preventing mud being carried onto the highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic arrangements including hoardings and/or footway closures.
- Arrangements for turning vehicles.
- Arrangements to receive abnormal loads or unusually large vehicles.
- How the delivery of construction materials and the collection of waste will be managed.
- Where construction materials and waste will be stored.
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Development Control Committee B – 8 November 2017**Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

3. Highway Works

Prior to the commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority

- The construction of a 3.0m wide cycle/pedestrian route, to be signed and marked accordingly to warn cyclists that pedestrians have priority, installation of 2 new k-frame barriers at 2 entrance points.

Indicating proposals for:

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall then be completed prior to first use of the new walking and cycling route hereby approved to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

4. Protection of Retained Trees During the Construction Period

No demolition or construction work of any kind shall begin on the site until the approved fences and protection has been erected around the retained trees in the position and to the specification detailed in the Arboricultural Impact Assessment prepared by Bosky Trees and dated 12 July 2017 and as shown on the approved Tree Protection Plans referenced TPP-1, TPP-2 and TPP-3.

The Local Planning Authority shall be given not less than two weeks prior written notice of the completed installation of the protective fencing by the developer prior to the commencement of works on the site in order that the Local Planning Authority may verify in writing that the approved tree protection measures are in place when the work commences.

The approved fences and ground protection shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of demolishing or development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Development Control Committee B – 8 November 2017**Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed.

Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.

Reason: To protect the retained trees from damage during construction and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

5. Vegetation Clearance

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the Local Planning Authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected including by disturbance before giving any approval under this condition.

Reason: To ensure that wild birds, building or using their nests are protected

6. Further details of signage before relevant element started

Detailed drawings at the scale of 1:10 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

a) Proposed signage (including full design details, exact location and method of fixing)

Reason: In the interests of ecology and the visual amenity and the character of the area.

Pre occupation condition(s)

7. Completion of Pedestrians/Cyclists Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

Post occupation management

8. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In the interest of local ecology and in order to safeguard residential amenity.

9. Lighting - Time Restriction

The lighting hereby approved to the path shall operate at standard brightness until 19:00pm, then dimmed to 30% brightness until 22:00pm and then be switched off entirely until 05:30am

Development Control Committee B – 8 November 2017

Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol

the following day.

Reason: In the interest of local ecology and in order to safeguard residential amenity.

10. Arboriculture

The works shall be undertaken in full accordance with the Arboricultural Impact Assessment prepared by Bosky Trees and dated 12 July 2017.

Reason: To protect the retained trees from damage during construction and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

11. Management Statement

The works shall be undertaken in full accordance with the Management Statement Version: 2 submitted on 2 October 2017.

Reason: to ensure the future maintenance and monitoring of the approved development.

12. Construction [Environmental] Management Plan (CEMP).

The works shall be undertaken in full accordance with the Construction [Environmental] Management Plan (CEMP) Version 4, submitted on 5 September 2017.

Reason: In the interest of the designated Site of Nature Conservation Interest (SNCI) and the general character and appearance of the area.

13. Ten Year Habitat Management Plan

The works shall be undertaken in full accordance with the Ten Year Habitat Management Plan Version 5, submitted on 5 September 2017.

Reason: In the interest of the designated Site of Nature Conservation Interest (SNCI) and the general character and appearance of the area.

14. Drainage Strategy

The works shall be undertaken in full accordance with the Drainage Strategy Version 3, submitted on 19 October 2017.

Reason: In the interest of flood risk.

List of approved plans

15. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

SD02-005 D Proposed edgings, received 20 July 2017

E15057 055 Proposed Cycle Route, received 21 August 2017

E15057 56 Location plan, received 20 July 2017

SD01-005 D Proposed road construction detail, received 20 July 2017

Development Control Committee B – 8 November 2017**Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

TR-1 Tree Removal Plan, received 20 July 2017
 TR-2 Tree Removal Plan, received 20 July 2017
 TR-3 Tree Removal Plan, received 20 July 2017
 TPP-1 Tree Protection Plan, received 20 July 2017
 TPP-2 Tree Protection Plan, received 20 July 2017
 TPP-3 Tree Protection Plan, received 20 July 2017
 E15057 301 Proposed entrance gates, received 18 October 2017
 E15057 055 Proposed lighting lux levels reduced to 30%, received 23 August 2017
 E15057 055 Proposed lighting lux levels at 100%, received 23 August 2017
 E15057 101 Proposed General Arrangement Sheet 1, received 19 October 2017
 E15057 102 Proposed General Arrangement Sheet 2, received 19 October 2017
 E15057-102-LS 1 Planting Proposals Sheet 1 of 2, received 19 October 2017
 E15057-102-LS 2 Planting Proposals Sheet 2 of 2, received 19 October 2017
 VERSION 3 Drainage Strategy Version 3, received 19 October 2017
 VERSION 5 Ten Year Habitat Management Plan Version 5, received 6 September 2017
 VERSION 4 Construction [Environmental] Management Plan (CEMP) Version 4, received 6 September 2017
 VERSION 2 Proposed Management Statement, received 2 October 2017

Reason: For the avoidance of doubt.

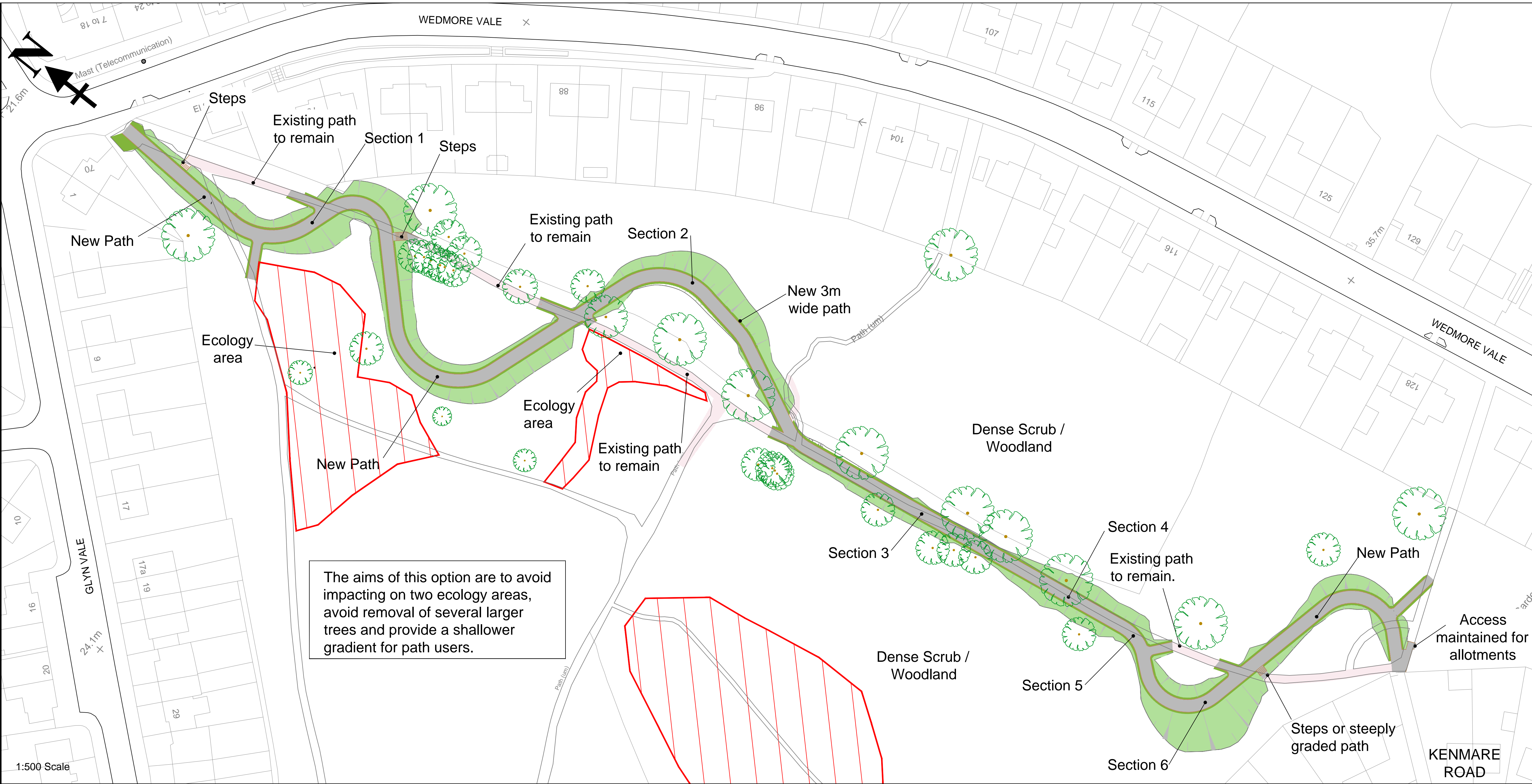
Advices

- 1 A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted."
- 2 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, Brunel House, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

Supporting Documents

4. Open Space Off Wedmore Vale And Glyn Vale

1. Proposed cycle route plan
2. Proposed entrances
3. Proposed general arrangement sheet 1
4. Proposed general arrangement sheet 2
5. Proposed lighting 100% luminance
6. Management statement
7. Case Officer site photos



The aims of this option are to avoid impacting on two ecology areas, avoid removal of several larger trees and provide a shallower gradient for path users.

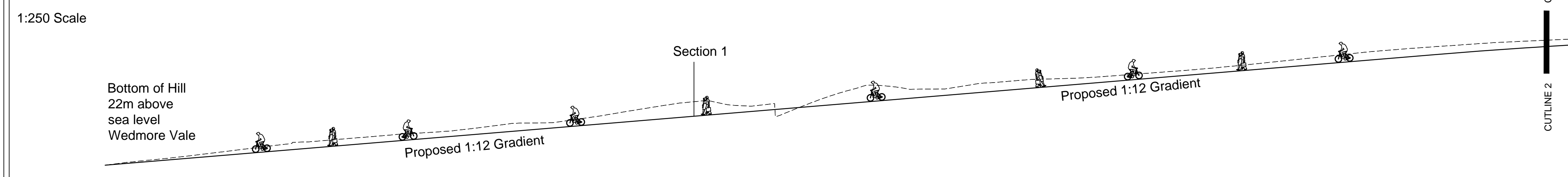
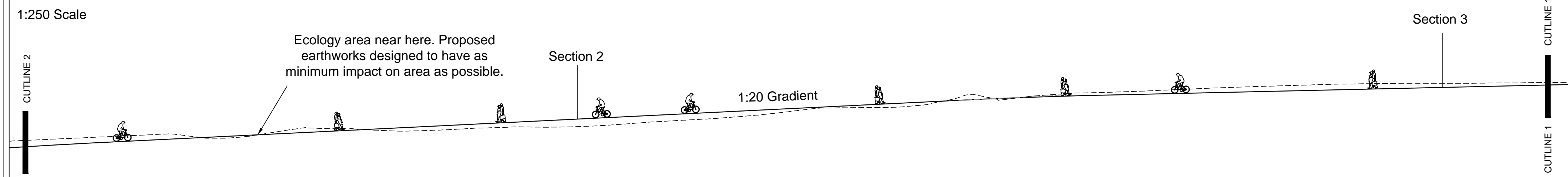
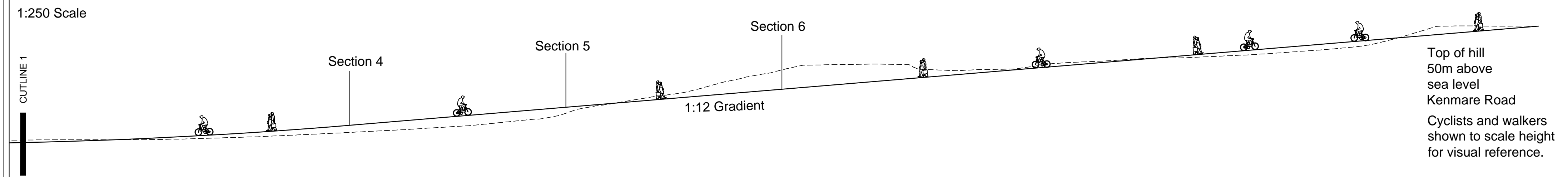
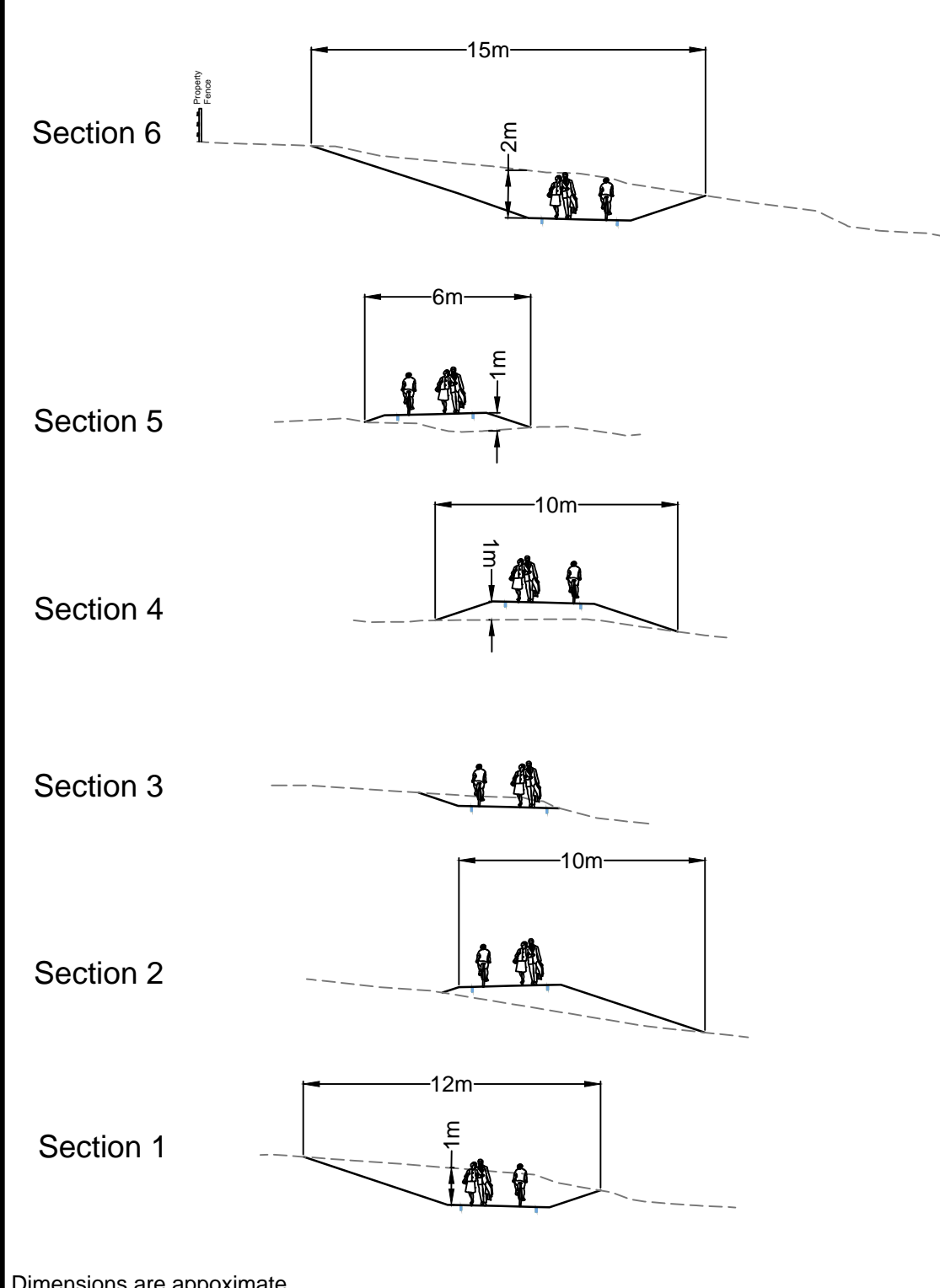
Area of greater ecological sensitivity

Significant tree

CITY DESIGN
ENGINEERING
DESIGN TEAM

Engineering Design Team (CH)
 Bristol City Council, PO Box 3176, BS3 9FS
 Tel: 0117 92 22000

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Rev.	Date	Description	By

Project
CAF 2 - Victoria Park to Filwood Broadway

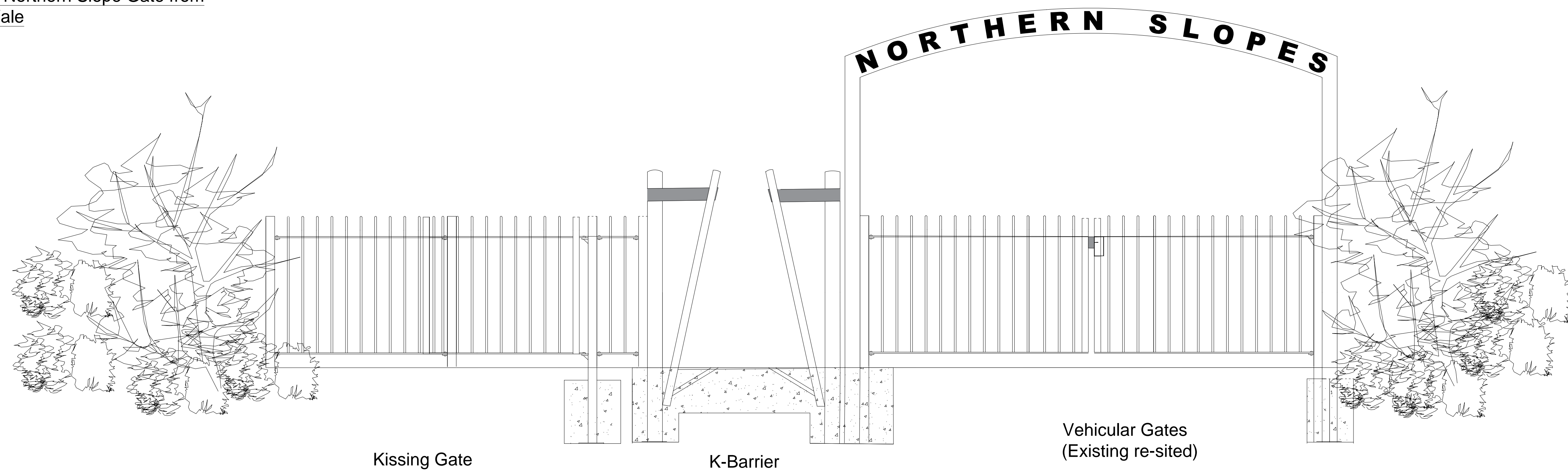
Title
Northern Slopes Proposed Cycle Route

Client Sustainable Transport		Scale As Shown	
Project Manager R Bourne	Checked by MM	Date Issued 24/05/17	Issued by MRB
Drawn by MRB	Date Drawn Sept 2016		

STATUS			
<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction	<input type="checkbox"/> As Built

DRAWING NUMBER		
Project Number	Drawing	Revision
E15057	055	

Elevation of Northern Slope Gate from
Wedmore Vale
Detail A

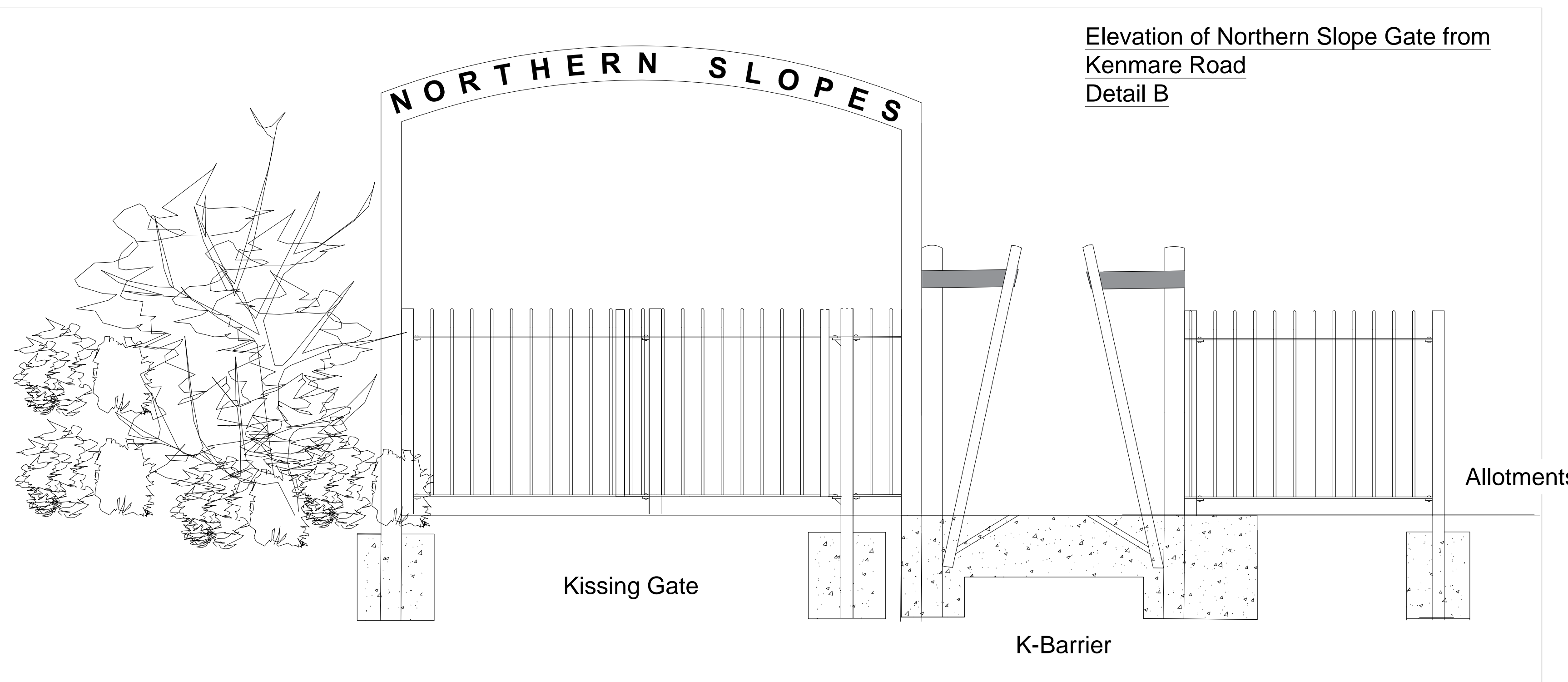


Kissing Gate

K-Barrier

Vehicular Gates
(Existing re-sited)

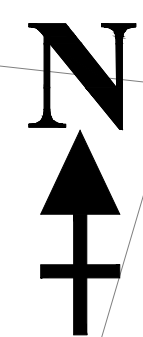
Elevation of Northern Slope Gate from
Kenmare Road
Detail B



Kissing Gate

K-Barrier

Allotments



Kissing gate

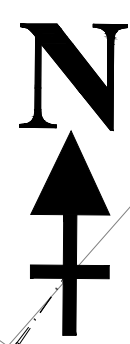
Path to
Kenmare Road

K- barrier

Allotment
Gardens

Allotment Gar

Kenmare Road
Location Plan B



GLYN VALE

K-barrier

Vehicular gate

Wedmore Vale
Location Plan A

WEDMORE VALE

Kissing gates

El Sub Sta

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Rev.	Date	Description	By

Project
**CAF2 Victoria Park to
Filwood Broadway**

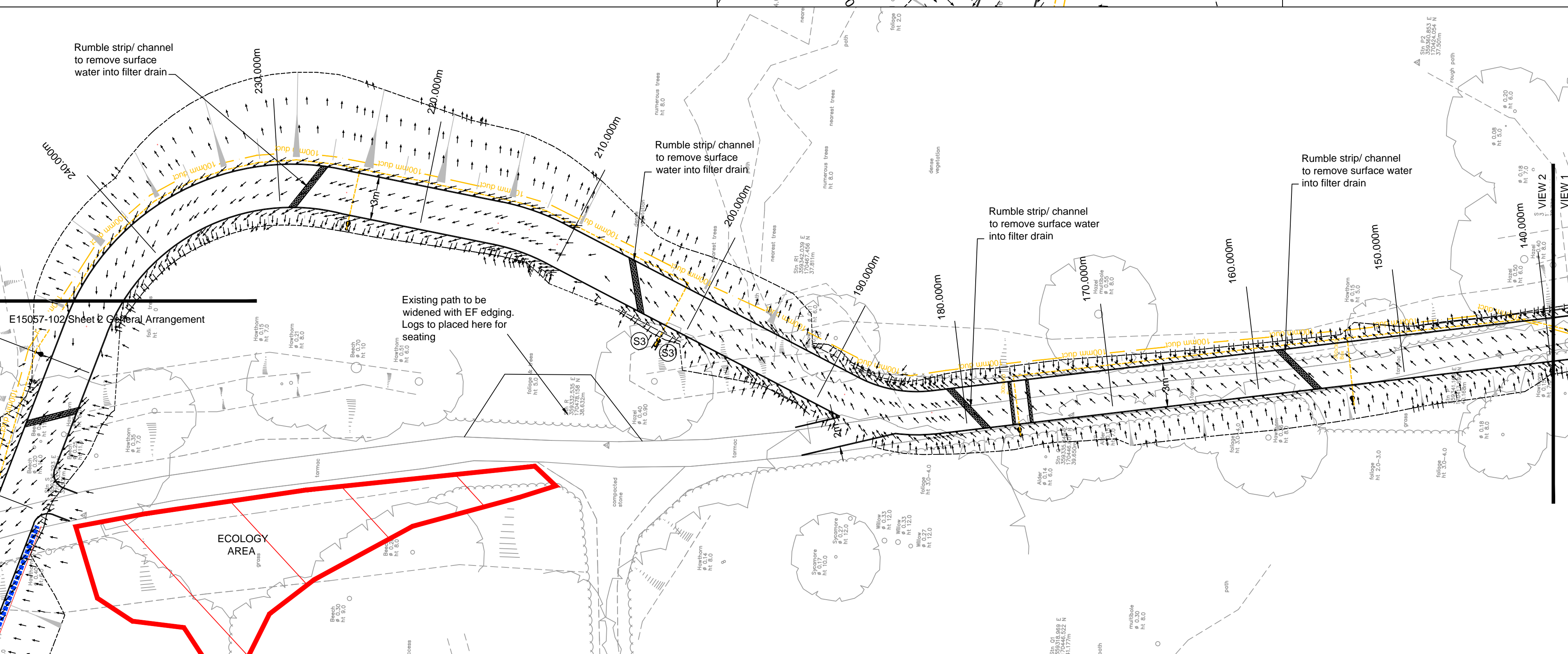
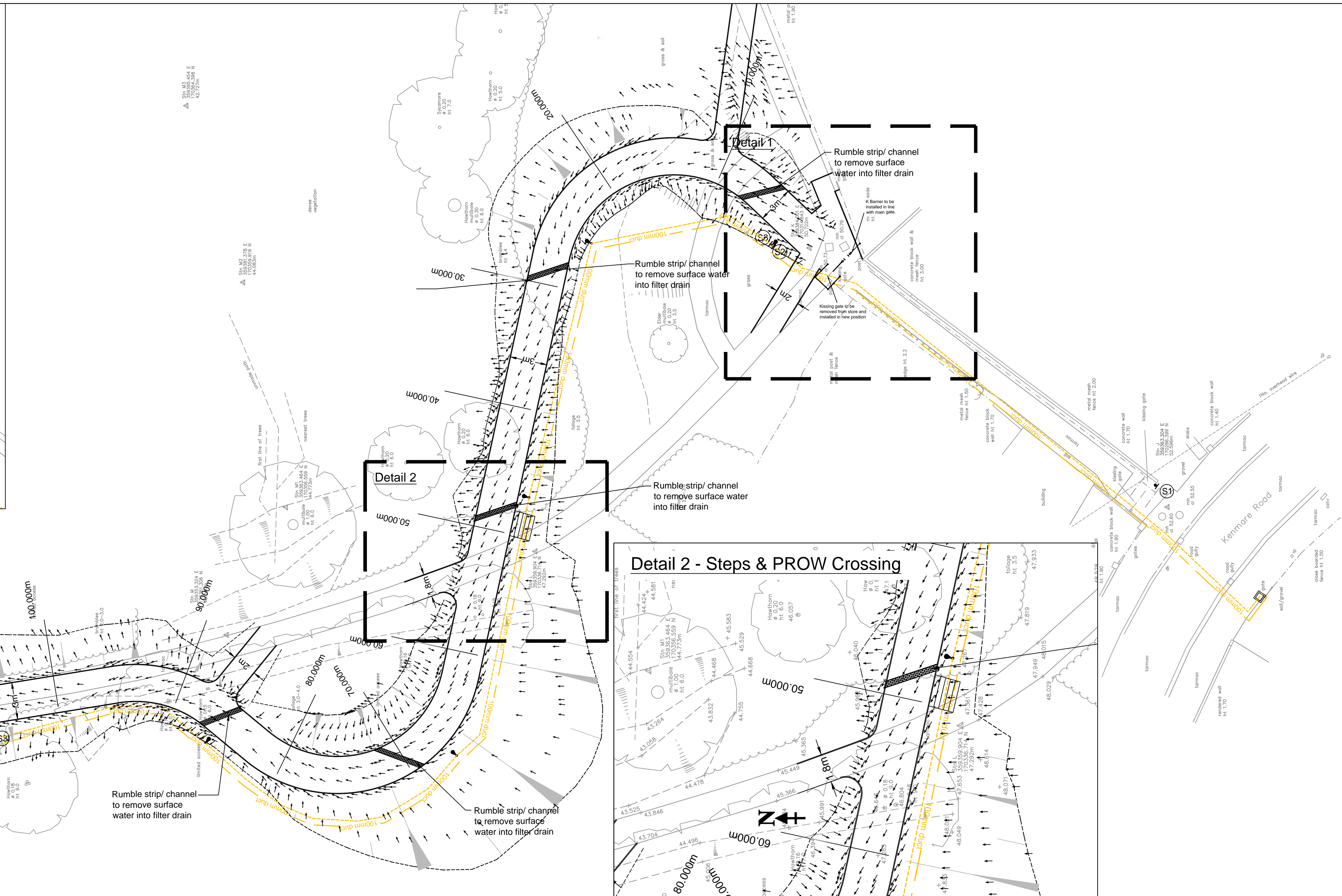
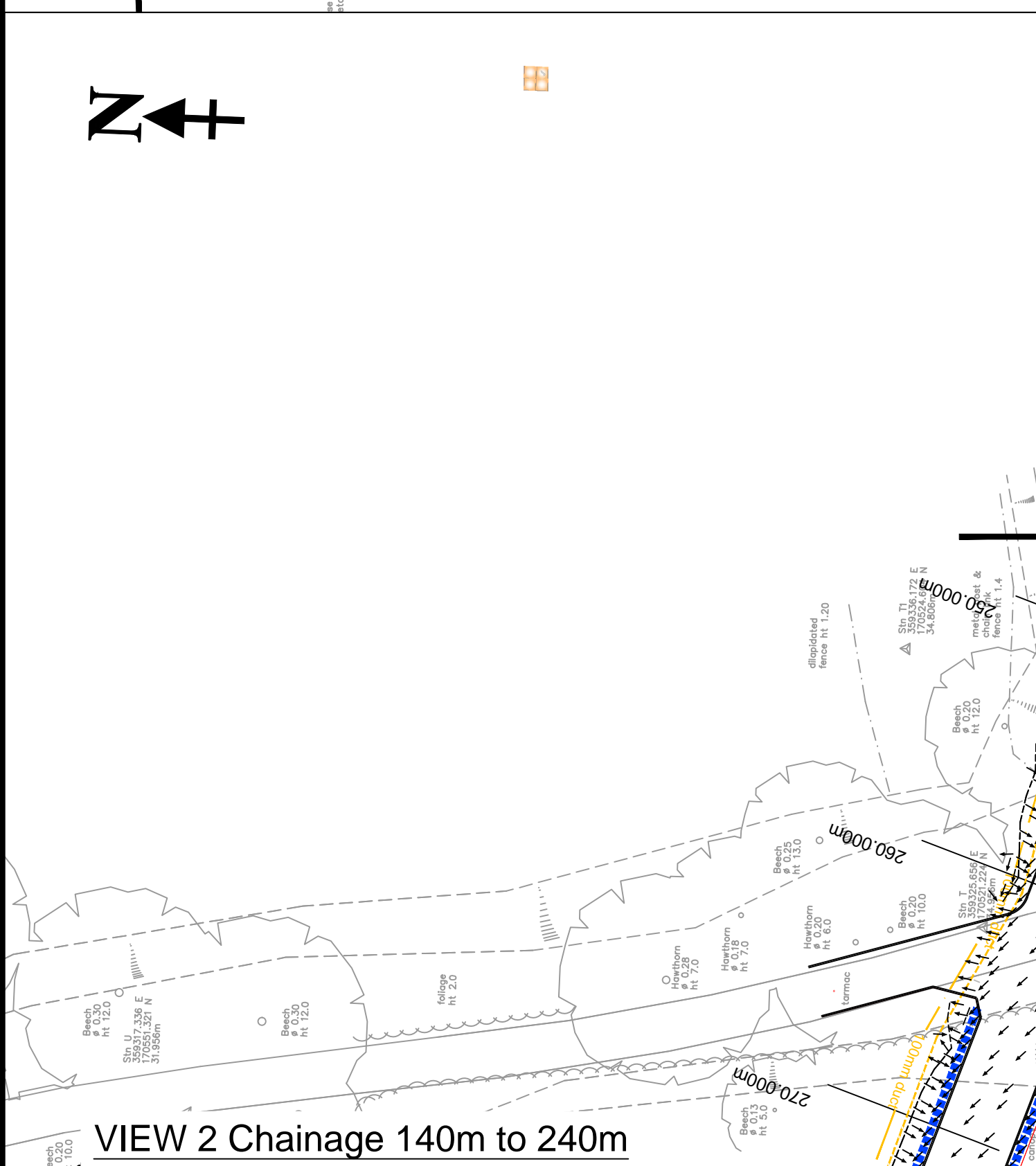
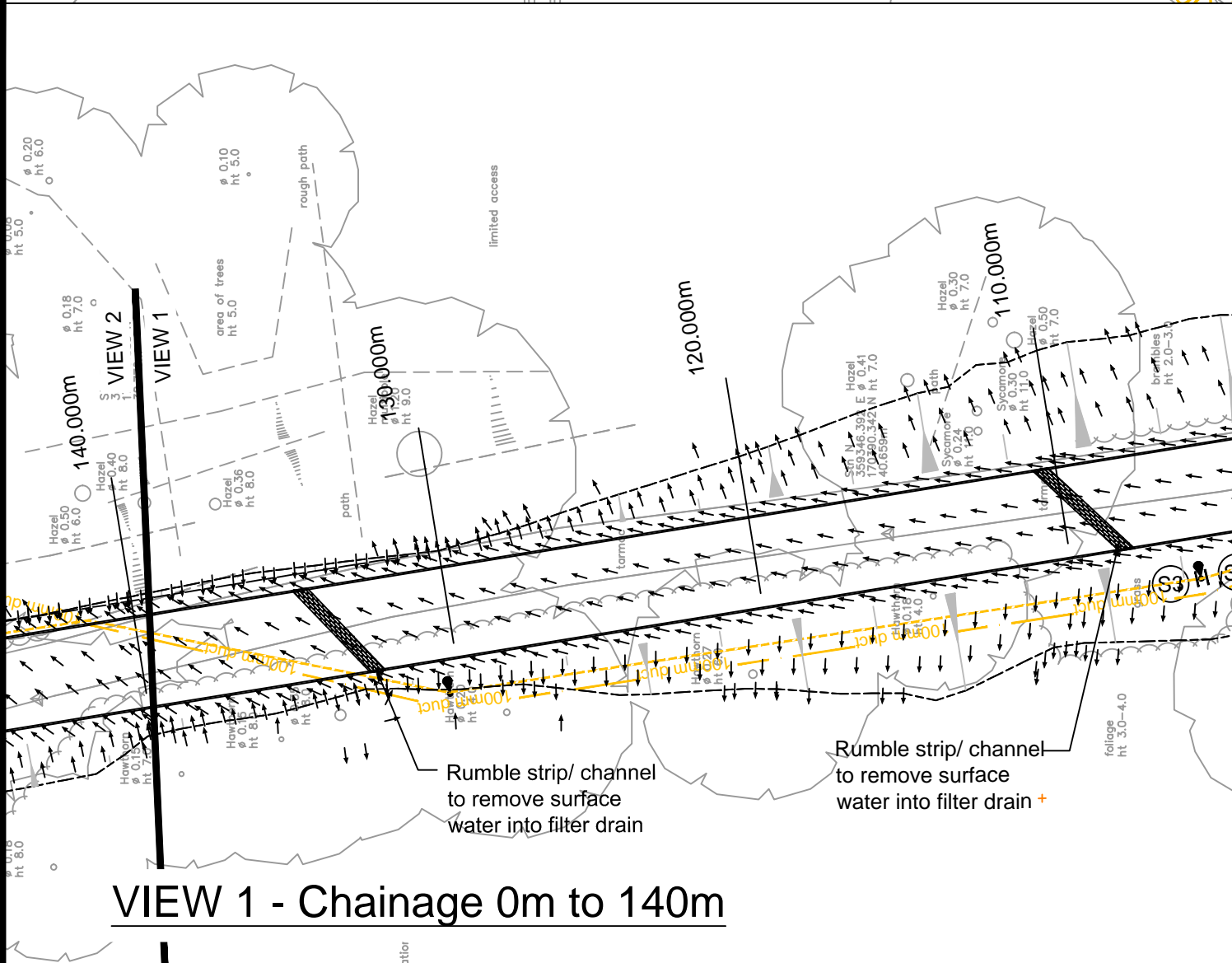
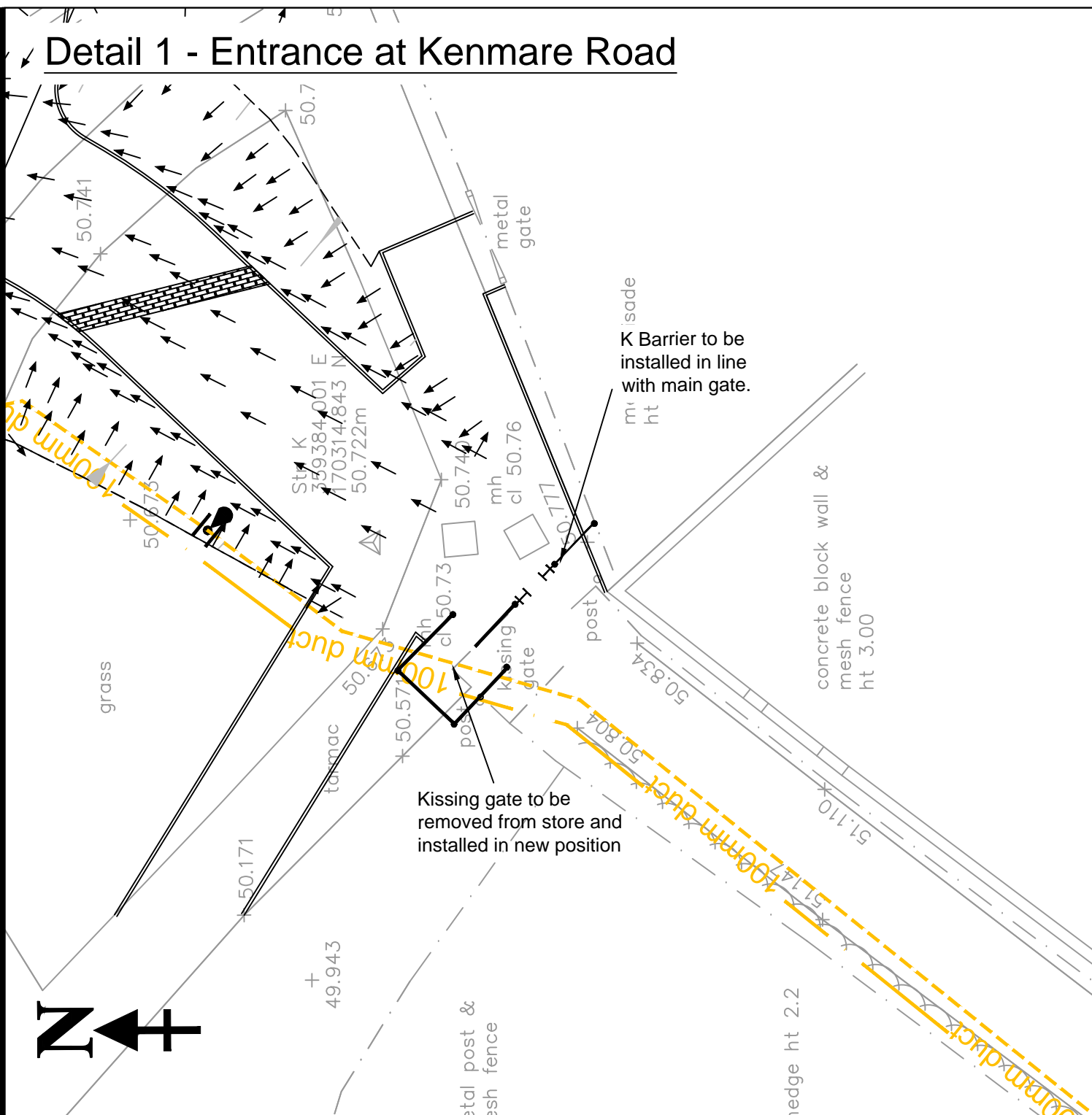
Title
**Northern Slopes
Gates**

Client
Richard Bourne

Drawn by KO	Checked by MRB
Date Drawn 17/10/17	Date Issued 17/10/17
Status PRELIMINARY	Issued by MM

Scale
Elevation: 1:20 Plan: 1:200 @A1

Project Number E15057	Drawing 301	Revision -
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- KEY**
- Proposed slope direction cuttings and embankments
 - Proposed rumble strips 600mm wide.
 - Proposed rumble strips 200mm wide
 - 100mm Orange MDPE duct (for CCTV)
 - 50mm Orange MDPE duct (for street lighting)
 - Direction Signs
 - Pedestrian Priority Signs
 - Signs to TSRGD Diagram 956 Shared Use Pedestrians and Cycles
 - New Lighting Column
 - New signs on lighting columns or posts

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CITY DESIGN ENGINEERING DESIGN

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Rev.	Date	Description	By

Project: **CAF2 Victoria Park to Filwood Broadway**

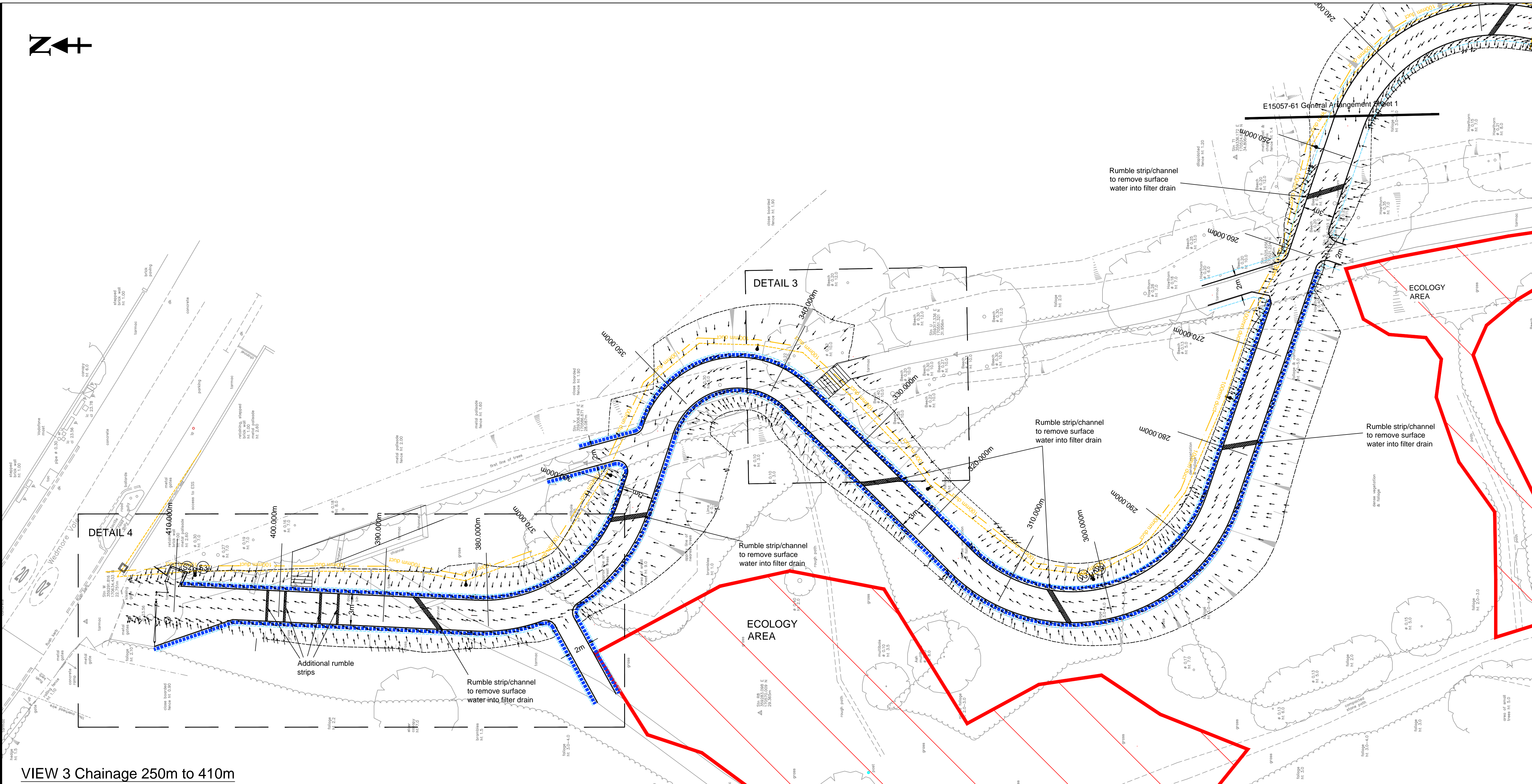
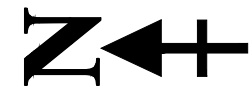
Title: **Northern Slopes General Arrangement Sheet 1**

Client: **Richard Bourne**

Drawn by: MRB	Checked by: MM
Date Drawn: 27/09/2017	Date Issued: 28/09/2017
Status: PRELIMINARY	Issued by: 1:200

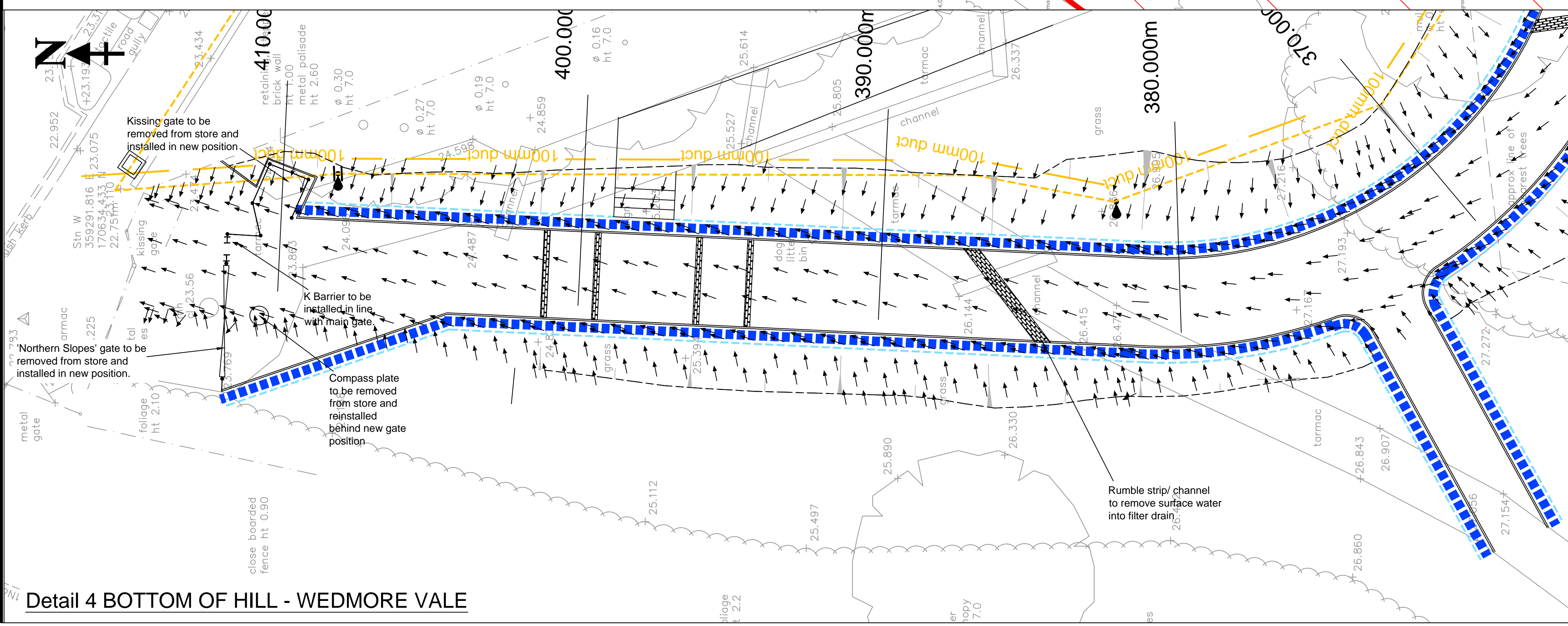
Scale: **Main View 1:200 Details 1:100**

Project Number: E15057	Drawing: 101	Revision: -
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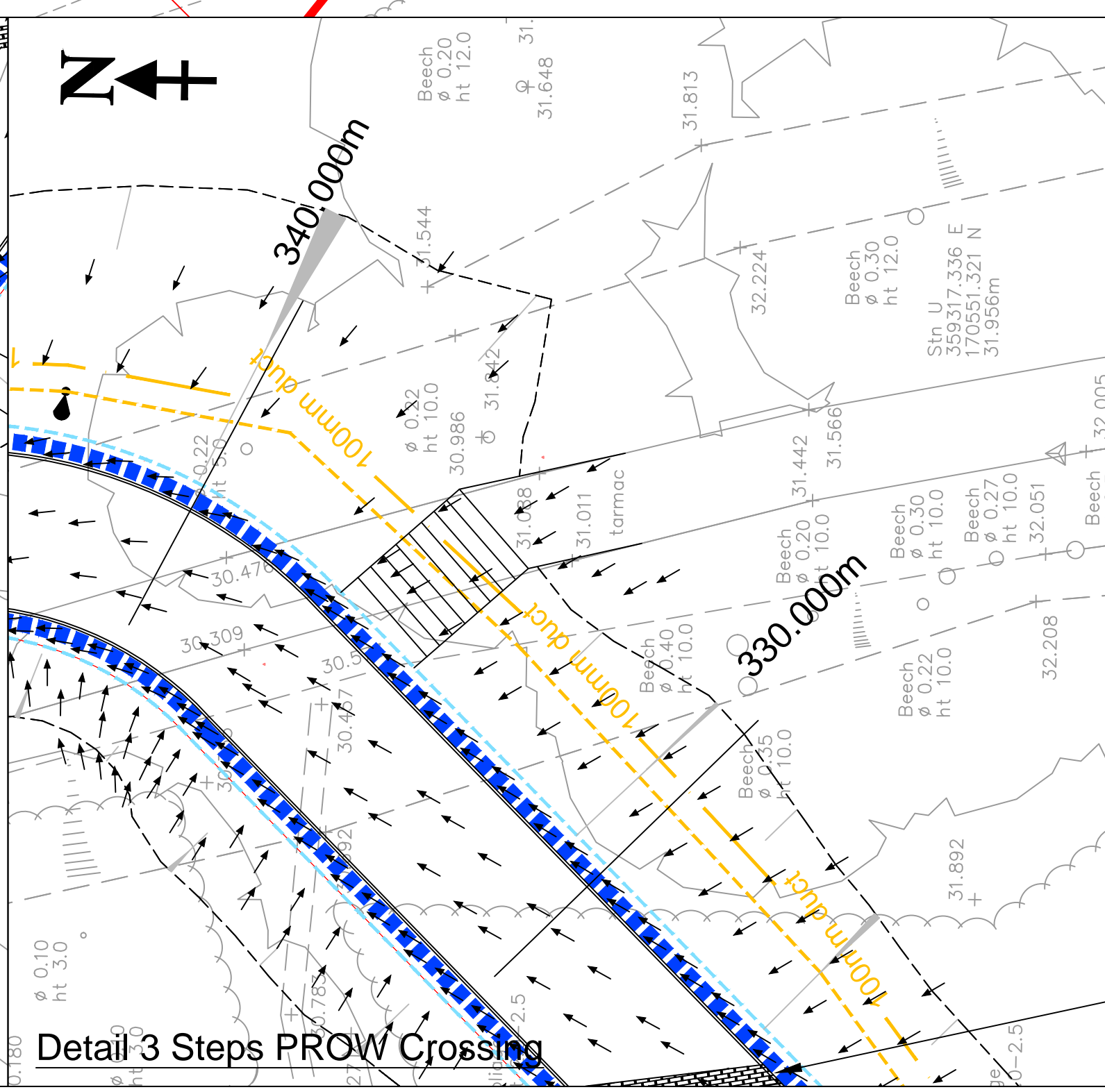


- KEY**
- Proposed slope direction cuttings and embankments
 - Proposed rumble strips 600mm wide
 - Proposed rumble strips 200mm wide
 - 100mm Orange MDP duct (for CCTV)
 - 50mm Orange MDP duct (for street lighting)
 - Direction Signs
 - Pedestrian Priority Signs
 - Signs to TSRGD Diagram 956 Shared Use Pedestrians and Cycles
 - New Lighting Column
 - New signs on lighting columns or posts
 - Filter drain

VIEW 3 Chainage 250m to 410m



Detail 4 BOTTOM OF HILL - WEDMORE VALE



Detail 3 Steps PROW Crossing

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Rev.	Date	Description	By

Project
CAF2 Victoria Park to Filwood Broadway

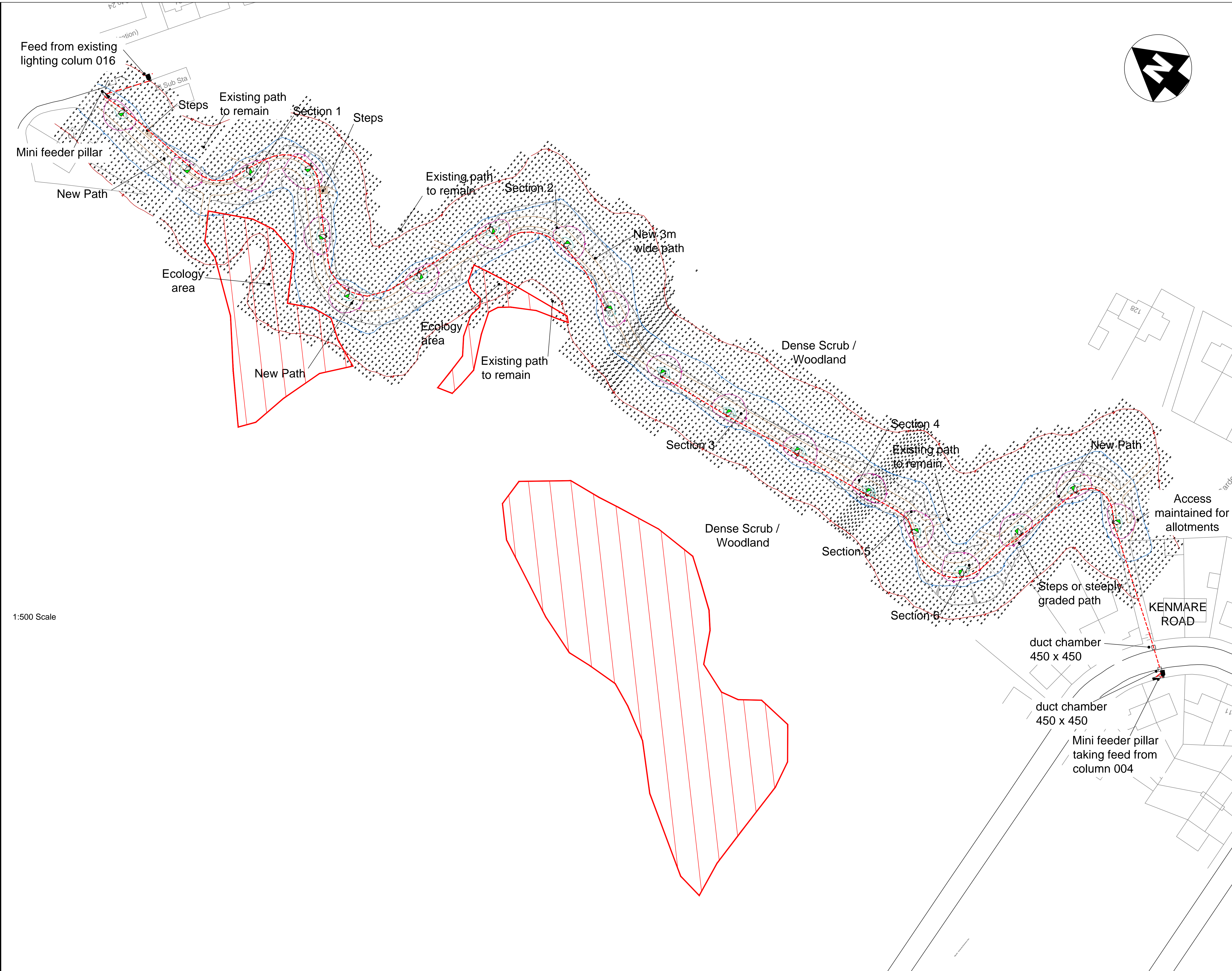
Title
Northern Slopes General Arrangement Sheet 2

Client
Richard Bourne

Drawn by MRB	Checked by MM
Date Drawn 27/09/2017	Date Issued 28/09/2017
Status PRELIMINARY	Issued by MRB

Scale
Main View 1:200 & Details 1:100

Project Number E15057	Drawing 102	Revision
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Feed from existing lighting column 016

Mini feeder pillar

New Path

Ecology area

Ecology area

New Path

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

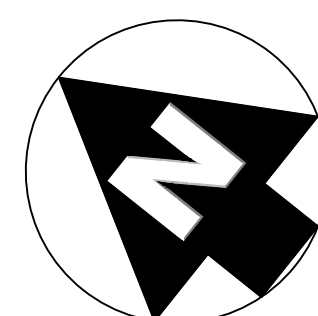
Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain

Existing path to remain



- KEY:**
- NEW 4.5M TUBULAR STEEL RAISE AND LOWER COLUMN WITH POST TOP MOUNTED PHILIPS LUMA MICRO 12-40DS LED/7mA 13W 2 KLMS R5 SETTING SET TO 0 DEGREE TILT. NEW SWA CONNECTION LANTERNS TO HAVE A 7 PIN NEMA SOCKETS AND A CMS NODEPEC AS PER THE BCC SPECIFICATION
 - EXISTING COLUMN TO REMAIN
 - NEW MINI FEEDER PILLAR
 - NEW 6MM 3 CORE SWA CABLE
 - 0.01 LUX CONTOUR LINE
 - 1 LUX CONTOUR LINE
 - 5 LUX CONTOUR LINE
 - 10 LUX CONTOUR LINE
- NOTES**
- DESIGN CONFORMS TO P4
- ONLY LIGHTING COLUMNS AND POSTS THAT ARE TO BCC SPECIFICATION WILL BE PERMITTED.
- ALL INSTALLATION WORKS TO COMPLY WITH BCC STREET LIGHTING SPECIFICATION VERSION 2.

1:500 Scale

BRISTOL CITY COUNCIL

CITY DESIGN ENGINEERING DESIGN TEAM

Engineering Design Team (CH)
Bristol City Council, PO Box 3176, BS3 9FS
Tel: 0117 92 22000

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Rev.	Date	Description	By

Project
CAF 2 - Victoria Park to Filwood Broadway

Title
Northern Slopes Lighting Design GA Zero lux 100% lighting

Client
Sustainable Transport

Project Manager R Bourne Telephone Number	Scale As Shown Checked by
Drawn by KP	Date Issued 23/08/2017
Date Drawn August 2017	Issued by MRB

STATUS
 Preliminary
 Tender
 Construction
 As Built

DRAWING NUMBER
 Project Number Drawing Revision
E15057 - 055 -

FILWOOD QUIETWAY NORTHERN SLOPES SECTION

MANAGEMENT STATEMENT

Version: 2
OCTOBER 2017



Introduction

Bristol City Council (BCC) wants to improve cycle infrastructure in order to encourage more people to cycle, including new or inexperienced users, commuters or leisure riders, young or old. Often, better cycle infrastructure also improves facilities for pedestrians, for example, new surfacing, new/improved crossing points, traffic calming features or access alterations. More people who choose to walk, cycle, scoot or skate are helping to relieve traffic congestion and contribute to making the air cleaner. Walking and cycling are also good for personal exercise and health, so BCC wants to upgrade and extend its networks of walking and cycle routes across the city. Encouraging travel by sustainable transport is a Council policy, which is supported by regional and national transport policies.

In 2015, BCC was awarded additional funding from the UK government to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The CAF project is a range of schemes and initiatives that seek to encourage people of all ages and ability to cycle more to reduce traffic congestion, improve the health of citizens, and reduce carbon emissions for a cleaner environment for all.

One of the new routes being introduced is the Filwood Quietway, which is intended to connect Filwood with Bristol City Centre. This new route will give communities in South Bristol a proper, attractive and healthier alternative for travel. The route has a number of sections that are being progressed – (i) Whitehouse Street, (ii) Victoria Park, (iii) St John's Lane/Wedmore Vale and (iv) Northern Slopes.

The Northern Slopes section of the Filwood Quietway is the subject of a planning application (Ref: 17/03959/FB) and to assist with consideration of the application, the Planning Authority requested a Management Statement be prepared.

Purpose of Management Statement

The main purpose of the Management Statement is to set out how the improved walking and cycling route through the Northern Slopes, which forms part of the new Filwood Quietway route, is to be managed in the future. The Statement should set out which organisation(s) is responsible for managing, maintaining and monitoring the facility, together with financial provision.

This document has been prepared based on current and relevant information. It should be acknowledged that there may, in the future, be a need to amend and update the document to take account of any change that might affect a particular statement. An example would be BCC departmental reorganisation, which might affect responsibility allocation or budget holder.

Route Network

BCC has a network of routes for pedestrians and cyclists across the city and these vary in their type and construction. The majority are located on street and form part of the adopted highway, being managed by BCC, as the Highway Authority. Other routes, such as those passing through parks and green open spaces, tend not to be adopted as highways but are still managed by BCC.

Management of Northern Slopes section of the Filwood Quietway

The Northern Slopes are four areas of public green open space and all paths within them are currently managed by BCC Parks. The CAF scheme relates to the Glyn Vale Open Space, which is one of the Northern Slopes areas, and which is also designated as a Local Nature Reserve. Pedestrians and cyclists can already walk and cycle through the Glyn Vale Open Space and the CAF scheme is, therefore, effectively an improvement of one of the existing paths. The CAF scheme has been managed by BCC Sustainable Transport.

Upon completion of construction of the improved path, its management will be passed back to **BCC Parks**, who will become responsible for its maintenance. However, it should be noted that, as is standard practice with such construction projects, the contractor is liable for any related defects during the 12-month maintenance period following works completion.

The improved path will again form part of the network of paths within the Glyn Vale Open Space that BCC Parks manage and maintain. The maintenance covers the following main aspects:-

- Path surface and construction¹
- Signage
- Weed control
- Path sweeping
- Grass cutting
- Tree & scrubland maintenance
- Dog waste bins

(Note 1: the improved path should not require any repair maintenance for many years, unless affected by aggressive tree root growth)

Glyn Vale Open Space does not have any dedicated park staff but BCC Parks staff currently attend the site to undertake specific tasks as and when required or scheduled. During these visits, staff may observe a maintenance issue and either address it immediately or report it to a manager. This supplements more formal maintenance inspections and helps inform and prioritise maintenance activities. In addition, maintenance tasks are often in response to calls from the local community.

Northern Slopes Initiative (NSI) is a group of volunteers who play an active role in seeking to maintain, conserve and enhance the Northern Slopes. NSI raise funds for minor maintenance tasks and improvements, such as gates, noticeboards and seating, as well as organising events to help promote the Northern Slopes. Members regularly report maintenance issues to BCC.

Table 1 sets out the main maintenance elements associated with the Northern Slopes cycle route.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements.

Element	Maintenance	Inspection Regime	Comment
Path surface & construction	Repair, as and when deemed necessary	5-year formal inspection, supported by informal observation by BCC Parks staff, probably supported by NSI or public reporting	New path construction should not require major maintenance for many years
Signage	Repair, as and when deemed necessary	As above	Minimal requirement
Weed control	Spray herbicide	Twice a year	Current regular activity
Litter control	Removal	Monthly, with additional visits in response to calls from the public	Current regular activity
Grass cutting	Cutting	Twice a year, adjacent to paths	Current regular activity
Tree & scrubland maintenance	Prune back low branches & overgrown bushes. Scrubland management.	5-year formal inspection of trees, supported by informal observation by BCC Parks staff, probably supported by NSI reporting	Pruned trees, as part of scheme, should not require further cutting for a number of years. Cutting back bushes is a current existing activity. The scheme requires a 10-year management plan for new planting
Dog waste bins	Repair, as and when deemed necessary	Informal observation by BCC Parks staff, probably supported by NSI or public reporting	Currently, there is no seating with Glyn Vale Open Space. Any new seating provided by scheme to be natural (tree trunks or boulders) and should not require maintenance for a number of years
Lighting	Repair, as and when deemed necessary. Electrical safety test	Informal observation by BCC Parks staff, probably supported by NSI and public reporting faults. Safety test every 2 years by BCC Lighting	New lighting should not require maintenance for a number of years

Table 1: Northern Slopes cycle route maintenance requirements

Funding

As stated in the Introduction, funding for construction of the Northern Slopes section of the Filwood Quietway is provided by the CAF Project, which is financed by capital funding from the UK Government, via a successful bid award from the Department of Transport. BCC Sustainable Transport is project managing delivery of the CAF Project. Following completion of the construction phase of the Northern Slopes cycle route, its management and maintenance responsibility will pass to BCC Parks.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget to BCC Parks to cover future liabilities for approximately 15 years. This is standard practice and applies when other BCC departments or third parties (such as

developers) construct paths across parks or open spaces that are not to be adopted as public highways but maintained by BCC Parks.

BCC Parks have a set contribution rate, which is based on the surface area of the new path, together with an allowance for cost of lighting and its maintenance, which is calculated by BCC Lighting, based on the number of lighting columns and their type. For the Northern Slopes cycle route, the total required budget is **£xx,000 (tbc)**, being the sum of £yy,000 (tbc) for path maintenance and £zz,000 (tbc) for lighting maintenance.

The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Northern Slopes (Glyn Vale Open Space). This amount is effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

Monitoring

A condition of the CAF Project financial award is the requirement to undertake some post-construction monitoring. This monitoring is mainly in the form of manual counts to record the increase in user numbers, but a number of schemes, including the Filwood Quietway, also allow for a user survey.

As part of representations to the planning application, BCC Transport Development Management recommends a user survey be undertaken to establish user satisfaction and identify if any changes might be appropriate. Manual counts are proposed to be undertaken during 2018 and 2019, respectively, and will record user numbers. A user survey is also to be undertaken, with its date subject to agreement but likely to be during 2019. Consideration has to be given to what sort of user survey is undertaken. A survey of users of the path – being pedestrians and cyclists, is likely to give a different set of results to a survey of users of the Open Space. Some users of the Glyn Vale Open Space are likely to continue to be against the principle of the cycle route and give negative comments. It is suggested, therefore, that prior to any user survey being undertaken, a discussion between key stakeholders, such as BCC Sustainable Transport, BCC Parks, Ward Councillors and NSI be held to agree the remit and objectives of the survey.

It has always been envisaged that, were the scheme to be implemented, then there would be regular contact and dialogue between BCC officials, Ward Councillors and NSI, as is currently the case for wider issues relating to the Northern Slopes. It is likely NSI members and the wider community will informally monitor the impact of the scheme themselves and readily inform Councillors and BCC of any perceived problems. From such discussions, any problems can be reviewed and appropriate actions agreed. It is probably helpful if people were encouraged to use the CAF email address (CAF@bristol.gov.uk) to report concerns.

The CAF Project is setting up a budget to fund required monitoring activities during the 2018/19 and 2019/20 financial years. The budget would be funded by a transfer from the CAF Project budget.

The CAF Project is funding the capital cost of constructing the Northern Slopes cycle route. BCC Sustainable Transport is currently considering how best to set up a budget to fund any subsequent necessary alterations or changes that might be required after March 2018, although these are likely to be minor in nature. Thereafter, BCC Sustainable

Transport would consider any further proposed changes to identify future funding to resolve any outstanding issues.

Summary

This Management Statement sets out how the Northern Slopes section of the Filwood Quietway will be managed, maintained and monitored following construction of the scheme, together with information on related budgets.













