21/00894/F Conditions Agreement

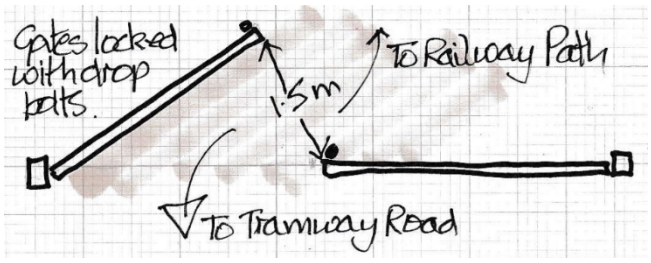
Document for discharge of conditions along railway route
Greenway and Cycleroutes April 2022

1. **Details of footpath and Cycleway**

a. **Tramway Road Connection**

The existing steel gates to the site adjacent to the Lodekka pub will remain in place to secure the site. During normal times one gate will be locked open with a drop bolt to provide a 1.5m wide access for pedestrians and cyclists. If vehicular access is required to access the container site, or for construction purposes, then both gates will be opened.

The large rocks which formerly blocked this access will be repositioned across the width of the railway formation on the way to the Bath Road Bridge to prevent vehicular access along the southern section.



Plan and view of gates (2.8m and 3.2m wide)

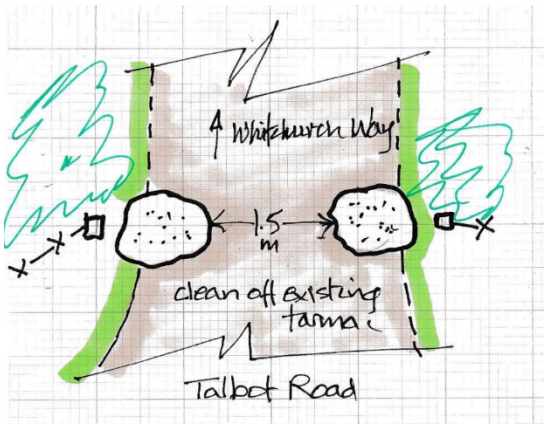
As this is an interim path signing will be the standard adhesive signs placed on convenient existing posts. They will direct the public south of the Whitchurch Way and north to the Riverside path.

Sign

b. **Talbot Road connection**

The existing gates (which are not in good condition), will be removed, and the entrance closed off to vehicular access by means of two large rocks as shown in the sketch. The

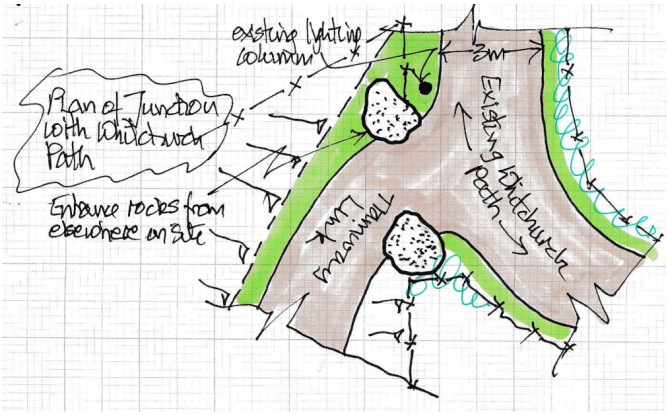
access gap will be 1.5m clear. The existing tarmac road will be cleaned off for a full width of 3m. signing will again be standard adhesive as used on the National Routes.



View of existing Talbot Road Gates showing the tarmac surface continuing through to the main road, with Plan of proposed Talbot Road entrance

c. <u>Whitchurch Way connection</u>

The fencing will be removed, and the access controlled by two large rocks as shown in the sketch. Note that the junction is just north of the existing light column so that illumination is good. Visibility is also good around the bend on the existing path. The path surface will marry in with the existing path. Again, signing will be the standard NCNS adhesive.



Sketch of Whitworth Way entrance

d. <u>Measures to prevent vehicles travelling along the path</u>

At either end of the Greenways section (Lodekka to Whitchurch Way), vehicles will be prevented from entering the route by means of the rocks detailed in the sketches. At the northern end of the Greenways section the existing palisade fencing will be removed (for reuse on the site south of Talbot Road) and the line of rocks shown in the sketch below positioned to prevent vehicular access. The 1.5m wide gaps will be sufficient for small maintenance vehicles and tricycles to pass. Should a large vehicle require access,

to inspect the A4 bridge for example, then access is available via the Bristol Metal Gates and BCC, as owner of the ramp, has unimpeded right of access for large vehicles over that short section of BM land.

Sketches of rocks to prevent access by vehicles at the location of the existing cross line palisade fencing

e. <u>Confirmation of tarmac and vegetation clearance</u>

I. The existing tarmac carpark surface has been carefully examined and found to be in very good condition. A 4m wide passage will be cleared of all moss and plants and marked out with a central white line. The one low earth bank at the north end will be removed and the material set to one side.

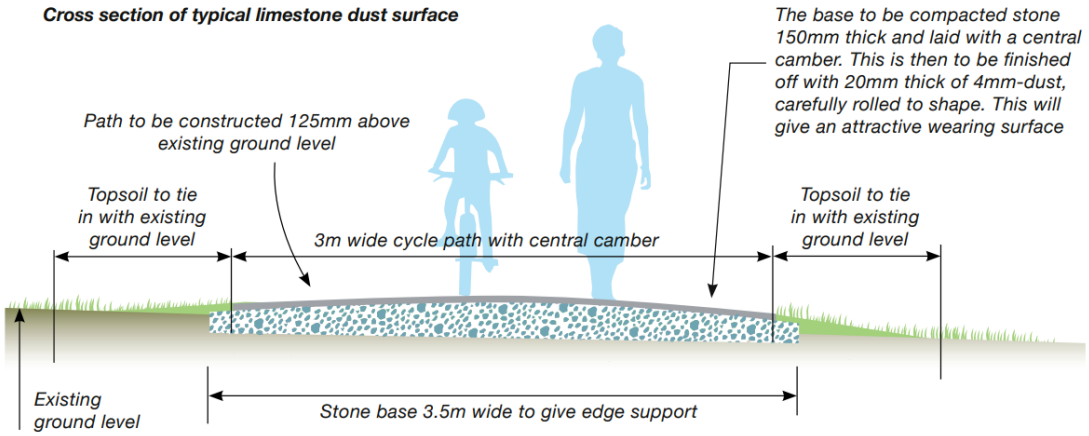
At this point in time, we have not decided whether or not it is necessary to remove the 4No shallow sleeping policemen in the cutting. We are inclined to see how the public find them. The remainder of the tarmac will be left as greenery.

Picture of tarmac showing its good condition along with one sleeping policeman

II. <u>Details of construction of the cycle path</u>

350m of the route requires no surfacing as it is all good tarmac. The only construction is the 70m long Whitchurch Way Link. This rises by a total of 2.6m from under Talbot Road Bridge. The final gradients will be 1:20 or less.

The path construction will be 3m wide shared use, finished in limestone dust as this route only has a temporary 3-year permission. This is similar to the Ashton Missing Link constructed by Greenways 2 years ago.



Details of cross section through path

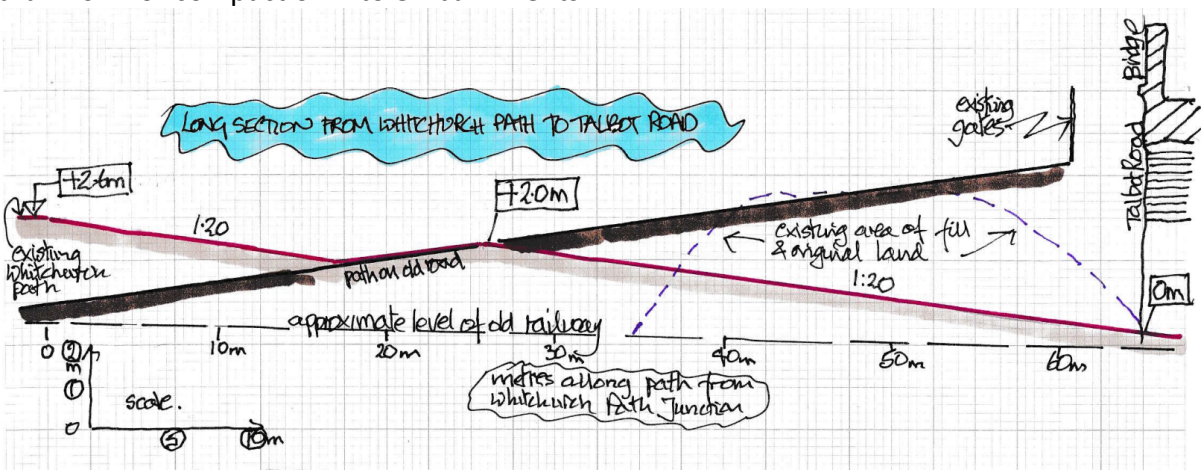
Should the life of this link be extended then consideration will be given to resurfacing in bitmac.

2. Management and Maintenance of Private Streets

This temporary link path will be managed by a local volunteer group, as Greenways has done over the last two years at Ashton. The volunteers will aim to keep the path clean; the vegetation cut back and will act as informal rangers. They will be organised and report back to Greenways local volunteer coordinator. Significant matters will be reported to Greenways Project Manager – John Richfield, who will take the appropriate action.

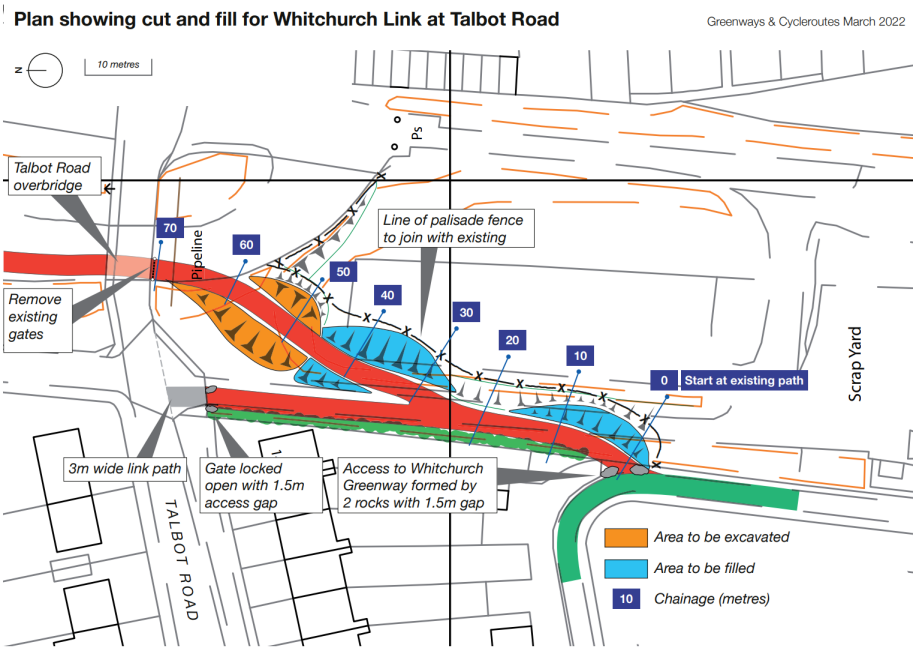
3. Remediation Strategy

The Tramway Project over the section from the Lodekka entrance through to Whitchurch Way is in two parts. The longer runs along the bed of the old railway for 350m. this section already has a good tarmac surface left over from an earlier carpark. Little works are required apart from clearing back moss and brambles and possibly removing 4 sleeping policemen. The shorter (70m) long section makes the link from under Talbot Road to join Whitchurch Way. This link cuts through a pile of fill and uses this material to complete the ramps needed for a continuous route. The long section shows the general arrangement with excavated material taken a distance of no more than 40m for compaction into embankments.



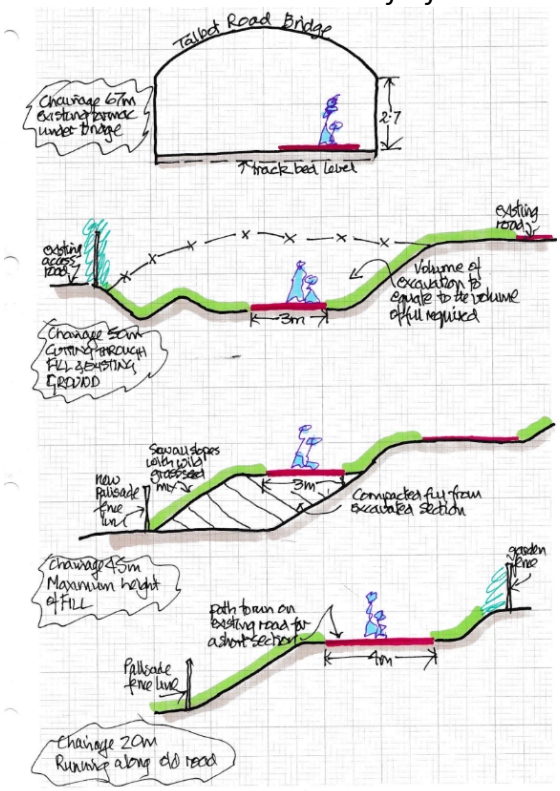
Section AA, viewed from the east

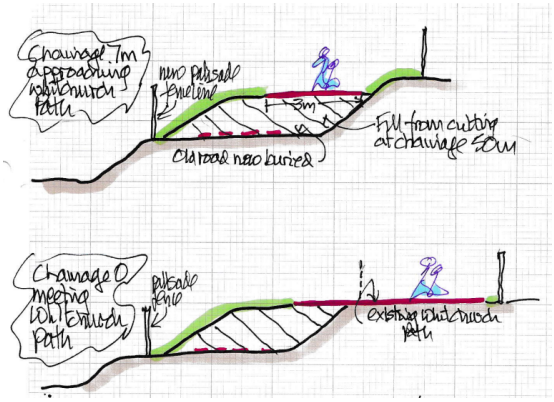
SECTION A-A



SECTIONS: B-B C-C D-D E-E F-F G-G

Plan showing arrangement of ramp. The area shaded in orange is the area of excavation whilst the area shaded blue is fill from the same material. The volumes balance. The





SECTIONS F-F to G-G

These cross sections (viewed from north) show the progressive arrangement of the ramp as it rises up from under Talbot Road bridge through to join the Whitchurch Way.

SECTIONS B-B to E-E

Picture of site looking along the station access road showing the area of fill placed at the end of the old sidings. The path would approximately follow the line of the tape measure.

A limited test hole has found dirt, stone and brick suggesting that the spoil heap, which is all of one age, comprises excavated fill from a construction site perhaps amounting to some 500 tonnes. Only a full depth trench across the whole width of the heap would determine if there are any pockets of other materials.

Proposed method of working

The excavation will be arranged to provide the approximate 400 tonnes of fill material required. All excavated material will be used on the fill sections and no material will be taken off site.

In the circumstances we consider that the only way to work this project is by way of a supervised excavation. The construction work will take 2 days and during this time the whole of the excavation will be supervised by Greenway's Engineers. If any unsuitable materials are found the work will stop and the Council officers consulted.

Pollution

No materials will be moved off site. The current nature of run off and water flow will not change because the existing blockage across the floor of the cutting downstream at

Talbot Road Bridge will remain unchanged, and should any effluent be exposed this will be contained at that point. There is no evidence of any water or flooding on this site.

Risk

Provided the excavation is closely supervised there is no increase of risk to the environment or to the public. If hazardous materials have actually been buried under the fill, then work will stop and the materials either removed as agreed with the Council officers, or buried to restore the status quo and the route alignment slightly modified to avoid any contaminated area.

4 Precautionary Method of Working (PMW)

PRECAUTIONARY METHOD OF WORKING

Prepared by Wessex Ecological Consultancy

1 All contractors and volunteers working on the project will be briefed on the importance of avoiding impacts on the wooded cutting slopes, slow worms, the badger setts and other features of importance.

2 A further check of the site in order to establish whether the pattern of badger activity has changed will be carried out before works commence. Additional mitigation measures will be implemented if this check shows these to be necessary.

3 A working methodology to avoid impacts on slow worms will be implemented. Along the roadway works will be very limited in scope and limited to minor repairs to the tarmac surface; along most of this section the tarmac surface will remain undisturbed and the only works carried out will be brushing away the very limited quantities of moss and ruderal vegetation. These works will be almost entirely limited to the centre of the roadway and the vegetated areas that are used by slow worms would not be affected.

The roadway will be checked by an ecologist before works commence and any animals found will be removed to a safe location outside the working area.

The area of scrapyard at the southern end of the site crossed by the path is now largely clear of vegetation after maintenance works carried out over the winter. A finger-tip search will be carried out over all areas potentially affected by the works immediately before any vegetation clearance or other works commence. Any reptiles found will be removed to suitable habitat elsewhere on the adjacent site.

If slow worms are seen subsequently in any part of the site then the ecologist will be informed and works in that part of the site will cease until the ecologist is satisfied that they can continue without risk to slow worms.

4 The only potential impact on nesting birds is also in the scrapyard area. Scrub, including bramble, will be cleared outside the period 1st March to 31st August. If this is not possible the area will be checked by an ecologist immediately before works

commence. If active nests are found then works in the area (as defined by the ecologist) will cease until a further check shows the area to be free of active nests.

5.Ecological Mitigation & Enhancement Strategy (EMES)

ECOLOGICAL MITIGATION & ENHANCEMENT STRATEGY (EMES)

MARCH 2022 Prepared by Wessex Ecological Consultancy

1 INTRODUCTION

This strategy specifies the measures that will be taken to ensure ecological enhancement associated with this scheme. The measures taken will comprise provision of bird, bat and insect boxes and enhancement of woodland habitats by removal of non-native evergreen tree and shrub species.

2 BIRD, BAT AND INSECT BOXES

The following boxes will be fitted at locations shown on Figure 1 below:

4 x 2F Schwegler Bat box with double front panel

2 x wooden nest boxes (26mm entrance holes)

2 x wooden nest boxes (32mm entrance holes)

Boxes will be secured to trees using wire (over a branch and around the trunk) with a rubber tubing to protect the trees.

Bird boxes well be placed on the north-east facing side of tree trunks, at least 3m above the ground.

Bat boxes will be placed on the south-east facing side of tree trunks, at least 4m above the ground.

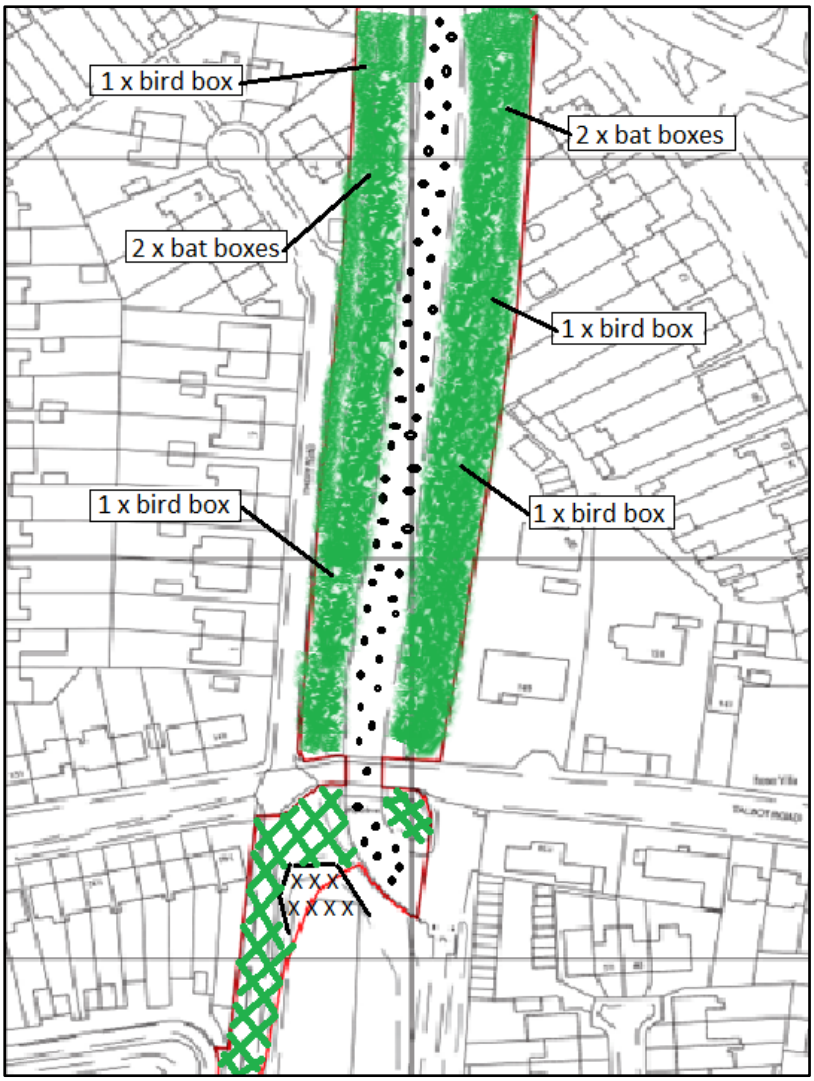


Figure 1: Bird and bat box locations

Insect box will be installed in a less shaded part of the site, reflecting the habitat preferences of the species at which they are targeted.

2 x solitary bee hotels, large (https://www.nhbs.com/solitary-bee-hotel) will be installed at ground level in unobtrusive locations on open sections of east facing banks at the location shown on Figure 2 below.

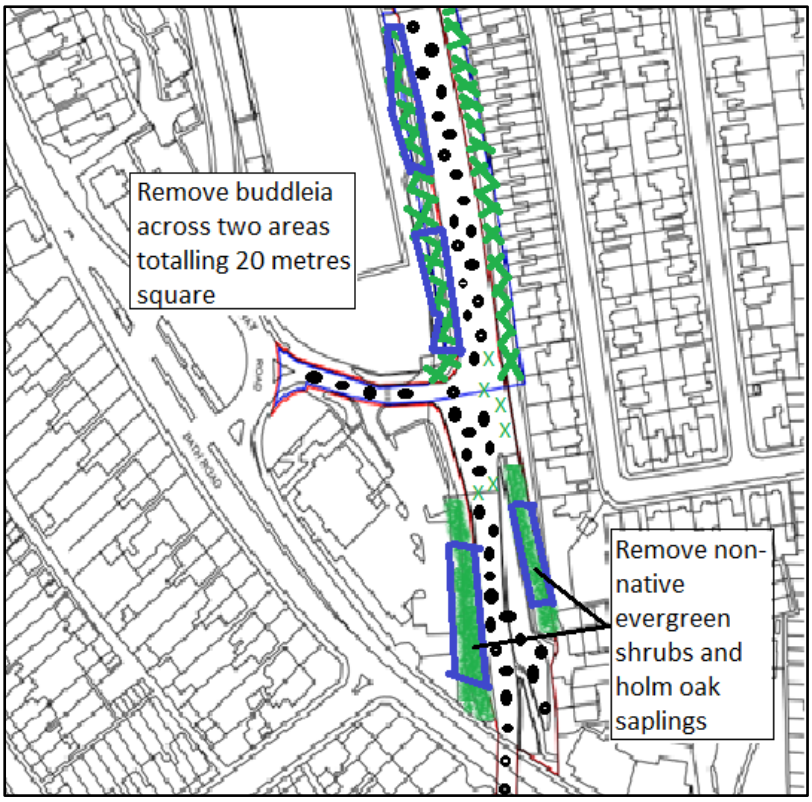
Figure 2: Insect Box Locations

In addition, stems and branches arising from the works detailed at 3 below will be cut into lengths of between 50cm and 75cm and secured into bundles approximately 30cm in diameter. Ten of these will be placed in unobtrusive locations, chosen to provide a mixture of conditions from open to partial shade.

3 HABITAT ENHANCEMENT

Two habitat types will be targeted for enhancement: secondary woodland will be enhanced through the removal of holm oak, laurustinus and other evergreen non-natives, which limit biodiversity value by shading ground flora; and open habitats will be enhanced through the removal of buddleia scrub.

The locations at which these works will be carried out are shown on Figures 3 and 4 below. Works will not be carried out in the vicinity of badger setts, or where they may open up badger setts to greater levels of public disturbance.



Figures 3 and 4: Habitat enhancement measures

Submission ends – Greenways and Cycleroutes April 2022