

Portishead Branch Line MetroWest Phase 1: Schedule of ExA's Recommended Amendments to the Applicant's Draft DCO submitted at Deadline (D)6 [REP6 – 008]

Residents have now had an opportunity to consider the ExA's recommended amendments in relation to Schedule 2 New Requirements regarding the Pill Tunnel Eastern Portal Compound Access and have instructed me to make a supplementary submission the effect of which is to vary my Deadline 6 submission of 15th March 2021.

The submission is that pursuant to Schedule 2 Pill Tunnel Eastern Portal Compound Access recommended amendments the Planning Inspectorate should set a further condition requiring NSC (the Applicant for the MetroWest Phase 1 Project) to enter into an undertaking in perpetuity not to share or permit the use of or rights of way over any part of the Chapel Pill Lane site entrance or access track with any other user except the owner of the field and his agricultural contractors, the beneficiary of the Right of Way over the field and those to whom he grants permissive access, Network Rail and their contractors, rail accident emergency responders (the Police, Fire and Rescue Service, the Ambulance Service and emergency contractors), Government departments and their rail accident and safety inspectors (principally the Department of Transport and the Health and Safety Executive). In effect this would be a restrictive covenant the precise usage coverage and the drafting of which would need to be undertaken by lawyers.

Residents have also asked me to emphasise that concrete cellular blocks should be used on all track and turning surfaces consistent with maintaining the openness and appearance of Green Belt where the gradient and conditions allow; that only exceptionally where it is operationally justified, for example on the steepest part of the track within the field, should tarmac be used.

Residents believe that these requests are entirely consistent with WBD's (on behalf of the Applicant) submission: *"there is a suggestion that the proposals for Work No 24 are an enabling work for the potential housing development at Chapel Pill Lane. This suggestion does not stand up to scrutiny [extract from WBD's email dated 1st March 2021].* And so, for that reason, there should be no difficulty in WBD on behalf of the Applicant (NSC for the MetroWest Phase 1 Project) accepting these conditions.

Finally, residents have confirmed that they would be prepared not to pursue any previous requests for Hayes Mayes Lane to be used as an alternative means of access to the Pill Tunnel compound if these conditions are agreed, in order to protect the hedgerow, tree line and the important wildlife habitats within designated Green Belt that they provide. In addition, an

assurance should be sought that MetroWest (Network Rail and its contractors) will have no future need to breach the hedgerow and tree line which provides an important buffer between Hayes Mayes Lane and Hart Close once access to the compound via Chapel Pill Lane subject to these conditions has been confirmed.



Stuart Tarr

On behalf of Ham Green Residents and their Supporters

31st March 2021