



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

Planning Inspectorate Reference: TR040011

9.3.13 ExA SoCG-WW.D6.V3 - Statement of Common Ground

Between

- (1) North Somerset District Council; and
- (2) Wessex Water Services Limited

Version: 3

Date: March 2021



VERSION HISTORY

Date	Version	Status	Description/changes
2 November 2020	V1	D1 submission	Draft for submission to examination at Deadline 1
16 February 2021	V2	D5 submission	Updated draft for submission following meetings between the Applicant and Wessex Water on 20 January and 10 February 2021.
March 2021	V3	Final for D6 submission	Final version agreed between the parties

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1 Introduction

- 1.1 This Statement of Common Ground ("SoCG") has been prepared by North Somerset District Council ("the Applicant") to set out the areas of agreement and disagreement with Wessex Water Services Limited ("Wessex Water") in relation to the Development Consent Order ("DCO") application for the Portishead Branch Line (MetroWest Phase 1) ("the DCO Scheme") based on consultation to date.
- 1.2 This SoCG comprises an agreement log which has been structured to reflect topics of interest to Wessex Water in relation to the application for the DCO Scheme. Topic specific matters agreed between Wessex Water and the Applicant are included.

2 Scheme overview

- 2.1 The Applicant has applied to the Planning Inspectorate ("**PINS**") for a DCO to construct the Portishead Branch Line under the Planning Act 2008 ("the Application"). The Application was made on 15 November 2019 under reference TR040011 and was accepted for examination on 12 December 2019. The Examination opened on 19 October 2020 and is scheduled to close on 19 April 2021.
- 2.2 The DCO Scheme will provide an hourly (or hourly plus) railway service between Portishead and Bristol Temple Meads, with stops at Portishead, Pill, Parson Street and Bedminster.
- 2.3 The DCO Scheme comprises the Nationally Significant Infrastructure Project ("NSIP") as defined by the Planning Act 2008 to construct a new railway 5.4 km long between Portishead and the village of Pill, and associated works including a new station and car park at Portishead, a refurbished station and new car park at Pill and various works along the existing operational railway line between Pill and Ashton Junction where the DCO Scheme will join the existing railway. Ashton Junction is located close to the railway junction with the Bristol to Exeter Mainline at Parson Street.¹

3 Overview of Engagement

Introduction

3.1 This section briefly summarises the consultation that the Applicant has had with Wessex Water. For further information on the consultation process please see the Consultation Report (DCO Document Reference 5.1).

Pre-application

3.2 The Applicant has engaged with Wessex Water on the DCO Scheme during the pre-application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to Section 42 of the Planning Act 2008. The Applicant had numerous meetings, calls and email exchanges with Wessex Water. Key meetings with Wessex Water took place on the following dates:

- 12 April 2016
- 21 July 2017
- 7 February 2018
- February 2019
- 21 June 2019

3.3 Since June 2019, further meetings have been offered to Wessex Water and the Applicant has called and emailed Wessex Water numerous times during 2020.

Post-application

3.4 The Applicant has sought to engage with Wessex Water in relation to draft Heads of Terms sent to them on 16.08.2019 and also in relation to agreeing Protective Provisions as detailed in a letter from the Applicant's Legal representatives sent to Wessex Water on 07.11.2019. Whilst progress was

¹ Please refer to Schedule 1 of the Draft proposed Development Consent Order (DCO Document Reference 3.1) for more detail.

initially slow, both parties have more recently been engaged in constructive discussions particularly during the course of January and February 2021.

Overview of key issues raised at Section 42

- 3.5 Wessex Water did not provide any formal comments at Section 42.
- 3.6 Wessex Water made informal comments during the Applicant's previous meetings and other engagement with them which can be summarised as follows:
- (i) Confirmation of who will own and maintain the various new drainage proposed to be constructed by the Applicant;
 - (ii) Details of what the temporary land requirements were needed for by the Applicant;
 - (iii) Whether the overbuild of the 900mm foul sewer by the Applicant from Portishead Station is acceptable to Wessex Water / that they are happy with the no-divert solution being proposed by the Applicant;
 - (iv) Wessex Water would require a formal right of access to Portbury Hundred Pumping Station (plot 04/45) granting to them by the Applicant, they only have prescriptive rights currently to this;
 - (v) Wessex Water will need a permanent right of access to the foul sewer manhole at Clanage Road for ongoing maintenance (plot 15/10);
 - (vi) At Ashton Gate Underpass, plots 15/25 and 16/25 Wessex Water's foul sewer would be impacted by the proposed pedestrian bridge here, they are happy if the Applicant re-locates this in the adjoining landowner's property and this become a privately owned sewer.
- 3.7 The Applicant considered these issues during the further development stages of the DCO Scheme.

Overview of key issues raised after application acceptance: Relevant Representations

- 3.8 Wessex Water have not raised any relevant representations.

4 Pre-Application: Consultation under section 42

4.1 Wessex Water did not provide formal comments. This section contains details of the comments received from Wessex Water as part of the informal section 42 consultation period, together with regard had for these comments by the Applicant.

Topic	Wessex Water position	Applicant position	Status
New drainage proposals by Applicant	Required confirmation of who will own and maintain the various new drainage proposed to be constructed by the Applicant	Details provided by Applicant	Agreed
Temporary access proposals by Applicant	Required details of what the temporary requirement were needed for by the Applicant in relation to Plots 01/91 and 01/226	Details provided by Applicant	Agreed
Portishead station platform overbuild	A Wessex Water foul sewer is located below the proposed location of Portishead Station. A diversion is unworkable due the levels and proximity to the Wessex Water pumping station. Wessex Water requested that Portishead Station building is moved so that	Originally a station building and platform were proposed to be built over a Wessex Water foul sewer. However, following engagement with Wessex Water, the design was changed so that only the platform would be built over the sewer. The design of the platform accommodates the sewer through a gap in the piling and a concrete protective slab. This	Agreed

Topic	Wessex Water position	Applicant position	Status
	<p>it is not located above the foul sewer and that protective measures are put into place.</p> <p>Wessex Water requested that the construction methodology minimised risk of damage to the foul sewer during construction; particularly during the piling works.</p>	<p>has been shared and agreed with Wessex Water.</p> <p>An assessment of the proposed piling methodology (Technical Note on driven pre-cast piling adjacent to the sewer at Portishead Station, attached to this SoCG) was undertaken and shared with Wessex Water. This demonstrated that the risk of damage to the foul sewer would be negligible and set out further actions that would be taken during detailed design.</p> <p>Protective provisions have been included in the Draft Proposed DCO at Schedule 16 Part 2 (DCO Application Document Reference 3.1).</p>	
<p>Pipe located near the proposed Portishead car park B, in Harbour Road</p>	<p>Wessex Water pipe in Harbour road will not be affected by work to the car park.</p>	<p>No diversion or protection required.</p>	<p>Agreed</p>
<p>Permanent acquisition of land in the</p>	<p>Initial discussions with Wessex Water raised no objections to the acquisition of the land at this location in relation to Plots 04/16, 04/18</p>	<p>Included in Heads of Terms dated 12.08.2019 proposed to Wessex Water by the Applicant</p>	<p>Agreed</p>

Topic	Wessex Water position	Applicant position	Status
<p>vicinity of the Wessex Water Pumping Station (A369 Portbury Hundred, Portbury)</p>	<p>and 04/45, including land outside of their pumping station site, the fence line and the Network Rail ("NR") vehicle parking area, as access to rail line required over third party land, over which Wessex Water have an easement.</p> <p>The pumping station site floods and the emergency plan currently is to pump water via a pipe over the railway.</p>	<p>The railway drainage and culvert beneath the railway to be cleared / replaced which will improve drainage in the area. Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1). DCO Application Document Reference</p>	
<p>Access grant by Applicant to Portbury Hundred Pumping Station</p>	<p>Wessex Water would require a formal right of access to the pumping station (plot 04/45) granting to them by the Applicant, they only have prescriptive rights currently to this Pill,</p>	<p>Included in Heads of Terms dated 12.08.2019 proposed to Wessex Water by the Applicant</p>	<p>Agreed</p>
<p>Access grant by Applicant to apparatus off Clanage Road</p>	<p>Wessex Water will need a permanent right of access to the foul sewer manhole at Clanage Road for ongoing maintenance (plot 15/10);</p>	<p>Included in Heads of Terms dated 12.08.2019 proposed to Wessex Water by the Applicant</p>	<p>Agreed</p>
<p>Marsh Lane, Pill</p>	<p>A pipeline crosses the disused line. Construction vehicles and plant to construct the railway will cross the pipeline. Pipeline at depth not affected by proposed works.</p>	<p>No diversion or protection required.</p>	<p>Agreed</p>

Topic	Wessex Water position	Applicant position	Status
Avon Road Bridge, Pill	Works to replace Avon Road bridge will not affect the Wessex Water asset in Avon Road.	No diversion or protection required.	Agreed
Pill Viaduct, Pill	Wessex Water sewer near Pill viaduct is unaffected by the proposed works to repair the viaduct.	No diversion or protection required.	Agreed
Avon Gorge	Wessex Water asset under the existing railway, at depth not affected by proposed works.	No diversion or protection required.	Agreed
Clanage Road, Bower Ashton	A pipe and access cover is located in the proposed compound side. Wessex Water have an easement from the highway to the access cover.	Manhole cover to be adjusted to the same level of the proposed compound based on Wessex Water specifications. NR and Wessex Water to share access to permanent compound.	Agreed

5 Relevant Representations

Not applicable as no Relevant Representations made by Wessex Water.


6 Post-application consultation


6.1 The Applicant and Wessex Water held meetings on 20 January and 10 February 2021

Topic	Wessex Water position	Applicant position	Status
Protective provisions	Wessex Water has reviewed the protective provisions in Schedule 16 Part 2 of the draft DCO and considers they provide satisfactory protection for its apparatus in the vicinity of the DCO Scheme.	Noted.	Agreed.
Draft DCO	Wessex Water has no objection to the DCO Scheme and no comments in respect of the Articles and Requirements in the draft DCO.	Noted.	Agreed.

7 Agreement on this Statement of Common Ground

This Statement of Common Ground has been jointly prepared and agreed by:

North Somerset District Council (the Applicant)
<i>Name:</i> James Willcock
<i>Signature:</i> 
<i>Position:</i> MetroWest Phase 1 Programme Manager
<i>On behalf of:</i> North Somerset Council
<i>Date:</i> 01-03-2021

Wessex Water Services Limited
<i>Name:</i> RUTH JEFFERSON
<i>Signature:</i> 
<i>Position:</i> GENERAL COUNSEL AND COMPANY SECRETARY
<i>On behalf of:</i> WESSEX WATER SERVICES LIMITED
<i>Date:</i> 16 March 2021