MetroWest

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

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Author: North Somerset District Council

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1. INTRODUCTION

1.1 Purpose of this document

1.1.1 This document has been prepared by North Somerset District Council (the Applicant) for submission to the Examining Authority (ExA) under Deadline 1 of the Examination of the Portishead Branch Line (MetroWest Phase 1) Development Consent Order (DCO) application. The document provides the Applicant's response to Relevant Representations submitted to the ExA by Interested Parties.

1.2 Structure of the document

1.2.1 In total, 129 Relevant Representations were submitted to the ExA by the stated deadline for responses. An additional 6 Relevant Representations were accepted at the discretion of the ExA after this deadline had passed. In total, therefore, 135 Relevant Representations have been received and considered by the Applicant.

1.2.2 The applicant has reviewed all of the relevant representation received and considered their content.

1.2.3 Tables 1 and 2 provide:

(a) the Planning Inspectorate reference number for each Relevant Representation received;

(b) the name of the individual, party or organisation which made the representation (the Interested Party);

(c) the representation itself; and

(d) the Applicant's response or comment on the content of the Relevant Representation.

1.2.4 In some instances, the Applicant has provided a response to a Relevant Representation directly to the Interested Party prior to submission of this document. This has occurred through ongoing engagement and correspondence with such parties. In such cases, a copy of this correspondence is provided in an Appendix to this document.

1.2.5 Similarly, the Applicant's continued discussion and engagement with parties has in some cases resulted in a substantial change in the position between the Interested Party and the Applicant since the submission of the Relevant Representation. This has been captured in a 'Statement of Common Ground' (SoCG). A progress update on SoCGs is to be submitted to the ExA on or before 2 October 2020 and copies of the latest drafts will be submitted directly to the ExA prior to Deadline 1. Where this has occurred, reference is made to the relevant submission and document reference number on the Planning Inspectorate website.

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2. THE APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS

Table 1 - The Applicant's response to Relevant Representations

PINS Ref No. with issue ref	Organisation /Person	Relevant Representation	Key Issues	Applicant's Response to Relevant Representation
1-1	North Somerset Council	The Council fully supports the proposal to re-open the rail line between Portishead and Bristol and believes it will reduce traffic movements with attendant carbon reduction and air quality benefits and reduction of congestion on the network including the M5 and A369 and increase the resilience of the sub-regional transport network. It considers there are potentially significant economic benefits to the region, improving accessibility to the Temple Quarter growth hub in Bristol and providing access to job opportunities in this location. The Council, which has declared a Climate Emergency, will also wish to make representations concerning matters including: The Planning statement gives a thorough overview of the issues that arise from the proposal. We are the Unitary authority for the area through which most of the line passes through. North Somerset Council has responsibility for Local Planning policies and making decisions on planning applications. We are currently preparing a new Local Plan for the period up to 2036. We therefore have considerable knowledge of committed development within the locality and its relationship with the proposed rail line. We also have a responsibility for Highways and Transport including roads, travel and parking. Our role extends to being Lead Flood and Public Health Authority, provider of social care, children, young people and families' services and education	Various	All matters raised in this Relevant Representation are dealt with in a Statement of Common Ground with North Somerset Council (Document Reference DRXXX) that is envisaged will be submitted to the ExA prior to Deadline 1.

PINS Ref No. with issue ref	Organisation /Person	Relevant Representation	Key Issues	Applicant's Response to Relevant Representation
		authority. We also have an important role in community safety, crime prevention and emergency management. The Council is a Waste Management Authority. We have partnerships with other bodies in the area including the Avon Fire and Rescue Service, the NHS and Ambulance service, the Police, WECA and work closely with neighbouring authorities, Town and Parish Councils and other organisations such as the Environment Agency, and North Somerset Levels Internal Drainage Board to deliver services to our communities. Consequently, we will have interests in matters including traffic generation, highways, parking, accessibility for all groups, equal opportunities, living conditions of our residents, quality of design and landscape, the historic environment, air quality, biodiversity and ecology(there are several national and international designations), flood risk and drainage, contamination, materials and waste, noise and vibration. These include construction and operational phases. Importantly much of the area through which the line passes is Green Belt. Key locations include proposed stations, road re-alignment, and the Avon Gorge. Our Local Impact Report will detail these matters. We will continue to work with the applicant over these matters and a Statement of Common Ground. In addition, we have a vision for our four main towns and are committed to delivering economic regeneration in Portishead. Together with our close neighbour Bristol City Council we are aware of interests immediately outside our administrative boundaries such as the		

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		Conservation Areas and designations of national significance such as the Avon Gorge that straddle the boundary. As a Local Authority we have a responsibility to use our resources wisely and in a financially prudent way and the arrangements for discharge of Requirements and other procedural matters that form part of the Development Consent Order will be of significance to the Council.		
2-1	Portishead Town Council	1. Areas of agreement 1.1. We support the plan to re-open the railway to improve the connectivity of Portishead and the associated economic, environmental and accessibility benefits that it will provide. 1.2. We agree with the diversion and widening of Quays Avenue to link with Harbour Road to the West of the existing roundabout intersection with Harbour Road and Phoenix Way. 1.3. Portishead has gone through massive change in the past ten years, it is one of the fastest growing towns in the UK and is lacking the infrastructure to support its population increase. Space for infrastructure and commercial development to support the population is now constrained and so it is important that the potential amenity land around the station is used efficiently and supports wider regeneration.	Support for the scheme	The Applicant's response to all matters raised in this Relevant Representation is detailed in correspondence with Portishead Town Council, which is provided at Appendix A of this document. The detailed response from the Applicant has been discussed with Portishead Town Council and this will be incorporated into a Statement of Common Ground between both parties that is envisaged will be submitted to the ExA prior to Deadline 1.
2-2		1.4. Against this background we agree with the location of the railway station (Work No.5) as this will foster economic development of the area to the East of Quays Avenue and South of Harbour Road, including the existing Portishead and Gordano Gate Business parks. It may be envisaged that the station will encourage further business, retail and residential regeneration of this strategically important area of	Portishead rail station design & facilities	

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		Portishead with higher density mixed use development. 1.5. However, it is important that public access and transport links are comprehensive and integrated with the station to assist and align with the future development of this strategically important area. The station should also be linked with the largely residential areas to its North, East and South.		
2-3		2. Areas of comment for further consideration Portishead has a vision to be a sustainable town for the future and we believe that amendments are needed to the plans to help meet that vision: 2.1. Portishead does not currently have a bus terminus and travel to the station by public transport must be part of an integrated transport solution. If car parking density can be increased it is suggested that consideration is given to a bus terminus in the area of the proposed Car Park to the North of the station (Work No.6) that would serve the residential area around the station and act as an interchange for feeder services from around the town.	Portishead rail station - bus terminus	
2-4		2.2. Space in that area should also be made available for adequate taxi and passenger pick up and drop off.	Portishead rail station – access by taxis	
2-5		2.3. Adequate car parking is also vitally important, but it is arguably an inefficient use of prime land in this strategically important area. To increase parking density, it is suggested that thought be given to the use of a multi-story car park to improve land utilisation.	Portishead rail station – car parking provision	
2-6		2.4. Traffic to the station is likely to increase particularly along Harbour Road and Phoenix Way	Portishead rail station –	

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		which already have congestion problems. Accordingly, access to car parking from both Harbour Road and Quays Avenue is recommended, with perhaps the consideration of a multi-storey car park on land to the West of the diverted Quays Avenue (Work No.2) and Harbour Crescent.	highway access	
2-7		2.5. With better utilisation of the areas around Work No.6 and Work No.2 it may be possible for land to the South of Harbour Road (Work No.4) particularly at the West end of that strip abutting the Portbury Ditch to be retained for mixed-use.	Portishead rail station – medium to long term land uses	
2-8		2.6. Phoenix Way to the East of the station suffers from congestion and parking problems, it is suggested that consideration is given to providing more off-street parking and/or introducing parking restrictions along the length of Phoenix Way to Fennel Road.	Portishead rail station – parking restrictions	
2-9		2.7. We support the provision for cycle access, but the following suggestions are made: • To better utilise land a shared pedestrian and cycle path to the South side of Harbour Road may offer a better solution to that proposed on the Southern side of area Work No.4. This would better connect to the Marina area and provide more space in the Work No.4 area for mixed-use development. • Consideration should be given to extending the cycle path to the West of Portbury Ditch to provide an off-road connection with the Portishead Library and High Street area. A path that utilises the route of the old railway line and connects to Harbour Road at the intersection with Portbury Ditch is suggested. • Dedicated off-road cycle or mixed-use pavement provision is required along the whole of Quays	Portishead rail station – cycle & pedestrian access	

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		Avenue to the interchange with Wyndham Way, given increases in traffic volumes along Quays Avenue. • An off road/shared space cycle path should be provided along the whole of the length of Phoenix way to the station. • To facilitate cycle and pedestrian access from the Portbury Common and Sheepway areas it is suggested the cycle way provision to the South of the railway line (Work 7 and 7B) is extended to run Eastwards (to the South of the railway line) to better connect with the housing area to the South East of the station. A cycle pathway running East and then South around the perimeter of that area of housing to connect with Moor Gate would improve off-road access from the Sheepway and Portbury Common area. • Provision should be made for electric bicycles (and cars) with secure charging points provided.		
3-1	South Gloucestershire Council	These representations are made by South Gloucestershire Council as an 'adjacent' planning authority, and are entirely separate to this Council's West of England role as project promoter. This is a delegated officer response following consultation with the Cabinet Member for Planning, Transportation and the Strategic Environment. Planning and Transport Policy Context The MetroWest Phase 1 project can be expected to contribute to delivery on the following adopted transport policy and spatial plans for both the West of England and South Gloucestershire: The West of England Joint Local Transport Plan 3: including for example the following goals: Goals Sub-goals Reduce carbon emissions Reduce greenhouse gas emissions Provide a resilient and adaptable	Support	Support noted.

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		transport network Promote walking, cycling, and public transport Support economic growth Implement the programme of major transport schemes Tackle congestion Promote use of alternatives to the car – walking, cycling, public transport and smarter choices Support delivery of and access to houses and jobs Increase capacity and reliability of transport networks Contribute to better safety, security and health Encourage more physically active travel – walking, cycling and public transport Promote accessibility Improve access to … employment Figure 6.2: the Vision for the West of England Rail Network. This illustrates how the Portishead Phase 1 scheme fits with the wider vision for the West of England including South Gloucestershire, as does paragraph 9.5.2 relating to rail passenger Journey Experience. South Gloucestershire Adopted Core Strategy 2013: Chapter 7: Tackling Congestion and Improving Accessibility: • Objective: Completing delivery of the …. Greater Bristol Metro Project (the previous name for the MetroWest Project) • Policy CS7: Strategic Transport Infrastructure: includes point 3. 'Improvements to rail services, including…. the Greater Bristol Metro Project', and • Policy CS8 Improving Accessibility: provision of non-car sustainable travel options South Gloucestershire Adopted Policies Sites and Places Plan 2017: Chapter 5 Tackling Congestion and Improving Accessibility: • PSP11 Transport Impact Management: supporting para. 5.18 regarding the promotion of sustainable transport access. Also of relevance is the Council's climate change agenda, including the: • South Gloucestershire Council		

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		Climate Change Strategy 2018 – 2023 (updated 2019) This confirms that transport represents 33% of South Gloucestershire's CO2 emissions, and highlights the need to address this. • South Gloucestershire Climate Change Emergency Declaration (17 July 2019), resolves to enable carbon neutrality for South Gloucestershire by 2030, and to work with the West of England Combined Authority and West of England partners to help deliver this. Effects of the MetroWest Phase 1 project As an 'adjacent' authority for the MetroWest project, South Gloucestershire (SG) is not directly affected by the proposed construction of the MetroWest DCO works associated with the Portishead line. However, as an integral part of the MetroWest Phase 1 project, it is agreed that SGC and its communities will benefit from improvement to 30 minute services on the Severn Beach line as well as indirect in combination and cumulative beneficial impacts resulting from enhancement of transport infrastructure in the wider West of England area. The MetroWest Phase 1 project forms part of a package of wider improvements across the WoE transport network can be expected to support: • economic growth and regeneration across the WoE, including at the Enterprise Areas (including Avonmouth Severnside that straddles the Bristol / South Gloucestershire boundary), and • reduced journey times and modal shift to sustainable commuting and travel - diverting journeys from road to rail, contributing to combatting: o climate change and o congestion – a very significant challenge for the West of England area. Conclusions: 1. No negative		

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		impacts have been identified to arise in South Gloucestershire from the MetroWest Phase 1 project. a. The MetroWest Phase 1 proposals should make a positive contribution to the delivery of a range of transport, planning and climate change policies in the wider WoE area (of which SGC is part), and 2. It is agreed that positive socio-economic and environmental effects are expected to arise from the delivery of this first phase of the wider MetroWest project, for the wider West of England area including South Gloucestershire. We also consider that it will be beneficial for South Gloucestershire Council to be registered as an 'Interested Party' for the MetroWest Phase 1 Examination to enable this Council to respond to any issues arising during proceedings that are relevant to this Council as planning authority. If you have any questions, please do not hesitate to contact the officer named above		
4-1	Avon and Somerset Constabulary	Thank you for the details for the propose Portishead Branch Line (MetroWest Phase 1) Order. Below is the response from the Traffic Management Unit of the Avon & Somerset Constabulary. Unfortunately, having been out of the office for a number of months, I only received the documents at the tail end of last week, so my response is slightly 'off the top of my head' in order to meet tonight's deadline for responding. Reference is made in 6.19ES Chapter 16 Transport, Access and non-Motorised Users (Issues, p19) of earlier consultation with the emergency services about access to emergency vehicles during the development and that 'they had not raised any	Various	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Avon and Somerset Constabulary (Document Reference DRXXX) that is envisaged will be submitted to the ExA prior to Deadline 1.

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		concerns'. I am not able to recall any previous consultation and was wondering whether you could advise when this was made and, if possible, with whom? In all developments/TROs (whether temporary or permanent), we would always look for access for emergency vehicles where possible or, at a minimum, a suitable diversion with the ability to reach all areas. I note that an area adjacent to Clanage Rd is to be used as one of the storage compounds for equipment, vehicles etc. Although it is unclear exactly size/weight this will entail, I just wanted to confirm your awareness of a 4 tonne weight restriction on Clanage Rd/Rownham Hill? This is for both structural and environmental reasons. Should you require a copy of the TRO, I have one available. Throughout many of the documents, the issue over parking runs as a common thread. I raise the following observations, based on this topic: • I note that there are 2 proposed car park; one of 67 spaces and one of 209 spaces. As a number are being restricted to parking for the disabled, employees of the railway, staff at the Health Centre (potentially) and an undisclosed number for car share users, this effectively brings down the numbers of spaces for general use. Although there may be enough for the 171 projected users in 2021, it will not meet the projected requirement of 235 by 2031 (6.19 ES Chapter 16 Transport, Access and		

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		non- Motorised Users pt 16.6.5). This will result is an increase in parking on the carriageways around the station, so is not 'futureproof'. I acknowledge the local resident consultation which has taken place in relation to the possibility of parking restrictions to tackle to predicted use of the free carriageway parking as opposed to the cost of parking in the designated car parks. I would suggest that this number could be significant but, as highlighted by a number of the residents themselves, the introduction of Double Yellow Lines or similar restricted parking would impact on the spaces available for them too. In practice, our preference would be for a Residents Parking Zone scheme, which would minimise the impact on the local residents. I accept that there is a potential cost to the residents, but is there any possibility of this being subsidised – at least in the earlier stages, to ease the process in? I have grave concerns about the over spill/avoidance of the car parks and the impact on the already restricted roads around the Portishead station area. Any further vehicles would simply displace local residents – or lead to parking in inappropriate locations. With enforcement of parking infringements now decriminalised, the Police are no longer able to deal with such offences, which now fall to the Local Authority. As with any offence, if it is not enforced, it becomes the norm and is routinely ignored, so it may be the Council will need to dedicate resources to this area. • Many of the documents mention the off street parking available to the residents but, for the vast		

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		majority of houses in the Portishead area, this is restricted to one space; the fact that all available on road space is taken indicates that the majority of premises have more than one vehicle associated with them. While the vehicles parked on the road do, indeed, act as a traffic calming measure, the congestion has an impact on larger vehicles accessing the area. I am aware that the Recycling vans and Refuse lorries are occasionally unable to complete their rounds, as they are unable to navigate around some of the corners. The holds true for the local busses too, with the bus operator First West of England recently announcing the reduction in service to Portishead Marina because of the ongoing issues with routes being blocked by parked cars (Bristol Live 24th February 2020). The potential for an increase in parked vehicles in the surrounding area could also have an impact on abnormal loads. This is identified in point 6.25 of 6.19ES Chapter 16 Transport, Access and non-Motorised users, which mentions the increased problem of HGV manoeuvrability. However, this seems to relate to construction traffic involved in the project. However, increased congestion could have an impact on the regular Abloads attending the area, notably those requiring access to the Marina along Newfoundland Way when moving larger boats, and Harbour Rd, giving access to the Blue Fuchs yard. I note that, despite some potential short term closures, there will be little/no impact of the cycle		

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		and pedestrian routes in the construction areas, and that the proposed footbridge in Portishead linking to Trinity School will be suitable for disabled access. I may have missed it amongst the documentation (my apologies) but is there a proposed diversion during the construction of the new roundabout at Phoenix Way/Quays Ave/Harbour Rd? I suppose the 'obvious' way is into the Town Centre along Wyndham Way, then Harbour Rd and Newfoundland Way? Could I please have a copy of the Construction Traffic Management Plan, once prepared? And I assume that all Traffic Regulation Orders relevant to the project will be forwarded from the Council to the Police for consultation in the usual manner?		
5-1	Colin Crossman	Our representation will consist of the following points: Severance of access rights over 2 level crossings that we have historical rights over	Individual - Land, access, property	The DCO scheme proposal to re-open the railway line between Portishead and Pill will result in the closure of the crossing used to access approximately 97.6 acres of agricultural land to the south of Shipway Gate Farm, Sheepway, Portbury, Bristol, BS20 7TB. The Compensation Code provides the mechanism for assessing and claiming compensation for losses of property value resulting from the construction and operation of works authorised by a DCO. The Applicant offered heads of terms for an option agreement including compensation.

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				The offer reserved out for later determination some heads of claim when the DCO scheme is implemented, by reference to the Upper Tribunal if not agreed. The Applicant remains willing to consider terms for the permanent acquisition of land as well as a lease in respect of temporary possession of land during construction. The Applicant continues to engage in discussions and it is hoped that positive discussions will enable agreement to be reached.
5-2		Improper use of the dco to provide a third party with an easement over our land to provide access rights.		Alternative access is required to be provided to National Grid Electricity Transmission PLC to provide access for NGET maintain its proposed transmission overhead lines. NGET's Order contains powers for NGET to use the accommodation crossing at Shipway Gate Farm but this will be closed by the Applicant, if the Order is made as proposed. NGET can use the nearby Sheepway overbridge to cross the railway but requires access to be provided from Sheepway to its transmission cables, to the north and the south of the Portishead Branch Line. The proposed access routes are a direct consequence of the closure of the accommodation crossing and therefore there is both justification and a compelling case for the proposed new rights sought.
6-1	Gareth Jones	As a resident of Portishead I am generally very supportive of the plans. I have no issues as presented	Support	Support noted.

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7-1	Osborne Clarke LLP on behalf of Western Power Distribution (South West) plc (Western Power Distribution (South West) plc)	We act for Western Power Distribution (South West) plc ('WPD') whose registered office is at Avonbank, Feeder road, Bristol, BS2 0TB. Please accept this as WPD's representation consisting of a holding objection to the application by North Somerset Council for an order granting development consent for the Portishead Branch Line – MetroWest Phase 1 (the 'Scheme'). Assets and interests in land are comprised in the proposed Scheme which are held by WPD for the purposes of its undertaking. The objection is made on the grounds that discussions with North Somerset Council as to the protection of WPD assets affected by the proposed Scheme are ongoing. No formal agreement has yet been concluded and accordingly we are lodging this objection to protect our position pending conclusion of an appropriate agreement. When an agreement is signed and completed, we will notify the Planning Inspectorate promptly and withdraw the objection.	Objection – formal agreement required	The Applicant has been engaging with Western Power Distribution (WPD) since 2016 and has submitted C3 utility enquiries for all interactions with WPD's apparatus. WPD has responded to the C3 enquiries and indicated the works required to either protect and leave the apparatus in situ or if the apparatus is required to be moved / diverted. Where the apparatus is required to be moved, the Applicant has included the land and rights within the Order to facilitate these works. Draft Protective Provisions for WPD have been included in the Order and a draft agreement relating to the apparatus affected by the proposed Order is in the process of negotiation with the Applicant. The Applicant is working with WPD's legal representatives to understand if any amendments are required to the Protective Provisions and draft agreement. It is the intention to reach agreement on the form of the Protective Provisions and agreement with WPD as soon as possible.
8-1	Aston and Co. Ltd.	Support for the project on the following grounds by relieving the traffic at peak flows from Portishead to the local employment centre of Bristol; Providing the reals opportunity for more sustainable mode of commuting; The timing of delivery of this aligns with the proposed completion of the Weston-Clevedon-Portishead Greenway enabling cycle access and a realistic sustainable access point to the railway and	Support	Support noted.

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		Bristol employment market by cyclist and pedestrians.		
9-1	John Burke	I want to be able to illustrate all the positive benefits that this will bring to the wider Bristol community. In particular how it will reduce commuting time and reduce the amount of traffic coming in and out of Bristol. Thanks You	Support	Support noted.
10-1	Luke Bonham	The introduction of old diesel trains is now at odds with NSC declaration of a climate emergency and could be open to a legal challenge. Plans are being put in place to migrate away from fossil fuels to achieve net carbon and therefore all new projects must now take this into account. The only course of action would be for the new line to be electrified.	Operational – electrification Operational - climate change impacts	The DCO Scheme is not proposing electrification of the rail line because a viable business case could not be achieved. The West of England Authorities commissioned a report in 2015 called the "Extending electrification study" looking at the feasibility of extending rail electrification to Weston-super-Mare, Yate and the Severn Beach, Portishead and Henbury lines. The study's main findings were to take a longer term view with the best business case following wider national electrification schemes in the West of England area. The business case in the shorter term concluded that there are no benefits to be gained from selective electrification. However the future electrification of the Branch Line is not prevented by the DCO Scheme. The DCO Scheme builds on the region's significant investment programme in the West of England's transport network that aims to cut congestion, improve air quality, provide

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				network resilience and ultimately reduce carbon emissions from the transport network.
11-1	Tony Coughlan	I live close to the railway line and cycle/walk on the routes affected by it's redevelopment.	General - accessibility	Following consultation, both of the proposed stations have been designed to provide step free access from the pedestrian approach to the station, through to the platform. Specifically, feedback from the Stage 2 Section 47 consultation resulted in changes to accessibility to Pill station to enable step free access from the nearest bus stops on Heywood Road to the platform. The scheme design has been developed to consider the access by all modes and users with mobility or sensory impairments and has been assessed in the Equalities Impact Assessment (EqIA) (ES Appendix 14.1, DCO Application Document Reference 6.25). The new infrastructure will comply with Equality Act 2010 and has been designed to enable attractive access by non-car modes. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1) and will accord with rail and highway industry guidance and technical requirements as shown in the Railway Alignment, Design and Engineering Plans (DCO Document References 2.7 – 2.28).
11-2		As a neighbour, I am also interested in the environmental impact of the line.	Operational - environmental	The environmental impacts were developed in more detail to take on board comments raised during the consultation stages, and have been considered: • as part of the Environmental Impact Assessment which assesses the impacts of

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				the infrastructure works that require consent and considers the cumulative impacts of the wider DCO Scheme; • in the Environmental Statement (DCO Document References 6.1 – 6.31) which set out in detail how we will implement measures to mitigate environmental impacts and accompany the DCO Application - a non-technical summary is included; and • in the Master Construction Environmental Master Plan (ES Appendix 4.2, DCO Application Document Reference 8.14) which sets out a framework for Environmental Management Consents during construction. For the specific environmental impacts during operation, the following have been addressed: • The lighting has been designed to be sympathetic to the surrounding area and will use energy efficient technology. Light-Emitting Diode (“LED”) lights can be dimmed overnight. • Air quality monitoring has not been undertaken specifically for the DCO Scheme. However, air quality monitoring is being carried out by the host planning authorities and these are considered to be sufficient for the purposes of model verification. The ambient air quality has been combined with the modelled diesel emissions to assess the with and without scheme scenarios. This is included in the ES Appendix 7.2, Air Quality Modelling Methodology Appendix (DCO

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				Application Document Reference 6.25). • The increase in noise from individual passing trains and noise generated from the station has been assessed and determined that additional noise barriers are not required to the east beyond Trinity Primary School in Portishead. This is addressed within the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16.
12-1	Mrs Jane Fear on behalf of Mr Michael James LEE	Dear Sir I am representing my father Mr Michael James Lee. […..] [REDACTED] So I would draw your attention to the small track, owned by my father, to the old railway line that is currently accessed via the Portbury 100 road. Land Registry Title [REDACTED]. This is to be compulsory purchased by MetroWest. The track is the only means of access to the field adjacent to it, which is also owned by my father. Land Registry Title [REDACTED]. I now ask that some sort of legal 'right of way' into that field can be retained when the purchase of the track proceeds. Or, alternatively a suitable new access from the Portbury 100 is provided otherwise the field will be rendered completely inaccessible. If, however, this order goes ahead with no such 'right of way' or access in place it will significantly reduce the value of the field and consequently I would want to ensure that significant compensation were granted in order to reflect the resultant devaluation of this land. Yours faithfully Jane Fear (Mrs)	Individual - Land, access, property	the Applicant's proposal to re-open the railway line between Portishead and Pill will require improvements to be made to the existing access and parking area, necessitating the Applicant's acquisition of that land. At a meeting held on 25th March 2019 between Ardent Management Limited ("Ardent"), The Applicant's land agents and Mr Lee's property agent, draft land plans were presented showing the extent of the Applicant's proposed land requirements. Discussion between the parties covered matters including the Applicant's proposed land requirement, land values, and the Applicant's preference to enter into option agreements with landowners affected by proposals, including Mr Lee, to document agreed terms for the Applicant's temporary occupation, and permanent acquisition of land. Following the meeting, Ardent issued draft heads of terms and an individual land plan that set out the Applicant's proposals in relation to Mr Lee's land. The draft heads of terms included confirmation that following the

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				Applicant's acquisition of land, a right of access would be retained by Mr Lee to enable vehicles and pedestrians to cross the land to enable continued access to other land owned by Mr Lee.. Having looked into this matter again, the Applicant has confirmed that existing access rights will be retained, ensuring provision of access to land. The Applicant remains open and willing to discuss terms for an option agreement.
13-1	Andrew Watt	I fully proposed [SIC] the proposed scheme. It will substantially improve rail services in the area, and therefore provide significant economic and social benefits. It will reduce road usage and associated carbon emissions	Support	Support noted.
14-1	Peter Kirsen	reference 06/566 This indicates a potential compulsory purchase. I would like to have an informal discussion with a surveyor regarding a more amicable and less costly alternative. UPDATED SUBMISSION MADE ON 22nd JANUARY 2022: I previously made a representation concerning the above application in relation to land plot 06/566. I now wish to withdraw that representation as the matter has been amicably resolved	Individual - Land, access, property	Plot 06/566 is currently identified as land subject to compulsory acquisition of permanent new Rights in the DCO documentation, at this stage in the Project, Western Power Distribution (WPD) do not envisage that the overhead lines will have any works done except minimal alterations and as the low voltage pole between the houses will already have a wayleave agreement in place, they will potentially not need any new grants from the landowner for re-positioning the overhead lines as minimal works to the overhead lines will be required. The landowner will be engaged with and updated in relation to the current position regarding their land.

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				It is understood the relevant representation has now been withdrawn.
15-1	North Somerset Levels Internal Drainage Board	The North Somerset Levels Internal Drainage Board is a flood risk management authority, and under the Land Drainage Act 1991 has a duty to "exercise a general supervision over all matters relating to the drainage of land within their district". To assist with carrying out this duty, a set of byelaws have been made. These byelaws are to secure the efficient working of the drainage system, regulating the effects on the environment of a drainage system and securing the effectiveness of flood risk management work. The applicant is seeking to dis-apply seven of the Board's byelaws. The byelaws that are proposed to be dis-applied are: Byelaw 3 (control of introduction of water and increases in flow or volume of water); Byelaw 7 (detrimental substances not to be put in watercourses); Byelaw 10 (no obstructions within 9 metres of the Edge of the Watercourse); Byelaw 14 (vehicles not to be driven on banks); Byelaw 15 (banks not to be used for storage); Byelaw 17 (fences, excavations, pipes, etc.); Byelaw 24 (damage to property of the Board). Three of these byelaws are ''without prior consent" byelaws and four are to prevent damage to watercourses and the aquatic environment. The byelaws are not intended to restrict the authorised development in any way but to ensure that reasonable oversight and regulation is in place to ensure that the land drainage network is not adversely affected by the proposals. The Board would have no objection to these byelaws being dis-applied if there was sufficient information within the application to provide comfort that the Board's	Various	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with North Somerset Council (Document Reference DRXXX) that is envisaged will be submitted to the ExA prior to Deadline 1.

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		interests have been fully taken into account in the formulation of the proposals. Unfortunately, the drawings that accompany the application do not have sufficient detail for this to be determined. Therefore, the Board does not agree with the dis-application of the byelaws for this Development Consent Order. The Board will make further written representation regarding the proposals during the examination.		
16-1	Andrew Youngs	I am concerned about arrangements for pedestrians and cyclists crossing Royal Portbury Dock Road once the off-road cycle route is diverted from under the road bridge to climb up the embankments to cross the road. Royal Portbury Dock Road is extremely busy and carries a high proportion of heavy lorries. Such high traffic levels present a significant danger to foot and bike users wishing to cross the road. Particularly a danger to children on bikes. Liaison with the highway authority to provide a suitable controlled crossing is essential.	General - NCN	The DCO Scheme is proposing to retain the existing cycle path NCN Route 26 (part of which is a bridleway) next to the railway, under Royal Portbury Dock Road bridge, for both pedestrians and cyclists, post the completion of the construction works. During the construction phase it will be necessary to temporarily close the section of the NCN26 next to the railway, under the Royal Portbury Dock Road bridge, as this space is needed for the construction works. Therefore, it will be necessary for pedestrians and cyclists to use the formal public right of way network via the crossing point on Royal Portbury Dock Road, which is to be upgraded. The temporary closure of the licensed route will be sign posted and will be advertised before it is introduced. Upon completion of the construction works the licenced route will be reinstated including the sections of route under the railway bridges that provide an alternative route to

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				cross the highway. The sections of the NCN26 / bridleway that meet the highway on either side of Royal Portbury Dock Road and Marsh Lane will also be retained, post completion of the construction works. Further details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the National Cycle Network Temporary and Permanent Work Plans (DCO document reference 2.37). The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (ES Appendix 16.1) of the ES Chapter 16.
17-1	W J Hall	I am a user of NCN26, the cycle way from Pill to Portishead. My representation will relate to the effects of the railway on NCN26 1. Introducing an extra dog leg into NCN26, so making it more dangerous.	General - NCN	The current NCN route occupies sections of the disused railway and consequently the route must be adjusted to accommodate the reopening of the railway. In one location, the diversion of the cycle route results in a 'T' junction (the dogleg) to the north east of Marsh Lane bridge. This has been designed to improve visibility at this junction and for the safety of users of this junction, bollards are proposed to slow cyclists and prevent vehicular access. The proposed outline design for the changes to the NCN route have had a Stage 1 Road Safety Audit and the final design will also be subject to further Road Safety Audits to ensure the safety of users.

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17-2		2. Failure to take advantage of the works being done on NCN26 to remove the existing doglegs under the bridge by smoothing the alignment to improve visibility	NCN - alignment	Some improvements to the alignment of the NCN26 under the bridges to improve visibility will be undertaken. The suggested additional works would be difficult to justify seeking powers for under the Order.
17-3		3. The inconsistent level of detail in the application, with a major system level item like an NCN26 gradient up to a road left undetermined, and hence the proposed route also undetermined. For comparison, the cattle creep has been drawn to a level of detail even including catch pits.	NCN - gradient	The DCO scheme is at an outline design stage for the DCO application and the detailed design will not be completed until contractors have been appointed. The railway design and non-railway design (such as cycle paths) were separate work streams, with the railway design needing to meet a higher level of design detail at this stage than the non-railway design, due to Network Rail's standard GRIP design and approvals process. It was also known at the time of submission that a new traffic light controlled crossing was about to be installed at Marsh Lane and it was felt best to leave detailed design until as built drawings for that crossing could be referred to.
17-4		4. Routing of the diversion route through minor lane through the bridge under the railway to Lodway Close in Pill, without at least temporarily removing the restriction on cycling	NCN - diversion	For the safety of all users, cyclists must currently dismount if passing beneath the railway bridge at Lodway Close. The safety issues still exist during construction and therefore the requirement to dismount for the short section of lane under the bridge is set out on the relevant DCO plan (document

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				reference 2.34 Diversion Routes for Pedestrians and Cyclists Part 1 of 2)
18-1	Tony Stanley	1. What else is being done to prevent users of the train station parking in the village quarter for free? The roads are already busy and impacts bus routes and waste collections? (Look at Nailsea & Backwell and Yatton stations, good car parks but people still park for free in the back roads)	Portishead - parking Portishead - traffic flows	Changes to parking resulting from the DCO Scheme have been assessed and reported in the Transport Assessment (TA) (ES Appendix 16.1, DCO Application Document Reference 6.25). Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 Section 47 consultation these were amended and consulted on again during the Stage 2 period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). There will be post-implementation monitoring of parking provision, and the Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns

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				raised about parking at Stage 1 Section 47 consultation. The final car park tariffs are yet to be determined, however there will be short stay and all-day tariffs and season permits. Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
18-2		2. The location of the 2 hour parking bays opposite the proposed entrance to the station will result in people doing U-turns on the road to get back out to the Quays Avenue or force them further into the village quarter and completing U-turns in these junctions causing further obstructions and delays to traffic flows.		The proposed two- hour bays are unlikely to be used by rail passengers given the restricted length of time. Should there be any issues with vehicles making U-turns at this location, this will be a matter for the North Somerset Council as local Highway Authority, who will have various options including consideration of the removal of the parking bays. Any cars looking to return to Quays Avenue could use the station forecourt car park to drive through (as drop-off's will be) to turn around. This would avoid any need to U-turn in Phoenix Way. Changes to traffic flows resulting from the DCO Scheme have been assessed and reported in the Transport Assessment (TA) (ES Appendix 16.1, DCO Application Document Reference 6.25). Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from

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				Stage 1 Consultation these were amended and consulted on again during the Stage 2 period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). There will be post-implementation monitoring of parking provision, and the Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.
19-1	Dr Bob Langton	Whilst I am strongly in favour of the reopening of a passenger service on the Bristol-Portishead railway line I have severe reservations about the detailed plans for the necessary work in the Pill & Easton-in-Gordano area. My comments at this stage are bound to be provisional - the very nature of the detailed proposals provided by MetroWest make understanding them a lengthy and time-consuming process.	Lodway compound - consultation	Communities, stakeholders, land owners, statutory bodies and affected parties are required to be consulted during the pre-application stage. The project took the opportunity to undertake two stages of consultation, as set out in two Statements of Community Consultation. The Statements of Community Consultation were consulted on twice and adhered to during both Stages 1 and 2 of Community Consultation. Stage 1 consultation was undertaken between June and August 2015 and Stage 2 consultation was undertaken between October and December 2017, with an extension of time for a small number of statutory bodies into 2018. Wider stakeholders including local community groups, non-statutory bodies and the wider public etc, were formally consulted in both Stage 1 and Stage 2, whilst the Stage 2 period was also the formal DCO consultation

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				for statutory bodies, land owners, government agencies and departments, and parties directly affected by the proposals. The majority of consultees were able to view the material and respond in the given consultation periods, the minimum of which is 28 days; we allowed 6 weeks. This is reflected in the number of responses received with almost 2,000 separate responses received over both stages. The level of support for the scheme is also very high with 95% of community respondents fully or mainly in support of the proposals. All known queries and requests were responded to within the consultation period, which was organised via a dedicated set of contact details to ensure queries were handled adequately. Further information on the project consultation is set out in the DCO Consultation Report (DCO Application Document Reference 5.1).
19-2		However, my predominant concern relates to the work needed to modify the bridge the carries the line over the footpath between the end of Avon Road and Lodway Close in Pill. It appears that the plan for this work involves the creation of a large area of hard-standing to create a compound for the storage of materials and a hard-standing access road on the open area north-west of Lodway Close and The and an inevitable consequent loss of habitat for wildlife. It	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement

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		appears that the environmental impact assessment of this area judges it to be of limited habitat value when in fact it is well-known locally to provide key habitat for a variety of mammals (foxes, badgers and the endangered hedgehog) as well as key ponds that support a large number of amphibians. Seriosu [sic] damage to this habitat will lead to an inevitable and longterm loss of wildlife which is already in severe declime [sic] locally as well as nationally.		(DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the

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				Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. Hedgehogs have not been considered specifically in the Environmental Statement because the mitigation for reptiles is considered appropriate for the protection of hedgehogs e.g. appropriate vegetation removal, appropriate clearance of hibernacula and provision of new hibernacula.

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				The Master CEMP proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). On completion of the construction phase, the Lodway construction compound would be restored to farming in a condition equivalent to its original state.
19-3		A further concern is the extent of the movement of heavy goods vehicles through the villages of Pill and Easton-in-Gordano on roads that are totally unsuited to such traffic movement.	Lodway compound - construction traffic Lodway compound - short term use Lodway compound - access	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano via St George's Hill, Priory Road, Lodway, The Poplars,

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			routes	Stoneyfields and Trinder Road. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. There may also be a one-off crane movement through the village via Marine Parade to its destination at Avon Road. This will be an abnormal load and further details communicated in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13)

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				specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the strategic road network and the local road network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and public rights of way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.

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				A compound at Lodway Farm is required for the duration of the scheme construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works through Easton In Gordano including track works, station, earthworks and other structural works. It will be used for both storage following the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It is currently proposed it will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by using a short section of relaid track on the dis-used line with a connection onto the freight line (by reinstating Portbury Junction).

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				For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via an access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Junction as described above.
20-1	Martin Berry	Portishead Branch line DCO scheme environmental statement, volume 2. Chapter 4. Description of the proposed works. Pages 4-18 to 4-21. Construction of the railway Works Numbers 1 and 1A 3 Options are proposed: Option 1,Option 2. Sub options a, b, c, d. Option 3 I request consideration the options proposed and rejection of Option 2 and sub options a, b, c and d; where the use of Lodway construction compound is proposed;	Lodway compound - general	As stated in the ES Chapter 4 (DCO Application document reference 6.7), the preferred option at Lodway compound will be determined ahead of construction and may include a combination of options. This will be discussed and determined when a contractor is appointed, and within the confines of the options discussed. A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store

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				materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by relaying a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be

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				transferred by HGV via an access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Junction as described above.
20-2		due the close proximity to the residential area, potentially 24 hours a day 7 days a week operations, the impact of noise, light, dirt pollution,	Lodway compound - noise impacts Lodway compound - light impacts Lodway compound - air quality impacts Lodway compound - visual impacts	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed,

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				positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable;

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				• Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14). The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master Construction Environmental Master Plan (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.
20-3		HGV traffic on residential streets, restricted parking,	Lodway compound - construction traffic	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic

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			Lodway compound - access routes	Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including

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				monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority.

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				These will be communicated to residents in advance.
20-4		the destruction of green belt land (although this is noted as temporary) at Lodway Farm (9.128 hectares); and what appears to little attention or recognition of the environment impacts of such activity.	Lodway compound - short term use Lodway compound - long term use Lodway compound - ecology	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016,

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				and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20);

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				• Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology

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				appendices (DCO Application reference 6.25).
20-5		Options 1 and 3 should be considered as the preferred solutions; or, Option 2 without the development of the Lodway construction compound; or, a combination of all 3 options again without the development of the Lodway construction compound.	Lodway compound – location and size	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields.
21-1	Pill & Easton-in-Gordano Parish Council	Concerns about the impact of the MetroWest DCO Scheme on the residents of Pill & Easton-in-Gordano Parish,	Pill – impacts to residents	The Applicant's response to all matters raised in this Relevant Representation is detailed in correspondence with Pill & Easton-in-Gordano Parish Council, which is provided at Appendix B of this document. The detailed response from the Applicant has been discussed with Pill & Easton-in-Gordano Parish Council and this will be incorporated into a Statement of Common Ground

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				between both parties that is unlikely to be submitted to the ExA before Deadline 2.
21-2		the local environment and its wildlife, during both the construction and operational phases of the Project. Primarily, but not exclusively, these will centre around mitigations for nuisances, such as noise, pollution, traffic congestion etc. and the potential loss of habitat and species to the development.	Pill – ecology Pill – environmental impacts	
21-3		At present my biggest concern is the unfeasibly short time that has been made available for review of the 20,000 plus pages contained in the DCO Scheme Plan.	General - consultation	
22-1	Somerset County Council	This representation is made by Somerset County Council as an 'adjacent' planning authority. Planning and Transport Policy Context The MetroWest Phase 1 project will contribute to delivery on our adopted and emerging transport policy, business growth and other plans for Somerset County Council. As a nearby authority for the MetroWest project, Somerset County Council (SCC) is not directly affected by the proposed construction of the MetroWest DCO works associated with the Portishead line. But it is agreed that SCC and its communities, particularly in the north of the county, will benefit from MetroWest Phase 1 project and the new and improved commuter services on the Severn Beach line where they will reduce car usage on the M5 and neighbouring roads through that part of our county. We also appreciate the indirect beneficial impacts resulting from enhancement of transport	Support	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Somerset County Council (Document Reference DRXXX) that is envisaged will be submitted to the ExA prior to Deadline 1.

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		infrastructure in the wider West of England and Peninsula areas. The MetroWest Phase 1 project can also be expected to support economic growth along the M5 economic corridor, including the |Hinkley Housing and Gravity Enterprise Zone around the Bridgwater area. The scheme will support modal shift to sustainable commuting and travel - diverting journeys from road to rail, contributing to combatting o climate change and o congestion – a significant challenge for the north of the county Conclusions: 1. No negative or cumulative impacts have been identified to arise in Somerset from the MetroWest Phase 1 project. 2. It is agreed that positive socio-economic and environmental effects are expected to arise from the delivery of this first phase of the wider MetroWest project both for Somerset and the wider Peninsula area. These should make a positive contribution to the delivery of a range of transport, planning and climate change policies in Somerset and the wider Peninsula area (of which SCC is part). We consider that it will be beneficial for Somerset County Council to be registered as an 'Interested Party' for the MetroWest Phase 1 Examination to enable this Council to respond to any issues arising during proceedings that are relevant to this Council as planning and highway authority. If you have any questions, please do not hesitate to contact the officer named above.		
23-1	Mike Richards on behalf of Nine of Bristol	1) We support the application to reuse an existing route and provide energy efficient, public transport. But the time line to completion considering the climate crisis should dictate electrification of rolling stock.	Operation - electrification	The DCO Scheme is not proposing electrification of the rail line; because a viable business case could not be achieved. The West of England Authorities commissioned a report in 2015 called the "Extending

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				electrification study" looking at the feasibility of extending rail electrification to Weston-super-Mare, Yate and the Severn Beach, Portishead and Henbury lines. The study's main findings were to take a longer term view with the best business case following wider national electrification schemes in the West of England area. The business case in the shorter term is weak due to high capital costs (£175m), small fleet size, depot requirements, modest passenger numbers and low journey time savings (0% to 10%). It concluded that there are no benefits to be gained from selective electrification. However passive provision has been provided with any new infrastructure required for the reopening of the Portishead Line designed to allow future electrification. Furthermore, train traction technology is currently advancing and while the initial train service will be diesel powered, it is possible that in the medium term some form hybrid power systems could be introduced. This upgrade could be retro-fitted to existing diesel trains in the medium term or could be included in the future long term replacement of the existing diesel trains. The DCO Scheme builds on the region's significant investment programme in the West of England's transport network that aims to cut congestion, improve air quality, provide

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				network resilience and reduce carbon emissions from the transport network.
23-2		2) The frequency of service is too low and more passing places should be accommodated	Operation - frequency / capacity	The forecast passenger demand is set out in detail in the Forecasting Report which is appendix 2.1 of DCO document 8.4 Outline Business Case 2017, Part 3 of 3, Appendix 1.1 to 5.1. The forecast passenger demand has been benchmarked against actual passenger volumes at similar sized existing stations. The Outline Business Case including the forecast passenger demand was subject to technical scrutiny by the Department for Transport. Section 3.6 Capacity Analysis of the report states that, in the opening year on the Portishead Line, 220 of the 263 seats (of a three carriage Class 166 train) will be occupied in the morning peak, and 201 in the evening peak. By year seven after opening, there will be standing room only in the morning peak, at which point additional carriages will be sourced to form five carriage trains (subject to contractual arrangements), see figure 3.7 and figure 3.8.
23-3		3) A station at Ashton Gate should be provided to accommodate the needs of local residents, Bower Ashton Campus of University of the West of England i) Ashton Park School ii) The Create Centre iii) Ashton Court conference, visitors centre, events and theatre iv) Ashton Park (leisure and festivals) v) Bristol City, and Bristol Rugby Club football ground	General – business case Ashton Vale - Ashton Gate Station	A station at Ashton Gate is out of scope of MetroWest Phase 1 and would require its own business case, funding, land assembly and formal consents. The DCO Scheme design has ensured that no lineside equipment is being proposed on the site of where a future Ashton Gate station could be

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		Transport routes also converge on Ashton Gate with the potential for interchange:- vi) Guided bus fast route vii) Bristol ferry viii) Airport bus service ix) South Bristol outer circular route and Portway to Avonmouth x) Festival Way and other cycle routes 4) The Ashton Gate station, road, pedestrian and cycle access should be integrated with the proposed removal of the Plimsoll Bridge and new road, pedestrian and cycle routes 5) Objection to provision of additional rolling stock and upgrading of the whole line to accommodate peaks in demand at Ashton Gate run contrary to the stated aim of application 6) The the additional costs should be in part or all offset by the improved functionally, access and service resulting in extra revenue and capital cost offsets by joint improvements associated with the Plimsoll Bridge works.		located. The DCO Scheme's scope was determined early in the project and has been outlined in the Business Cases to date. The scheme's scope had to be clearly justified and agreed through the scheme's governance processes early on in the scheme's development for all the impacts and interfaces to be determined. For example additional stations would impact on train pathing and timetable and likely require additional infrastructure requirements, resulting in additional land and additional environmental impact assessment.
23-4		7) It is a false economy to not fully plan new transport infrastructure without anticipation of a low carbon future.	Operation – low carbon	The DCO Scheme builds on the region's significant investment programme in the West of England's transport network that aims to cut congestion, improve air quality, provide network resilience and reduce carbon emissions from the transport network.
24-1	Rob Harvey	I have grave concerns about the creation of work depots in Pill and Ham Green re the Metrowest reinstatement of the Portishead to Bristol rail line. Though the presence of toads, newts and reptiles at both the Lodway Farm and Ham Green depot sites has been confirmed in the literature; no reference has been made to this in the proposals re access and laying down hard standing over the bulk of	Individual - Chapel Pill Lane compound Lodway compound - toads Lodway	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and

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		Lodway Farm and also re access at the Ham Green depot site. Both sites are right in the middle of amphibian migration routes, both populations of significant size, particularly the population that migrates across the Lodway Farm site and over the old railway to access the breeding pond (estimates between 1500 and circa 5000 individual toads - the bulk of which cross Lodway farm). Surely some mitigation efforts should be put in place to protect this population, maybe even look at alternative compound sites and access points, both during the construction process and in the future, once the rail line has been completed	compound - ecology excl. toads Lodway compound - concrete base	Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be

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				in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads.

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				More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with Pill Toad Patrol group before a Contractor is appointed and discuss mitigation measures that the Contractor should employ. Whilst in use as a compound, the base will not be made of concrete but compacted aggregate, enabling the land to be reinstated to its previous condition. Alternatively, a

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				geobind solution may be used where the product is mixed with the soil, transforming the site into a load bearing surface. During reinstatement, the surface is broken up and sodium bicarbonate added into the soil to correct the pH and return the land to its original state. Whichever option is used the Master Construction and Environmental Master Plan (CEMP) (DCO Document Reference 8.14), commits the Applicant to reinstate the land to its previous condition. The specific ecological surveys undertaken at Ham Green (Pill Tunnel eastern portal compound) are: • Extended Phase 1 Habitat survey – 2016 • Great Crested Newt survey – 2015 • Dormouse survey – 2015 • Otter survey – 2015 Badger surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction badger survey. Ham Green Lakes will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Pill Tunnel eastern portal compound. In summary:

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				• Ham Green Lake Habitat Suitability Index for Great Crested Newts was poor (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • No evidence of dormouse presence (section 9.4.140); • Confirmation of presence of otters and mitigation by woodland planting at the eastern side between the compound and Ham Green Lakes to reduce disturbance of otters (section 9.5.10); • Reptiles will be displaced prior to construction. (See Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25). This activity will also ensure that any amphibians within the site compound area are displaced from the construction site into retained habitat, which is also suitable terrestrial habitat for amphibians. This will be managed as detailed in the Master CEMP.
25-1	William Ovel	Concerns relating to disruption caused to Pill & Easton-in-Gordano residents by DCO Scheme. These include, but are not limited to: 1. Location of Construction Compound at Lodway Farm with attendant noise, lighting and traffic nuisances. Work should be relocated to spare land under M5 Avonmouth Bridge	Lodway compound concerns	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is estimated that up to 40% of

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				construction staff would use this compound and 30-40% of ballast and other materials would be stored here. The area under the M5 is a much smaller area and so is wholly unsuitable to take this quantity of staff and materials. Furthermore, Highways England require a substantial area to be kept clear beneath the M5 to enable them to lower and maintain large gantries that are used to constantly check and maintain the M5 Avonmouth bridge. The compound at Lodway Farm is close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields. Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring

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				processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14).The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed.
25-2		2. HGV traffic through Pill, Easton-in-Gordano and Ham Green - narrow streets leading to road safety concerns for pedestrians & cyclists, conflict with bus services, congestion, damage from vibration, noise etc.	Construction traffic	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic

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				Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including

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				monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
25-3		3. Cycle Route Diversions.	Cycle routes	The DCO Scheme is proposing to retain the existing cycle path NCN Route 26 (part of which is a bridleway) under the bridges between Portishead and Pill, for both pedestrians and cyclists, post the completion of the construction works. Refer to the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25) for further information. During the construction phase it will be necessary to temporarily close the section of the NCN26 / bridleway between Marsh Lane and Avon Road, Pill. This section of the NCN26 / bridleway forms part of the haul route for HGV to access the Lodway Compound. As it would not be safe for pedestrians and cyclists to share the route with HGVs given the limited width of the track, it will be necessary to temporarily divert pedestrians and cyclists via the Marsh Lane bridge over the M5 to and from Pill village. The diversion will be signposted. The

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				diversion route will include a short section of lane beneath the railway bridge (cyclists must demount here), however during the works to replace the railway bridge this section of diversion route will not be available and an alternative route will be provided. The proposed diversion routes are shown on DCO Application Document Reference 2.34 Diversion Routes for Pedestrians and Cyclists (Part 1 and 2). Upon completion of the construction works the NCN 26 / bridleways will be reinstated including the sections of route under the railway bridges that avoid the need to cross the highway. The sections of the NCN26 / bridleways that cross the highway at Marsh Lane and Royal Portbury Dock Road will also be retained, post completion of the construction works, At the M5 bridge a new alternative route is proposed to be provided by extending the existing bridleway, as well as retaining the existing licenced route parallel to the railway running under the M5. Further details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the National Cycle Network Temporary and Permanent Work Plans (DCO document reference 2.37). The wider connectivity of the pedestrian and

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				cycle path network has been considered as part of the TA (ES Appendix 16.1) of the ES Chapter 16.
25-4		4. Impact on local wildlife at Lodway Farm Pond and ponds at N. Somerset Wildlife Site beside M5 Avonmouth Bridge.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would

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				be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area

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				are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. There will be no direct impact on ponds and temporary indirect construction impacts on the Field east of M5 motorway, Lodway, NSWS to be managed by adherence to the Master CEMP. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
25-5		5. Access road through Victoria Park - potential dangers posed by vehicles to park users 6. Marsh Lane Traffic.	Access routes	In order to access the tunnel portal adjacent to Victoria Park / Watch House Hill an existing access route will be used. There are no significant works planned here and access will likely be infrequent and by transit van type vehicles.

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				The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano via the A369, St Georges Hill, Priory Road, The Poplars, Stoneyfields and Trinder Rd to access the Lodway compound. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. In addition to this, a road crane may be required to replace the railway bridge at Avon Road. The Crane will enter Pill via the A369 and likely follow Ham Green, Mount Pleasant, Underbanks and Marine Parade to Avon

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				Road. Where necessary an urban clearway order will be applied for to ensure that there is a clear route.
25-6		7. Primary method for trans-shipping waste and construction materials should be by train.		The method of transferring material and waste is determined by a number of factors, however both rail and road remain options. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by relaying a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail

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				directly to the Lodway Farm compound, by reinstating Portbury Junction as described above.
26-1	Charles Money	My wife, Sarah-Jane Money, and I are the owners of (Redacted). We have been notified that this is subject to a DCO as part of the works preparing the railway line. We rent this property out to tenants. Whilst we are fully supportive of the railway, we are concerned about the impact of the DCO, which is requesting access to the property for potentially significant amounts of time over a three year period. We have not been provided with any details of what the access would be potentially used for. We are concerned that there may be a detrimental impact on our tenants, to the point that they may decide to move out, or ask for a potentially significant reduction in rent, and indeed if they did decide to move out we would not be able to rent the house out in the meantime. This outlines why we are interested parties at this stage and must be kept engaged in the programme going forwards.	Individual - Land, access, property	Mr and Mrs Money were sent a S42 consultation letter on 19 October 2017. An information letter in relation to the scheme was sent on 30 May 2018, a confirmation schedule was sent on 17 September 2019, a S56 letter on 14 January 2020 and an additional S56 was sent on 20 January 2020. In addition, Heads of Terms (HoTs) have been issued and Mr and Mrs Money were advised to appoint a Surveyor to advise and act for them. This appointment has recently been confirmed. Details of the works to the viaduct were provided to Mr Money on 29 January 2020, but construction level information was not available at this stage to be able to offer the level of assurance relating to access sought. As further details are available they will be shared with Mr and Mrs Money and their Agent.
27-1	Eleanor Blaney	My concerns are that there has been a lack of specific information about works to be carried out. Access has been requested to a portion of our land but we do not know for how long, at what times, what sort of equipment will be used etc etc. We seek clarification on these questions and so are registering ourselves as an interested party to reflect that.	Individual - Land, access, property	Heads of Terms (HoTs) for the temporary use of land were sent to the joint property owners on 10 December 2019. Ms Blaney has advised that she has appointed an Agent. As further construction level details are available to the project they will be shared with Ms Blaney and her Agent.

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28-1	Deborah Burton	concerned about the use of Lodway farm as a construction compound as this will make it a brown site afterwards with the potential for houses to be built there	Lodway compound - long term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use.
29-1	Kathryn Wring	The plan to access a compound via The Breaches and therefore also Trinder Road, The Poplars & the village of Easton in Gordano is totally inappropriate for the relevant traffic and size of the roads. The area is full of families and elderly people and there are cars parked on the narrow roads at all times. It will be a serious hazard to all concerned to allow access through these small residential roads. I do not believe that the current infrastructure can support the additional traffic in a safe and appropriate way.	Lodway compound - construction traffic Lodway compound - access routes	The main HGV access route will via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano via the A369, St Georges Hill, Priory Road, The Poplars, Stoneyfields and Trinder Rd to access the Lodway compound. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads.

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				In addition to this, a road crane may be required to replace the railway bridge at Avon Road. The Crane will enter Pill via the A369 and likely follow Ham Green, Mount Pleasant, Underbanks and Marine Parade to Avon Road. Where necessary an urban clearway order will be applied for to ensure that there is a clear route. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and relevant stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that of people and materials are

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				achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; Limit the impacts on the Strategic Road Network and the Local Road Network • Limit the impacts on the natural and built environment. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
30-1	John Mccann	My home and garden backs onto this land. I feel the possible 24hr, 7 day a week works will impact on myself and family life and health. The noise and light pollution, dirt and dust will I feel affect the health and wellbeing of local residents.	Lodway compound - noise impacts Lodway compound - light impacts Lodway	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction

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			compound - air quality	Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered

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				and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14).
30-2		Also the planned routes for lorries and workers arriving at all hours will be too much for our local residential streets. Many of which are used by school		The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the

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		children walking to and from school. But these streets have no pavements and poor street lighting.		existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the

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				following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be

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				developed and approved prior to works starting.
30-3		I am concerned the Lodway Farm construction compound is the not the best option for the planned works. I feel the other options would be more suitable. Especially the proposed use of the Bristol Port coal yard. This yard is no longer used for coal but does have access for cargo trains and HGV's to the local industrialised road network and motorway. Also a weigh bridge for keeping track of lorry weights. Plus the Bristol Port company have experience of loading and unloading bulk and heavy cargoes to and from trains and lorries. With all the method statements, policies, procedures, experienced personnel and machinery already in place. Hopefully the needs and profits of the local industry, Bristol Port company and Plasterboard company are not being put ahead of the local residents in the area. As I believe a joint venture between these two companies for major works to build new buildings on the coal yard is in hand. Plus the Port is I believe struggling for space on its land due to major demands from its customers. Hopefully these factors will not put pressure on council planners into deciding the Lodway compound is the easy option	Lodway compound - short term use Lodway compound - construction traffic Lodway compound - access routes	A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. Regarding the use of the Port's coal yard, discussions have taken place and will continue subject to commercial terms and the site being available. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility

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				elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by relaying a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by relaying Portbury Junction as described above.
31-1	Mrs Mollie Young	Of paramount importance to me is as a resident of TRINDER ROAD and I feel that the issues with allowing such traffic with resulting dust, noise and pollution to come down this road and into Lodway Farm Yard make it totally unacceptable and should most definitely not be permitted. Also the access into the village either via Ham Green Hill and from the village centre along Lodway, or worse, access from St. George's Hill, along a very narrow road and then into Lodway from the other direction	Lodway compound - construction traffic Lodway compound - access routes	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase.

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				There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient,

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				timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
32-1	Susan Adamson	Portishead Branch line DCO scheme environmental statement, volume 2. Chapter 4. Description of the proposed works. Pages 4-18 to 4-21. Construction of the railway Works Numbers 1 and 1A 3 Options are proposed: Option 1,Option 2. Sub options a, b, c, d. Option 3 I request consideration the options proposed and rejection of Option 2 and sub options a, b, c and d; where the use of Lodway construction compound is proposed;	Lodway compound - general	As stated in the ES Chapter 4 (DCO Application document reference 6.7), the preferred option at Lodway compound will be determined ahead of construction and may include a combination of options. This will be discussed and determined when a contractor is appointed, and within the confines of the options discussed.

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				A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible,

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				material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by relaying Portbury Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by relaying Portbury Junction as described above.
32-2		due the close proximity to the residential area, potentially 24 hours a day 7 days a week operations, the impact of noise, light, dirt pollution,	Lodway compound - noise impacts Lodway compound - light impacts Lodway compound - air quality impacts	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise

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			Lodway compound - visual impacts	screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding

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				activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14). The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master Construction Environmental Master Plan (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the

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				offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.
32-3		HGV traffic on residential streets, restricted parking,	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13)

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				and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane . This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles,

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				small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.
32-4		the destruction of green belt land (although this is noted as temporary) at Lodway Farm (9.128 hectares); and what appears to little attention or recognition of the environment impacts of such activity.	Lodway compound - short term use Lodway compound - long term use Lodway compound - ecology	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have

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				been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at

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				Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on

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				toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
32-5		Options 1 and 3 should be considered as the preferred solutions; or, Option 2 without the development of the Lodway construction compound; or, a combination of all 3 options again without the development of the Lodway construction compound.	Lodway compound – location and size	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields.

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33-1	Colin Howells	Portishead is town with nearly 30,000 residents with only one main road, the A369, leading in and out of the town. This road leads to a motorway junction, Jct 19 of the M5. Any serious incident on the motorway or the A369 can cause tailbacks back into the town High Street. An alternative travel route out of Portishead is essential. The railway line is in place and rebuilding the track to take passenger traffic is vital both for the improvement of the environment and to connect Portishead to the national rail network.	Support	Support noted.
34-1	Health and Safety Executive	Please find HSE's Relevant Representation below: • HSE's overall land use planning advice (Reference: 'HSE's Land Use Planning Methodology'), in relation to the aforementioned Major Hazard Installation and Major Accident Hazard Pipelines, is to not advise against the proposed development. • With reference to drawings contained within document 'Portishead Branch Line (MetroWest Phase 1), TR040011, Applicant: North Somerset District Council 2.4 – General Arrangement Plans, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(o), Planning Act 2008 Author: CH2M Date: November 2019', the proposed development area falls within HSE public safety zones associated with a Major Hazard Installation & Major Accident Hazard Pipeline(s). • The Major Hazard Installation is the former Coleman UK site at Gordano Gate, Portishead. Although the route of the proposed Portishead Branch Line (MetroWest Phase 1) lies outside the HSE consultation distance of the former Coleman UK site at Gordano Gate, Portishead, the	Health and safety	Noted.

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		proposed changes to the road and footpath in Quays Avenue lie within the middle and outer zones of the consultation distance. • As these proposals involves a single carriageway road, the sensitivity level (SL) of the proposed development is SL1. As HSE does not advise against SL1 developments within any zone, we therefore would not advise against the granting of planning permission for this element of the proposed development. • HSE has identified two Major Accident Hazard Pipelines (Natural Gas), Operator Wales and West Utilities, which traverse the proposed railway development in the vicinity of Lodwey: - Hallen / Nailsea (Duplicate, Ref:HD) [Transco ref: 1479, HSE ref 7210] - Hallen / Nailsea (Ref:HN) [Transco ref: 1494, HSE ref 7224] The route of the proposed Portishead Branch Line (MetroWest Phase 1) lie within the Inner, middle and outer zones of the consultation distances at this location. • As the proposed development involves a railway, the sensitivity level (SL) of the proposed development is SL1. As HSE does not advise against SL1 developments within any zone, we therefore would not advise against the granting of planning permission for this element of the proposed development, providing appropriate separation distances/protection measures are put in place for pipelines, which either run parallel with any proposed track routing and/or which the railway transverses. • Please note that, should a new Major Accident Hazard Pipeline be introduced or existing Pipeline modified prior to the determination of the present application, then HSE reserves the right to revise its advice. • Likewise, if prior to the determination of the		

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		present application, a Hazardous Substances Consent be granted for a new Major Hazard Installation or a Hazardous Substances Consent is varied for an existing Major Hazard Installation in the vicinity of the proposed project, then HSE reserves the right to revise its advice.		
35-1	Duncan Day	As a regular user of the Sheepway to Pill cycle path, part of National Cycle Network Route 26, I am concerned about the temporary diversion planned for the section of the path between Marsh Lane and Pill, and also the temporary closing of the path using the underbridge on Network Rail land for the Royal Portbury Road crossing. The diversion along Marsh Lane and through the local roads of Easton in Gordano to Pill is somewhat tortuous and will require many signs over a lengthy period so that cyclists not familiar with the area will be able to navigate the route with confidence. These signs will need to be almost of a permanent nature fixed to existing street furniture so that they survive effectively throughout the period of the diversion. The section along Marsh road itself is narrow and there should be warning signs for motorists to highlight the fact that that section of Marsh Lane wil be carrying an increased amount of cycle traffic in both directions. Measures should be put in place to ensure that the access from the cycle path on to Marsh Lane is both signed and maintained to an adequate standard both in terms of hard surfaceing and regular cutting back of vegetation to maintain the full width of the path. Regarding the diversion from the path on to Royal Portbury Dock Road, the same signage and maintainance requirements referred to above for	General - NCN	The DCO Scheme is proposing to retain the existing cycle path NCN Route 26 (part of which is a bridleway) under the bridges between Portishead and Pill, for both pedestrians and cyclists, post the completion of the construction works. Refer to the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25) for further information. During the construction phase it will be necessary to temporarily close the section of the NCN26 / bridleway between Marsh Lane and Avon Road, Pill. This section of the NCN26 / bridleway forms part of the haul route for HGV to access the Lodway Compound. As it would not be safe for pedestrians and cyclists to share the route with HGV's given the limited width of the track, it will be necessary to temporarily divert pedestrians and cyclists via the Marsh Lane bridge over the M5 to and from Pill village. The diversion will be sign posted and will be advertised before it is introduced. The existing crossing at Royal Portbury Dock Road will be permanently improved prior to

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		Marsh Lane should apply. In addition, cyclists pedestrians and horse riders will need to cross Portbury Dock Road which is very heavily trafficked with limited vision and I would expect there to be provision made for a temporary crossing, preferably with a half way refuge, markings on the road surface and possibly a traffic light controled crossings operated by button or sensors for users of the cycle path. Signs warning traffic of the crossing and possible a speed limit reduction would assist path users in negotiating this dangerous road crossing.		the start of main construction works. The improvements include the clearance of vegetation to improve sightlines and enlarged waiting areas at either side of the road. A separate waiting area and fencing will be provided for equestrians. The outline design has had a Stage 1 Road Safety Audit. Similarly, the detailed design and construction will be subject to road safety audits. Upon completion of the construction works the NCN 26 / bridleway will be reinstated including the sections of route under the railway bridges that avoid the need to cross the highway. The sections of the NCN26 / bridleway that cross the highway at Marsh Lane and Royal Portbury Dock Road will also be retained, post completion of the construction works, At the M5 bridge an alternative route will be provided by extending the existing bridleway, as well as retaining the existing route parallel to the railway running under the M5. Further details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the National Cycle Network Temporary and Permanent Work Plans (DCO document reference 2.37).

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				The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (ES Appendix 16.1) of the ES Chapter 16.
36-1	Huw James	This project will bring in the green inclusive growth North Somerset needs, and make a commute via public transport to Bristol and beyond feasible for Portishead residents. With a 20 minute journey to Bristol connecting to a 70 minute journey to London, this scheme makes intercity travel much easier from Portishead. The railway is vital for cutting congestion, given that our town is cut off completely whenever the roads out of it face problems. I hope and believe that this project will be very successful and will support a future business case to provide an increased frequency service. An area under examined by the business case is the potential for increased tourism within Portishead upon the construction of the railway. The port marine development already draws in day trip tourists to our Rivera scene, to examine the port of Bristol from the comfort of coffee shops. This railway will unlock the potential for more frequent visitors and will be a catalyst for future placemaking in Portishead. As a Portishead district councillor I heavily endorse this project.	Support	Support noted.
37-1	Ian Pearce	Whilst I am in favour of the development and reopening of the Portishead to Bristol line, I have real concerns about the proposed development of Lodway Farm for use as a construction compound. My key concerns are: - increased traffic (both freight and no freight) on residential streets (Redacted) I am	Lodway compound - construction traffic Lodway compound -	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the

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		concerned about the impact on the road surfaces which are already in poor repair, on safety as all roads have a relatively high pedestrian footfall (particularly children at the start and end of the school day) and on parking as there are no on street parking restrictions and I suspect that parking on site will be limited for workers, contractors and visitors and that spill over on to residential streets is inevitable. I would like clarity on what will be put in place to mitigate any impact in all areas outlined above and what % of all traffic will be accessing the site from The Breaches	access routes Lodway compound - impact on road surfaces Lodway compound - mitigation for construction impacts	NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13)

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				specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities.
37-2		- noise, light and air pollution impact for local residents/ How ill the impact of this be factored in to all activity on the site and the proposed timeline for development - impact of the work on the local environment	Lodway compound - noise impacts Lodway	The Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) provides a framework for environmental management during construction and specifies the over-arching approach taken to manage adverse impacts.

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			compound - light impacts Lodway compound - air quality impacts Lodway compound - duration and users	A more detailed CEMP is required from the contractor which will need to be approved before construction starts. The compound will be required from the start of the construction period for the duration of the project construction (approximately 24 months). Daytime working will be undertaken where possible, but periods of 24-hour working may be necessary. The Applicant and Network Rail have agreed to propose to the Local Planning Authority an amendment to the proposed working hours to 0630 (rather than 0600) to 1800 Mondays to Saturdays and no working on Sundays or Bank Holidays except as agreed with the LPA is proposed for works along the disused railway line. The construction workers will be permitted enter the construction compounds from 0600 Mondays to Saturdays and no working on Sundays or Bank Holidays, to undertake safety briefings and make preparations before the works commence from 0630. No plant will be operated between 0600 and 0630, but vehicles will be operated into and out of the compounds. The contractor will put in place specific 'considerate contractor' measures between 0600 and 0630 including no shouting by workers, no radios, no door slamming etc, We expect to use S61s for construction noise.

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				The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed,

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				positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles

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				and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14).
37-3		- what action will be taken to offset the impact of the development of green belt land I would also want clarity on when a decision will be made as to whether this compound is a temporary development as currently proposed or a permanent fixture. If temporary, what will be done to restore the land used? If permanent, what is the day to day, 'business as usual' activity likely to look like in the context of all the concerns raised above.	Lodway compound - short term use Lodway compound - long term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use.
38-1	Lands Improvement Holdings Ltd	Our representation will be in support of the proposed Portishead Branch Line – MetroWest Phase 1. There is a known shortage of housing throughout the country and a perceived concern relating to local traffic congestion and associated pollution contributing to public health and environmental issues. The Portishead Branch Line will provide a	Support	Support noted.

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		significant improvement to the local sustainable transport provision and should help to reduce dependency on private cars. This should lead to a reduction in congestion / pollution and ultimately facilitate the provision of new homes in the area whilst mitigating the effects on public health and the environment.		
39-1	National Grid Electricity Transmission PLC and National Grid Gas	Representation by National Grid Electricity Transmission Plc Application by North Somerset District Council for an Order Granting Development Consent for the Portishead Branch Line - MetroWest Phase 1 Order ("the Project") National Grid wishes to make a relevant representation to the Project in order to protect its position in relation to rights and interests it enjoys in land within and in close proximity to the proposed Order Limits. National Grid is the owner of the electricity transmission network and a statutory undertaker. National Grid enjoys rights and powers to extend its undertaking by virtue of the National Grid (Hinkley Point C Connection Project) Order 2016 and Correction Order (2017) (the "Order"). Pursuant to those rights and powers, National Grid is embarking upon the construction of a new transmission line in excess of 55 kilometres in length. The new transmission line runs through Somerset. The documentation and plans submitted for the Project have been reviewed in relation to impacts on National Grid's rights and interests located within this area. National Grid is concerned that the proposals contained with the application will result in serious detriment to its undertaking within the meaning of section 127 of the Planning Act 2008. National Grid will require protective provisions to be	Interaction with NGET DCO Scheme	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with National Grid Electricity Transmission PLC and National Grid Gas (Document Reference DRXXX) that is unlikely to be submitted to the ExA before Deadline 2.

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		included within the DCO to ensure that its interests are adequately protected and to ensure compliance with relevant safety standards. As a responsible statutory undertaker, National Grid's primary concern is to meet its statutory obligations and ensure that any development does not impact in any adverse way upon those statutory obligations. National Grid reserves the right to make further representations as part of the examination process but in the meantime will seek to negotiate with the promoter with a view to reaching a satisfactory agreed position.		
40-1	Philip Virden	1. The scheme is outdated. In 2019 the Council declared a climate emergency and pledged to do all it could to cut North Somerset's carbon footprint. Running 36 diesel trains a day, most carrying very few passengers, can only raise emissions.	Business case - mode	The DCO Scheme builds on the region's significant investment programme in the West of England's transport network that aims to cut congestion, improve air quality, provide network resilience and reduce carbon emissions from the transport network. DCO document 6.6, Environmental Statement, Volume 2, Chapter 3 Scheme Development and Alternatives Considered explains the history of the development of the project including the options considered. A rail based scheme remains the most appropriate mode to achieve the stated aims and objectives.
40-2		2. Predicted passenger numbers show that over 80% of the trains will be more than 80% empty (under 20% seat occupancy); on average, trains will run at 12% of seat-capacity (88% empty). By 2036, this will only improve to 16% (84% empty). Only two trains each weekday will run at anywhere near capacity, i.e., just 10 of the scheduled 236 trains per	Business case – passenger demand	The forecast passenger demand is set out in detail in the Forecasting Report which is appendix 2.1 of DCO document 8.4 Outline Business Case 2017, Part 3 of 3, Appendix 1.1 to 5.1. . The forecast passenger demand has been benchmarked against actual passenger

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		week, while only six other weekday trains will carry 50 or more passengers (20% of capacity). 3. Inconvenience: very few potential passengers will start their journey or reach their destination within only a few minutes' walk of a station, and 4. One train an hour is a grotesque schedule: no extra trains for rush hours, most other trains nearly empty.		volumes at similar sized existing stations. The Outline Business Case including the forecast passenger demand was subject to technical scrutiny by the Department for Transport. Section 3.6 Capacity Analysis of the report states that in the opening year on the Portishead Line 220 of the 263 seats (of a three carriage Class 166 train) will be occupied in the morning peak, and 201 in the evening peak. By year seven after opening, there will be standing room only in the morning peak, at which point additional carriages will be sourced to form five carriage trains (subject to contractual arrangements), see figure 3.7 and figure 3.8. Figures 3.9 and 3.10 shows the demand curve through over a whole day, with demand reducing in the off peak, flatting around lunchtime before increasing into the evening peak. This demand curve is typical of the demand curve for any local/regional rail service in the west of England.
40-3		5. High environmental costs: burning carbon, pollution and unnecessary land use, especially since most trains will be almost empty and most passengers will have to get some distance to or from a station - probably by car, requiring a big new carpark at Portishead.	Operation – air quality	The air quality impacts of the scheme have been assessed. The ambient air quality has been combined with the modelled diesel emissions to assess the with and without scheme scenarios. This is included in the ES Appendix 7.2, Air Quality Modelling Methodology Appendix (DCO Application Document Reference 6.25).

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40-4		6. The official report estimates total running costs for the first three years up to £5m higher than revenues, but claims the trains 'could break even after 5 years'. However, passenger numbers are not expected to rise dramatically, and nothing is offered to support this optimism.	Business case – running costs	The forecast financial profile is set out in detail in the Forecasting Report which is appendix 2.1 of DCO document 8.4 Outline Business Case 2017, Part 3 of 3, Appendix 1.1 to 5.1. This is based on the forecast passenger demand and other variables including fare tariffs and estimated train operator costs. This work is presented as a range of scenarios, in light of the number of variables. In some of these scenarios the scheme breaks even after the first three years of operation, while for some of the scenarios, the break-even point is several years later. The Outline Business Case including the forecast revenue profile was subject to technical scrutiny by the Department for Transport.
40-5		Therefore, 7. Fares will always be expensive and/or massively subsidised.	Operation - fares	The final fare tariff for the re-opened Portishead line is yet to be determined and falls outside the control of the Scheme promotor. It will be set by the Department for Transport in conjunction with the scheme promoters (NSC & WECA) and the train operator in due course.
40-6		8. There was no investigation of other possible solutions to Portishead's peak traffic problems: no alternatives to trains were ever considered (e.g., a busway, or even new bus-lanes). 9. Taking account of capital and running costs, research finds diesel buses at least twice as efficient as trains, so	Business case - mode	DCO document 6.6, Environmental Statement, Volume 2, Chapter 3 Scheme Development and Alternatives Considered explains the history of the development of the project including the options considered. A rail based scheme remains the most

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		10. A busway would have much lower environmental costs, substantially mitigating rather than worsening the climate crisis. 11. There could be even higher efficiency/lower economic and carbon costs by running eco-buses (e.g., renewables-electric, biogas). 12. A busway would deliver a far superior service: after coming off the line, buses circulating routes at each end and using normal roadway stops would pass close to the starting points or destinations of most travellers. 13. A busway with a reversible one-way flow to serve each 'rush-hour' (actually three hours) could be scheduled for a bus every few minutes at peak times. Off-peak, Portbury Docks trains would be able to run as normal over a Strail busway. 14. Estimated capital outlay for a Strail busway: £40m; for trains: £116m. 15. With far lower capital and running costs, busway fares would be much lower than train fares.		appropriate mode to achieve the stated aims and objectives.
40-7		16. The public has never been informed of points 2, 5, 6, 7 and 8. That information has to be dug out from the very long and technical Funding Bid document.	General - consultation	Prior to the publication of the DCO application documents, communities, stakeholders, land owners, statutory bodies and affected parties are required to be consulted during the pre-application stage. The project took the opportunity to undertake two stages of consultation, as set out in two Statements of Community Consultation. The Statements of Community Consultation were consulted on twice (once for each stage) and adhered to during both Stages 1 and 2 of Community Consultation. Stage 1 consultation was undertaken between June

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				and August 2015 and Stage 2 consultation was undertaken between October and December 2017, with an extension of time for a small number of statutory bodies into 2018. Wider stakeholders including local community groups, non-statutory bodies and the wider public etc, were formally consulted in both Stage 1 and Stage 2, whilst the Stage 2 period was also the formal DCO consultation for statutory bodies, land owners, government agencies and departments, and parties directly affected by the proposals. Summaries of the works were provided in the consultation leaflets compiled for both consultation stages, and specifically prepared drawings that were easy to interpret. The ES also includes a non-technical summary - a useful starting point for non-specialists. The majority of consultees were able to view the material and respond in the given consultation periods, the minimum of which is 28 days; we allowed 6 weeks. This is reflected in the number of responses received with almost 2,000 separate responses received over both stages. The level of support for the scheme is also very high with 95% of community respondents fully or mainly in support of the proposals. All known queries and requests were responded to within the consultation period, which was organised via a dedicated set of contact

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				details to ensure queries were handled adequately. Further information on the project consultation is set out in the DCO Consultation Report (DCO Application Document Reference 5.1). The 'technical Funding Bid document' is the Outline Business Case and accompanying proforma for the Large Local Major Scheme bid that was submitted to the Department for Transport in December 2017. The Outline Business Case and accompanying proforma have been in the public domain via our travelwest website since December 2017 - https://travelwest.info/projects/MetroWest
41-1	Barry Cash	Response to Bristol MetroWest Phase 1 DCO. Feb 2020 by Barry Cash This DCO has been applied for without considering alternative proposals e.g. the Portishead Busway campaign plan to provide a peak time only bus service on the railway using "Strail" panels. The National Policy Statement for National Networks has 12 paragraphs setting out Government goals that this proposal does not help in meeting. The busway proposal does help in achieving them.	Business case - mode	The Applicant's response to all matters raised in this Relevant Representation is detailed in correspondence with Barry Cash, which is provided at Appendix C of this document.
41-2		The passenger forecast shows that only rush hour trains will be full. Initially only12% of seats will be occupied. Even after 15 years only 16.3% will be filled.	Business case – passenger demand	

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		Both Bristol and North Somerset Council's have declared a climate emergency. Running 120 tonne trains up and down the line with no one on them will not reduce our fossil fuel use.		
41-3		The cost is £116m for one train per hour. A further £55m will be required to provide two trains per hour. (Even more empty seats). The cost of the busway is £40m. A massive saving for the taxpayer. A busway will offer a better service to passengers. It could start from the far end of Portishead in the Redcliffe bay area and instead of stopping at Temple Meads could continue on to the central areas of Bristol. Alternatively the buses could join the 31 miles of dedicated Metrobus tracks at Ashton gate and serve many other areas of Bristol. A new station and car park will be required for the trains. The busway will not need this.	Business case – mode	
41-4		The official report estimates total running costs for the first three years up to £5m higher than revenues, but claims the trains 'could break even after 5 years'. However, passenger numbers are not expected to rise dramatically, and nothing is offered to support this optimism. Therefore, fares will always be expensive or massively subsidised.	Business Case – revenue & fares	
41-5		When the total fossil fuels used in both construction and use is taken account of research finds diesel buses much more efficient than trains. A busway would have much lower environmental costs, substantially mitigating rather than worsening the climate crisis. There could be even higher efficiency/lower economic and carbon costs by	Environmental Impact Assessment	

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		running buses on electricity, bio gas. LPG etc. Trains will be diesel unless a huge amount of extra money is spent to electrify the line and this is not even propose at present. A busway with a reversible one-way flow to serve each 'rush-hour' (actually three hours) could provide a bus every few minutes at peak times. Off-peak, Portbury Docks trains would be able to run as normal over a Strail busway. With far lower capital and running costs, busway fares would be much lower than train fares.		
42-1	Paul Kent	My concerns as a resident of Easton in Gordano relate to the construction period of the railway. The village is full of narrow roads and awkward areas many of which have been identified as routes for over 3000 HGV movements. The storage compounds are situated in places which are difficult to access	Lodway compound - access routes	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority.

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				These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road

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				Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
42-2		and could well result in the irretrievable loss of environmentally significant assets.	Lodway compound – long term impacts	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use.. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application

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				reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to

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				reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Other environmental assets such as heritage and soils have also been detailed in the relevant chapters of the ES.
42-3		The car parking implications for residents, visitors and workers have not been fully appreciated and the difficulties for the disabled and the very young at key movement times of the day - eg school times- could well cause unintended hazards and risks.	Lodway compound – construction traffic	See 42-1
42-4		These reasons as well as the environmental impact of up to 24 hour working would make the atmosphere of the village very different and certainly more pressurised	Lodway compound - mitigation for construction impacts	Daytime working will be undertaken where possible, but periods of 24-hour working may be necessary because it affects the existing operational railway . Facilities provided at this compound will include parking for staff, and temporary cabins for the on-site workers. The Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) provides a framework for environmental management during construction and specifies the over-arching approach taken to manage adverse impacts.

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				A more detailed CEMP is required from the contractor which will need to be approved before construction starts. The compound will be required from the start of the construction period for the duration of the project (approximately 24 months).
43-1	Greenslade Taylor Hunt on behalf of Stephen Bullock	My Client wished to register as an interested party as he is concerned about the impact of the scheme on the area of Easton in Gordona. He has land that is potential affected by the scheme and feels he has not be adequate consulted as he not sure how the scheme will affect his land now or in the future. Once we have the full facts on how my clients land is going to be affected we reserve the right to add further comments.	Land, access, property	There are three property owners and one of them has represented the others during discussions. During discussions with one of the property owners on 13 September 2019, the Applicant discussed the confirmed land requirements for and proposed acquisition types, ahead of finalising the Order limits ahead of DCO submission. During this conversation, the property owner's understanding was that they felt that they had not been consulted on proposals by the project and did not have the opportunity to respond. The Applicant discussed the previous S42 consultations dates and that a response had not been received by the three property owners. As agreed during this call, on 19 September 2019, the Applicant sent email correspondence enclosing; - S42 letter & notice served 19 October 2017 with relevant S42 Land Plan - S42 Letter & notice (for land changes following October 2017 consultation), served 12th June 2018 with relevant S42 Land Plan showing changes to acquisition type Within the email sent on 19th September 2019, the Applicant advised the property

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				owner that the project would extend the deadline to 1st October 2019, for feedback on the proposals from the three property owners. This was due to an ongoing S42 consultation during the tie of the conversation and was advised within a formal letter attached to the email. Following this email correspondence, the Applicant received an email on 21st September 2019 from the land agent representing the three property owners. Since the land agent has been appointed by the joint property owners, the Applicant has been in negotiations to acquire and lease land by agreement. Discussions regarding draft Heads of Terms from the Applicant are currently progressing. The draft Heads of Terms ("HoTs") set out the Applicant's offer for an option agreement to; (1) acquire land to the north of the M5 and (2) lease land to the south of the M5. An option agreement for freehold acquisition of land to north of the M5 comprises • Plot 05/85 – land required for new pond & associated ecological works • Plot 05/86 – land required for maintenance of embankment and to provide topographical adjustments to provide flood storage capacity. An option agreement for an 8 year lease of land to south of the M5

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				• Plots 05/151 and 05a/05 – land required for temporary compound/storage, environmental mitigation and associated installations required for environmental mitigation purposes. The Applicant continues negotiations and hopes to reach an agreement.
44-1	Greenslade Taylor Hunt on behalf of Susan Freestone	The Client Mrs Freestone feels as though there has been a lack of communication on how the scheme will impact on her property and what her property is going to use for. She only found out late in the process that her land was going to needed/ affected by the scheme. She feels she is back into a corner with knowing the full facts. She there wish to raise an objection on not being properly consulted on how the scheme will affect her property now or in the future. We reserve to right to submit further information at a later date.	Land, access, property	The Applicant has been in contact with the joint property owner since 2015. The first point of contact was in 2015 to verify ownership information and confirmed by an RFI response from one of the property owners on behalf of the joint property owners and engagement with the property owner has progressed on that basis. An initial site meeting was held in late 2015 with their late brother to discuss land requirements at that stage of the project. During 2016 to 2017, due to the nature of the access and engineering results for drainage, the project design works for this bridge caused the land requirements in this area to change. Initially, the design proposed a replacement of the underbridge. A proposal was then brought forward to infill the bridge. However, this proposal had significant impact on the utilities running under the bridge and so the design reverted to the original; replacement of the bridge deck. As the project design developed and land requirements were confirmed among the wider project team, these changes to design impacted the amount of land required from the three property owners.

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				All three joint property owners were formally notified of S42 consultation in October 2017. Between late 2017 and early 2018, the project discussed the requirements for the extent of the land and the associated acquisition type. These discussions were held in conjunction with discussions with Natural England regarding environmental mitigation factors. On 22nd February 2018, a letter and plan was sent to the property owner from the Applicant, inviting her to meet and discuss the latest land requirements. A further additional consultation was held in March 2018 following changes to land requirements. During both consultations, all three property owners were given the opportunity to provide feedback on the proposals of the Applicant. During the March 2018 consultation individual plans were enclosed with the notice and cover letter; including the reason for the additional consultation. No responses from the joint property owners were received following the two consultations. Following the consultation held in March 2018 the Applicant discussed the latest proposals with the property owner during a

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				telephone call in July 2018. The Applicant advised that a proposal for acquisition of the full land title would be discussed among the wider project team. During discussions with the property owner on 13th September 2019, the Applicant confirmed the requirements for, and proposed acquisition types, ahead of finalising the Order limits ahead of DCO submission. During this conversation, the property owner's understanding was that she felt she had not been consulted on proposals by the project and did not have the opportunity to respond. The Applicant sent email correspondence enclosing; - S42 letter & notice served 19th October 2017 with relevant S42 Land Plan - S42 Letter & notice (for land changes following October 2017 consultation), served 12th June 2018 with relevant Land Plan showing changes to the proposed acquisition. Within the email sent on 19th September 2019, the Applicant advised the property that the project would extend the deadline to 1st October 2019, for feedback on the proposals from the three property owners. Following this email correspondence, the Applicant received an email on 21st September 2019 from the land agent representing the three property owners.

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				Since then the Applicant has been in negotiations to acquire and lease land by agreement. Discussions regarding draft Heads of Terms from the Applicant are currently progressing. The Applicant continues to discuss negotiations with the agent and hopes to reach an agreement.
45-1	Adam Simon Jacklin	I am interested in the local impacts and benefits this proposal and service will bring to the village of Pill. I am interested in working with our community leaders to develop the best solution that serves delivery partners, NR, franchise owner, users and the local community.	Support	Support noted.
46-1	Bristol City Council	Bristol City Council has received notification from North Somerset Council (the Applicant) of the acceptance of this application for a Development Consent Order. Bristol City Council is a Host Authority and as such is registering as an 'Interested Party' for the MetroWest Phase 1 Examination. In summary, Bristol City Council as Local Planning Authority supports the principle of the proposals put forward for the re-opening of the Portishead Branch Line and the associated improvements as set out within our Policy BCS10 'Transport and Access Improvements'. We would however like the opportunity to comment on the following main issues given the potential impacts upon the built and natural environment of the City of Bristol and its people. Discussions are ongoing between the Applicant and Bristol City	Various	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Bristol City Council (Document Reference DRXXX) that is envisaged will be submitted to the ExA prior to Deadline 1.

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		Council as Host Authority regarding the proposals and proposed mitigation. The points below largely accord with our representations made during the Section 42 Consultation, which are included within the Applicant's Consultation Report: • Transport, including the proposed highway improvements on Winterstoke Road and management of Construction Traffic. • Ecology and biodiversity, in particular the loss of trees within Bristol and the potential impact on designated sites including: the Avon Gorge Woodlands SAC; the Severn Estuary SPA; and Severn Estuary Ramsar site. • Flood risk, in particular the requirement for flood plain compensation and for a positive drainage system at the Clanage Road compound given its location within Flood Zone 3, and the risk of damage to watercourses, including culverts. •Land contamination, in relation to the baseline data/information, risk to controlled waters and groundwater, the potential remediation of ballast and the operational impacts upon the environment. • Landscape and visual impact; in relation to the impact upon the setting of designated heritage and natural environment assets. • Construction impacts including the measures proposed within the Framework Construction Environmental Management Plan and the Construction Traffic Management Plan.		

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		• Schedule 2 Part 3 of the Draft DCO concerning arrangements for the discharge of Requirements. A full assessment of proposals will be included within the Council's Local Impact Report and the Council is proactively working with the Applicant to agree a Statement of Common Ground which will confirm the position regarding these matters. Bristol City Council will continue to work with the Applicant and other stakeholders to ensure the proposals meets its objectives to support economic growth and improve the accessibility to the rail network whilst mitigating potential negative effects.		
47-1	Christine Weidner	I live very close to Lodway Farm and have only in the past week or so heard that there are plans to use the farm land to complete sections of the Metrowest line to Portishead 24 hours a day,	Lodway compound - consultation	Communities, stakeholders, land owners, statutory bodies and affected parties are required to be consulted during the pre-application stage. The project took the opportunity to undertake two stages of consultation, as set out the Statement of Community Consultation (as revised). Stage 1 consultation was undertaken between June and August 2015 and Stage 2 consultation was undertaken between October and December 2017, with an extension of time for a small number of statutory bodies into 2018. Wider stakeholders including local community groups, non-statutory bodies and the wider public etc, were formally consulted in both Stage 1 and Stage 2, whilst the Stage 2 period was also the formal DCO consultation for statutory bodies, land owners, government agencies and departments, and parties directly affected by the proposals.

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				Almost 2,000 separate responses were received over both stages. The level of support for the scheme is also very high with 95% of community respondents fully or mainly in support of the proposals. All known queries and requests were responded to within the consultation period, which was organised via a dedicated set of contact details to ensure queries were handled adequately. Further information on the project consultation is set out in the DCO Consultation Report (DCO Application Document Reference 5.1).
47-2		and that heavy goods vehicles will be travelling along The Poplars to access the farm. I am concerned about the traffic, noise and light pollution the proposed plans will create.	Lodway compound - construction traffic Lodway compound - access routes Lodway compound - noise impacts Lodway	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on

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			compound - light impacts	local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review

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				and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
47-3		I am also concerned that these more detailed plans have not been made widely known to the community of Pill and Easton-in-Gordano.	Lodway compound - consultation	See 47-1.
48-1	Craig Thomson	In favour	Support	Support noted.
49-1	Daphne Havercroft	As a volunteer who has helped toads to cross the cycle path at Lodway I am concerned that their needs have not been properly considered in planning by Metrowest so that they can continue to safely access their breeding sites.	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads.

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				The project team will engage with Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ.
50-1	David Mason	I live in close proximity to the railway line and have already received planning notifications. I wish to continue to receive any information which becomes available and have the opportunity to comment on it.	Land, access, property	Noted.
51-1	Dominic Fatchen	I support the reopening of the line between Portishead to Bristol, and I am registering an interest as a private citizen.	Support	Support noted.
51-2		There are several issues that have yet to be resolved with the link with regards to Pill and its proposed station, predominantly with regards access routes within its catchment area	Pill - station access	General concerns were raised at the Stage 1 Consultation regarding the new pedestrian bridge entrance and related footway changes, and the car park layout. These comments were reviewed and new designs were considered and consulted on during the Pill Station and Ashton Vale Road alternative access Micro-consultation (informal consultation) (Appendix I5 of DCO Application document reference 5.1). Feedback led to the creation of a new entrance, station forecourt and disabled parking from the acquisition and demolition of No. 7 Station Road, Pill. This also meant the new pedestrian bridge and related footway were no longer required, and the moving of disabled parking bays to the new forecourt meant changes could be made to the car park layout and entrance/exit. The preferred design from the Micro-consultation was consulted on during the Stage 2 Consultation,

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				and the final designs are shown in the S050 Pill Station Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Document Reference 2.42). In addition to these design changes, the route between the bus stops on Heywood Road and the platforms will be upgraded to allow a step free route.
51-3		and car parking arrangements.	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business

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				Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
51-4		I am also interested in seeing the eventual level of service the route will provide in both directions as a replacement for my car journeys.	Operation - frequency / capacity	Technical assessment work has been undertaken to quantify the rail passenger demand, for the proposed hourly train service. The assessment indicates 3 car units (3 train carriages) will provide adequate passenger capacity in the early years of

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				operation, providing up to 270 seats. In the medium to long term additional carriages could be introduced and the platforms at Portishead and Pill stations will be sufficient for 5 train carriages, providing up to 450 seats. Further information has been reported in more detail in the Outline Business Case 2017 (DCO Document Reference 8.4).
52-1	Elizabeth Milner	Over the last 10 years I have helped with migrating toads as part of Pill Toad Patrol, in an area adjacent to the M5 Avonmouth Bridge. They travel to the ponds near the bridge in early spring every year, crossing the land on Lodway Farm nearby (that is I believe now under threat from development into a storage compound for the railway works) and their final obstacle before they can reach the ponds is the high-kerbed, concrete surfaced cycle path that provides access to the foot/cycleway across the bridge. It's at this location that we assist the toads towards their destination as they are often thwarted by the height of the kerb, or fall through the drain covers set into the roadway. The ponds they are aiming for are only a few meters from here so lifting them off the road or out of the drains and placing them on the edge of the field where the ponds are sited, gives them a better chance of reaching their destination. In 45 minutes on just one night recently over 200 toads were escorted across this hazardous pathway, similar numbers are being recorded each night in damp weather over several weeks. It's a very important breeding site. I understand it's this same cycleway that is the proposed route for HGVs to access the storage compound. This will have	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ.

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		devastating impact on the toad (and other amphibian, there are also frogs and newts) population. I sincerely hope that some form of mitigation will be put in place for this important wildlife location.		
53-1	Francesca Milner	I am extremely concerned about plans to concrete an area which is a prime habitat for endangered toads. I would like to understand how this damage could be mitigated or what considerations have been made with regard to this.	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
54-1	Graham Hopkins	I want to see the railway built but am concerned about the possible impact on wildlife of some aspects of the construction phase - for example, the use of land at Lodway Farm for a compound, given the use of the land by many creatures, including amphibians.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement

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				(DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix

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				9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO

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				Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
54-2		I am also worried about the traffic generated by the construction phase and want to see plans that minimise its impact on both the village (of Pill) and other roads locally.	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP

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				(DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main access route is likely to be via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano. The access route will be confirmed ahead of construction and will mainly be used for personal vehicles, small vans and minibuses. There may be a

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				requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.
55-1	Helen Sherborne	I am concerned that toads, frogs and newts, were not fully considered in the environmental survey. I would like to be assured that they will be able to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA

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				– 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and

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				the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on

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				toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
56-1	Hollye Kirkcaldy	reinstatement of the train line from Portishead through Pill and on to Bristol is vital to alleviate some of the major traffic congestion on the A369 currently. - consideration must be made to parking arrangements in the vicinity of the new Pill station in order to avoid residents being left without any on-street parking spaces due to commuters driving to the area and leaving their car to get on the train. A resident permit scheme must be considered	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns

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				raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks. The final car park tariffs are yet to be determined, however there will be short stay and all-day tariffs and season permits. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
57-1	Ian Davey	I'm concerned about the impacts on wildlife at lodway farm	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound

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				area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13

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				Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).

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58-1	Ian Mcdade	I wish to offer my support for the Railway project with ideas that may help.	Support	Support noted.
59-1	Janet Epplestone	This is an important development for the village and community as a whole and will affect all of us in many ways. I am very much in favour.	Support	Support noted.
60-1	Jill Coleman	I am concerned for local wildlife along the tracks in Easton-in-Gordano and Pill especially the toads. Metrowest have put in mitigation measures for wildlife in a number of locations but not the proposed depot at Lodway Farm. Have Metrowest missed out the toads due to an oversight in their environmental surveying and will they allow mitigation measures that will allow the toads to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond? This is a very important site for the toads.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018

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				Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any

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				amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.

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61-1	John Norval	Commuter parking in Ham Green and Pill	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will

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				monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Ham Green is sufficiently far from Pill station that commuter parking is not anticipated to be an issue in this area.
61-2		Adding Ham Green Halt as a stop	Business case - scope	The DCO Scheme's scope was determined early in the project and has been outlined in the Business Cases to date. The scheme's scope had to be clearly justified and agreed through the scheme's governance processes early on in the scheme's development for all the impacts and interfaces to be determined. For example additional stations would impact on train pathing and timetable and likely require additional infrastructure requirements, resulting in additional land and additional environmental impact assessment.

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61-3		Reserved seating for Pill residents who commute	Operation	This will be a matter for the operator at the time.
61-4		Effect on cycle path along river	General - NCN	The DCO Scheme is anticipates some short duration closures of the River Avon Tow Path during the construction phase. These closures will be advertised and diversions will be sign posted before the closures are introduced. The details of the diversions routes are set out in the Diversion Routes for Pedestrians and Cyclists (DCO Document Reference 2.34). The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (ES Appendix 16.1) of the ES Chapter 16. Details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the NCN Temporary and Permanent Works Plans (DCO Document Reference 2.37).
61-5		Are the trains going to be big enough to cope with the large number of people who will want to use them especially as First Bus are reducing Pill services against the will of residents	Operation - frequency / capacity	Technical assessment work has been undertaken to quantify the rail passenger demand. The assessment indicates 3 car units (3 train carriages) will provide adequate passenger capacity in the early years of operation, providing up to 270 seats. In the medium to long term additional carriages could be introduced and the platforms at Portishead and Pill stations will be sufficient for 5 train carriages, providing up to 450 seats. Further information has been reported in more detail in the Outline Business Case 2017 (DCO Document Reference 8.4).

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61-6		Pill Road and Ham Green hill will struggle to cope with increased commuter traffic wanting to park - parking restrictions will be need as with Leigh Woods area	Pill - parking	See 61-1.
62-1	Josh Arnold	Benefits to Pill itself as trains will be full by the time they make it to the village.	Operation - frequency / capacity	The forecast passenger demand is set out in detail in the Forecasting Report which is appendix 2.1 of DCO document 8.4 Outline Business Case 2017, Part 3 of 3, Appendix 1.1 to 5.1. The forecast passenger demand has been benchmarked against actual passenger volumes at similar sized existing stations. The Outline Business Case including the forecast passenger demand was subject to technical scrutiny by the Department for Transport. Section 3.6 Capacity Analysis of the report states that in the opening year on the Portishead Line 220 of the 263 seats (of a three carriage Class 166 train) will be occupied in the morning peak, and 201 in the evening peak. By year seven after opening, there will be standing room only in the morning peak, at which point additional carriages will be sourced to form five carriage trains (subject to contractual arrangements), see figure 3.7 and figure 3.8.
63-1	Judy Copeland	Please consider the welfare of the hundreds of Toads which annually in Feb and March cross the Cycle Path leading from Pill to the Avon Bridge to get to their breeding ponds. Any development over this path will prevent them from reaching their	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme

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		breeding area near the River Avon. This would be disastrous for their future conservation.		and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
64-1	Julia Davis	Train is vital for Pill which has an ageing population and has recently had its bus service slashed by up to 50% off peak. The A369 is congested as is junction 19 of the M5 so it is uncomfortable for elderly drivers to negotiate their way into Bristol and onwards. Roads into Portishead, the nearest place for supermarket shopping is also very busy so any easing of the busy roads is gratefully received.	Support	Support noted.
65-1	Julian Eley	Infrastructure	General - infrastructure	The infrastructure planned will be adequate to run the service and is described in detail in the DCO application documents.
65-2		services	Operation - frequency / capacity	Technical assessment work has been undertaken to quantify the rail passenger demand. The assessment indicates 3 car units (3 train carriages) will provide adequate passenger capacity in the early years of operation, providing up to 270 seats. In the medium to long term additional carriages could be introduced and the platforms at

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				Portishead and Pill stations will be sufficient for 5 train carriages, providing up to 450 seats. Further information has been reported in more detail in the Outline Business Case 2017 (DCO Document Reference 8.4).
65-3		Supporting bus services	Operation - public transport integration	Local bus services have been considered within the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25), and bus stops provided outside Portishead station on Quays Avenue and modification to the bus stop nearest Pill Station. However there are no plans for new bus services as this is outside the scope of the DCO Scheme.
65-4		car parking	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).

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				The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
65-5		access	General - accessibility	Portishead rail station will include a multi-modal interchange forecourt to enable

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			Operation - public transport integration	physical integration across all mainstream modes of transport, and new bus stops close to the station on Quays Avenue. Pill station will also include modal integration within the constraints due to the station location. The nearest bus stops are a short distance away on Heywood Road. The route between the station and bus stops will be upgraded to enable step free access. Through ticketing will be available from Portishead and Pill stations to anywhere on the UK passenger rail network. The integration of public transport and other modes has been considered in more detail in the Transport Assessment (TA) (ES Appendix 16.1, DCO Application Document Reference 6.25).The scheme design has been developed to consider the access by all modes and users with mobility or sensory impairments and has been assessed in the Equalities Impact Assessment (EqIA) (ES Appendix 14.1, DCO Application Document Reference 6.25). The new infrastructure will comply with Equality Act 2010 and has been designed to enable attractive access by non-car modes. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1) and will accord with rail and highway industry guidance and technical requirements as shown in the Railway Alignment, Design and Engineering

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				Plans (DCO Document References 2.7 – 2.28). Both of the proposed stations have been designed to provide step free access from the pedestrian approach to the station, through to the platform. Specifically, feedback from the Stage 2 Section 47 consultation resulted in changes to accessibility in Pill to enable a step free route from the nearest bus stops on Heywood Road to the station platform.
65-6		Pill stop	Operation – Pill Station	It is envisaged that all passenger services will stop at Pill Station.
65-7		time table.	Operation - frequency / capacity	See 65-2
66-1	Julie Grindal	I am very concerned about what will happen to the toads if the proposal for concreting over 22 acres of Lodway Farm fields takes place. I also understand that the HGV's will access Pill but the cycle path road .I have patrolled this cycle path for several years at this time when the toads are making their way to the nearby ponds to mate, and then return. It is dangerous enough now for them with bicycles and motorbikes whizzing through. It would mean almost total annihilation if measures are not put in place to protect them. It is also used by frogs and newts many of which I have also rescued and carried to safety. It seems Metrowesr have put in wildlife protection measures in a number of other locations but not here. As there has been a dramatic fall in the	Lodway compound - toads Lodway compound - concrete base	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill

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		number of toads countrywide they are classified as seriously "threatened " . This must be rectified		Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ. Whilst in use as a compound, the base will not be made of concrete but compacted aggregate, enabling the land to be reinstated to its previous condition. Alternatively, a geobind solution may be used where the product is mixed with the soil, transforming the site into a load bearing surface. During reinstatement, the surface is broken up and sodium bicarbonate added into the soil to correct the pH and return the land to its original state. Whichever option is used the Master Construction and Environmental Master Plan (CEMP) (DCO Document Reference 8.14), commits the Applicant to return the land to its previous condition.
67-1	Julie Harris	I am concerned about the building on land at Lodway Farm and the adjoining cycle path which follows the bank of the river - and the impact this will have on the toad population in that area. Currently this wildlife is healthy and thriving - this population has been monitored and recorded for several years. This year newts also have been identified. There will be significant impact on the toads with the development of the railway - especially on this part of land. There must be provision for the protection of this population so that wildlife is not destroyed. This is a valuable environment and with current interest in climate and the impact development has on our creatures it	Lodway compound - toads Lodway compound - ecology excl. toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads.

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		would be revelant to put plans in place before the railway building begins		The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken

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				during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area

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				are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
68-1	Keith Smallwood	As a resident of a road very near to the propsed [sic] station, my prime interest is around parking measures both during and after completion as this is already a very narrow and vastly over populated street.	General - construction traffic / parking	The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible

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				wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Consideration of the impacts from construction have been considered and limited where possible. Traffic and parking impacts have been assessed in the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25), and mitigation measures implemented through the Construction Traffic Management Plan (CTMP) (DCO Application Document Reference 8.13) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)
69-1	Kirsty Andres	We live opposite the proposed car park in Pill. We have (redacted) and have an allocated disabled bay outside our house for (redacted) wheelchair accessible vehicle. We have recently had a platform lift installed to ensure safe access for (redacted) from the kerb to our front door. Our major concern will be commuters parking on surrounding roads, including ours, and using our disabled bay (which I'm aware we do not "own"). Our interest will be in how this will be avoided/resolved and if we will have a	Pill - parking	There are no proposals to remove this allocated disabled parking bay. There will be 3 dedicated disabled parking spaces at the station forecourt for station users. The allocated disabled bay should be sufficient to ensure that you have access to and from your house. However, should issues arise, the Applicant is also the local highway authority and has powers to control

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		residents parking scheme. We need 3 meters behind the vehicle to safely get (redacted) in and out which is currently possible as the ramp opens into the area over our drive and if we can't park outside the house this will cause great stress and concern.		on-street parking. These powers include the option of introducing a residents' parking scheme in the event that other options do not adequately address any issues and should there be support for such a scheme. The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25).
70-1	Lesley Davey	I wish to talk or write about traffic problems, noise and light pollution. (Redacted)	General - construction traffic General - noise impacts General - light impacts	Impacts from construction traffic have been considered to ensure construction traffic will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a

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				minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. Management and monitoring processes will be introduced to ensure that the effects of

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				construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). Compounds will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental

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				Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed.
71-1	Linda O'Hara	Our property is only meters from the railway line and will directly affect us with regards to noise, parking, privacy amongst others. I have attempted to discuss issues with the agent but to date have received no details or appropriate communications	Land, access, property	Heads of Terms (HoTs) for the temporary use of land were issued by the Applicant's Agent.. Discussions took place shortly thereafter and the property owners were advised to appoint a Surveyor. Details of the works to be undertaken to Pill Viaduct were provided in March 2020 to the property owners setting out initial details for temporary and permanent access requirements and noise assessments of the new train passenger service and requesting a site meeting. As further details become available to the project they will be shared with the property owners.
72-1	Liz Beacon	As a local resident I support the development of the railway	Support	Support noted.
73-1	Liz Hill	As a local resident I am generally supportive of the opening of the Portishead branch line, with a station at Pill, as it will improve transport links. My concerns are around the impact of the works on the popular River Avon towpath, part of national cycle route 41 and a popular commuter/ walking / running / cycling route.	General - NCN	The Avon Gorge towpath will be largely unaffected by the DCO Scheme however there may be closures required during construction. Diversions will be signposted in advance of any works.

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74-1	Mandy Trotham	I am a person of interest due to living in close proximity of the railway line. (Redacted) near the proposed station.	Land, access, property	Noted.
75-1	Mark Roper	I would like to register my support for this application. While I realise there will be some disruption throughout the village, I believe the benefits of reopening this railway line are huge and outweigh any disruption.	Support	Support noted.
76-1	Martin Smart	Our property is only meters from the railway line and will directly affect us with regards to noise, parking, privacy amongst others. I have attempted to discuss issues with the agent but to date have received no details or appropriate communications	Land, access, property	Heads of Terms (HoTs) for the temporary use of land were sent in December 2019 by The Applicant's Agent Ardent. The property owners were advised to appoint a Surveyor to advise them. Details of the works to be undertaken to Pill viaduct were provided in March 2020 setting out initial details for temporary and permanent access requirements and noise assessments of the new train passenger service and requesting a site meeting. As further details are available to the project they will be shared with the property owners.
77-1	Matt Brierley	Your work will disrupt the annual inward and outward migration of hundreds of amphibians. You must therefore undertake mitigation measures allowing the toads and newts to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond.	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures

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				to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
78-1	Miss Sian Jones	I request that all plans be made public and that ALL those affected by noise, light, mess and traffic issues be contacted for their views. Notification of the planned compound at Lodway Farm was not given to those whose properties (ie What in development was Lodway Farm Estate) will be most affected. More transparency is needed in future. Consideration and cooperation is vital for this development.	Lodway compound - consultation	A full suite of documents explaining the Applicant's understanding of the DCO Scheme are publicly available at www.travelwest.info/metrowest The likely significant effects of the scheme have been assessed in the Environmental Statement as part of the suite of documents. The details provided for the formal consultation included the identification of the Lodway Farm area as a potential compound site, and the Applicant has identified mitigation measures for the impacts on local residents.
79-1	Monica Ovel	My concerns are about the movement of HGVs through the village of Easton-in-Gordano and Pill, where there are several areas with no pavements. I take children to school, and dog walk and traffic is already a concern.	Lodway compound - construction traffic Lodway compound - access routes	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route

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				through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a

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				minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
80-1	Mr Trevor Cook	Recently with two friends and join a group along the cycle path rescuing toads and putting them on the safe side. It became obvious from the 50 toads that the group collected that this is a major site for these amphibians. Although I did not find any frogs or	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme

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		newts I was told that they too inhabit the area. In a time when amphibians are under threat around around the world, and particularly in our country, the development would cause significant damage to the amphibian's migration route as they make their way to the nearby breeding ponds, I believe that there is a case to ameliorate the situation and that any development should take into account the potential impact on wildlife in general and amphibians in particular		and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
81-1	Phil Loomes	My view is that the train line would be a great additional to the village of Pill and the wider area as will allow people to travel into Bristol via public transport and get cars off the road	Support	Support noted.
82-1	Poppy Coley	I fully support the Portishead branchline project and appreciate that any infrastructure project of its type will have impacts on the communities which will ultimately receive the benefit. I believe that the long term gain will outweigh the short term pain.	Support	Support noted.
82-2		I do however have concerns about management of traffic throughout the village and particularly access to Lodway Farm as a compound. As a mother who walks (redacted) to school most days, we have struggled to find a safe place to cross the main road through the village. Cars often do not stop at the crossing by the NewAvon Arms, so we end up crossing by Lodway Service Station, but we often have extended waits to get across the road safely.	Lodway compound - construction traffic	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) (with diversions in place for pedestrians and cyclists) which runs along the southern edge of the Port from Marsh Lane. There will also be a secondary access route through Easton In Gordano. The access

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		My concern is that this may prove impossible once construction traffic is added in.		route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. This route would be from the A369, along St George's Hill and Priory Road then The Poplars, Stoneyfields and Trinder Road. Construction traffic should not therefore impact on the part of Lodway where the NewAvon Arms crossing is located.
82-3		The Lodway Farm compound is of particular concern because of the access, I appreciate that the main access will be via Marsh Lane, but the planning allows for cars, minibuses and HGVs to access via Trinder Road. I would like reassurance that the volume of these will be minimised and that there will be safety measures in place. The turning into The Poplars is already the site of numerous near misses due to it being a blind bend with parked cars on one side of the road and all these roads are residential streets with lots of parked cars that are difficult enough to cross with small children with the current levels of traffic. Residents mostly drive with caution around here, but an increase in traffic, especially of commercial traffic, will increase the risk.	Lodway compound - access routes	The secondary access route through Easton In Gordano will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance.
82-4		I also have concerns about a lack of condition to return the whole compound to agricultural land. I would ask for; 1- confirmation that the land will be returned to its original use	Lodway compound - long term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14).

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				Ownership will remain with the freehold owner.
82-5		2- enforceable conditions are imposed to limit the use of the Trinder road access, not merely guidance 3- enforceable safety conditions are detailed for the use of the roads leading to the Trinder road access	Lodway compound - construction traffic	See 82-2 and 82-3
83-1	Public Health England	Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunity to comment on your proposals at this stage of the project and can confirm that: With respect to Registration of Interest documentation, we are reassured that earlier comments raised by us on 4th December 2017 have been addressed. In addition, we acknowledge that the Environmental Statement (ES) has not identified any issues which could significantly adversely affect public health. We are satisfied with the methodology used to undertake the environmental assessment. On the basis of the documentation as reviewed we have no additional comments to make at this stage and can confirm that we have chosen NOT to register an interest with the Planning Inspectorate on this occasion. Reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design,	Support	Support noted.

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		environmental and health impact assessment, and development consent. New rail developments, such as the Portishead branch line, if served by electric rather than diesel trains would contribute to such reductions in air pollution. We are aware that electrification is not part of the current proposal but would encourage the applicant to ensure that the development was undertaken in manner that would allow electrification at the earliest possible opportunity. Please do not hesitate to contact us if you have any questions or concerns.		
84-1	Ross Adamson	I have serious concerns for the effects that Lodway construction compound will have on the wild animals in and around this green corridor. There are many large mammals which use this area and also many toads living in and around the field which use the area to travel to the nearby pond to spawn.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA

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				– 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and

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				the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on

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				toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
84-2		Whilst in favour of the railway, is there not an alternative which will reduce the potential devastating effects to local wildlife?	Lodway compound - location	A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by

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				rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.
85-1	BNP Paribas Real Estate on behalf of Royal Mail Group Limited	Under section 35 of the Postal Services Act 2011 (the "Act"), Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service. The Act includes a set of minimum standards for Universal Service Providers, which Ofcom must secure. The conditions imposed by Ofcom reflect those standards. Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the	Statutory duties	Noted. The Royal Mail will be notified in advance of any proposed road closures / diversions / alternative access arrangements, hours of working, and will be able to review the content of the final Construction Traffic Management Plan (CTMP). The final CTMP will include a mechanism to inform major road users about works affecting the local network.

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		Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network. Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business. Portishead Delivery Office is 0.8 miles from the proposal site. There are three other operational facilities within 9 miles: • Nailsea Delivery Office BS21 7RW • Nailsea Vehicle Park BS48 1RD • Clifton Delivery Office BS8 1BJ The construction phase of the Portishead Branch Line comprising a temporary compound and railway station may present risk of impact / delays to Royal Mail's road based operations on the surrounding road network. In particular Portbury One Hundred and Wyndham Way. Every day, in exercising its statutory duties Royal Mail vehicles use all the main roads that may potentially be affected by additional traffic arising from the construction of the proposed Portishead Branch Line. Any periods of road disruption / closure, night or day, have the potential to impact operations. Royal Mail supports the Portishead Branch Line – MetroWest as these works, once completed, will improve traffic flows in and around		

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		Portishead. However, Royal Mail wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public in accordance with its statutory obligations that may be adversely affected by the construction of this proposed scheme. Royal Mail requests that the final DCO includes a specific requirements that that: 1. Royal Mail is pre-consulted by North Somerset Council or its contractors on any proposed road closures / diversions / alternative access arrangements, hours of working, and the content of the final Construction Traffic Management Plan (CTMP)., and 2. the final CTMP includes a mechanism to inform major road users about works affecting the local network. Royal Mail reserves its position to object to the DCO application if the above requests are not adequately addressed.		
86-1	Severnside Community Rail Partnership cic	Representation from the Severnside Community Rail Partnership cic- a Department for Transport Accredited Community Rail Partnership. Established in 2006 as Community Interest (not for profit) Company, we work with local communities to encourage the use of local trains, to ensure that access to local stations is easy, and to enhance these stations so they provide a safe and welcoming environment. Our station improvement projects are delivered with the assistance of volunteers, schools, youth groups and the Community Payback scheme. Our principal partners and funders are Bath and North East Somerset Council, Bristol City Council, North Somerset Council, Somerset Council, South Gloucestershire Council, Great Western Railway and Cross Country Trains. Details of our work can be	Support	Support noted.

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		found https://www.severnside-rail.org.uk/ We fully support the Metro West project and recognise the immediate, and indeed, wider benefits which will arise from the extension of rail services to Portishead The transport benefits are set out in the business case and are well understood. However, we would like to highlight our experience and work in supporting the wider, unquantified benefits which we believe will arise from this project. The integration of this town into the rail network will give a boost to its economy, as well as allowing residents to access jobs and services in Bristol, with important connections elsewhere. Our experience shows that railway stations can become an important focus for the community. We have demonstrated in our work the wide range of ways communities will actively support local stations and work to improve and maintain them. Our annual reports, available from the link above, detail the range of initiatives from art work, reducing graffiti, to the creation of community gardens and litter patrols to keep stations clean. While there will obviously be costs and some adverse impact of this project, we believe that the benefits will be significant and out-way the dis-benefits. As a result we fully support the project and hope it is given approval without delay Yours sincerely Keith Walton Chairman, Severnside Community Rail Partnership cic c/o GWR,Temple Meads Station, Bristol BS1 6QF (Redacted)		
87-1	Thomas Weidner	I'm concerned about the affected wildlife (lodway farm), in particular the toad population.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects

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				from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the

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				Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO

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				Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discussed mitigation measures that the Contractor should employ.
88-1	Tracy Walker	I fully support this plan. I live right next to the train line, have done all my life. Would like to make it known I am in support of this.	Support	Support noted.
89-1	Vicki Merrin	I am in full support of the railway returning to our village of Pill and believe it will only create positive change to the residents of the area. Less traffic on the roads can only be a good thing, I will certainly use the service to commute to Bristol. My only	Operation - frequency / capacity	Technical assessment work has been undertaken to quantify the rail passenger demand.

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		concern is how much room there will be on the trains once they reach Pill after leaving Portishead and what the planners will do about this to ensure Pill is served as well as Portishead.		Section 3.6 Capacity Analysis of the report states that in the opening year on the Portishead Line 220 of the 263 seats (of a three carriage Class 166 train) will be occupied in the morning peak, and 201 in the evening peak. By year seven after opening, there will be standing room only in the morning peak, at which point additional carriages will be sourced to form five carriage trains (subject to contractual arrangements), see figure 3.7 and figure 3.8. Further information has been reported in more detail in the Outline Business Case 2017 (DCO Document Reference 8.4).
90-1	William Wright	I frequently have to travel to Bristol city center or Portishead by road, fortunately I can take my travel outside of busy ("rush") hours however, no matter what time I select the A369 always has some congestion and a travel connection by rail will obviously ease this personal problem and no doubt, for similar 'forced' road users	Support	Support noted.
91-1	Woodland Trust	The Trust holds significant concerns with regards to the impact that this scheme is proposing to have on areas of ancient woodland that are part of the Avon Gorge SAC/SSSI. The ancient woods within the Avon Gorge are a key element of the site's Site of Special Scientific Interest (SSSI) designation, with the woods containing many nationally rare and scarce plant species, including a number of whitebeam species unique to Avon Gorge. Furthermore, the ancient woodlands of the Avon Gorge are recognised as an intrinsic part of the	Avon Gorge – ancient woodland	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with the Woodland Trust (Document Reference DRXXX) that is unlikely to be submitted to the ExA before Deadline 2..

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		reason that this site is designated as a Special Area of Conservation (SAC). The priority qualifying features of the SAC designation given to Avon Gorge relate to the species composition within the woodland (H9180) due to its populations of nationally rare whitebeam species and small-leaved limes. It is recognised that there will be direct losses of ancient woodland from this scheme, however it is also vitally important that indirect impacts are fully considered during the assessment of the scheme's impact on ancient woodland. Construction impacts such as noise, light, vibration and dust pollution will all impact on the ancient woodland and its wildlife, with similar indirect impacts also likely to occur during the operational phase of the project. The combination of direct and indirect impacts will likely be highly detrimental to the SAC/SSSI designated ancient woodland, leading to losses in local biodiversity. In summary, the Woodland Trust objects to the proposed development on the grounds of impact to irreplaceable ancient woodland that holds a number of nationally and internationally significant designations. We consider it critical that this development does not result in the direct loss of the ancient woodland, as this will affect the overall integrity of the site and is contrary to the conservation objectives of the Avon Gorge site. We therefore request that a Habitat Regulations Assessment is undertaken to its full extent to		

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		determine if the proposed development will have a Likely Significant Effect on this internationally designated site. The Trust intends to provide fuller comments as part of a written representation later in the process and hope that these comments are sufficient at present.		
92-1	Zac Coley	I fully support the Portishead branchline project and appreciate that any infrastructure project of its type will have impacts on the communities which will ultimately receive the benefit. the long term gain outways the short term pain.	Support	Support noted.
92-2		I do however have concerns about the approach in using lodway farm as a compound. to be clear it is not the use of the compound per se, more that I am yet to be convinced that there are adequate controls in place to safe guard the residents and property of those on the Trinder road side of the compound. whilst appreciating this is not intended as the primary access route, no firm conditions have been imposed.	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;

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				• Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of Royal Portbury Dock from Marsh Lane. This section of the NCN26 will be closed with local

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				diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano from the A369 to Priory Road, the Poplars, Stoneyfields and Trinder Road.. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance.
92-3		I also have grave concerns about a lack of condition to return the whole compound to agricultural land I would ask for; 1- confirmation that the land will be returned to its original use	Lodway compound - long term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use.

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92-4		2- enforceable conditions are imposed to limit the use of the Trinder road access, not merely guidance 3- enforceable safety conditions are detailed for the use of the roads leading to the Trinder road access	Lodway compound - construction traffic Lodway compound - access routes	See 92-2
93-1	Alex Milton	Metrowest have put in mitigation measures for wildlife in a number of locations but not as far as I can see in the proposed depot (they propose concreting over the 22 acres of Lodway Farm fields and accessing Pill for HGV's by the cyclpath road that we patrol) around Lodway Farm and the cyclepath. I wonder if they have just missed out the toads due to an oversight in their environmental surveying and am hopeful that they will allow mitigation measures that will allow the toads to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond.	Lodway compound – ecology Lodway compound - concrete base	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile

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				receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves

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				phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads.

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				The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and discuss mitigation measures that the Contractor should employ.
94-1	Anna McClumpha	As a local resident and someone that lives next to the railway line I have a vested interest in ensuring the planning is suitable for the local area. This includes the provision of a permit parking solution (rather than just a removal of all on street parking) for the residents of and near Station Road and Monmouth road who will be most directly impacted by the building and creation of a Pill train station.	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised by local residents about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter

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				and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues has been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Consideration of the impacts from construction have been considered and limited where possible. Traffic and parking impacts have been assessed in the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25), and mitigation measures implemented through the Construction Traffic Management Plan (CTMP) (DCO Application Document Reference 8.13) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)

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95-1	Osborne Clarke LLP on behalf of Babcock Integrated Technology Limited	Application by North Somerset District Council for an Order Granting Development Consent for Portishead Branch Line – MetroWest Phase 1 ("the DCO") MetroWest Phase 1 ("the Project") North Somerset District Council ("the Applicant") 1. This Relevant Representation is submitted on behalf of Babcock Integrated Technology Limited ("Babcock"). Babcock is a leading provider of critical, complex engineering services which support national defence, delivering vital services and managing assets in the UK and Internationally. Babcock carries out a number of these activities at their site on Ashton Vale Road, Bristol ("the Site"). The Site is bordered by the existing Portishead Branch Line to the east and Ashton Road to the north. 2. The current Works Plans (Sheet 15 and Sheet 16) indicate that Work No. 27 (Public Foot & Cycle Ramp) is to the immediate east of the Site and the Order Limits extend along the Site's northern and eastern boundaries. The current Land Plans (Sheet 15 of 17 and Sheet 16 of 17) indicate that the Site is bordered by Plots 15/84, 15/83, 15/82, 15/86, 15/87 & 15/85 to the north and 15/125 & 16/05 to the east. The main vehicle and pedestrian entrance and exit to the Site is bordered by Plot 16/20. The rear access road to the Site is adjacent to the south eastern corner of Plot 15/87. All the Plots listed as adjacent to the Site are subject to the compulsory acquisition of all estates and interests. 3. Babcock does not object to the principle of the underlying Project sought by the DCO in terms of the benefits it is seeking to deliver from Bristol to Portishead and region beyond. However, it is concerned with the impact of the	Land, access, property	Following the representation made by Osbourne Clarke LLP on behalf of Babcock Integrated Technology Limited, the Applicant attended a meeting with the property owner on 23rd March 2020. The purpose of this meeting was to discuss and advise on the concerns raised within the representation. During the meeting, the following topics were discussed; the impacts to the property owners' premises, the impacts of highway works surrounding Ashton Vale Industrial Estate, the reasoning behind Babcock Integrated Technology Limited's being scheduled in the Book of Reference and the current DCO programme. As agreed during this meeting, the Applicant collated a formal response addressing concerns raised during the meeting, along with the original agenda. This formal correspondence was sent 7th April 2020. The Applicant is currently awaiting feedback on this correspondence.

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		Project detrimentally affecting Babcock's on-going operations specifically at the Site. This includes the impact caused by the Project on Babcock's access and egress from the Site during the course of the Project's construction and operation. 4. Babcock objects to the DCO on the basis that it has not been proven by the Applicant that the construction and operation of the Project will not cause a detrimental impact to Babcock operations, including by assessment of transport impacts and how access and egress to the Site will be affected by the compulsory acquisition of Plots 15/81, 15/85, 15/87 & 16/20. 5. Babcock is seeking expert advice to consider the material within the DCO documentation and is seeking a meeting with the Applicant to confirm whether any adverse impact to Babcock operations can be satisfactorily addressed and mitigated as part of the DCO. 6. Babcock therefore requests to be registered as an Interested Party to the examination of the DCO and to make submissions on the topics of transport impact and compulsory acquisition affecting the Site.		
96-1	Charles Exley	My objection concerns Access AW5.2 to Lodway Farm Depot. The AW5.1 Access is totally unsuitable for anything other than cars , The access through the village and down Trinder Road is completely unsuitable for goods vehicles and would only add to the chaos that we as residents endure everyday in the deliveries to the shopping outlets of the village. Such is the concern of NSC that they have signposted the unsuitability of the road through the village to heavy transport. Access through to Lodway Depot for all should be via AW 5.1 which is through a	Lodway compound - access routes Lodway compound - construction traffic	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of Royal Portbury Dock from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route

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		designated industrial zone and not a residential zone.		through Easton in Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council in their role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a

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				minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
97-1	Crockerne C of E School	Concerns that increased traffic movements and people will have potential for adverse safety effect on pupils commuting to and from school	Lodway compound - access routes Lodway compound - construction traffic Pill - Traffic	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of Royal Portbury Dock from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano. The access

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			impacts (general)	route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a

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				minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. Following the Stage 1 Consultation, new designs for Pill Station and car park were produced and consulted on during the Pill Station and Ashton Vale Road alternative

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				access Micro-consultation (informal consultation) (Appendix I5 of DCO application document reference 5.1). Feedback lead to the creation of a new entrance, station forecourt and disabled parking from the acquisition and demolition of No. 7 Station Road, Pill. This will reduce traffic movements along Monmouth Road as the forecourt will become a drop off location instead of the car park at the end of Monmouth Road. The final designs are shown in the S050 Pill Station Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Application Document Reference 2.42). Changes to parking and traffic flows resulting from the revised designs are assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), with appropriate Temporary Traffic Restriction Orders (TTROs) included on Station Road to mitigate from the resultant increase in traffic volume. These have been included on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31).
98-1	Debbie O'Grady	Portishead Branch line DCO scheme environmental statement, volume 2. Chapter 4. Description of the proposed works. Pages 4-18 to 4-21. Construction of the railway Works Numbers 1 and 1A 3 Options are proposed: Option 1,Option 2. Sub options a, b, c, d. Option 3 I request consideration the options	Lodway compound - general	As stated in the ES Chapter 4 (DCO Application document reference 6.7), the preferred option at Lodway compound will be determined ahead of construction and may include a combination of options. This will be discussed and determined when a contractor

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		proposed and rejection of Option 2 and sub options a, b, c and d; where the use of Lodway construction compound is proposed;		is appointed, and within the confines of the options discussed. A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to

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				agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.
98-2		due the close proximity to the residential area, potentially 24 hours a day 7 days a week operations, the impact of noise, light, dirt pollution,	Lodway compound - noise impacts Lodway compound - light impacts Lodway compound - air quality	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in

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			impacts Lodway compound - visual impacts	all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and

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				handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14). The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master Construction

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				Environmental Master Plan (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.
98-3		HGV traffic on residential streets, restricted parking,	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible;

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				• Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of Royal Portbury Dock from Marsh Lane . This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase.

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				There will also be a secondary access route through Easton In Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.
98-4		the destruction of green belt land (although this is noted as temporary) at Lodway Farm (9.128 hectares); and what appears to little attention or recognition of the environment impacts of such activity.	Lodway compound - short term use Lodway compound - long term use Lodway compound - ecology	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects

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				from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway Farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application

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				reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to

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				reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
98-5		Options 1 and 3 should be considered as the preferred solutions; or, Option 2 without the development of the Lodway construction compound; or, a combination of all 3 options again without the development of the Lodway construction compound.	Lodway compound – location and size	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields.

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99-1	Dr John du Heaume	Concern that due consideration is given to the migration and breeding of amphibians in the vicinity of Lodway farm and the ponds adjoining the railway nearby, these are an important breeding site for newts frogs and toads..	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20);

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				• Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians.
100-1	Elizabeth Moore	I am very concerned about the harm that will be done to the toad population by the proposed work at Lodway Farm, Pill	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads.

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				The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ.
101	Environment Agency	The Planning Inspectorate National Infrastructure Planning Temple Quay House 2 The Square Bristol BS1 6PN Our ref: WX/2019/133441/01-L02 Your ref: TR040011 Date: 26 February 2020 Dear Sir/Madam METROWEST DEVELOPMENT CONSENT ORDER ENVIRONMENT AGENCY – RELEVANT REPRESENTATION The Environment Agency remains fully supportive of the aims of the proposal, which is viewed as having considerable merit, as an integral element of a more extensive sustainable transport network. Notwithstanding the above, please find hereunder an outline of issues pertinent to the Environment Agency's interests, which will require clarification and resolution, in the interests of the protection and enhancement of the water environment: FLOOD RISK MANAGEMENT The Agency has, on numerous occasions, advised the Applicant in respect of its concerns regarding various aspects of flood risk management. The Agency's concerns have been compounded by the proposal's supporting Flood Risk Assessment (FRA), which is viewed as being deficient in a number of respects. The Agency has specifically advised in respect of the FRA's poor structure and lack of clarity, in addition to a number of noted repetitions and discrepancies/contradictions. Flood risk management Issues of particular concern to the Environment Agency include: • The potential high	Various	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with the Environment Agency (Document Reference DRXXX) that is unlikely to be submitted to the ExA before Deadline 2.

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		frequency of flooding of the proposed railway line. • The potential increase in flood risk to third parties, particularly in the vicinity of Portishead, Pill, Easton-in-Gordano and Clanage Road. • The climate change allowances adopted. • The provision of flood plain compensation i.e. is it adequate and is it provided on a hydraulically linked, level for level basis? • The use and understanding of the designated flood zones. • Details of works proposed in the vicinity of, and/or over main river culverts i.e. a 'no additional loading approach' has not been clarified, as previously requested. • The lack of confirmation that Environment Agency access requirements can be provided (there are noted contradictions within the FRA). • Details regarding associated development in Portishead. • The lack of confirmation the Environment Agency's Flood Risk Activity Permitting requirements are fully understood. It is noted The Planning Inspectorate's letter dated 24 January 2020 (Ref: TR040011) raised a number of the above concerns for the Applicant's attention. The Environment Agency would advise that an additional flood risk modelling submission has been received for review, which is ongoing. GROUNDWATER AND CONTAMINATED LAND With regard to the documents submitted in respect of the potential for historic contamination along the proposed route and at associated development sites that will support the rail infrastructure, the Environment Agency would advise as follows: The Environment Agency has, throughout the pre-application consultation process, advised the Applicant of its concerns regarding the approach		

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		adopted in respect of the investigation of potentially contaminated land. The information submitted does not give the Environment Agency confidence that the applicant has adequately understood the potential risks associated with the development from potential historic contamination. Additionally, because the applicant does not appear to have undertaken a detailed and open-minded interpretation of the desk-based information available, the proposals to further investigate potential areas of concern may not, in our view, be comprehensive enough to determine the risk to the water environment. The wording of the documents submitted is such that potential risks appear to have been dismissed, prior to being properly assessed. All areas of potential concern should be subject to an appropriately detailed site investigation to allow for an assessment of risk, based on data and the context in which it is acquired. ECOLOGY AND BIODIVERSITY Issues of particular relevance to the Environment Agency include the treatment of watercourses and wetlands, together with the species that are dependent on such habitats, in particular otter, water vole, eel and other fish species. It is acknowledged that extensive survey work has been undertaken to identify potential risks to these habitats and dependent species however, the Environment Agency must be satisfied in respect of the proposed mitigation measures, to ensure any impacts are minimal and short-term. Additionally, measures must be included for habitat re-creation and enhancement, which must result in a net gain in biodiversity from the proposal. Additionally, the Environment Agency will require full		

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		details of how it is proposed to treat and control invasive species. A commitment to long-term control of species, including Japanese knotweed, would therefore be required. LAND INTERESTS With reference to the Environment Agency's leasehold land and other land interests in the vicinity of the proposed route, the following comments must be noted: Full details are required in respect of how each of the parcels of land, where the Environment Agency is in occupation, or has an interest, will potentially be affected by the proposal and whether any impact will be on a temporary or permanent basis. Whether it is permanent or temporary, the Environment Agency will need to ensure suitable arrangements are in place, to enable it to continue to work operationally from the land in question. It is deemed essential to ensure that, if the proposal will affect any of the Agency's leaseholds or land interests, it does not put the Agency in breach of any of its obligations, under agreements associated with any land affected. WASTE AND ENVIRONMENTAL MANAGEMENT The Environment Agency has previously advised the Applicant regarding the measures required to prevent pollution of the water environment and the specific regulatory requirements pertinent to the proposal and associated works. Accordingly, the Agency must be satisfied in respect of all relevant proposals, particularly those concerning pollution prevention and incident control and waste management, including potentially hazard waste. PROTECTIVE PROVISIONS The Environment Agency's legal representative is still awaiting contact from the		

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		Applicant's legal representatives regarding outstanding concerns in respect of the submitted Protective Provisions pertinent to the Environment Agency's interests. STATEMENT OF COMMON GROUND A note from Womble Bond Dickinson dated 6 December 2019 (accessed through The Planning Inspectorate's meeting noted dated 14 January 2020) states the Applicant will continue to work with the Environment Agency on water related issues. The Agency would advise that it is currently awaiting a draft copy of the Statement of Common Ground, as previously requested. It is important to note that, following recent storm events, the Environment Agency is currently in 'Incident Mode', which necessitates the prioritisation and re-direction of resources to ensure the protection of people, property and infrastructure in the affected areas. Therefore, while staff are engaged in their respective incident management roles, normal workloads are likely to be subject to delays. Should you wish to discuss this matter further please contact the undersigned.		
102-1	Town Legal LLP on behalf of Freightliner Limited	1 Introduction 1.1 This is a relevant representation for and on behalf of Freightliner Limited ('Freightliner') in respect of the application ('the Application') for a Development Consent Order ('the Proposed Order') for the delivery of the Portishead Branch Line (MetroWest Phase 1) ('the Proposed Scheme'). The Application was submitted and is being promoted by North Somerset District Council ('the District Council') in consultation with Network Rail Infrastructure Limited ('Network Rail') and has been allocated Planning Inspectorate reference	Use of freight yard	The Applicant's response to all matters raised in this Relevant Representation is detailed in correspondence with Freightliner, which is provided at Appendix D of this document.

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		TR040011. The delivery of the Proposed Scheme includes works proposed to be carried out by Network Rail as particularised in Part 9 of the District Council's Explanatory Memorandum. 1.2 Freightliner is a private limited company (registration number 03118392) whose registered office is at 3rd Floor, 90 Whitfield Street, Fitzrovia, London W1T 4EZ. It is a major rail freight transport and logistics company operating in various locations across the UK including Bedminster, Bristol. 1.3 In the Proposed Order, the District Council are seeking temporary possession powers over part of Freightliner's Bristol terminal situated at South Liberty Lane, Bedminster, Bristol, BS3 2ST ('Bristol Terminal') 1.4 Freightliner has a long leasehold interest in the Bristol Terminal for a term of 125 years expiring on 31 May 2135. The freehold interest in the Bristol Terminal is owned by Network Rail. The Bristol Terminal is used by Freightliner as an intermodal rail freight terminal primarily for the import, export, and storage of shipping containers travelling to and from the ports of Felixstowe, Southampton and London Gateway. 1.5 For reasons including the uncertainty arising from the Proposed Scheme, Freightliner has recently agreed, in principle, heads of terms to sublet parts of the southern section of the Bristol Terminal site to two commercial tenants, on an interim use basis, including for use as a rail served depot for storing handling and distributing aggregates and as a containerised self-storage facility. 2 Summary of Freightliner's Position 2.1 While Freightliner does not object in principle to the Proposed Scheme, for the reasons set out below, it objects to the inclusion in		

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		the Proposed Order of powers to temporarily possess land forming part of the Bristol Terminal. 3 Relevant plots within the Proposed Order 3.1 The Proposed Order identifies the following plots of land relevant to the Bristol Terminal site as being subject to proposed powers of temporary possession, namely: 3.1.1 Plots 17/05, 17/15 and 17/20, in which Freightliner has a long leasehold interest; and 3.1.2 Plot 17/10 which forms part of South Liberty Lane adjacent to the Bristol Terminal and comprises the only access to it from the highway. 3.2 These plots of land are identified within the Proposed Order as being required by Network Rail for the following purposes: 3.2.1 Plots 17/05 and 17/20 for the purposes of temporary construction compounds for materials storage; and 3.2.2 Plots 17/10 and 17/15 for the purposes of access to and from works compounds at Plots 17/05 and 17/20. 4 Freightliner's outline grounds of objection 4.1 In summary, Freightliner objects to the inclusion of plots 17/05, 17/10, 17/15 and 17/20 in the Proposed Order for the following reasons:		
102-2		4.2 First, the proposed dimensions and location of the access route over plot 17/15, would have a serious and unacceptable adverse effect on Freightliner's commercial operations. The extent of Plot 17/15 is such that its exclusive occupation by the District Council and/or Network Rail would prevent access to the Bristol Terminal from South Liberty Lane or the wider highway network.		
102-3		4.3 Freightliner have no objection in principle to the District Council and/or Network Rail having a temporary access route by agreement over plot		

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		17/15 for the purposes of the Proposed Scheme providing: 4.3.1 That the dimensions of any such access route are reconfigured to enable access to South Liberty Lane; and 4.3.2 That any such access route is flexibly located to minimise the disruption to Freightliner/ its proposed tenants commercial operations.		
102-4		4.4 Second, it is unnecessary and unjustified for temporary possession powers to be granted over plots 17/05, 17/15, and 17/20 in circumstances when Freightliner are agreeable in principle (subject to agreeing the details of these arrangements): 4.4.1 To the District Council and/or Network Rail temporarily occupying plots 17/05 and 17/20 for the purposes of temporary construction compounds for materials storage (the dimensions and locations of these work compounds having been agreed); and 4.4.2 To the District Council and/or Network Rail having a temporary access route over plot 17/15 for the purposes of access for works to alter the existing track layout close to that facility providing the dimensions and location of the access route protects Freightliner's commercial operations.		
102-5		4.5 Freightliner are currently in negotiations with Network Rail regarding agreeing heads of terms of a conditional agreement with Network Rail providing- in terms- for a short term subletting of the compound areas to Network Rail with associated access within Freightliner's long-lease area/ operational terminal.		
102-6		4.6 At the time of preparing these relevant representations, heads of terms for an agreement have been received from Network Rail in respect of Plot 17/20 but no heads of terms have been received		

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		from Network Rail in respect of Plot 17/05. In addition, no agreement, to date, has been reached with Network Rail on the dimensions and location of the proposed access route over Plot 17/15.		
102-7		4.7 Freightliner remain willing and able to continue negotiating with Network Rail and it is sincerely hoped on Freightliner's part that mutually agreeable commercial terms can shortly be reached in respect of suitable temporary occupation and access over the Bristol Terminal site.		
102-8		4.8 Thirdly, there are no details provided in the Proposed Order or supporting documents as to the length of time for which temporary possession powers are sought over part of the Bristol Terminal site. Reference is made in the Proposed Order that temporary possession powers are sought for up to 12 months following completion of the Proposed Scheme. Freightliner considers such an extended and uncertain period of temporary possession to be unnecessary and unjustified in circumstances when Network Rail have indicated that temporary occupation and access of the parts of the Bristol Terminal site is only required for short defined periods of time (e.g. 8 weeks has been proposed in negotiations for plot 17/20). Freightliner consider that such an uncertain and potentially open-ended period of temporary possession in the Proposed Order, as opposed to a short defined period in any agreement with Network Rail, causes an unacceptable level of uncertainty to Freightliner's commercial operations making it difficult if not impossible for Freightliner to forward plan its business when it is wholly unclear		

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		from the Proposed Order documents when the temporarily possessed land would be handed back.		
102-9		5 Conclusion 5.1 Among other things, for the reasons set out above, Freightliner considers that: 5.1.1 It is not necessary and/or justifiable for the Council to be granted temporary possession powers in relation to plots 17/05, 17/10, 17/15 and 17/20 because there is an alternative means of bringing about the purposes for which temporary possession powers are sought by means of agreement with Network Rail for temporary occupation and temporary access over part of the Bristol Terminal site; 5.1.2 The adverse operational impacts of the temporary possession powers, on Freightliner's business, in particular with respect to the current proposed dimensions and location of the access route over plots 17/10 and 17/15, are unacceptable; 5.1.3 Therefore, that there is no compelling case in the public interest for temporary possession powers to be granted over part of the Bristol Terminal; and 5.1.4 Accordingly, that the Proposed Order should not be made, and development consent should not be granted, unless and until the matters referred to above have been resolved/ 5.2 In the event that agreement with Network Rail and the District Council cannot be reached, Freightliner hereby fully reserves its position and the right to submit further detailed written representations for the purposes of the examination of the Proposed Order and to attend in person any compulsory acquisition hearing listed by the Examining Authority. 5.3 A copy of these relevant representations has been provided to the District Council.		

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103-1	Hannah Price	There seems compelling evidence that a bus scheme run on the train line might prove more efficient, cost effective and produce less Carbon. I would like to hear the counter argument to this point.	Business case - alternative scheme options	DCO document 6.6, Environmental Statement, Volume 2, Chapter 3 Scheme Development and Alternatives Considered explains the history of the development of the project including the options considered. A rail based scheme remains the most appropriate mode to achieve the stated aims and objectives.
103-2		The plans for Lodway Farm are incredibly damaging to the wildlife that survives there, especially amphibians.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile

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				receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the

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				topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
104	Highways England	*(Due to its length and detailed content, the response below is the first part of the representation only. Please see the full representation here: https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=relreps&relrep=39311)* Highways England is unable to support the Portishead Rail DCO application at this time, on the	Individual	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Highways England (Document Reference DRXXX) that is unlikely to be submitted to the ExA before Deadline 2.

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		grounds that further information and clarification is required in respect of the Transport Assessment and Construction Traffic Management Plan. We have undertaken a detailed review of the DCO submission and the supporting information which includes the review of Chapter 16 of the Environmental Statement (ES) Traffic and Transport and relevant appendices. Also, we have reviewed the documentation relating to the construction phase of the scheme and the location and use of compounds. We have undertaken a review of the relevant documents supporting the submission to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" and the MHCLG National Planning Policy Framework (NPPF) 2019, in so far as it relates directly to the interests of Highways England. For the purposes of clarity, Highways England's interests relate solely to the construction phase of the Portishead Branch Line reopening. Having reviewed the DCO documentation, we are satisfied that there are no significant adverse transport implications for the SRN once construction is complete and the scheme is operational. The following information/clarification is requested: • Further clarification and refinement of construction traffic generation, particularly ballast import/removal HGV movements (trip generation); • A clear distinction between HGV movements associated with ballast/spoil removal and delivery and the movements of 'other construction materials'; • Clarity on which compounds will be used for the delivery		

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		and removal of ballast; • Clear presentation of the arrival and departures profile for all vehicle movements across the construction phase, disaggregated by vehicle type and construction activity, with the peak construction period (in terms of vehicle movements) clearly identified (including the duration of this peak); • Clarification and refinement of the methodology for deriving network peak hour construction traffic generation and a cumulative impact assessment for network peak hours, interpeak and 12-hour.; • Clarity on staff and personnel arrivals/departures with likely shift times/patterns clearly identified. Subject to the findings of the cumulative construction traffic impact assessment, undertake a capacity assessment of M5 J19; and/or: *The above should be provided within a Transport Assessment Addendum • Identify appropriate and proportionate construction traffic management measures (potentially including measures to restrict peak hour and interpeak construction traffic movements at M5 J19 (which should be set out in the Outline CTMP) with the Final CTMP and TMWG to be secured by requirement imposed by the DCO); and • A statement confirming the nature of the use of the compound located under the M5. On receipt of the further information/clarification requested, Highways England is likely to seek a number of Requirements to be imposed by the DCO to manage the impact of the construction phase, particularly at M5 J19. These requirements will be detailed in our Written Representations at the Examination stage. Highways England will seek to pursue a Statement of Common		

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		Ground with the applicant as expeditiously as possible to agree our requirements. This will be submitted to the Planning Inspectorate prior to Examination. Please see attached.		
105-1	Hilary Berry	Portishead Branch line DCO scheme environmental statement, volume 2. Chapter 4. Description of the proposed works. Pages 4-18 to 4-21. Construction of the railway Works Numbers 1 and 1A 3 Options are proposed: Option 1,Option 2. Sub options a, b, c, d. Option 3 I request consideration the options proposed and rejection of Option 2 and sub options a, b, c and d; where the use of Lodway construction compound is proposed;	Lodway compound - general	As stated in the ES Chapter 4 (DCO Application document reference 6.7), the preferred option at Lodway compound will be determined ahead of construction and may include a combination of options. This will be discussed and determined when a contractor is appointed, and within the confines of the options discussed. A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations

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				proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.

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105-2		due the close proximity to the residential area, potentially 24 hours a day 7 days a week operations, the impact of noise, light, dirt pollution,	Lodway compound - noise impacts Lodway compound - light impacts Lodway compound - air quality impacts Lodway compound - visual impacts	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3

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				of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or

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				sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14). The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master Construction Environmental Master Plan (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.
105-3		HGV traffic on residential streets, restricted parking,	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the

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				following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be

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				developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane . This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.
105-4		the destruction of green belt land (although this is noted as temporary) at Lodway Farm (9.128 hectares); and what appears to little attention or recognition of the environment impacts of such activity.	Lodway compound - short term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master

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			Lodway compound - long term use Lodway compound - ecology	Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile

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				receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for

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				individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
105-5		Options 1 and 3 should be considered as the preferred solutions; or, Option 2 without the development of the Lodway construction compound; or, a combination of all 3 options again without the development of the Lodway construction compound.	Lodway compound – location and size	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely

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				rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields.
106-1	Jane Bonnick	1 Concern for the level of damage to farmland proposed to facilitate the development and the resulting impact on wildlife and the natural environment	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA

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				– 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and

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				the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
106-2		2 Concern about the potential congestion in the village with the proposed use of narrow & residential roads for transporting heavy or bulky supplies, equipment & machinery.	Lodway compound - access routes Lodway	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of Royal Portbury Dock from Marsh Lane. This section

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			compound - construction traffic	of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Pill. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13)

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				specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.

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106-3		3 Very keen to have a train route through from Portishead but question whether these damaging measures necessary when there is a functioning rail route from Avonmouth to the sites in Pill, which has well established much easier acces for heavy and oversized vehicles?	Lodway compound	A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is

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				currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above. The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use.
107-1	Jo Smith	I am a resident of Pill and have a vested interest in developments of the railway, which I am anticipating eagerly.	Support	Support noted.
107-2		I am particularly interested in proposals for roads and parking around the station, which are currently at capacity with local cars. I understand by registering an interest I will have access to view and	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users

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		consider proposals as they are developed, and make representation with ideas and concerns.		(DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use.

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				Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
108-1	Karen Beaumont-Wraith	There has been a huge amount of information released recently which interested parties will not have time to review and comment upon at such short notice.	General - consultation	Summaries of the works were provided in the consultation leaflets compiled for both consultation stages, and specifically prepared drawings that were easy to interpret. The ES also includes a non-technical summary - a useful starting point for non-specialists. The Applicant has tried to provide as much information as possible to inform interested parties of its proposals where the detail is available and known. The Applicant is very happy to provide further clarification if required.

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109-1	Loni Hone	Portishead Branch line DCO scheme environmental statement, volume 2. Chapter 4. Description of the proposed works. Pages 4-18 to 4-21. Construction of the railway Works Numbers 1 and 1A 3 Options are proposed: Option 1,Option 2. Sub options a, b, c, d. Option 3 I request consideration the options proposed and rejection of Option 2 and sub options a, b, c and d; where the use of Lodway construction compound is proposed;	Lodway compound - general	As stated in the ES Chapter 4 (DCO Application document reference 6.7), the preferred option at Lodway compound will be determined ahead of construction and may include a combination of options. This will be discussed and determined when a contractor is appointed, and within the confines of the options discussed. A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track

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				and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.
109-2		due the close proximity to the residential area, potentially 24 hours a day 7 days a week operations, the impact of noise, light, dirt pollution,	Lodway compound - noise impacts	Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be

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			Lodway compound - light impacts Lodway compound - air quality impacts Lodway compound - visual impacts	required to produce a noise and control plan as part of their detailed Construction Environmental Master Plan (CEMP). Some examples of management and monitoring processes the plan will include are: • noise control measures will be included in all method statements for the works; • details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and • the procedures for installation of any noise insulation. Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14). The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master Construction Environmental Master Plan (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed.

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				Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities. The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are: • The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable; • Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression; • Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles. Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14).

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				The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master Construction Environmental Master Plan (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.
109-3		HGV traffic on residential streets, restricted parking,	Lodway compound - construction traffic Lodway compound - access routes	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a

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				minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26)

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				which runs along the southern edge of Royal Portbury Dock from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.
109-4		the destruction of green belt land (although this is noted as temporary) at Lodway Farm (9.128 hectares); and what appears to little attention or recognition of the environment impacts of such activity.	Lodway compound - short term use Lodway compound - long term use Lodway compound - ecology	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part

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				of the area is for reptile translocation and there are constraints on after use. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would

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				be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the

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				construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
109-5		Options 1 and 3 should be considered as the preferred solutions; or, Option 2 without the development of the Lodway construction compound; or, a combination of all 3 options again without the development of the Lodway construction compound.	Lodway compound – location and size	The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This

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				location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge. The compound will be temporary and only needed for the construction period. It will use most of the farm's fields.
110-1	Louise Hopkins	I am concerned that, in the planning for the above railway, due care has not been taken to mitigate the effects on wildlife around the Lodway Farm/ Cycle path area. This is a "toad corridor", vitally important for the life cycle of toads. Metrowest seem to have have put in mitigation measures for wildlife in a number of locations but not as far as I can see in the proposed depot around Lodway Farm and the cyclepath. I wonder if they have just missed out the toads due to an oversight in their environmental surveying and am hopeful that they will allow mitigation measures that will allow the toads to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond. If this area is concreted over as the proposal suggests, the toads will suffer greatly. Toads, as a Biodiversity Action Plan priority species, should be protected from adverse affects of development. In 2007, the UK Biodiversity Action Partnership (UKBAP) listed the common toad as a species of conservation concern. In England this means that (under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006) all public bodies must have regard for Common Toads	Lodway compound – ecology Lodway compound - concrete base	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile

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		(specifically under 'biodiversity conservation') when carrying our their functions. Many thanks for your consideration		receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the

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				topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads.

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				The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ. Whilst in use as a compound, the base will not be made of concrete but compacted aggregate, enabling the land to be reinstated to its previous condition. Alternatively, a geobind solution may be used where the product is mixed with the soil, transforming the site into a load bearing surface. During reinstatement, the surface is broken up and sodium bicarbonate added into the soil to correct the pH and return the land to its original state. Whichever option is used the Master Construction and Environmental Master Plan (CEMP) (DCO Document Reference 8.14), commits the Applicant to returning the land to its previous condition.
111-1	Lucie Broad	Firstly I am concerned that the area at Lodway Farm is to be concreted over and used to provide access to the railway for construction traffic.	Lodway compound - concrete base	Whilst in use as a compound, the base will not be made of concrete but compacted aggregate, enabling the land to be reinstated to its previous condition. Alternatively, a geobind solution may be used where the product is mixed with the soil, transforming the site into a load bearing surface. During reinstatement, the surface is broken up and sodium bicarbonate added into the soil to correct the pH and return the land to its original state. Whichever option is used the Master Construction and Environmental

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				Master Plan (CEMP) (DCO Document Reference 8.14), commits the Applicant to reinstate the land to its previous condition.
111-2		Living very close to the entrance to the farm I am concerned about the increase in HGV and other traffic and the impact that this will have on a quiet residential road.	Lodway compound - construction traffic	Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road

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				Network and the Local Road Network ; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities. The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
111-3		Secondly, I am also concerned about losing a very much wanted and used green space. We walk our dogs daily around these fields and would be very concerned to lose that amenity.	Lodway compound - long term use	The use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the green belt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master Construction Environmental Master Plan (CEMP) (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail. Additionally, part of the area is for reptile translocation and there are constraints on after use. The Applicant understands the field is not accessible by right by the public.

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111-4		We saw all sorts of wildlife that habit this space and are concerned about that loss to them and us.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey.

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				The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also

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				suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
111-5		I welcome the upgrade to the railway system here and do think it is much needed, however, there are other alternative sites that have been earmarked for this construction traffic that do not have as much impact on either the environment or the families that live nearby. These should be considered a priority to use rather than concreting over more of our much needed green spaces.	Lodway compound - short term use	A compound at Lodway Farm is required for the construction period. Alternative sites were examined but this location is ideally suited for the amount of construction work required in the vicinity. This site is ideal as it lies next to the railway close to Pill (where there will be major engineering works) and also at the eastern end of the disused section so can also support the construction works along that part of the scheme. Land to the north of the railway line is more valuable ecologically and the land towards the River Avon is designated at the European and National level. The only other large area of undeveloped land near Pill is Watchhouse Hill, which is protected open space for

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				recreational use and there is insufficient flat land close to the railway suitable for a construction site. Further east we propose a small construction compound at Ham Green, but it is too far from the main works in Pill to support those engineering works. The compound will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme. The Applicant accepts that the use of the compound at Lodway is likely to affect nearby residents as is indicated in the ES Chapter 18 Cumulative Effects (DCO Application reference 6.21), however with the mitigations proposed it is intended that disruption will be kept to a minimum. For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out

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				of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction). For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.
112-1	Sutherland PLS Limited on behalf of Manheim Auctions Limited, ETM Contractors Ltd, Flynn Ltd	Dear Sirs Metrowest DCO We are instructed by ETM Ltd, Manheim Auctions Limited and Flynn Ltd of Ashton Vale Business Park, a site adversely affected by the proposed DCO. The Site comprises an industrial estate with a variety of business users but ETM and Manheim Auctions in particular require appropriate road access to continue operating their respective businesses. ETM is a waste recycling company with up to 250 vehicle movements a day and Manheim Auctions in a car auction operation with similar high levels of vehicular movements. The DOC process proposes inserting regular train journeys across the only vehicular access to the	Individual Ashton Vale - Traffic impacts	The traffic impact in this area has been examined in detail and reported in the Transport Assessment (TA) (ES Appendix 16.1, DCO Application Document Reference 6.25). Mitigations have been identified, including the extension of the left-hand turn lane from Winterstoke Road (to ensure it is adequate to mitigate any increase in queuing traffic during barrier down times as assessed in the TA) and upgrading of the traffic signals to MOVA to increase capacity. The proposed mitigations will ensure there will be no detriment to the existing highway level of

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		estate creating an untenable situation for these existing occupiers. We have made submissions within the process for over three years and it was acknowledged at an earlier stage that these impacts would arise – at that stage the proposers entered into discussions to compulsory purchase land in order to create a new vehicular access to the rear of the estate. However, without discussion or explanation, the proposers determined not to continue this approach and have instead reverting to stating the highway data demonstrates the impact will not be significantly adverse. Our transport consultant engaged earlier in the process with significant comment on the paucity of and basis for the highway assessments created by the proposers and the errors therein. We now make the following formal comments on the continued errors in the proposal that have not been addressed. We object strongly to the proposal on a highways impact basis and will wish to address the inquiry. Submission		service. The relevant evidence supporting the DCO is contained in the Document 6.25 Environmental Statement, Volume 4, Technical Appendices, Appendix 16.1: Transport Assessment (Part 18 of 18) – Appendix N, Ashton Vale Road Junction Assessments, prepared by CH2M (now Jacobs) and dated July 2018. CTC have made several comments in relation to this evidence which are set out in the following sections with responses which are mainly based on the evidence previously submitted.
112-2		Further to the comments submitted by cTc on behalf of the businesses resident within the Ashton Vale Business Park, the concerns over the validity of the traffic data used to compile the Linsig and VISSIM models are acknowledged by ch2m on behalf of the scheme promoters. In an attempt to address the concerns raised, the expected response would comprise a repeat of the traffic surveys on which the traffic models were compiled and which had been a primary source of criticism, followed by a “re-run” of	Individual Ashton Vale - Validity of traffic models	Traffic data employed in the LinSig (LinSig is a software tool by JCT Consultancy which allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing) modelling and the calibration of the VISSIM (Vissim is a microscopic multi-modal traffic flow simulation software package) model was based on a survey carried out on Tuesday 9 May 2017 as set

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		the models themselves using the newly acquired survey data. This does not appear to have happened and the latest submissions appear to provide little more than a “sticking plaster” approach to the problems evident with the models, which continue to rely on unreliable survey data.		out in DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18). Further checks to confirm that these flows were representative of typical volumes at the site were carried out using flows from an automatic traffic count (ATC) carried out between 15-28 March 2018 inclusive. Transport Analysis Guidance (TAG) Unit M1.2 states (para 3.3.6) (the document can be accessed online here: https://www.gov.uk/government/publications/webtag-tag-unit-m1-2-data-sources-and-surveys) that Mondays to Thursdays are neutral and that May is a neutral month. There are therefore no issues with the date and month on which the survey used in the analysis were carried out. TAG Unit M1.2 (para. 3.3.35) also states that “It is normal practice for Manual Classified Counts (MCCs) to be carried out a single day but ATCs should be conducted for at least two full weeks”, and (para 3.3.36) states “Turning movement counts at junctions are normally single day MCCs”. CTC appear to imply a concern over the ‘validity’ of the 9 May 2017 survey which is ‘acknowledged’ by Jacobs. This is not correct. Whilst it was noted in the evidence that the temporary closure of the Winterstoke Road northbound left turn filter lane at the

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				time of survey might have affected the count, subsequent checks against the March 2018 ATC data confirm that this had no impact on traffic volumes at the site and that the 9 May 2017 was representative of traffic at the site. It is also worth noting that the VISSIM model was calibrated and validated with the left turn flare closed to fully reflect conditions on the day of the surveys. The analysis in Technical Memorandum: 'Ashton Vale Road Traffic Counts 3 July 2018 (DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18) shows that the total junction in-flows from the 9 May 2017 survey were consistently higher throughout the day in the count compared to the mean weekday (excluding Friday) 2018 ATC in-flows.
112-3		The Do Nothing models do not reflect traffic conditions experienced by occupiers of Ashton Vale Industrial Estate and the reports submitted acknowledge significant variation in traffic conditions on the estate from day to day.	Individual Ashton Vale – Do Nothing model	The 'base' VISSIM model was calibrated to junction turning movements from the 9 May 2017 traffic survey (DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18). As noted above, this count is considered representative of typical conditions. Link and turning count calibration were carried out for every hour modelled in the AM and PM periods meeting criteria for model acceptability set out in Transport Analysis Guidance (TAG) Unit M3.1 (para. 3.2.8) (the document can be accessed online here:

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				https://www.gov.uk/government/publications/webtag-tag-unit-m1-2-data-sources-and-surveys). Operational conditions in the base VISSIM model were validated to journey times collected via moving car surveys carried out on the 9 and 10 May 2017. A comparison of the observed and modelled journey times showed a good fit between the two data sets confirming that the model is accurately simulating condition in the local network, including Ashton Vale Road. Again, these checks met necessary acceptability criteria set out in national modelling standards Transport Analysis Guidance (TAG) Unit M3.1. (the document can be accessed online here: https://www.gov.uk/government/publications/webtag-tag-unit-m1-2-data-sources-and-surveys). With regard to daily variation, whilst Technical Memorandum: 'Ashton Vale Road Traffic Counts (3 July 2018) (DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18) acknowledges that daily variation occurs at the Ashton Vale Road junction, the analysis also shows that maximum profile recorded is very similar to the 9 May 2017 count used in the modelling. Additionally, as noted above, TAG states that

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				it is typical practice to carry out a turning count on a single day and thus no requirement to survey multiple days to take account of potential variation.
112-4		The 2017 surveys on which the models continue to be based were undertaken on a day on which Manheim Auctions were inactive, hence wholly underestimate the traffic conditions. The modelling team have attempted to justify this by means of ATC surveys which do not present sufficiently detailed information to enable any acceptable validation of the model, which does not allow for the commercial activities of one of the estates largest and busiest occupiers.	Individual Ashton Vale - Traffic impacts of auctions	The examination of the 2018 ATC data in the Technical Memorandum: 'Ashton Vale Road Traffic Counts (3 July 2018) (DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18) highlights certain hours when the outflow from Ashton Vale Road is very high at up to a maximum of 290 vehicles per hour (vph). Whilst this is clearly higher than the modelled volumes exiting the estate (some 204vph 4:00-5:00pm and 172vph 5:00-6:00pm), the difference from the flows used in the modelling is not significant. Moreover, the analysis in the Technical Memorandum also shows that the hours when these high volumes of exiting traffic occur fall outside of the usual peak periods in the wider network. The data from the 2018 ATC (DCO document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18). suggests that associated volumes at such times are not significantly higher than those used in the modelling. And, critically, the associated spikes in outflow from the estate coincide with lower overall flows at the junction meaning that there is

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				greater reserve capacity in the signals and an ability to move green time around when Ashton Vale Road flows are highest The proposed mitigation measures, including the introduction of computer controlled Microprocessor Optimised Vehicle Actuation (MOVA), will make the Winterstoke Road/Ashton Vale Road signals much more flexible with the ability to provide longer compensatory green times to Ashton Vale Road following a level crossing closure, particularly when competing demands at the junction are lower. MOVA is more responsive to traffic conditions than the current signal control system.
112-5		The impact of increased closures of the level crossing is illustrated in technical tables in the ch2m note, with raw numbers presented and little explanation or analyses of those numbers given, save to suggest that the impact of the increased frequency of closure is easily mitigated by the proposed minor improvement works. However, on investigating the values within the summarised model output it becomes clear that the proposals could potentially result in very substantial lost time available for traffic exiting Ashton Vale Industrial Estate. From cTc's preliminary review, even allowing for the proposed mitigation, the capacity for traffic exiting the Ashton Vale Industrial Estate is reduced by at least 30% and potentially more than 50%. It is acknowledged that the congestion may take more than one signal cycle to clear and cycle times of the order of 160 seconds are mentioned in the report.	Individual Ashton Vale - Traffic queues	The evidence presented in the MetroWest Phase 1 Ashton Vale Road: Transport Evidence Explanatory Note (23rd July 2018) provides ample commentary and explanation of the traffic modelling (LinSig and VISSIM) outputs. Section 5 summarises the LinSig analyses and states that, based on LinSig analyses, the maximum extent of the queue on Ashton Vale Road is only expected to increase from 12 to 20 vehicles with an increase in mean delay of circa 38 seconds when considering a short period immediately before, during and two cycles immediately after a closure (weekday PM peak hour). Further detailed real time analysis presented and discussed in the MetroWest Phase 1 Ashton Vale Road: Transport Evidence Explanatory Note (23rd July 2018) (DCO

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		Assuming “more than one” means at least two, this comprises 320 seconds or more. Adding to that the signal closure of 105 seconds results in significantly increased congestion for at least 425 seconds, or a little over 7 minutes. The report identifies potentially up to 5 closures per hour, or one every 12 minutes in the unlikely best-case scenario that they are equally spaced, meaning, on average 7 minutes of substantially increased congestion will be following by 6 minutes of relatively free flowing conditions (as current). Such an impact will result in Ashton Vale Industrial Estate becoming unusable by its current occupiers for the business activities presently carried out there. The proposers are aware of but have ignored the occupiers concerns.		document ref: 6.25 ES Volume 4 Appendix 16.1 Transport Assessment Pt 18_Appendix N (Part 18 of 18) based on the micro-simulation traffic assessment confirms the findings from the LinSig analyses, with results from the two modelling approaches showing a high degree of correlation. With regard to the 30-50 percent reduction in ‘capacity for Ashton Vale Road, it is unclear how CTC arrive at this figure, although it seems to ignore a number of factors, notably that (1) the green time for Ashton Vale Road is currently restricted anyway by the need for the signals to service other movements, and (2) that the signals will be able to provide longer green times and hence capacity for this arm following a level crossing closure, particularly under proposed MOVA control. CTC also cites the potential for five closures an hour. It should be noted that this was presented as a sensitivity case and that the proposed MetroWest Phase 1 scheme would result only in a maximum of three closures per hour (assuming that a freight movement occurs) but more realistically only two closures per hour given that freight movements rarely occur (see Table 2.1 of MetroWest Phase 1: Winterstoke Road/Ashton Vale Road VISSIM Model Testing Report (July 2018) (DCO document ref: 6.25 ES Volume 4 Appendix 16.1

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				Transport Assessment Pt 18_Appendix N (Part 18 of 18). The analysis given by CTC that the proposals will result in 'on an average 7 minutes of substantially congestion' on Ashton Vale Road exaggerates the likely extra delay that will be experienced by most vehicles exiting the Industrial Estate under the MetroWest proposals. The CTC analysis: ▪ assumes that all vehicles are already present in the queue or arrive just as the level crossing closes. In reality this will not be the case. Whilst a vehicle arriving the instant the level crossing closes will have to wait for an initial 105 seconds during the closure of the level crossing, those arriving later than this will experience less delay and those arriving following the re-opening of the level crossing, possibly when Aston Vale Road receives its green, will suffer very little delay; ▪ does not take account of the fact the first vehicles at the head of the queue will be the first to receive a green signal when the level crossing re-opens. Consequently, it is unlikely that even in this worst case, that a vehicle would experience anywhere near seven minutes of delay. The maximum delay would be 105 seconds for the level crossing closure plus the time for the

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				signals to cycle round to Ashton Vale Road following re-opening, say conservatively 60 seconds, so circa 165 seconds, or roughly two and a half minutes; ▪ ignores the fact that most of the traffic on Ashton Vale Road will discharge during the green period in the first cycle following a re-opening of the level crossing (including, as noted above, those at the head of the queue on Ashton Vale Road). Consequently, the number of vehicles unable to exit the Estate during the first green period is likely to be very few, and these vehicles will have arrived later than those who discharged during the first green and so will not experience anywhere near 7 minutes of 'congestion'; and ▪ the statement by CTC that it is seven minutes of 'increased' congestion assumes that vehicles currently leaving Ashton Vale Road leave the Estate under free flow conditions and do not suffer any delay. However, LinSig modelling of the current situation suggests that on average traffic on Ashton Vale Road during the PM experiences approximately 70 seconds of delay. This would need to be deducted from the delay under the MetroWest scenario to obtain 'additional' delay as a result of the scheme.

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				Taking all this into consideration, the absolute worst-case extra delay experienced by a vehicle on Ashton Vale Road would be circa a minute and a half (165 minus 70 seconds). This assumes that this vehicle is already in the queue or arrives just as the level crossing closes. However, the vast majority of vehicles will experience much less than this, since the level crossing will be open for circa 90 per cent of the time and many vehicles will exit with very little delay at other times, with the result that the average delay over the course of the PM peak hour would be significantly lower and nearer to the 10 seconds predicted by the micro-simulation modelling assessment. The proposed introduction of MOVA control will provide significant betterment to the operation of the Winterstoke Road/Ashton Vale Road signals. At present green time is limited to 24 seconds in the PM peak period. MOVA would be set-up with a much more generous maximum limit which would not only enable the signals to provide a longer compensatory green time following a level crossing event, but would also generally assist egress from the Estate at other times.
113-1	Margaret Stowers	Plot ST353248 07/30 It is proposed to use the pathway alongside my house for access to the railway embankment. This pathway is very narrow	Land, access, property	The access constraints have been noted. Where possible personnel, equipment and materials will be brought to the railway

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		and fragile and not suitable for heavy use by either personnel or equipment, therefore I would like its proposed use by Metrowest to be reconsidered. My property is next to the (redacted) which could provide more suitable and robust access to the railway embankment.		embankment via the railway. However, it may be necessary to have access from the road. More detail will be available once a contractor has been appointed and they will consider the best options available for access. The Applicant will continue to update and engage with affected parties as more information is available
114-1	Mary Donaldson	I support the re-opening of the railway line from Portishead to Bristol. I am concerned that the planning has not taken into consideration the negative impact on wildlife, particularly toads, which the plans for concreting over 22 acres of Lodway Farm Fields would entail. This is a very important site for toad migration.	Lodway compound - ecology Lodway compound - concrete base	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ. Ecological impacts have been a key consideration during the scheme's development, with detailed ecological

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				surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the

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				Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO

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				Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Whilst in use as a compound, the base will not be made of concrete but compacted aggregate, enabling the land to be reinstated to its previous condition. Alternatively, a geobind solution may be used where the product is mixed with the soil, transforming the site into a load bearing surface. During reinstatement, the surface is broken up and sodium bicarbonate added into the soil to correct the pH and return the land to its original state. Whichever option is used the Master Construction and Environmental Master Plan (CEMP) (DCO Document Reference 8.14), commits the Applicant to returning the land to its previous condition.
115-1	Michael Carrington	As someone living near the railway I would like to be made aware of any updates. Thanks.	Noted	Noted.
116-1	Mr Roger Geoffrey Fox	My objections in this representation is to improve the environment for the residents of Sheepway by reducing the impact for the residents of Sheepway by reducing the impact of work associated with the new railway. 1. Ref drg No. 467470BQ04-20-600. The new access of the north side of the A369, due west of the footbridge, is opposite a level crossing in the disused railway line. These two should be used	Sheepway impacts	The field north of the railway that is accessed from Sheepway access point AW3.2 is not a construction compound. The field is only to be used for the creation of a pond and associated ecological mitigation (Works No.12B). The construction compound is on the south side of the railway and is accessed

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		during construction to access the field required north of the railway line to minimise use of access AW3.2 in Sheepway. This would be apricated by the residents of the hamlet, and the occupants of the mobile home site, that use Sheepway Road every day. Please find attached.		from the A369 Portbury Hundred via access point AW3.1. Access points and compounds are shown on the DCO document reference 2.29 Compound, Haul Road and Access to Works Plan. The works are shown on DCO document reference 2.3 Works Plan.
116-2		Portishead Branch Line — Metrowest Phase 1 Registration and Representation. Section 2. Representation continued. 2. Safety from Aviation HP fuel line failure. Beneath the existing private access from Sheepway, contiguous to Priory Croft, now used for horse and rider purposes only, are very high pressure kerosene fuel lines. Will these lines remain safe when access Al 3.2 is in use by Metrowest ? My view is that it would be much safer to separate the envisaged traffic whereby the existing traffic remain using the existing access and the Metrowest traffic use a relocated AW3.2 to be alongside AW3.3 since there are splayed twin accesses there already. This revised position for AW3.2 could then follow the original track diagonally across the field, as before, to the existing ditch underpass.	Fuel line impacts	Access point AW3.2 is not proposed to be an access to a construction compound. The field is only to be used for the creation of a pond and associated ecological mitigation (Works No.12B). Ground investigations and utilities surveys will be completed before the pond is dug and if necessary protection measures will be put in place to protect utilities during the creation of the pond. Consultation continues with utility companies and separate agreements are being sought with them on working methods in the vicinity of underground assets. Access points and compounds are shown on the DCO document reference 2.29 Compound, Haul Road and Access to Works Plan. The works are shown on DCO document reference 2.3 Works Plan.
116-3		3. Weight, noise and quantity of Metrowest traffic. No mention of the type of traffic that Metrowest will be sending along the access. Will there be heavy	Access routes	Access points AW3.2 and AW3.3 are not proposed to be an access to a construction compound. The fields are only to be used for

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		construction/maintenance vehicles etc? The weight of such vehicles must travel over either Station Bridge or Tarr Bridge. Both of which are listed bridges from 1.K. Brunel railway. The planning inspectorate must be satisfied no damage will occur to the bridges or historic Sheepway road through the hamlet during construction or operation.		the creation of a pond and associated ecological mitigation (Works No.12B), which is a relatively minor work that, will require minimal construction traffic Access points and compounds are shown on the DCO document reference 2.29 Compound, Haul Road and Access to Works Plan. The works are shown on DCO document reference 2.3 Works Plan. The two road bridges over the railway (Sheepway bridge and Portbury Station bridge) have been surveyed and works will be done to repair and improve them prior to the start of the main construction phase to ensure that they are suitable for any construction vehicles that are required to use them.
116-4		4. Sheepway road drainage. From Station Bridge to LA15/21 the underground road drainage is severely damaged. NSC is aware of this, they have inspected the problem, but no repair action yet. The quantity and weight of Metrowest construction/maintenance traffic will increase the risk of damage to the drainage system.	Highway drainage	The drainage of Sheepway road is outside the scope of the DCO Scheme. Access points AW3.2 and AW3.3 are not proposed to be an access to a construction compound. The fields are only to be used for the creation of a pond and associated ecological mitigation (Works No.12B), which is a relatively minor work that, will require minimal construction traffic. The main construction compound in this area is accessed from the A369 Portbury Hundred (AW3.1). Access points and compounds are shown on the DCO document reference 2.29

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				Compound, Haul Road and Access to Works Plan. The works are shown on DCO document reference 2.3 Works Plan
116-5		5. Land drainage of the Metrowest local development. In the area of Sheepway, this is an historic arrangement of open ditches and culverts. I know a new design is underway. The new scheme, particularly north of A369 and south of Sheepway must be serviceable and much better use made of the ditches. alongside A369 that feed drainage to Sandy Rhyne, Po.rtbury Ditch and the sea. Sheepway is not on mains drainage despite a sewage works on Porthury Wharf nearby. END. Mr R G Fox 24 Feb 2020	Land drainage	The IDB (responsible for ordinary watercourse) and the Environment Agency (responsible for main rivers) have been extensively consulted and the DCO Scheme amended as necessary to ensure adequate drainage from the railway and maintenance of existing drainage channels. The railway drainage ditches will be de-silted and renovated. A Flood Risk Assessment has been undertaken for Drove Rhyne and the Easton-in-Gordano stream which shows that the proposed scheme will not increase flood risk (DCO Document Reference 5.6.) The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. This includes measures to control site drainage and protect nearby watercourses.
117-1	Natural England	Dear Sir/Madam Natural England is a statutory consultee for NSIPs, and will be submitting its Relevant Representations later today (26.02.2020). Our representations will focus on assessment of	Individual	All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Natural England (Document Reference DRXXX) that

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		effects on protected wildlife sites and species, and the measures proposed to address them. Natural England has been engaged in pre-application discussions with the applicant and advised on key aspects of the submitted project, in particular the Habitats Regulations Assessment. Kind regards Simon Stonehouse Please see attached. The Metrowest project lies partly within Avon Gorge Woodlands Special Area of Conservation (SAC) and is close to several other nationally and internationally protected nature conservation sites. Natural England has had regular and constructive engagement with the applicant throughout the preapplication period. Our advice has focused on the national and European sites that could be affected and those protected species that may be subject to licensing requirements. Overall we are satisfied that the assessment of potential environmental effects in relation to designated sites and protected species undertaken by the applicant has been thorough and the findings are robust. Shadow Habitats Regulations Assessment (sHRA) At the screening stage the sHRA concluded that the likely significant effects on the the Severn Estuary, and a number of more distant sites could be ruled out on the basis of objective information.		is envisaged will be submitted to the ExA prior to Deadline 1.

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		Effects on the Avon Gorge Woodlands SAC and the North Somerset & Mendip Bats SAC have been subject to an Appropriate Assessment. The assessment concludes that subject to mitigation identified being secured, an adverse effect on the integrity of the North Somerset & Mendip Bats SAC can be avoided. For the Avon Gorge Woodlands SAC it concludes that while some effects can be minimised, the direct loss of ancient woodland and rare grassland habitat cannot be fully mitigated and therefore the project will adversely affect the integrity of the SAC. Natural England supports these conclusions. The applicant has therefore, through the derogation provided for under article 6(4) of the Habitats Directive, sought to demonstrate that there are no feasible alternatives to the project, that there are imperative reasons of overriding public importance (IROPI) for the project to proceed, and that compensatory measures can be secured that maintain the overall coherence of the Natura 2000 network. Without prejudice, Natural England has considered the emerging package of compensatory measures, and while we are broadly content that the measures would be proportionate and effective in ecological terms, we do consider that further details and discussions are needed to ensure all locations and measures are appropriate and deliverable.		

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		We have also made sure that the applicant is aware that because the compensation package includes positive management measures to tackle invasive species on Network Rail land within the SAC, they must clearly show that the measures are additional to the management for favourable SAC condition that is considered 'normal practice' for site owner/public body under Article 6(1) of the Habitats Directive. As well as seeking to demonstrate this, the applicant has identified other options for positive habitat management enhancements outside of the SAC. Natural England's detailed advice 1. Introduction 1.1. Natural England's advice in these relevant representations is based on information submitted by North Somerset Council in support of its application for a Development Consent Order ('DCO') in relation to construction of a new railway and passenger service, utilising the trackbed of the disused railway and the existing freight line to Portbury Dock. 1.2. Natural England has been working closely with North Somerset Council to provide pre-application over a number of years. Natural England has also discussed the project with other relevant parties, including Network Rail.		

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		1.3. Natural England has held initial discussions with the applicant about a Statement of Common Ground and anticipates completion of the document in the coming weeks ahead of the Examination. 1.4. In recent pre-application discussions we have suggested to the applicant that key measures relating to European sites – mitigation measures and compensation - are drawn out into a single summary. The consideration of these issues rightly features in the Environmental Statement, the sHRA, the Avon Gorge Vegetation Management Plan and will be referred to in a mitigation schedule, Construction and Environment Management Plan and proposed DCO Requirements. It is therefore useful to have a clear and transparent summary of HRA measures in one place. The applicant has agreed that this would be helpful. 2. Natural environment interests potentially affected by this application 2.1. Part of the development footprint for the Metrowest project lies within Avon Gorge Woodlands Special Area of Conservation (SAC) and Site of special Scietific Interest (SSSI), and it is also in close proximity to the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site, and North Somerset and Mendip Bats SAC, all of which are internationally and		

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		nationally protected nature conservation sites 2.2. A number of protected species are liley to be affected, some of of which will be subject to licensing requirements (see 2.24 below). Avon Gorge Woodlands SAC 2.3. As well as being a nationally and internationally protected wildlife asset, containing many rare plants, the Avon Gorge is recognised as being highly valued and important in landscape, geological and cultural terms. 2.4. Natural England agrees with the assessment of effects on qualifying features of the SAC and considers that a precautionary approach has been taken. 2.5. The Metrowest project involves the direct loss of 0.78ha of the Avon Gorge Woodlands SAC. This is due to the increased area need for maintenance of a passenger line over a freight line, and breaks down as 0.71ha of the ancient woodland qualifying feature and 0.07 ha of limestone grassland qualifying feature. The works will also result in the loss of 27 individual rare Whitebeam trees. 2.6. The range of mitigation and compensation measures that relate to the SAC are covered in the Avon Gorge Vegetation Management Plan (AGVMP). Natural England will continue to advise the applicant on this document and will need to agree the final version. Avoidance and mitigation 2.7. Some changes to the project, while not introduced with the purpose of addressing ecological impacts, have reduced the scale of likely effects. Primarily this relates to the		

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		lowering of speed and frequency of the rail service from that which was envisaged earlier in the pre-application phase, which means that less of an area is needed for construction and maintenance activity than was originally envisaged. 2.8. The Appropriate Assessment has also identified avoidance and mitigation measures than have been introduced to reduce and limit effects and which chiefly relate to the construction phase of te project. Natural England supports these measures. 2.9. Fencing needed to maintain safety on the line will have the incidental positive effect of limiting illegal and sometimes damaging public access to the site, as noted in Natural England's site Improvement Plan. That said the potential landscape and visual impacts of the fencing on the Gorge – an important environmental asset to local communities – should also be given weight in determining the design and operation of the project. Compensation 2.10. As mentioned in the summary above, after consideration of avoidance and mitigation measures the Appropriate Assessment (AA) has concluded that the project will result in an adverse effect on integrity of the SAC. Natural England supports this conclusion. Whilst, as identified in the AA, there is some scope for effects on the ancient woodland and limestone grassland habitat to be minimised, the direct loss of qualifying features for these habitats cannot be mitigated. 2.11. The applicant has developed a package of compensation measures aimed at maintaining the corherence of te Natura 200 network. While there		

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		are some details yet to be finalised and different options or choices that could be taken, Natural England has, without prejudice, given pre application advice and considers that the applicant is taking a thorough approach to considering a suitable package of measures. 2.12. The main features of the compensation measures involve areas of positive woodland and limestone grassland management and whitebeam planting. 2.13. Natural England supports the focus on planting whitebeams, a primary feature of the SAC woodland, many species of which are endemic to the Avon Gorge. We also support the principle of replacing lost whitebeam on at least a 2 for 1 basis. 2.14. We have held pre-application discussions and recently visited the three proposed whitebeam planting sites. While we are reasonably confident that one of the sites is likely to be suitable, there are some questions to be resolved with the methodology and the other two sites in order to be sure that they are the appropriate locations for this type of compensation. We believe that there may be other more appropriate locations for planting within the SAC and outside of Network Rail ownership, however, we recognise that the applicant may find it more challenging to arrange. 2.15. The positive management proposed within the SAC to benefit woodland and grassland features will target invasive species removal – one of the major ecological issue affecting condition of the SAC – and involve removal of some large trees such as the non-native holm		

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		oak. This will undoubtedly have a positive ecological outcome and, like the whitebeam planting, will be done on at least a 2 for 1 basis by area, which Natural England supports. 2.16. As stated in our summary we have advised that positive habitat management must be over and above that which Network Rail is legally required to carry out as the site owner. The applicant has sought to demonstrate that this is the case in its submission, and held initial conversations with the Forestry Commission about alternative positive habitat management in undesignated ancient woodland adjacent to the SAC. 2.17. While there are details that to be added and changes that may be made to the compensation package, we recognise that the Inspectorate, Defra and other parties will need to be consider the derogation and compensatory measures in the lead up to the Examination. North Somerset and Mendip Bats SAC 2.18. Bat surveys involving radio tracking of greater horseshoe bats revealed that bats are moving between Avon Gorge and Brockley Hall Stables SSSI, a maternity roost protected as part of the North Somerset and Mendips Bats SAC. The disused line between Pill and Portishead provides an important corridor for bats, particularly in where it runs close to the M5 and development at Portbury Dock, and a day/night roost was found at the disused Pill station. Evidence presented in the Environmental Statement also confirms the importance of the existing line (including tunnels, bridges and surrounding woodland) through Avon Gorge for bat species, including socialising of horseshoe bat species. 2.19.		

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		In terms of effects on the SAC the main risks identified arise from vegetation clearance and increased lighting along the new section of line, including Pill station. Without mitigation this could cause habitat fragmentation and severance affecting foraging and commuting habitats, and by direct disturbance to lesser horseshoe bat roosts. 2.20. Mitigation measures will involve sensitive vegetation planting management and lighting control to ensure a dark corridor is maintained and strengthened for commuting bats. 2.21. Natural England considers that mitigation proposed has focused on the key risks and provided the the dark, vegetated corridor along the course of the disused line can be maintained and enhanced, will be effective and deliverable. 2.22. While it may not be able to reduce lighting levels needed for safe use of the platform at Pill station, the applicant has stated that it is possible to create a screen or shield that protects the day/night roost at the station from light and maintains the dark corridor that bats use to access it. In principle this appears to be a an effective and deliverable mitigation measure. Severn Estuary European site 2.23. We are satisfied that significant effects on the Severn Estuary European site (s) have been ruled out through the sHRA screening on the basis of objective information, including bird surveys that suggested qualifying species of the SPA/Ramsar do not occur in significant numbers within the survey		

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		area, and an assessment of noise that appears to show that noise levels within the Severn Estuary designated site and functionally linked will be largely unaffected by the construction or operation of the new passenger service. Existing recreational use of the bird survey area was also noted. Protected species licensing 2.24. The applicant has sought Letters of No Impediment (LONIs) to provide reassurance on the likely needs for protected species licenses for Great Crested Newts, Bats and Badgers. 2.25. We have issued LONIs for bats and badgers, which include some comments minor additions that would likely be included in an application. 2.26. We have advised the applicant that further information is needed to support on LONI (and a licence application) for Great Crested Newts. We do not believe that there is a significant barrier to reaching a favourable outcome for GCN but understand that the applicant is looking at options before submitting its proposals for this species. Other biodiveristry and landscape interests 2.27. Natural England is satisfied that wider biodiversity and landscape interests have been assessed throroughly and suitable measures included to avoid or reduce impacts have been identified tin the environmental statement. We have no significant concerns.		

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118-1	Noel Ayling	I object to the plan that will create a storage facility during the construction of the railway in the area behind Lodway Farm. Access is planned to be via the residential streets (Redacted) neither of which are suitable for the heavy traffic involved. The alternative access is to be gained from Marsh Lane which is far more suitable.	Lodway compound - access routes Lodway compound - construction traffic	The main HGV access route will avoid Pill by coming from the M5 J19 onto Royal Portbury Dock Road and Marsh Lane, and then via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane. This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase. There will also be a secondary access route through Easton In Gordano. The access route will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents and stakeholders in advance. Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be

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				agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically: • Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner; • Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods; • Ensure that the impact and disruption to the local communities and tourists is minimised; • Minimise construction trips where possible; • Ensure the continued monitoring, review and subsequent final version of the CTMP (DCO Application Document Reference 8.13) and mitigation measures; • Limit the impacts on the Strategic Road Network and the Local Road Network; • Limit the impacts on the natural and built environment. • Measures to ensure that the maintenance and condition of public roads, cycle routes and Public Rights of Way do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities.

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				The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.
118-2		There are also wildlife and environmental concerns about the area behind Lodway Farm and these must be thoroughly examined and suitable mitigation put in place to minimise the damage to wildlife.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile

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				receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the

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				topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. The Master CEMP also proposes the contractor consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).
119-1	Patricia Grindon	As a life long member of this community I wish to follow all plans and discussions for the reinstatement of our train service. What disruption to village life is proposed during the reinstatement period until the completion of this long awaited service.	Pill - construction impacts	Consideration of the impacts from construction have been considered and limited where possible: • Traffic impacts have been assessed in the Transport Assessment (TA) (EA Appendix 16.1, DCO Application Document Reference 6.25), and mitigation measures implemented through the Construction Traffic Management Plan (CTMP) (DCO Application Document

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				Reference 8.13) and Master Construction Environmental Management Plan (CEMP) (ES Appendix 4.2, DCO Application Document Reference 8.14) • Noise levels have been assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).The predicted noise levels in Pill are all above the night-time Unacceptable Adverse Effect Level of 65 dBLAeq,1h and would cause a temporary significant adverse environmental effect which would be significant in relation to the EIA regulations. An assessment to determine eligibility for noise insulation would need to be undertaken prior to any night working. • Lighting will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master CEMP (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) sets

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				out a framework for Environmental Management Consents during construction.
120-1	Patricia Langton	I am concerned about the proposal for the Lodway Farm site and the implications this would have for local flora and fauna, especially a nationally important toad population.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are: • Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would

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				be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the

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				construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).

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121-1	Peter Milner	I would like to be reassurred that sufficient measures have been taken to preserve the breeding ponds and migratory routes for a significant toad population at Lodway Farm where I understand new works are proposed.	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ.
122-1	Peter Stanley	1. Mitigation measures required around Lodway Farm and the cyclepath that will allow the toads to continue their migration over the Breeches, across the entirety of Lodway Farm fields, over the rail track, across the cyclepath and into the breeding pond. This is a very important wildlife site and I have a concern about Lodway farm and disruption to wildlife.	Lodway compound - ecology	Ecological impacts have been a key consideration during the scheme's development, with detailed ecological surveys undertaken. Assessment of effects from construction and operation of the railway have been completed and mitigation and compensation for significant effects have been developed. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) includes assessment of impacts to the local area. The specific ecological surveys undertaken at Lodway compound are:

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				• Extended Phase 1 Habitat survey – 2016, and some additional areas when compound area extended - 2018 • Preliminary Bat roost inspection survey of Lodway Farm buildings – 2018 • Survey of Lodway Farm buildings for barn owl – 2018 • Pond survey for Great Crested Newt eDNA – 2016 • Reptile survey – 2016 (site compound area) and 2018 (additional land parcels for reptile receptor site) • Hedgerow survey – 2018 Badger and fox surveys were undertaken during the Phase 1 habitat survey and would be updated by a pre-construction survey. The pond at Lodway farm will not be directly impacted by construction. Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has assessed impacts at Lodway compound. In summary: • No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25); • There will be a temporary slight adverse impact on barn owls (section 9.6.34); • There be a slight adverse impact on

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				important hedgerow (section 9.7.20); • Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced by habitat manipulation and search, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians. More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25). Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the

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				cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor is obliged to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed and agree mitigation measures that the Contractor should employ.
122-2		2. Insufficient parking is planned at Pill Station and local roads already full of parked cars. The nearby Memorial Club has a very large carpark and arrangements should be made with the club to provide additional car parking	Pill - parking	The impacts on parking provision are discussed within Section 16.6 of the Environmental Statement Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25). Specifically for Pill, a combination of the following factors will limit the impacts as much as possible: • the provision of a new car park; • the provision of a forecourt area and disabled parking at the station entrance; • TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix

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				16.1, DCO Application Document Reference 6.25). The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking, and will also manage the car parks, already agreeing to short stay and all-day tariffs and season permits, and will monitor its use. Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy, which is currently under review and may be implemented in other areas before a possible wider roll-out. There will be post-implementation monitoring of parking provision within Portishead and Pill, detailed in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Further consideration of wider parking issues have been reported in the TA (ES

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				Appendix 16.1, DCO Application Document Reference 6.25).
123-1	Rosaleen Thayer	Please would you put in mitigation measures to protect toads and their access to the breeding ponds. Thank you	Lodway compound - toads	Section 6.2.37 of the Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) acknowledges that there is registered toad crossing on the cycle path in Pill next to the DCO Scheme and other toad patrols are set up in the wider area, e.g. one centred on Fennel Road, Portishead which is close to Portishead Ecology Park. To reduce the impacts, the Contractor will be asked to consult with local Toad Patrol groups and develop procedures to reduce impact of construction activities on toad migrations across construction sites and haul roads. The project team will engage with the Pill Toad Patrol group before a Contractor is appointed to discuss mitigation measures that the Contractor should employ.
124-1	Wedlake Bell LLP on behalf of The Bristol Port Company	FIRST CORPORATE SHIPPING LIMITED PORTISHEAD BRANCH LINE - METROWEST PHASE 1 RELEVANT REPRESENTATIONS 1. INTRODUCTION 1.1 The following representations are submitted by First Corporate Shipping Limited, which trades as The Bristol Port Company ("BPC"), in relation to the application by North Somerset Council ("NSC"). 1.2 BPC's overriding needs are: 1.2.1 to ensure the proposed temporary and permanent works have no negative impact upon its statutory undertaking, operations and the activities of its tenants and customers; and 1.2.2 to achieve an	Individual	The Applicant's response to all matters raised in this Relevant Representation is detailed in correspondence with the Bristol Port Company, which is provided at Appendix E of this document. The detailed response from the Applicant has been discussed with the Bristol Port Company and this will be incorporated into a Statement of Common Ground between both parties, that is unlikely to be submitted to the ExA before Deadline 2.

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		outcome which minimises the impact on its operations of land being lost to or sterilised by NSC's proposed development during the pre-construction, construction and operational phases. 1.3 Pursuant to the Bristol Dock Acts and Orders 1848–2010, BPC is the statutory undertaker (harbour and competent harbour authority) for Bristol and the owner and operator of the commercial port of Bristol ("Bristol Port"). As explored below, BPC questions the need for and extent of some of the works proposed and also the requirement for its land to be taken in connection with them. It disputes that a compelling case has, or can, be made that it is in the public interest for the compulsory acquisition powers proposed affecting its land to be granted. It further does not accept that the compulsory acquisition proposed can be achieved without serious detriment to its undertaking. It has various other concerns as amplified below. 1.4 The text below summarises the primary submissions BPC proposes making; BPC necessarily reserves its position to add to or amend these submissions as necessary or appropriate and insofar as further information becomes available and to make further written and oral representations. 1.5 BPC has identified a number of matters which require consideration by the Examining Authority at issue specific hearings, including the key issues of the need to preserve reliable and timely access for rail freight traffic to and from Bristol Port throughout the construction of the new railway and its future use, and how BPC's continued access between parts of its operational land across the railway close to Court House Farm is to be secured. In addition,		The Applicant will continue to engage with the stakeholder on outstanding matters.

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		BPC registers its objection to the proposed rights of compulsory acquisition over land in BPC's ownership and anticipates pursuing this objection at a compulsory acquisition hearing. It further reserves its position to appear at any open-floor hearing insofar as appropriate or necessary. 1.6 BPC has responded to NSC's earlier consultations in relation to this project: 1.6.1 stage 1 consultation (BPC letter of 31 July 2015); 1.6.2 first Section 42 consultation (BPC letter of 4 December 2017); and 1.6.3 further Section 42 consultation (BPC letter of 16 August 2019). 2. BPC'S POSITION 2.1 While BPC recognises the ambition to provide an alternative transport mode for commuters from Portishead travelling to the Greater Bristol Region, it is concerned about the impacts that the detail of the scheme now being considered will have on its undertaking. It is notable that the current scheme looks to provide only an hourly service for passengers but will have a significant and disproportionate impact upon BPC's undertaking during its construction and future operation and will involve the permanent loss of land in BPC's ownership held for the purpose of its statutory undertaking. 2.2 BPC therefore disagrees with elements of NSC's proposals in their current form because they will adversely affect the efficient and economic operation of Bristol Port now and in the future. 2.3 In formulating its proposals in their current form, NSC has failed to have sufficient regard to and/or fully to assess various matters, including: 2.3.1 the damaging effects of those proposals on the highly dynamic nature of BPC's business and		

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		statutory undertaking that must be able to deliver operational certainty to its customers and provide at all times a rapid, efficient link to inland transport, via the strategic road network (M5) and the national rail network; 2.3.2 the effect of those proposals on the continued availability of rail paths for freight trains to and from Royal Portbury Dock (during and after construction of the works) and the interaction between those trains and passenger services; 2.3.3 the adverse impact of those proposals on the use by BPC of the private crossing between its transit cargo storage areas on either side of the proposed railway; 2.3.4 alternatives to those proposals, including in relation to the proposed land take for the temporary and permanent works, in order to minimise the strategic and operational impacts on Bristol Port; 2.3.5 the effect of the construction activity on the day to day operation of Bristol Port and the other port-dependent businesses on the Royal Portbury Dock estate (“RPD Estate”); 2.3.6 the operational consequences of NCS's proposed restrictions during construction and NSC/Network Rail’s future access rights; and 2.3.7 the effect on the future of Bristol Port of land which has been safeguarded for port development no longer being available for that purpose by virtue of its being taken compulsorily for purposes ancillary to the DCO scheme. 3. DEVELOPMENT CONSENT ORDER 3.1 The draft development consent order ("DCO") currently appears to contain inadequate controls over the nature and proposed method of execution of the works. 3.2 The DCO amongst other things does not: 3.2.1 provide adequate and acceptable protective		

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		provisions for BPC as operator of, and statutory undertaker for, Bristol Port; 3.2.2 justify the requirement for powers of compulsory acquisition which would affect BPC; and 3.2.3 state with sufficient clarity how NSC and third parties, including Network Rail, intend to exercise compulsory acquisition powers. 3.3 Further concerns in relation to the draft DCO, insofar as necessary or appropriate, will be provided at a later date following detailed consideration of its provisions and the related documentation, including the Book of Reference. These will include concerns about what appear from an initial review to be provisions which could affect private rights granted by BPC to National Grid Electricity Transmission PLC and Western Power Distribution (South West) PLC which are necessary for the delivery of the Hinkley Point C Connection Project. 3.4 BPC notes the inclusion of draft protective provisions in favour of BPC and its statutory undertaking in the draft DCO. However, these are currently inadequate in their scope and content. Without detracting from the other issues of principle raised in these representations, BPC will expect provisions to be added to cover a range of concerns, including appropriate controls over works or other activities on or affecting roads on and giving access to Bristol Port, over any proposed temporary, drainage or other ancillary works on any of BPC's land, over the temporary use of land and works programming, and restrictions on access during construction. Controls of this sort, and to delimit the location of all works and activities to the extent they affect BPC's land and/or operations, are necessary		

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		to provide the certainty required to ensure that the safe and efficient operation of Bristol Port can continue without interruption during construction of the DCO scheme. Further detail will be provided following detailed consideration of the DCO's provisions. 4. RAIL ACCESS 4.1 BPC has previously expressed concerns about the extent of the rights sought over its freight rail line and the works proposed there, and has sought assurances that both during the construction of the scheme and once the new passenger service is in operation, access for freight traffic between Bristol Port and the national rail network will not be restricted. 4.2 Documentation relating to the proposals states that access for freight traffic to and from Bristol Port will be adversely affected during construction of the various works, but BPC is unsure where details of the interruptions and the necessary assessment of their impact on port operations may be found. BPC will need to be provided with sufficient information about these matters and with adequate protections so as to ensure its service delivery to customers and its other port operations will not be impeded. 4.3 In relation to future operation of the railway, statements are made in the application documentation that the scheme has been designed to accommodate the existing freight rail paths, but, again, BPC has not been able to find the detailed evidence or analysis to support the statements. 4.4 BPC is also concerned that merely accommodating whatever is meant by 'existing' freight paths would be inadequate to avoid serious detriment to BPC's statutory undertaking: reliable and timely access for rail freight traffic to and		

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		from Bristol Port is critical, not only for efficient port operations within the RPD Estate but also for securing the necessary modal shift from HGV traffic to rail. 4.5 BPC will therefore expect suitable assurances to protect current and future freight traffic to be encapsulated in enforceable provisions of the DCO. 4.6 NSC's proposals include the creation of a permanent road-rail access point at the location where the perimeter track referred to in paragraph 7.2 below meets BPC's privately-owned railway within the RPD Estate. From the documentation provided, it appears that the proposals envisage NSC/Network Rail acquiring permanent rights over the perimeter track to bring road and rail vehicles to the access point, and further permanent rights for Network Rail's engineering and other works trains to pass over BPC's private railway for the benefit of the national rail network generally. Unspecified works are proposed to BPC's level crossing to create the access point and further (unspecified) works are suggested for the perimeter track. NSC also requires an area of BPC's land under the M5 bridge on a permanent basis in support of the use of the access point. These proposals cause BPC concern because of the interference they will cause to BPC's use of the track and its private rail link, and the damage to its infrastructure which will result, and their acceptability will need to be considered further. 5. LOSS OF RAIL CROSSING AND SAFEGUARDED LAND 5.1 BPC notes the intention to close its private crossing that connects operational land to the north and south of the disused railway in the vicinity of Court House		

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		Farm. The NSC proposals currently make no provision for any alternative access between the sites. In the absence of alternative provision, closure of the crossing will clearly constitute an unacceptable interference with BPC's operations and statutory undertaking. 5.2 BPC also notes the proposed compulsory acquisition of an area of land adjacent to its boundary (to the south of the railway and to the east of Marsh Lane) for Flood Mitigation and Pond with associated ecological works (Work Nos. 16B and 16D). NSC also proposes to take a permanent right of access from Marsh Lane over BPC's adjacent land. The land that NSC seeks is specifically safeguarded for port development within NSC's adopted planning policy in recognition of the need of Bristol Port for additional land for development at Royal Portbury Dock. Despite that designation, it appears no assessment has been made of the effect on Bristol Port of this land no longer being available for development, including by virtue of the access rights being sought over large parts of BPC's adjacent land. In the absence of any provision for alternative land being made available to meet the needs identified by the planning policy, BPC objects to this safeguarded land being taken and used for purposes ancillary to the DCO scheme. 6. COMPULSORY ACQUISITION 6.1 BPC objects to the nature and extent of the proposed compulsory acquisition powers to be conferred by the DCO and requests a compulsory purchase hearing, pursuant to section 92 of the Planning Act 2008. 6.2 So far as they affect BPC's land, the compulsory acquisition powers sought include those of outright purchase (of		

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		land, subsoil and/or airspace at NSC's option), of the imposition of rights and of restrictive covenants, of the extinguishment and overriding of rights and other interests and of possession during construction. All land affected by these compulsory acquisition powers forms part of BPC's operational land held by it for the purpose of its statutory undertaking. Therefore the Examining Authority will need to be satisfied that all the powers sought may be exercised without any serious detriment to BPC's statutory undertaking. On the basis of the DCO as currently drafted, BPC considers this condition cannot be met. 6.3 In particular, the extent of compulsory land acquisition powers sought over land which is part of or adjacent to public vehicular highways appears excessive, particularly at Marsh Lane and Royal Portbury Dock Road. Even if permanent works are needed as part of the scheme to these areas of highway and adjacent land, it has not been demonstrated satisfactorily why that necessitates BPC or anyone else being compulsorily deprived of its interests in the land or NSC acquiring any interest in any land beyond that normally vested in a local highway authority by dedication and adoption. 7. OTHER CONSTRUCTION ISSUES 7.1 No full and final details have been made available concerning NSC’s proposed arrangements for HGV and other construction traffic movements in the vicinity of the RPD Estate. BPC will need to be satisfied that these and any associated works or measures will not have any detrimental effect on traffic and cargo resorting to and from, and moving around, the RPD Estate and will require appropriate protective provisions in		

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		relation to these issues and in relation to the regulation of all construction activities within the RPD Estate. 7.2 BPC notes the proposed use during construction of the track around the perimeter of part of the RPD Estate between Marsh Lane and the M5 overbridge for HGV traffic (ref Compounds, Haul Roads and Access to Works Plan Sheet 5 – Access Point AW 5.1). BPC is very concerned that this proposed use conflicts with other regular vehicular use of the track by BPC and others including CLH, Highways England and contractors working on the National Grid Hinkley C Connection project all of which access and use must be preserved. The effect of the use of the track on the security of the RPD Estate is also a significant concern. BPC is also unclear whether NSC's proposal includes carrying out any work to this track and, if so, what work is proposed. If BPC permits access over the track during construction, then it must be maintained and eventually left in the same or a better condition than when NSC's works commence and BPC would need the absolute right to approve any proposed works to the track. 7.3 The proposed location of a construction compound on BPC land beneath the M5 overbridge will interfere with the need for access (by BPC and others) and impair the security integrity of the RPD Estate (ref Compounds, Haul Roads and Access to Works Plan Sheet 5). 7.4 BPC has found no further detail of the proposals to deal with culverts that discharge surface water from south of the rail to the north. BPC's particular interest lies in the Easton-in-Gordano culvert (some 200 metres West of the M5 on the railway line route) and the unnamed		

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		culvert linking the Court House Farm site, beneath the north abutment to the Royal Portbury Dock Road, and eventually to the Drove Rhine. BPC will need to understand the current proposals and the protections proposed before it can express a view about their acceptability. 8. PUBLIC PATHS 8.1 BPC has previously expressed concern about the various works proposed affecting the network of public bridleways/cycleways which it has created in and around the RPD Estate, including proposals to add to that network by creating and imposing further public rights of way over BPC's land. The proposals include alterations to the existing infrastructure at Royal Portbury Dock Road and the creation of new public paths near Marsh Lane and close to the M5 bridge embankment, involving the compulsory acquisition of BPC land. BPC does not accept that a need for these works has been demonstrated, either at all or such that the works proposed can properly constitute associated development. The existing dedicated public paths, the routes and specification of which were agreed with NSC, provide a complete public bridleway/cycleway route towards Pill. Even if the works to re-open the railway line proceed, once those works were complete, these paths will continue to be available as they are now, so no works to or to supplement them are necessary. 8.2 It is in any case inappropriate that BPC should be permanently and compulsorily deprived of land in order to provide additional public rights of way in substitution for routes which are currently only permissive and for which the existing (dedicated) public path network already provides an adequate		

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		alternative. 8.3 NSC proposals in relation to the various paths also go further than could ever be necessary or proportionate, in that NSC seeks to acquire the whole of the land over which the new works and/or paths may lie. All that would be necessary to secure public access would be the dedication as public highway of the route of any new work, as is the case with the existing dedicated network into which NSC seeks to connect the new paths. 9. ECOLOGY The Examining Authority will need further information on a number of issues, including: 9.1 BPC's environmental management plan for the Court House Farm development; and 9.2 the wider adverse environmental impacts on flora and fauna within BPC's established wildlife corridors and green areas on the southern boundary of the RPD Estate. First Corporate Shipping Limited trading as The Bristol Port Company 26 February 2020		
125-1	The Coal Authority	The Coal Authority is pleased to note that the applicant is aware that parts of the proposed Portishead Branch Line fall within our defined Development High Risk Area. However, we note that Section 5.3.8 of the Environmental Statement (ES) Volume 2 identifies that the following matters have been scoped out of the ES, as agreed with the Planning Inspectorate: Ground Conditions: The impact of new and additional services on the railway lines on geology, as there will be no further significant impacts on the underlying ground conditions following construction. In light of the above, taking into consideration the areas which fall within the Development High Risk Area and the nature of development required in those areas to	No objection	Noted.

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		improve the existing railway line (pedestrian crossings / footway and cycleway / retaining walls) the Coal Authority has no objections to the above planning application.		
125-2		However, the Coal Authority does recommend that, should planning permission be granted for this proposal, the following wording is included as an Informative Note on any planning permission granted: The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place. Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new	Informative Note wording	Suggested text to be included in any Planning Permission has also been noted. Previous representations from the Coal Authority which has been addressed as below, and refers to their comments regarding development over or within the influencing distance of a mine entry: “The ground conditions were taken into account in the design of the highway works at Ashton Vale and included in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13). The DCO Scheme design comprising highway works on Winterstoke Road in Bristol and a new pedestrian and cycle ramp between Ashton Vale Road and Ashton Road will not require further assessment for coal mining risk, included in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13). The freight line crosses coal bearing strata the surface along the southernmost section around Ashton Gate (which lies within the Red Line Boundary for the DCO Scheme). An

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		development and mine entries available at: https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action. Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider. If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/coalauthority		old coal pit is marked on the 1884 OS map, some 300 m to the west from the railway which survives on mapping editions up to 1955 when the area is developed as allotments. At Ashton Gate the earliest OS map dated 1886 shows Frayne's Colliery as being disused and a colliery associated with the Ashton Vale Ironworks to the north which remains until sometime in the 1940s. Given the long-established nature of the railway no impacts are considered from coal mining therefore intrusive site investigations were not necessary." Should any features be unexpectedly encountered the Applicant will report this immediately to the Coal Authority as instructed.
126-1	BNP Paribas Real Estate on behalf of The London Pensions Fund Authority c/o Knight Frank IM	Dear Sirs, APPLICATION BY NORTH SOMERSET DISTRICT COUNCIL FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR PORTISHEAD BRANCH LINE – METROWEST PHASE 1 (the 'DCO') METROWEST PHASE 1 ('the Project') NORTH SOMERSET DISTRICT COUNCIL ('the Applicant') (Redacted) (the 'Property') This Relevant Representation is submitted on behalf of The London Pensions Fund Authority ("TLPFA"). TLPFA is an Investment Fund which owns the Freehold interest in the above Property as an investment. The	Individual	Plot 16/155 has been drawn to reflect the project's requirements of land and drawn accurately to represent the current boundary for registered title BL153134, owned by Bristol City Council. Plot 16/155 is required on a permanent basis to enable works for shared footpath and cycleway works. If there is a discrepancy in registered ownership in the location of plot 16/155, the Applicant would advise the

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		Property is multi-tenanted and occupied. The majority of the units on the estate are of Trade Counter nature and therefore visited by members of the public to purchase goods. Regular stock deliveries and pick-ups are made to and from the units, and staff also access the Property, The Property borders the existing public space provided by the recent MetroBus project which in turn borders the existing Portishead Branch Line to the east and the Ashton Vale Road to the north. The current Land Plans (Sheet 16 of 17) indicate that the Property is bordered by Plots 16/135, 16/136, 16/155 to the north and 16/156, 16/157, 16/100, 16/127 to the east. All the Plots listed as adjacent to the Property are subject to the compulsory acquisition of all estates and interests. It should be noted that Plot 16/155 appears to encroach onto the Freehold interest that TLPFA has in the land adjacent to the walkway along Ashton Vale Road as seen in the current Land Plans (Sheet 16 of 17) and therefore may be subject to land take. TLPFA does not object to the principle of the underlying Project sought by the DCO in terms of the benefits it is seeking to deliver from Bristol to Portishead and region beyond. However, it is concerned with the impact of the Project detrimentally affecting Tenants' on-going operations specifically at the Property. This includes the impact caused by the Project on Tenants, their staff, delivery drivers and members of the public access and egress from the Property during the course of the Project's construction and operation. TLPFA objects to the DCO on the basis that it has not been proven by the Applicant that the		property owner to discuss directly with Bristol City Council and Land Registry to rectify any issues present on the current registration. Further to those discussions, the Applicant would be happy to meet with the representatives of the property owner to discuss any potential transport or land impacts to the property owner and their tenants as a consequence of the scheme.

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		construction and operation of the Project will not cause a detrimental impact to TLPFA and their Tenants' operations, including by assessment of transport impacts and how access and egress to the Property by the increased closure of the level crossing once the Project is operational. TLPFA is seeking expert advice to consider the material within the DCO documentation and is seeking a meeting with the Applicant to confirm whether any adverse impact to TLPFA's interests and their Tenants' operations can be satisfactorily addressed and mitigated as part of the DCO. TLPFA therefore requests to be registered as an Interested Party to the examination of the DCO and to make submissions on the topics of transport impact and compulsory acquisition relating to the Site. We look forward to hearing from you further in due course.		
127-1	The National Trust	The Proposed Portishead Branch Line (MetroWest Phase 1) Order Planning Inspectorate Ref: TR040011 The National Trust is Europe's largest conservation charity with nearly six million members. Established 125 years ago, its primary purpose is to promote the preservation of special places for the benefit of the nation. The Trust is the custodian of several historic properties in North Somerset and Bristol, including Leigh Woods, which is adjacent to the proposed rail scheme (see applicant's Land Plan). Close to the station at Pill, the Trust own a small estate at Failand, as well as the Victorian Tyntesfield Estate. Viewing the rail scheme from Bristol we own land at Shirehampton which overlooks the Avon Gorge. The Trust is aware of the longstanding challenges of managing traffic within	Various	Any outstanding matters raised in this Relevant Representation are proposed to be dealt with in a Statement of Common Ground with The National Trust (Document Reference DRXXX) which is currently in development and will be shared with the National Trust shortly. It is unlikely to be submitted to the ExA before Deadline 2.

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		Bristol and encouraging more sustainable travel opportunities. We broadly support the upgrading of the railway line to facilitate the passenger rail line subject to the following comments. As described in Section 4 Compulsory Acquisition Information, we hold land inalienably and have been having discussions over the necessary rock works for safety purposes and the risk matrix adaptations caused by the upgrade to a passenger line. The ongoing liability for managing rock fences is significant and we have agreed that where possible these should be placed on Network Rail land. The Trust acknowledges that MetroWest has agreed to leave us in no worse position as to access to our land through the works to Quarry Underbridge 2 The proposed works will have an environmental effect on the flora and fauna that is endemic to the Avon Gorge. We are pleased to see mitigation works included within Section 6 and that whilst there are large losses of habitat on National Trust land, proportional to the scheme, the total area in the SAC is small. It is to be noted that no works can commence until agreed with Natural England. It is to note that within the compound area and haul road for the works to Quarry Underbridge 2 are Leigh Woods Whitebeams, unimproved calcareous grassland, Gloucester hawkweed, and fingered sedge, Bristol rockcress can be found close to the location of where materials will be stored.		

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		We expect the compound area within this location to be as small and possible and that loss of species caused by the ramp and these works are mitigated for. We would expect a survey of this specific area prior to works commencing and after works have finished to monitor ruderal species development and for non-native species. The National Trust do not expect these works to have a major impact on our visitor business. The Trust broadly supports the proposed upgrading of the railway line requests that the issues raised in this representation are given appropriate weight and attention through the DCO process, including through the use of Requirements where appropriate.		
128-1	Property on Hardwick Road [address redacted]	I am concerned that there is insufficient detail on the plans provided to show what proportion of my land is to be subject to compulsory purchase of a permanent interest and temporary right to use the land, nor what rent is to be paid in return for this land.	Land, access, property	The Applicant issued a Request for Information ("RFI") form to the previous property owners on 23rd September 2015 to verify ownership details found when carrying our Land Registry searches. The Applicant was able to confirm ownership and occupation of the property owners on site, when carrying out a follow up exercise with property owners who had not confirmed ownership details. As the project design progressed, the Applicant invited the property owners to attend a consultation event to discuss the details of the current land requirements of the property, along with other property owners in the area. The letters inviting owners were

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				sent on 11th July 2016, with the consultation meetings held on 28th July 2016. A further letter was sent to property owners on 28th July 2017, including an invitation to attend a further consultation event held on 8th August 2017. Following the two consultations, a formal S42 consultation was carried out by the project in October 2017. The property owners were both served with S42 notices on 19th October 2017. Initial letters were sent from Ardent updating property owners of the project and the current requirement of land for soil nailing in the area. The letters were sent on 21st September 2018 and with regard to [redacted], were addressed to the property owners at the time. The letter included an invitation to all property owners to discuss the contents of the letter during a consultation which took place on 8th October 2018. Full details of the land requirements (including a plan) and payments were included in the correspondence. During conversations between the Applicant and solicitors representing the previous property owners, the solicitors advised the Applicant that the sale of the property took place 28th June 2019.

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				Draft agreements were sent to the property owners on 19th August 2019. Since issuing the initial bundle of draft documents, the Applicant has sent correspondence on a number of occasions being 10th September 2019, 22nd October 2019 and 3rd December 2019. The Applicant has not received any response to any of its correspondence. A confirmation schedule was issued to the current property owner on 13th September 2019, confirming details of ownership and occupation of the property, ahead of finalising the Book of Reference for the DCO application. Land comprised by plots 06/295 (hatched purple) and 06/300 (shaded green) on the land plans, are required in order to carry out soil strengthening and stabilization works, known as soil nailing and to facilitate an access to undertake these works. Soil nailing is where the banks of earth supporting the railway line are stabilised by the insertion of reinforcing bars driven into the subsoil. They will be inserted from within the Network Rail land boundary. In addition, part of the land is required on a temporary basis for a temporary fence to be installed near the end of the garden, to ensure that residents are kept safe from the above soil nailing works.

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				Network Rail intends that the works in the vicinity of the property should take approximately 12 months in total. The Applicant is working with Network Rail to reduce this length of time.
129-1	Trevor Wraith	I am concerned that while there has been discussions to date the documents recently issued are very large, almost 21000 pages, and contain a huge amount of detail that interested local residents and other parties will have difficulty to review and understand in time to be able to comment on the proposals.	General - consultation	Summaries of the works were provided in the consultation leaflets compiled for both consultation stages, and specifically prepared drawings. The ES also includes a non-technical summary - a useful starting point for non-specialists. The Applicant has tried to provide as much information as possible to inform interested parties of its proposals where the detail is available and known. The Applicant is very happy to provide further clarification if required.

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Table 2 - The Applicant's response to additional submissions received

PINS Ref No. with issue ref	Organisation/ Person	Relevant Representation	Key Issues	Applicant's Response to Relevant Representation
130-1	Burges Salmon on behalf of The Crown Estate	Re: Land on the South West side of Severn Road, Pill. Dear Sirs Thank you for your letter of 16 July 2020. We confirm that the Property is no longer subject to escheat pursuant to completion of the attached transfer dated 9 April 2018. In practical terms this means that The Crown Estate should not be considered an interested party moving forward. Yours faithfully Abi	Land	Noted.
131-1	Jonathan Rainey	Dear Sir/Madam I am a resident on [REDACTED] Portishead. My property backs directly onto the train line. Currently, there is an area of dense scrub that lies between us and the train line, as well as an intervening 6ft boundary fence in my ownership. I have previously raised representations to North Somerset Council regarding the noise survey that was carried out as part of the application's evidence base. The closest noise monitoring location was carried out on the other side of the track on the edge of the residential estate known as The Vale. No monitoring was carried out to the rear of the properties along Fennel Road.	Noise	The baseline noise surveys were undertaken to gain an understanding of the existing noise climate. It was considered that the existing noise level in the rear gardens of properties in The Vale would be similar to that in Fennel Road. For the assessment of possible impacts from the trains, the predicted noise level at Fennel Road was used, and not the predicted noise level where the baseline survey was undertaken. Using this approach, the predicted noise level from trains when the passing the rear gardens of Fennel Road has been used to determine the impact and therefore this takes into account the fact that the trains will be travelling faster than when passing The Vale. The assessment does consider what could be called an average noise level over a 16-hour period. However, the assessment also

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		Given that our back gardens lie within 10+metres of the train line, we are concerned that the levels of noise are not accurately represented for those living along Fennel Road, particularly as the noise impact for those residents have been based on a 24 hour average based on calculations undertaken at the Vale side of the railway line. This is of particular concern as trains are accelerating out of Portishead. We would request that the impact of noise on the Fennel Road residents whose properties back onto the trainline is examined, and whether there is a need for mitigation as currently none is proposed.		considers the impact from the passage of an individual train. Within the Environmental Statement the impact using the averaged noise level is considered in paragraph 13.6.69 and the impact from the peak train noise is considered in paragraphs 13.6.70 to 13.6.72. Both of these assessments conclude that there is not expected to be a significant environmental effect at properties located along Fennel Road.
131-2		It is also worth mentioning that there are large trees on the opposite side of the track to Fennel Road (Moore Farm side) which overhand the track. All of which are poor quality and need some form of management. One came down in high winds in March and partly landed on the track. The trees appear to be a safety issue. I would be grateful if I could be kept in contact regarding progress.	Landscaping	We are aware of the large trees adjacent to the railway track along the disused section of the railway and refer you to The Railway Landscape Plans (Disused Line) DCO Document Reference 2.10.
132-1	NATS Safeguarding	NATS anticipates no impact from the proposal and has no comments to make on the application. Please update the contact details you have for NATS as indicated below. NATS Safeguarding Office 4000 Parkway Whiteley Fareham PO15 7FL natssafeguarding@nats.co.uk 01489 444 687	Utilities	Noted.
133-1	Cardiff Council	With reference to the above, it has been resolved that the Planning Inspectorate and NSDC be advised that Cardiff Council has no adverse observations to make in respect of the Metrowest Phase 1 proposals – Application Reference TR040011.	No adverse observations	Noted.

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134-1	Utility Assets	We are in receipt of 2 planning notices regarding Metrowest phase 1. We now have a reminder about them We have not responded to either notice because we do not wish to make any representation.	Utilities	Noted.
135-1	Cotswolds Conservation Board	Thank you for consulting the Cotswolds Conservation Board on the above consultation / request for further information. The Portishead Branch Line development lies approximately 12km, or more, beyond the boundary of the Cotswolds Area of Outstanding Natural Beauty (AONB), on the opposite side of Bristol. For these reasons, the Board does not have any further information to provide or additional comments to make	No further information to provide or additional comments to make.	Noted.

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