

From: [REDACTED]
To: [Metrowest1](#)
Subject: Issue Specific Hearing 2 Day 1
Date: 20 January 2021 13:04:55

Application by North Somerset District Council for an Order granting Development Consent for the Portishead branch line – MetroWest Phase 1

Issue Specific Hearing 2, Day 1, Monday 11 January 2021

Response to Action Points

Agenda item 5 – Construction Practices – Accesses to construction compounds

Action No. 36

I was requested to respond to action 36.

This was raised over my concerns over Access point AW 5.2 and the access route through residential streets to that point, in order to gain access to the temporary Lodway Farm construction compound.

I have subsequently reviewed “The Examining Authority’s Note of Unaccompanied Site Inspection” document.

I duly note that the document states that Unaccompanied Site Inspections have been made to the location in question; and, to others over which I have concerns.

At this point, I am not making any requests for either any accompanied or unaccompanied visits to any locations of concern, on the assumption that this facility will be available in future if and when required, during the examination process, decision making process and if necessary, public inquiry process.

Martin Berry

Reference 20025020

18 January 2021

From: [REDACTED]
To: [Metrowest1](#)
Subject: Issue Specific Hearing 2 day 1
Date: 20 January 2021 13:14:47

Application by North Somerset District Council for an Order granting Development Consent for the Portishead branch line – MetroWest Phase 1

Issue Specific Hearing 2, Day 1, Monday 11 January 2021

Response to Action Points

Agenda item 5 – Construction Practices – Temporary construction compounds - accesses

Action No. 33

Response 1

Lodway Construction Compound. Work Nos. 17/17A

POINT OF CLARIFICATION REQUIRED

I have noticed on the “Portishead Branch Line - Lodway Farm construction compound information” “Dear Resident” letter from James Wilcock (North Somerset District Council) dated 02/03/2020; that on the “Figure 1 Location Plan and Access Routes” that was supplied the “Primary Site Access Point” is shown as just west of the rail junction of where the proposed Portishead branch line splits from the freight line to the docks; i.e. just on the M5 side (west) of the low bridge over the cycle track between Lodway Close/Avon Road and the M5. DCO 5.4 Construction Strategy page 17, Photo 13 also shows this option.

However; on the latest plans (Compounds, Haul Roads and Access to Works Plan, Sheet 5, M5 Overbridge) it shows the Primary Access Point as immediately after exit from M5 tunnel (Pill side).

Please could you confirm which option is correct.

Martin Berry

Reference 20025020

18 January 2021

From: [REDACTED]
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Subject: Issue Specific Hearing 2 Day 1
Date: 20 January 2021 13:22:43

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Issue Specific Hearing 2, Day 1, Monday 11 January 2021

Response to Action Points

Agenda item 5 – Construction Practices – Temporary construction compounds - accesses

Action No. 33

Response 2

Lodway Construction Compound. Work Nos. 17/17A

Whilst a requirement for a temporary construction compound at Lodway Farm has been identified in the DCO process, it has been made based on many assumptions/ is not subject to final design; and, therefore at this point this requirement cannot be judged to be definitive in terms of purpose; and, therefore not definitive in terms operational requirements/structure.

This seems to be particularly the case around “removing the old track formation”, a significant part of the reasoning for the existence of some construction compounds, including Lodway.

Lodway compound has been identified as the second largest compound at approx. 9 hectares. It will be located adjacent to the large residential area of Pill/ Easton In Gordano. Its location and proximity raise numerous concerns.

Given the size, scale and, the social and environmental impact of Lodway compound mitigation measures must be applied at all stages of the development/ operation of the compound to minimise any impacts.

Concerns:

1. Storage and Processing of contaminated waste, from removal of old track/track formation. (This appears to be the main driver of the size and scale of compound)

Why at Lodway?

DCO 5.4 Construction Strategy pages 33-42, lists a number of options for removing the old track formation. The actual decision to adopt a preferred option/ or combination of options will therefore have a major impact on the nature of the compounds involved.

3 Options are proposed for the removal of the old waste ballast and old track that will need to be excavated:

Option 1. One way haul system using Portbury Docks

Option 2. Use of Portbury Hundred and Lodway compounds.

Sub options a. Store along the cess (track)

b. Stockpile in compounds

c. Stockpile at Lodway and remove using existing freight line

d. Temporary siding at Lodway

Option 3. One way haul system using Avonmouth Docks

Careful consideration of the options proposed can only sensibly result in the **rejection**

of Option 2 and sub options a, b, c and d; where the use of **Lodway compound** is proposed for removing/ processing the old track formation.

Options 1 and 3 should be considered as the preferred solutions for removing/ processing the old track formation; or, Option 2 only using Portbury Hundred compound without the use of Lodway compound; or, a combination of all 3 options without the use of Lodway compound.

This would significantly reduce the physical size of Lodway compound, and therefore the scale of the social and environmental impacts on residents/ local community.

2. Scale/Size of Lodway compound.

Will all the 9 hectares be used, or is the site compound as defined/ shown in photos 35 and 36? DCO 5.4 Construction Strategy pages 35 and 36.

When will we know the actual working purpose of the compound?

Is there proposed layout plan for the compound available?

How far in advance of commencement of works will the Construction Environment Master Plan (CEMP) be published?

Will the CEMP be available for public scrutiny and response?

Could other nearby sites be utilised, to reduce size and impacts of compound? See 1.

3. Noise pollution, from plant/machinery on site, and works trains.

Locate as far as possible from residential areas

The prevailing wind is from the south west.

Reduce size, scale and role of compound.

4. Dust pollution, from processing of waste, plant, machinery and vehicle movements on site.

See 3.

5. Light pollution, from compound.

Locate as far as possible from residential areas

Reduce size, scale of compound.

6. Construction and HGV traffic on residential streets/ access to compound via The Breaches.

Access to compound via Access Point AW 5.2

This provides access through residential streets that are narrow, are used for access/ residential parking, involve negotiating tight right angled junctions; and, in The Breaches there are no pedestrian pavements. DCO 5.4 Construction Strategy page 16 states "access will be for personal vehicles, small vans, minibuses and HGV's" "The site will have a high level of parking for staff".

DCO 5.4 Construction Strategy page 16 states; "The compound will be used for the duration of the project." "Daytime working will be undertaken where possible from 6am-6pm (not including set up and set down) but periods of 24 hour working may be necessary".

These residential streets are totally unsuitable for this sort of traffic as are all the approach routes through the village.

Why can't this traffic not use the haul road from Marsh Lane to Lodway compound?

Why can't the haul road be constructed to a design/ standard/ specification to take ALL traffic to Lodway compound, and thus remove need for Access Point AW 5.2, and traffic through the village?

Why can't all traffic access the compound using the haul road from Marsh Lane throughout the duration of the whole project, using a temporary Road Rail Access Point in situ to project completion?

How will Construction Workers Travel Plans be enforced?

HGV access via the Breaches should be excluded from Construction and Transport Plans, with no exceptions allowed.

(Note: Applicable to all Pill/ Easton In Gordano, but specific case quoted)

7. Dirt, Dust and Noise, from construction and HGV traffic on residential roads

See 6. And Reduce size, scale and role of compound.

8. Restricted parking on residential streets.

See 6. And Reduce size, scale and role of compound

9. Destruction of green belt land (although this is noted as temporary).

10. Loss of green space.

11. Planning blight, before and during construction.

12 .Environmental impacts, all wildlife (Inc. toads), hedgerows

13. Unsociable hours of operation.

"Daytime working will be undertaken where possible from 6am- 6pm (not including set up and set down) but periods of 24 hour working may be necessary".

14. Quality of life of residents.

9-14. Reduce size, scale and role of compound.

Martin Berry

Reference 20025020

18 January 2021

From:
To: [Metrowest1](#)
Subject: Issue Specific Hearing 2 Day 1
Date: 21 January 2021 12:22:56

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Response to Action Points

Agenda item 5 – Construction Practices – Temporary construction compounds –

Action No. 33

Response 3

Lodway Construction Compound. Work Nos. 17/17A

POINT OF CLARIFICATION REQUIRED

Removal of bunds and hardstanding

Restoration of land and gardens

Please advise if these activities fall within the Construction Environment Master Plan (CEMP)?

Is it known at this stage whether these activities will be completed prior or post the actual commencement of passenger rail services on the Portishead Branch line? December 2024?

Martin Berry

Reference 20025020

21 January 2021