



# BNP PARIBAS REAL ESTATE

## PRIVATE AND CONFIDENTIAL

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## SENT BY EMAIL

[Metrowest1@planninginspectorate.gov.uk](mailto:Metrowest1@planninginspectorate.gov.uk)

19 January 2021

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')**

#### **CALA TRADING ESTATE, ASHTON VALE ROAD, BRISTOL, BS3 2HA (the 'Property')**

#### **DEADLINE 4 RESPONSE – ISSUE SPECIFIC HEARING 2, 11 JANUARY 2021**

We act on behalf of The London Pensions Fund Authority ("TLPFA") and this response is issued following Issue Specific Hearing 2 held on 11 January 2021 and is supplemental to the Relevant Representation submitted on 26 February 2020. As outlined previously, TLPFA is an Investment Fund and owns the above Property as an investment.

The Property is multi-tenanted and occupied with the majority of the units on the estate being Trade Counter in nature and therefore visited by members of the public to purchase goods. The units are also subject to regular stock deliveries and collections.

As previously set out 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 the region beyond. However, there remains the ongoing concern over the frequency and length of barrier down time in relation to the level crossing which severs the estate and Ashton Vale Road from the adjoining A3029 Ashton Gate Underpass and Winterstoke Road.

Whilst it is understood the current scheme is based on an hourly passenger service (one passenger train in each direction passing through the crossing per hour) and the potential for a freight train to pass through the crossing once in each direction per hour, the resultant barrier down time to accommodate this flow of rail traffic will no doubt have a detrimental effect on the ability of traffic to enter and leave the estate and surrounding businesses.

**BNP Paribas Real Estate Advisory & Property Management UK Limited**

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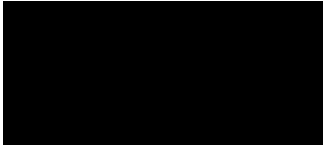
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We understand that the projected barrier down time is now predicted to be 2 minutes per crossing closure however clarity is sought as to whether this relates to passenger trains or much longer freight trains passing through the crossing.

We would welcome the opportunity to discuss this issue further with the applicant or their appointed agent.

We look forward to hearing from you further in due course.

Yours sincerely,



**Derry Mockett MRICS**  
**Director**

*For and on behalf of BNP Paribas Real Estate, National Compulsory Purchase and Infrastructure*