

# **Annex 1 to Submission by North Somerset Council in respect of Action point 19 ISH 5 -Environmental matters**

## **March 2021**

### **Summary**

Following receipt of the cross-sectional details of the proposed Trinity footbridge North Somerset Council as Local Planning Authority considers that in relation to the impacts of overbearing impact and adverse visual impact these may be slightly less severe than we had feared previously

We are satisfied that overshadowing is unlikely to be a significant issue, with possibly minor impacts, only in the winter solstice.

There is a significant detour required on home to school trips for residents with primary age school children if living south of line

The benefit appears to be more limited than we first thought, if the school catchment figures are used. See below

The omission of the bridge limits the potential improvement options for walking and cycling in the Local Cycling and Walking Infrastructure Plan.

We do not consider that privacy screens are required over the whole length of the ramps to the bridge and this is an advantage, but we are not clear what length will be required in the absence of a block plan to be able to relate this more clearly to the nearest houses. Evidence elsewhere suggests privacy screens will be more prone to graffiti. The area below a footbridge has the potential for litter to gather although this may be a management issue rather than a constructional one.

### **Physical appearance and impacts**

#### **Shadow diagrams**

Following receipt of the shadow diagrams it is now easier to assess the impacts that these structures will have on surrounding properties.

The study presents shade impact graphics at 10:00am, 12:00am, 2:00pm and 4:00pm during Spring Equinox, Summer Solstice, Autumn Equinox and Winter Solstice. We consider that this provides sufficient information. From this information, it appears that the footbridge structures have the *potential* to overshadow properties along Tansy Lane (No 9, 11, 15 in particular) rather than properties to the south of the bridge.

From these graphics, it appears that these structures would have no impact at most times and periods of the year on these properties, except for the Winter Solstice

## Cross sections

Whilst the erection of the bridge and associated structures (ramps, steps) will affect the living conditions of these properties, this impact will not be unacceptable. The main concern has been the impact of these structures on the south side of bridge due to proximity with existing properties (No 14 Peartree field and No 6 Galingale Way) and the north, with properties in Tansy Lane. The sections show that the garage of No 14 Pear Tree Field will be circa 6-7m from footpath running along the ramp (the dwelling a similar distance) and 9.5m from the elevated ramp with screening vegetation being proposed to be placed in between (Section BB). The distance from the lower ramp to properties in Tansy Lane appears to be around 20m

to the front and side boundaries and approximately 28 metres to front facades of the dwellings themselves, whilst from the upper ramp it is estimated that the distance to dwelling facades and windows would be nearer 30m.

The Council notes that Pear Tree Field relationship is like that at Heligan Gardens in Locking Castle, Weston-super-Mare (the bridge referred to in Action point 16) (photos available). Note that at Heligan Gardens in Weston, this clearly *does permit views* over garden walls/to gardens, conservatories etc, but trees (approx. 15 years old and as high as mid-upper part of ramp) are considered likely to provide significant screening when in leaf). There is likely therefore in the DCO application, to be a period of some years before new planting would attain a height to offer summer screening.

No 6 Galingale Way will be approximately 11m from the footpath and 14m from the ramp (Section BC (1)). We consider this relationship to be potentially satisfactory, though to be certain, this would necessitate access to the track bed and ideally to the properties themselves. We are unsure whether these north elevations incorporate windows and if so, which rooms or spaces within the houses are served, which would enable assessment of any further impacts, although it seems that the principal elevations are west and east facing. It should be noted that the properties to the north of the railway are on slightly elevated ground according to the cross-sections.

In section BC (2), the bridge does not appear to immediately affect properties to the south (being opposite the Public Open Space), whereas properties to the north are approximately 25m from these structures, which is considered a suitable relationship that mitigates the adverse visual impact. Unfortunately, these sections do not explicitly identify the relationship between No 15 Tansy Lane and the north side ramp but, the property lies within a moderate distance from these structures, particularly the higher-level ramp, whilst the south elevation of No 15 is not a principal one. Regarding No 9 and No. 11 Tansy Lane, the visual amenities enjoyed will be affected by the erection of these structures. However, this could be minimised by intervening vegetation which is proposed, although this will take some time before it has practical effect as screening.

### **Value of footbridge to local community**

As part of the Local Cycling and Walking Infrastructure Plan across West of England area 2020-2036 an investment of £411 million is proposed by 2036. Improvements to walking routes serving 30 local high streets and 55 continuous cycle routes creating a West of England wide network is proposed. It is believed that this Plan is yet to be finally adopted but the Council can confirm its status if required.

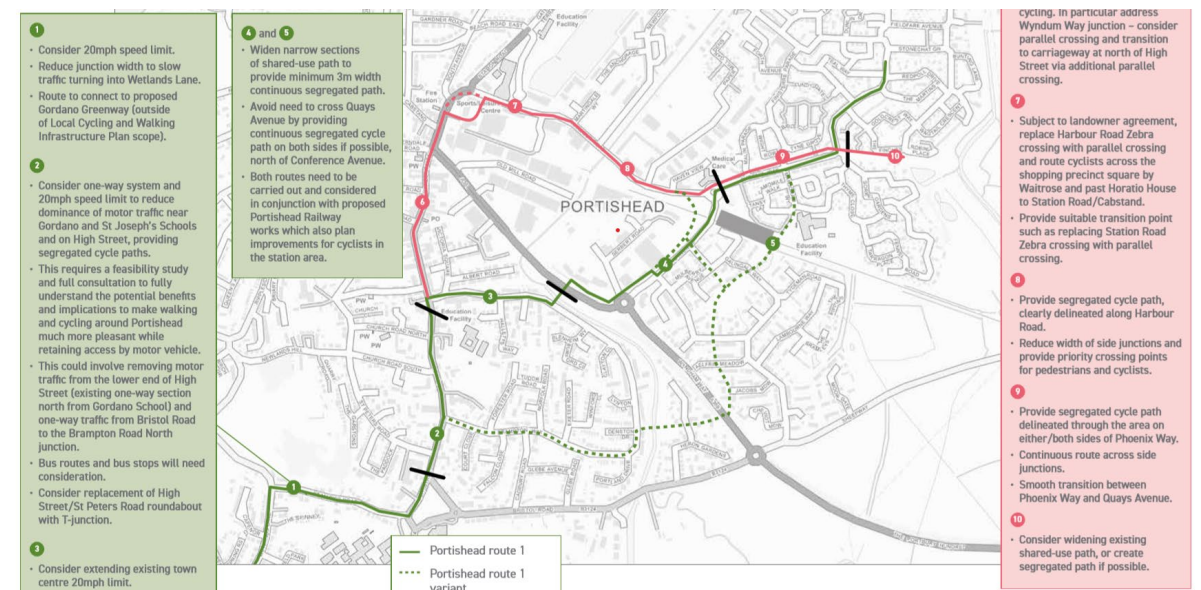
The Local Cycling and Walking Infrastructure Plan is a detailed plan that identifies that over £400m of investment is needed and will be sought and channelled through the West of England Combined Authority. Working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils, the Council is aiming to provide high quality infrastructure to ensure the West of England is a region as a whole, is one where cycling and walking are the preferred

choice for shorter trips. A consultation on the Local Cycling and Walking Infrastructure Plan ran from the 3rd of February 2020 until the 15th of March 2020.

As part of this, in Portishead, it is proposed to create a series of improved walking and cycling routes. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Essentially three routes are shown, that link the estate North of track(The Village Quarter) with:

1. the Leisure Centre and northern end of the High Street first circumnavigating the Harbour Road
2. Mid-section of High Street and the Folk Hall (community meeting place for the town) and less direct route through High St to the secondary school around the station frontage
3. The Vale estate, Brampton Way and southern end of High Street and to secondary school, a variant of route 2 above



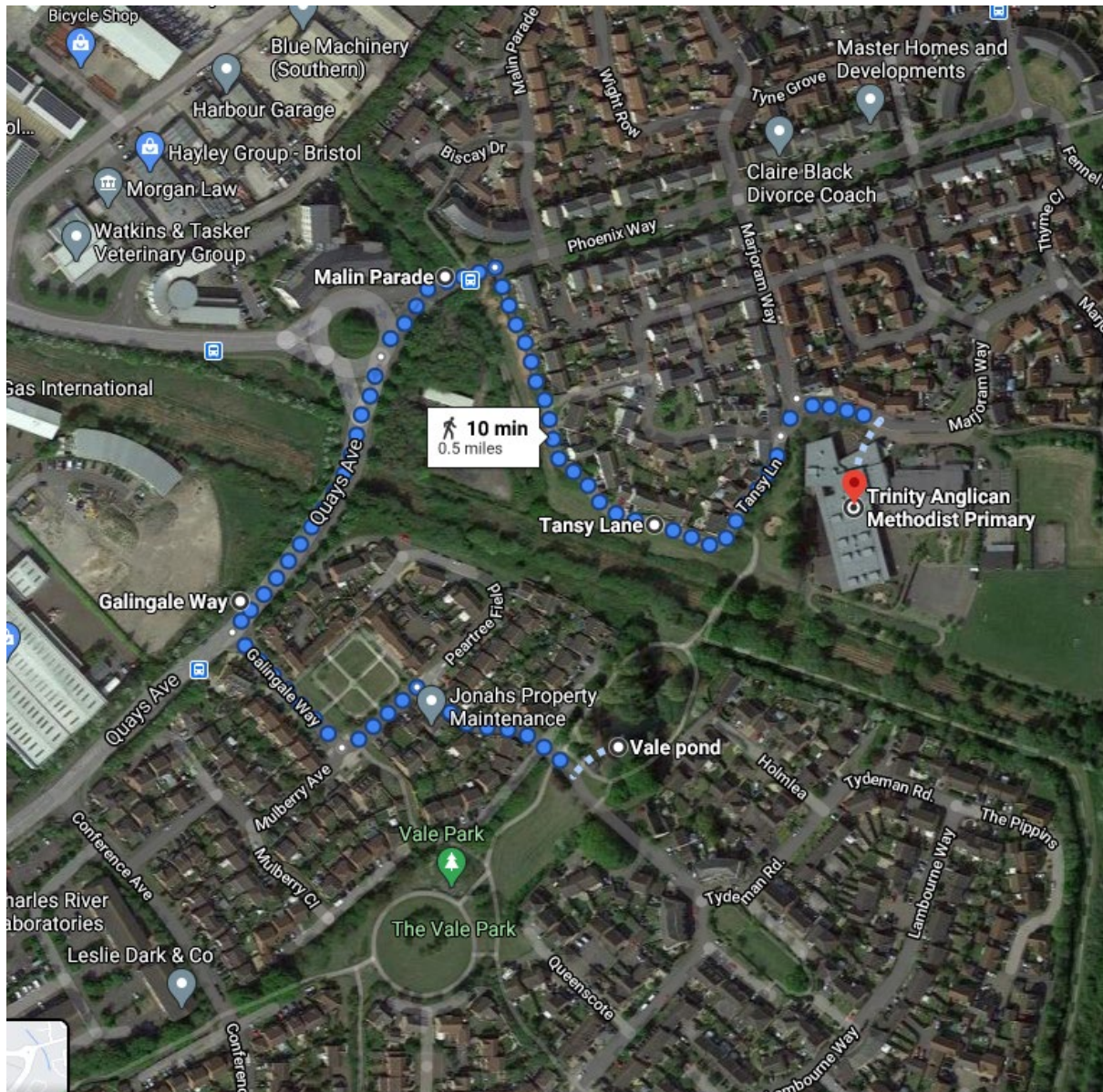
Without the proposed footbridge, those in the northern estate would possibly resort to using routes 1 and 2 for such journeys, though 3 would still be perfectly possible but would entail a diversion around the front of the station and its car park and put more pressure on Marjoram Way, the main route to the school and Tansy Lane, off Phoenix Way.

Travel and Deviation times with/without bridge as example from Vale Pond to Trinity School (See Google maps extract below)

Caution-the accuracy of this cannot be guaranteed and is based on calculations from Google maps directions tool)



- Length of time/distance 200m approx taken to walk a double line track footbridge crossing (as at other example provided, in Weston-super-Mare), approximate travel time-around 2m 30secs
- Currently 4.0mins from Galingale Way (Vale Pond) (0.2m) across surface crossing to Trinity School at present
- Currently from Galingale Way (Vale Pond) via Galingale Way, Quays Avenue (as currently aligned) and Malin Parade to Trinity School 10mins (0.5mile)



### School travel and value of footbridge for school journeys

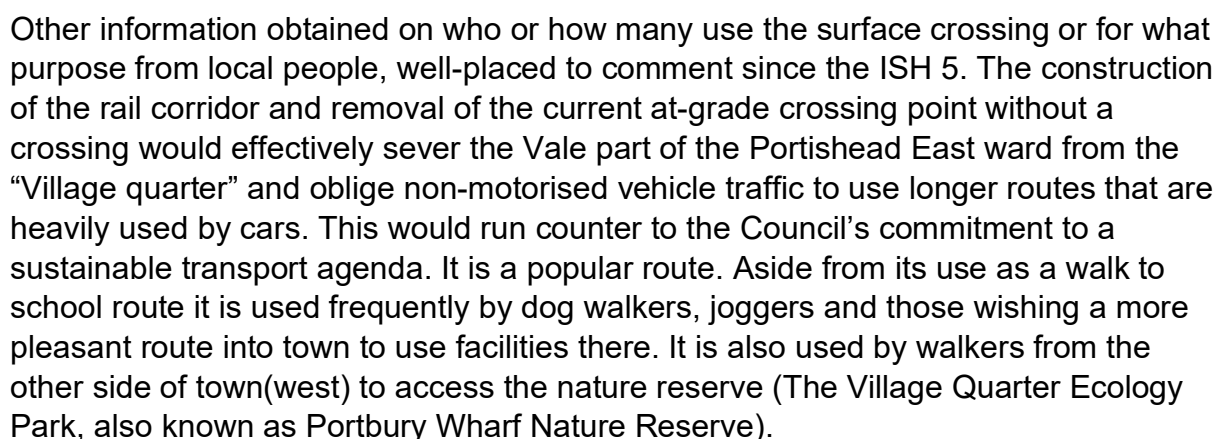
The Trinity School roll currently shows

**390 pupils** living North of the railway line

**29 pupils** living South of the railway line

**27 living** in Other areas of Portishead as shown on plan below

In addition, the school has **26** children attending their nursery class attending. **20** of this figure live north of the railway line, **2** to the south and **4** in other areas.



Plan below shows the Nature Reserve location



