

**PRIVATE AND CONFIDENTIAL**

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SENT BY EMAIL

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16 February 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 5 RESPONSE

OUR CLIENT: LPPI Real Estate Fund

Please note that following a recent merger of Funds, our client is now LPPI Real Estate Fund and not London Pension Fund Authority.

As requested in the recently published Examining Authority's further written questions and requests for information (ExQ2) issued on 26 January 2021 we comment on the specific items raised CA.2.1 (Work No 27) and TT.2.6 (Cala Trading Estate and Ashton Vale Road crossing) as follows:

CA.2.1 Work No 27

We have no further comments on this particular matter and note the proposed removal of these works from the scheme.

TT.2.6 Cala Trading Estate and Ashton Vale Road crossing

We have reviewed the Applicant's oral case and responses to action points at ISH2 [REP4-009 and REP4-021] in relation to the Cala Trading Estate which is owned by our client, LPPI Real Estate Fund. Whilst we acknowledge the responses provided by the Applicant, we feel there is still no clear indication as to how long the barriers could be down for each train passing through the crossing. We note from the Applicant's response that the same timing assumptions were used for both passenger and freight trains in the traffic signal modelling. The Applicant then provides further



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information advising the passenger trains could range from 46 m to 115 m in length depending on whether it is a 2, 3 or 5 carriage formation but a freight train could potentially be up to 700m in length, so potentially 6 times longer than the longest passenger train proposed.

The potential impact of more frequent and extended barrier down time on the ability to access and leave Cala Trading Estate and Ashton Vale Road increases the risk of vehicles trying to 'beat' the barriers leading to damage and accidents.

Our client has concerns around the potential impact on the value of their asset as when and if units in the estate become vacant, difficulties accessing/egressing the site may impact on potential tenants' decision making when considering whether or not to occupy one of the units leading to potentially longer void periods and the impact on rental income.

In summary, the concerns raised in previous correspondence therefore remain and further clarification is required regarding barrier downtime and the impact this will have on the ability to access and leave Ashton Vale Road as well as our client's property.

Yours faithfully



**Derry Mockett MRICS
Director**

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