



The Planning Act 2008

Application for Development Consent for the Portishead Branch Line – MetroWest Phase 1

Case Ref: TR040011

The Examining Authority's Note of an Unaccompanied Site Inspection

Background

The Examining Authority ('the ExA') undertook an unaccompanied site inspection to support the examination of an application for development consent for the proposed Portishead Branch Line ('the application') on Thursday 15 April 2021. The inspection commenced at 08:30 and finished at approximately 17:00.

The original Examination Timetable [Annex A, PD-009] reserved dates for an Accompanied Site Inspection (ASI) for the week commencing the 1 March 2021. However, in order to comply with the most recent government advice regarding social distancing in relation to the current COVID-19 pandemic, the Planning Inspectorate have advised that where possible all ASI's should be undertaken on an unaccompanied basis or through arrangements that would allow the ExA to access the site in a way that avoids or minimises social contact.

As a consequence, and with the agreement of the Applicant, the Local Authorities, relevant landowners and Interested Parties, all of whom had indicated that they would attend an ASI, the ExA carried out a second inspection of the proposed route on an unaccompanied basis. The exception to this was at Freightliner and Royal Portbury Dock (RPD) where for health and safety reasons the ExA had to be escorted by the health and safety manager and in the case of RPD by a member of the Port Police. A list of the locations visited is attached in Annex A.

The site inspection was undertaken in order to view the route of the existing railway line and the proposed scheme, roads and the surrounding area.

Particulars of the Site Visit

The visit was undertaken by: Jo Dowling and Susan Hunt and they were accompanied by the Case Manager, Bart Bartkowiak and Case Officer, Lily Robbins.



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The visit was undertaken by car and by foot. Weather conditions were dry and sunny with a temperature circa nine degrees centigrade. Weather conditions were at all times adequate to appreciate long range views.



Annex A: List of locations visited on the Unaccompanied Site Inspection

The ExA undertook a site inspection at the following locations.

The ExA visited the Freightliner depot at South Liberty Lane where they observed the Head Shunt and the route through the site to access it (Work No 29). They watched several lorries deliver aggregates to the site and noted the location of the stockpiles of aggregates and the train waiting to be loaded. The ExA noted the location of the self-storage area, the car park and the gated area of land adjacent to Coal Pit Lane Overbridge.

The ExA then visited Portishead and observed the location of the proposed station (Work No 5) and footbridge (Work Nos 7/7A/7B/7C), the existing waterworks and the location of houses and gardens in Peartree Fields, Galingale Way and Tansy Lane and their proximity to the proposed Order Limits. The Applicant had marked out the approximate location of the proposed platform, footbridge, ramp, steps and footpath (see Annex B for the photos and map provided to the ExA) which the ExA visited.

From the location of the proposed station the ExA walked along the line to the Portishead Ecology Park where they observed the pond (previously Work No 10C) that had been funded by the MetroWest project, the ExA then returned to Galingale Way by walking along the track adjacent to the drain. The location of houses around Fennel Road, Tydeman Road and Holmlea were observed.

The ExA then observed the location of the proposed vehicular access (Work No 12) to the construction compound from the Portbury Hundred (A369), before driving along Royal Portbury Dock Road where they noted the various speed and warning signs around the crossing. They then turned into Gordano Way and drove down Marsh Lane past Court House Farm before turning onto Church Road, The Breaches, Trinder Road, Stoney Fields, The Poplars and Lodway. The ExA then visited Sambourne Lane and noted the pedestrian link to Hardwick Road.

The ExA then visited Royal Portbury Dock where they visited the Court House compound and observed the location of the existing at grade crossing, the telecommunications mast and the embankment up to Marsh Lane. The ExA then walked along the perimeter track that leads to the M5 overbridge. Having noted the condition of the track they also observed a substantial mound of freshly excavated earth had been placed



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adjacent to the southern side of the track and that works were underway in this field. When they visited Cattle Creep Bridge the ExA noted that it was flooded.

The ExA then visited the location of the proposed access track and compound at Ham Green (Work Nos 24 and 24A). The Applicant had marked out the approximate location of the proposed access road, compound and areas where Chapel Pill Lane would be widened (see Annex B for the photos and map provided to the ExA). The ExA started their visit by walking along Chapel Pill Lane. They then walked along the route of the proposed access track and observed the location of the proposed compound, Ham Green lake, the existing track, and the tunnel opening. The ExA then walked along Hayes Mayes Lane where they noted the location of the current emergency access gate to the end of the lane and the location of dwellings around Hart Close.

The ExA then observed from Pill Road the alternative route to the proposed Ham Green compound suggested by REP4-057.

The ExA then visited the location of the proposed compound and vehicular access at Clanage Road (Work Nos 26/26A/26B) where the Applicant had marked out the location of the proposed permanent compound, ramp and access (see Annex B for the photos and map provided to the ExA). In addition to these locations the ExA observed that various sections of the field had been roped off to host a car boot sale and that a large pile of earth was being stored adjacent to the boundary with the public footpath. The location and height of the railway track was observed together with the existing buildings and car parking areas around the playing fields.

The ExA then visited the Ashton Gate Trading Estate where they noted the location of Manheim Auctions and ETM and noted a number of vehicle movements linked to both businesses. The ExA then visited Barons Close where they observed the existing at grade pedestrian crossing that would permanently be closed as part of the Application.

The ExA finished the site inspection by visiting Clifton Suspension Bridge and Clifton Observatory where they took the opportunity to view the location of the proposed compound at Clanage Road and the track as it passes through Avon Gorge.



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**Annex B: Note prepared by the Applicant in order to facilitate
the Unaccompanied Site Inspection**

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Subject	USI setting out notes		
Client	North Somerset Council	Date	13 April 2021
Project	MetroWest Phase 1		
Project No.	674946CH.	File	90.060/001
Prepared by	██████████	Phone No.	██████████

Notes

- 1 This note provides a series of photographs and notes to assist the MetroWest Phase 1 project Examining Authority on their Unaccompanied Site Visit.
- 2 The photos below show the areas of the proposed scheme that have been marked out on the ground at the Clanage Road access compound, the Ham Green Access compound, and the Trinity Bridge at Portishead. The location of the photos is shown on the separate drawings, one for each area: Clanage Road – SK605, Ham Green – SK224 and 225, Trinity Bridge – SK115 and 116.
- 3 It should be noted that the areas set out are indicative. In addition, only certain parts of the proposals have been set out and other areas are inaccessible.
- 4 Setting out uses a combination of marker paint on the ground and timber pegs with white paint at the top. White marker paint has been used at the base of post where possible to cater for any potential removal or repositioning of posts by others.
- 5 The setting out has used taped dimensions from features contained on the topographical survey drawings e.g. gates and signposts. In some instances, these features have not been present on the ground or access to them has not been possible, for example covered in brambles. The accuracy, or inaccuracy, of the setting out must therefore be taken into consideration when viewing the marked-out areas. In some instances, it could be 1-2m out, for example, the end of the platform at Portishead is located within an area of temporary fencing and brambles. However, in more open areas where several existing features are present, the accuracy is more certain with the proposals more relatable to those existing features.



Clanage Road – permanent maintenance and access compound – Drawing SK605

Reference App-044, 2.52 – Clanage Road Compound, Landscaping and Access Plan



CR1 – Proposed permanent boundary by existing gate.



CR2 – end of tape marks position of proposed ramp.

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CR3 – Approximate location of ramp up to the track.



CR4 – proposed new separate permanent landowner access with walls rebuilt and setback for visibility.

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CR5 – proposed new permeant access with gate.



CR6 – approximate line of rebuilt stone wall set-back to allow for over-run area for large vehicles exiting left (new compound vehicle entrance behind viewer).

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CR7 - approximate line of rebuilt stone wall where it meets the new compound gate and footpath ('wall' marked on ground).



CR8 – view towards Clanage Road along the proposed permanent boundary line (dashed) with the corner of the proposed surfaced area visible as an 'L'. The area to the right of the boundary is the proposed landscaping along the southern boundary.



CR9 – Proposed permanent boundary in the foreground looking towards new gate, with dashed line marking edge of surfaced area heading towards the top of the photo.



CR10 – view of gate (GATE on ground), footpath (FP) and wall (WALL) meeting point. Dashed line off top right marking edge of surfaced area.

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CR11 – view towards Clanage Road with gate, footpath, and repositioned wall curving off left.



CR12 – view towards the north side of the proposed compound entrance and proposed footpath (FP).

Ham Green – permanent maintenance and access compound. Drawing SK224 and 225.

Reference App-040, 2.45 - 2.46 - Ham Green Highway Works Plans and Pill Tunnel Eastern Portal Compound, Landscaping and Access Plan



HG1 – white dot on edge of road indicates approximate location of the tie-in of proposed widening to existing.

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HG2 – proposed edge of road 0.2m off the existing edge into the existing verge, with proposed grass verge beyond and replacement hedge set back from that.

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HG3 – proposed edge of road 0.7m off existing edge, with proposed reinforced grass overrun area beyond and replacement hedge set back.

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HG4 – View of the proposed permanent boundary which extends towards the railway bridge. Proposed woodland to the right of the boundary line.



HG5 – approximate location of the road rail access point level with the existing track ('RRAP' on ground).

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HG6 – view of position of access track. 'V' (right of view is the proposed verge), line indicating edge of TRACK extending to the left of view. Note top of peg (left of view) marking permanent boundary.

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HG7 – view of track towards the proposed permanent boundary marked by peg.

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HG8 – view over the existing fence towards the proposed boundary (peg and white line) with the white line (foreground) marking the edge of the proposed track and the proposed 2m wide hedge and trees (painted 'H') in between.

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HG9 – the blue flags are NOT anything to do with MetroWest.



HG10 – proposed gates. Peg to foreground right marks gate into adjacent land, peg to left is far side of gate into access compound.

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HG11 – View of gates area from west side. Peg on the right is the gate into the adjacent land with the opposite side of gate located behind the tree (centre of view). Peg on the left marks the gate into the compound.



HG12 – line marks the edge of track and gate into the adjacent land with centre peg marking gate into adjacent land (hidden in HG11 above)

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HG13 – view up towards Chapel Pill Lane. Pegs mark the width of track with grass verge to existing hedge on the left and proposed hedge on the right in the view.



HG14 – view down the track, white line is the proposed track edge with existing gate on right replaced by new boundary fence.

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HG15 – existing gates replaced by new boundary fence with the white line marking edge of existing retained unsurfaced Hays Mays Lane. 'G' indicates grass area either side of proposed fence. The proposed gate is perpendicular to these two gates off to the left of view within the brambles and has not been possible to set out. See note on drawing SK224.

Trinity Bridge, Portishead – Drawing SK115 and SK116

Reference App-019, 2.15 – 2.16 Trinity Footbridge plans



TB1 – View towards Portishead town centre. White line to left of photo with 'P' marks the southern edge of the proposed path (which crosses over the culvert). The peg in the brambles marks the middle of the proposed footbridge ramp.

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TB2 – view of the northern edge of the path (P) (existing culvert just off left of view), gap for fence line with white line (middle of photo) marking the southern edge of the bridge ramp (B) and peg marking the other side of the ramp.

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TB3 – approximate location of the path (P) running alongside the southern edge of the station which connects up to TB1 above.

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TB4 – approximate location of proposed platform edge (PL)

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TB5 – peg marks the location of end and turn of the ramp on the north side of the track with the ramp between peg and view point.



TB6 – the location of the ramps are indicated by a series of white lines on the edge of the existing path.

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TB7 – white paint indicates location of path towards the bridge (measuring tape has been removed) but white paint marks the location on the edge of existing vegetation (white lines not used as too many people on site).



TB8 – approximate location of the corner return of the bridge steps.

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TB9 – white paint marks the top and bottom of the steps (S) with the peg in background marking the corner return (TB8)



TB10 – Bottom (left) of the ramp (R) which crosses the existing path at TB6 and returning at TB5 (see above) with top of ramp (right).

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TB11 – top and bottom of ramp, and the white paint cross marks the landing between the top of the ramp (R) and the bridge which is off to the right of view.



TB12 – view looking south from the white painted cross of the approximate location of the bridge.

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13 April 2021



TB13 – The southern end of the bridge is approximately 1.4m further into the existing vegetation, with the steps and end of ramp within the existing vegetation.

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13 April 2021

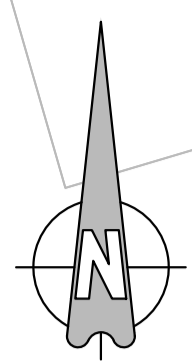


TB14 – Peg within the vegetation is the approximate location of the return point in the ramp/steps south of the track. The white dot on the track is for reference.

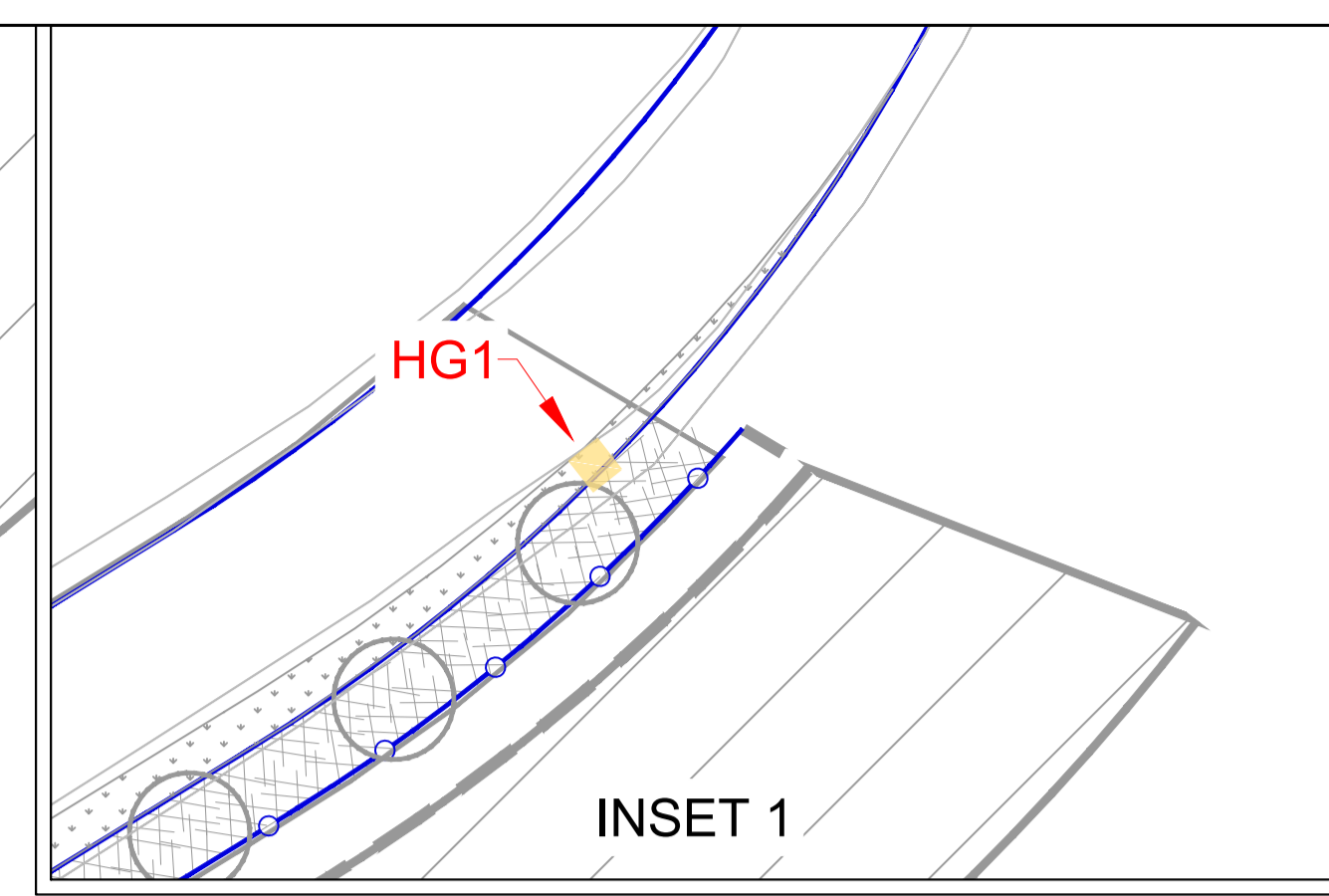
USI setting out notes
13 April 2021







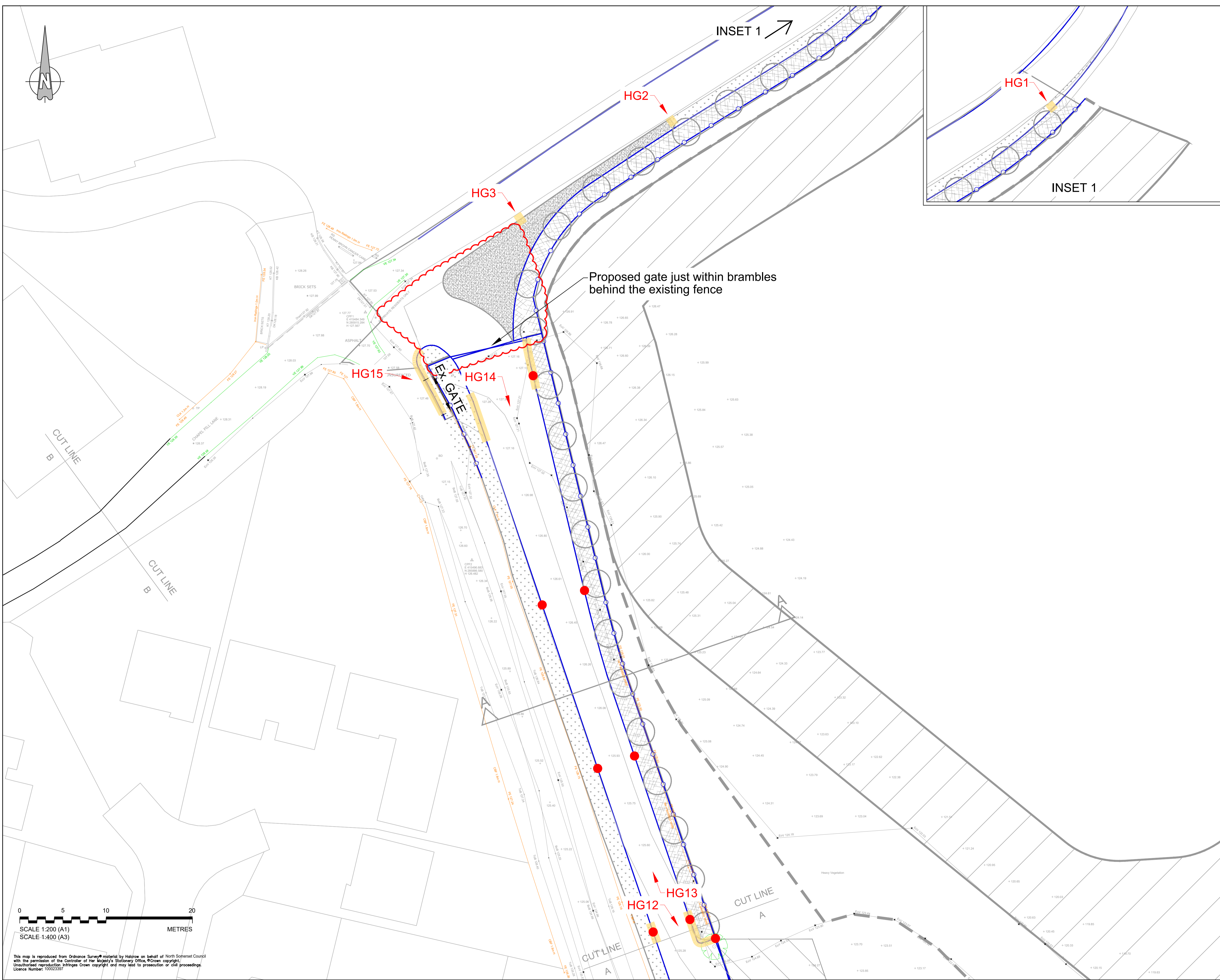
TB15 – located just behind the fence in the brambles, to the right of the right-hand side rail track (without the dot) in this view, is the very approximate location of the end of the platform marked some whit paint.



INSET 1 ↗



- KEY:**
-  Setting out lines
 -  Setting out pegs
 -  HG9 Photo reference
 -  Edge of dense vegetation



Proposed gate just within brambles behind the existing fence

Rev	By	Chkd	Apprd	Date	Description
A	DHP	ADL	ADL	19/04/2021	Actual markings shown & photo references added



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Project **PORTISHEAD BRANCH LINE
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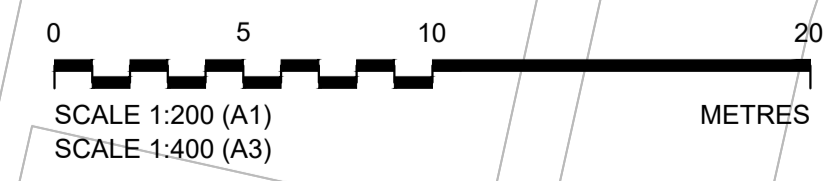
Drawing **PILL TUNNEL EASTERN COMPOUND
SETTING OUT**

SHEET 1 OF 2

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 Checked by: ADL Date: 01/04/2021

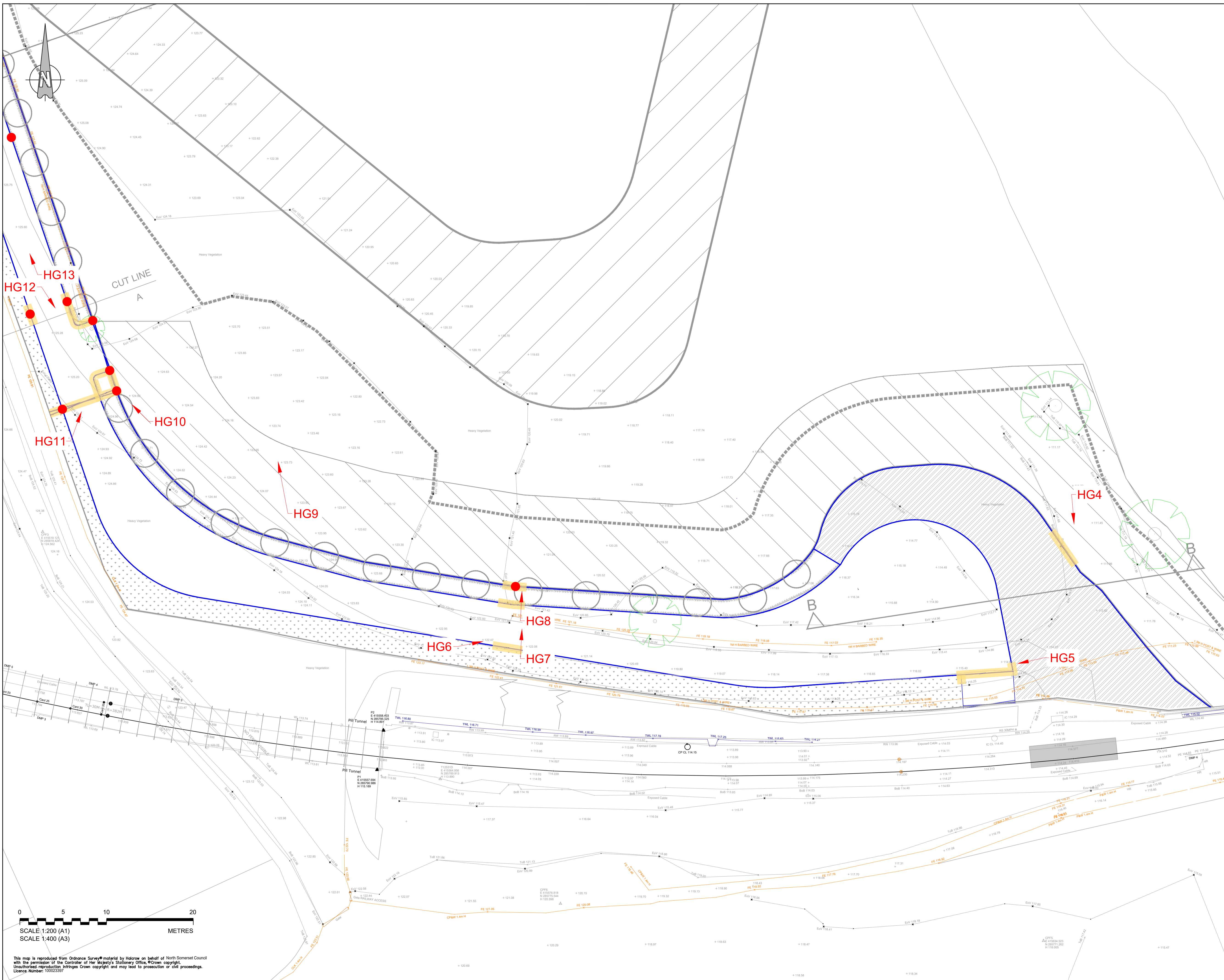
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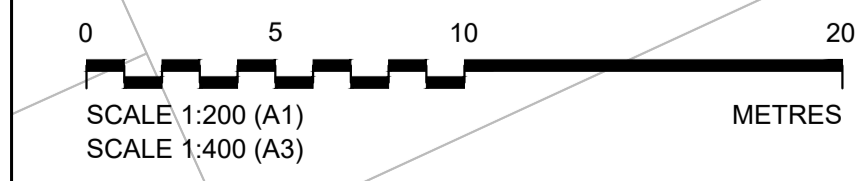
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KEY:

	Setting out lines
	Setting out pegs
	Photo reference
	Edge of dense vegetation



Rev	By	Chkd	Apprd	Date	Description
A	DJP	ADL	ADL	19/04/2021	Actual markings shown & photo references added



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Project **PORTISHEAD BRANCH LINE (METROWEST PHASE 1)**

Drawing **PILL TUNNEL EASTERN COMPOUND SETTING OUT**

SHEET 2 OF 2

Drawn by: OHP Date: 01/04/2021

Checked by: ADL Date: 01/04/2021

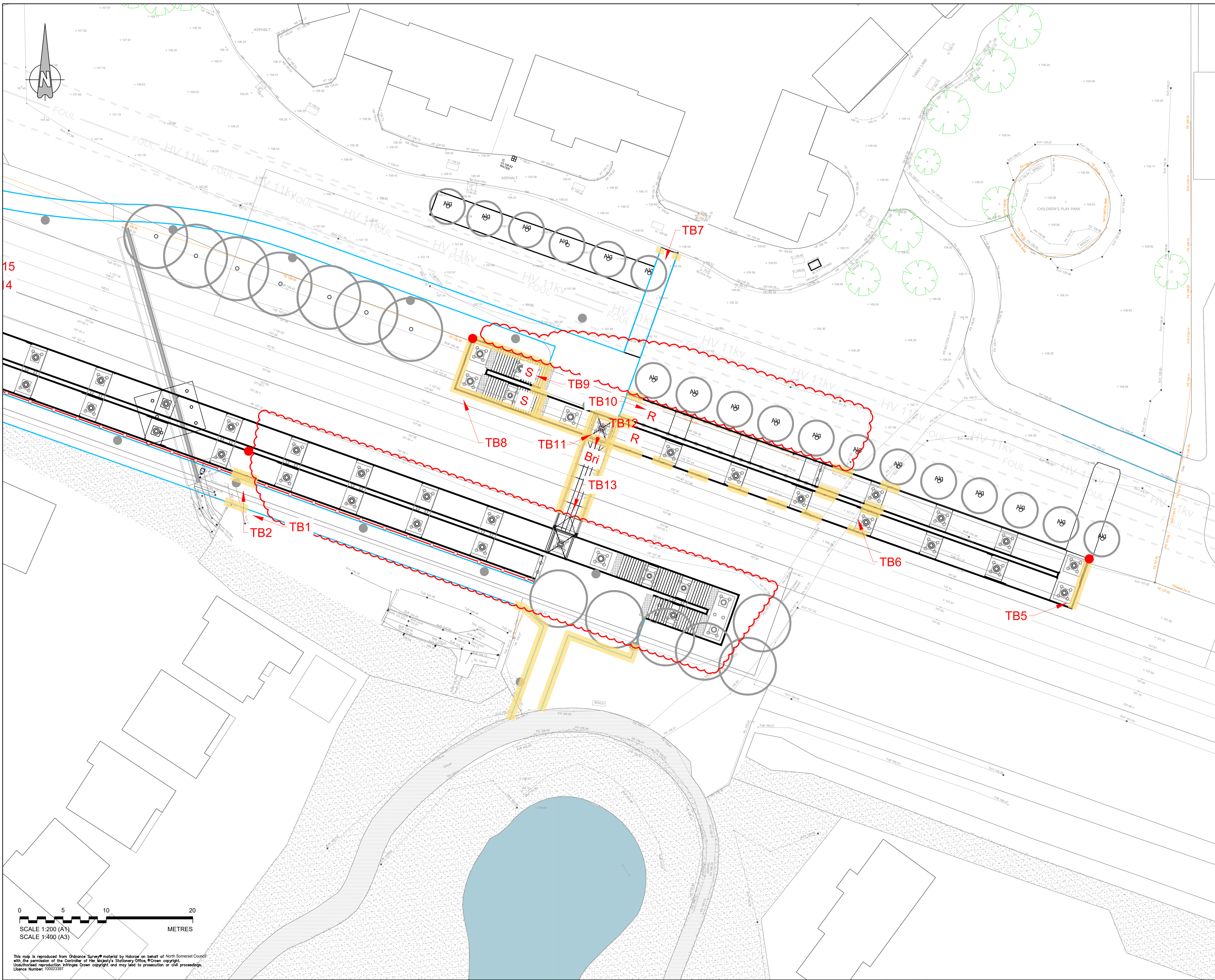
Approved by: ADL Date: 01/04/2021

Drawing No. **467470.BQ.04.20-SK225** Revision **A**

Drawing Scale: 1:200 @ A1

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KEY:

- Setting out lines
- Setting out pegs
- TB9 Photo reference
- Edge of dense vegetation

DO NOT SCALE. This drawing is to be read in conjunction with all relevant Architects, Engineers and Specialist Manufacturer's drawings and specifications. If in doubt please consult the Engineer.

Rev	By	Chkd	Apprd	Date	Description
A	DHP	ADL	ADL	13/04/2021	Actual markings shown & photo references added



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Project: **PORTISHEAD BRANCH LINE (METROWEST PHASE 1)**

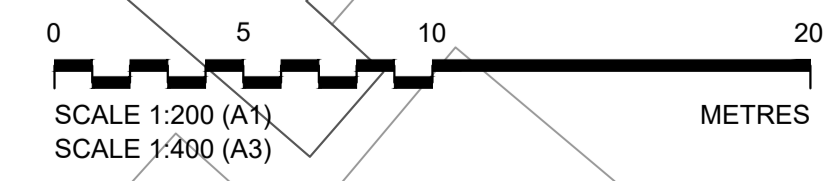
Drawing: **TRINITY PRIMARY SCHOOL BRIDGE SETTING OUT**

SHEET 1 OF 2

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Checked by: ADL	Date: 01/04/2021
Approved by: ADL	Date: 01/04/2021

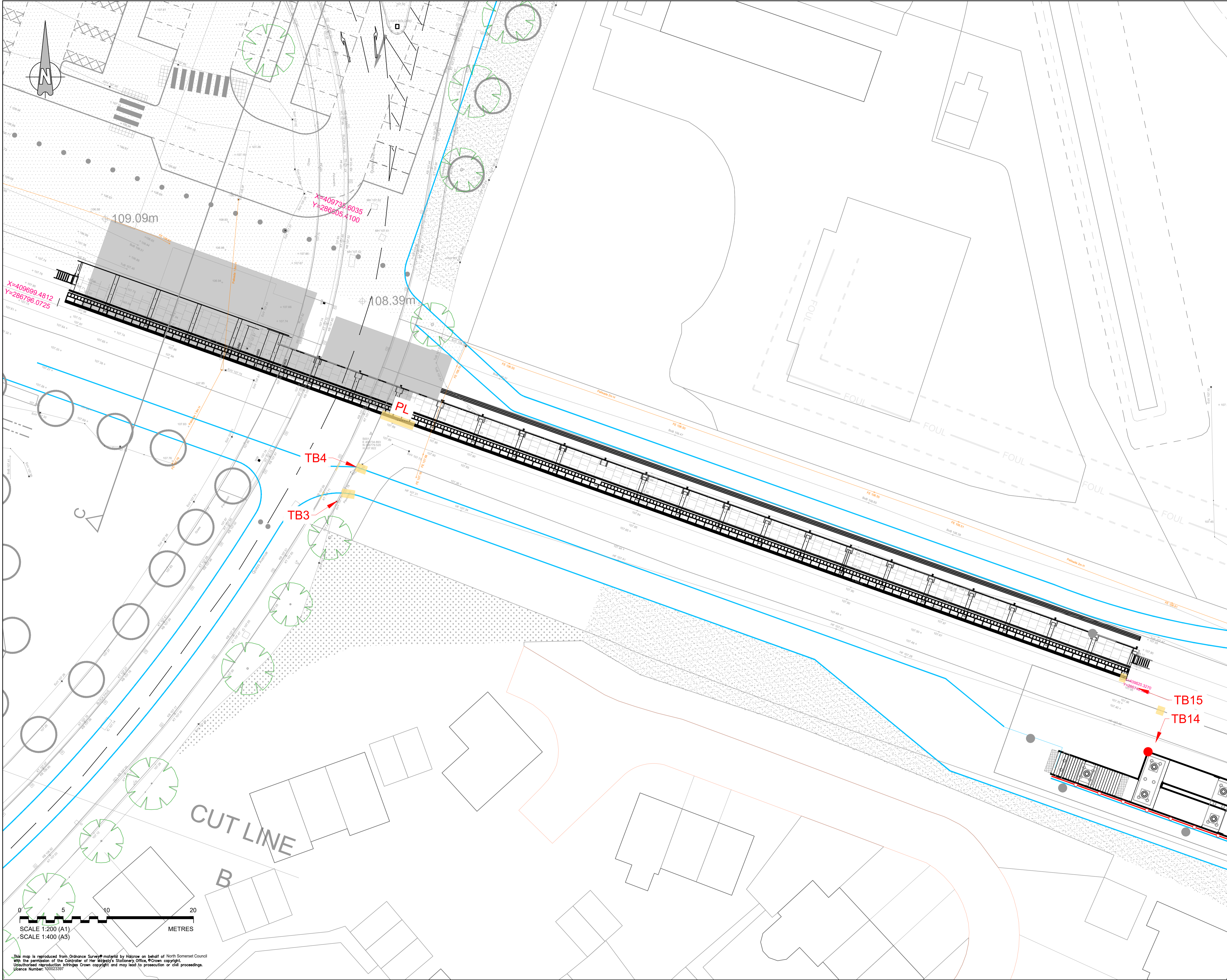
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Drawing Scale: 1:200 @ A1



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KEY:

- Setting out lines
- Setting out pegs
- TB9 Photo reference
- Edge of dense vegetation

DO NOT SCALE. This drawing is to be read in conjunction with all relevant Architects, Engineers and Specialist Manufacturer's drawings and specifications. If in doubt please consult the Engineer.

Rev	By	Chkd	Apprd	Date	Description
A	DHP	ADL	ADL	13/04/2021	Actual markings shown & photo references added



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Project **PORTISHEAD BRANCH LINE (METROWEST PHASE 1)**

Drawing **TRINITY PRIMARY SCHOOL BRIDGE SETTING OUT**

SHEET 2 OF 2

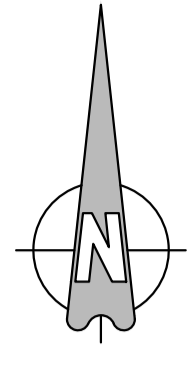
Drawn by: OHP	Date: 01/04/2021
Checked by: ADL	Date: 01/04/2021
Approved by: ADL	Date: 01/04/2021

Drawing No. 467470.BQ.04.20-SK116	Revision A
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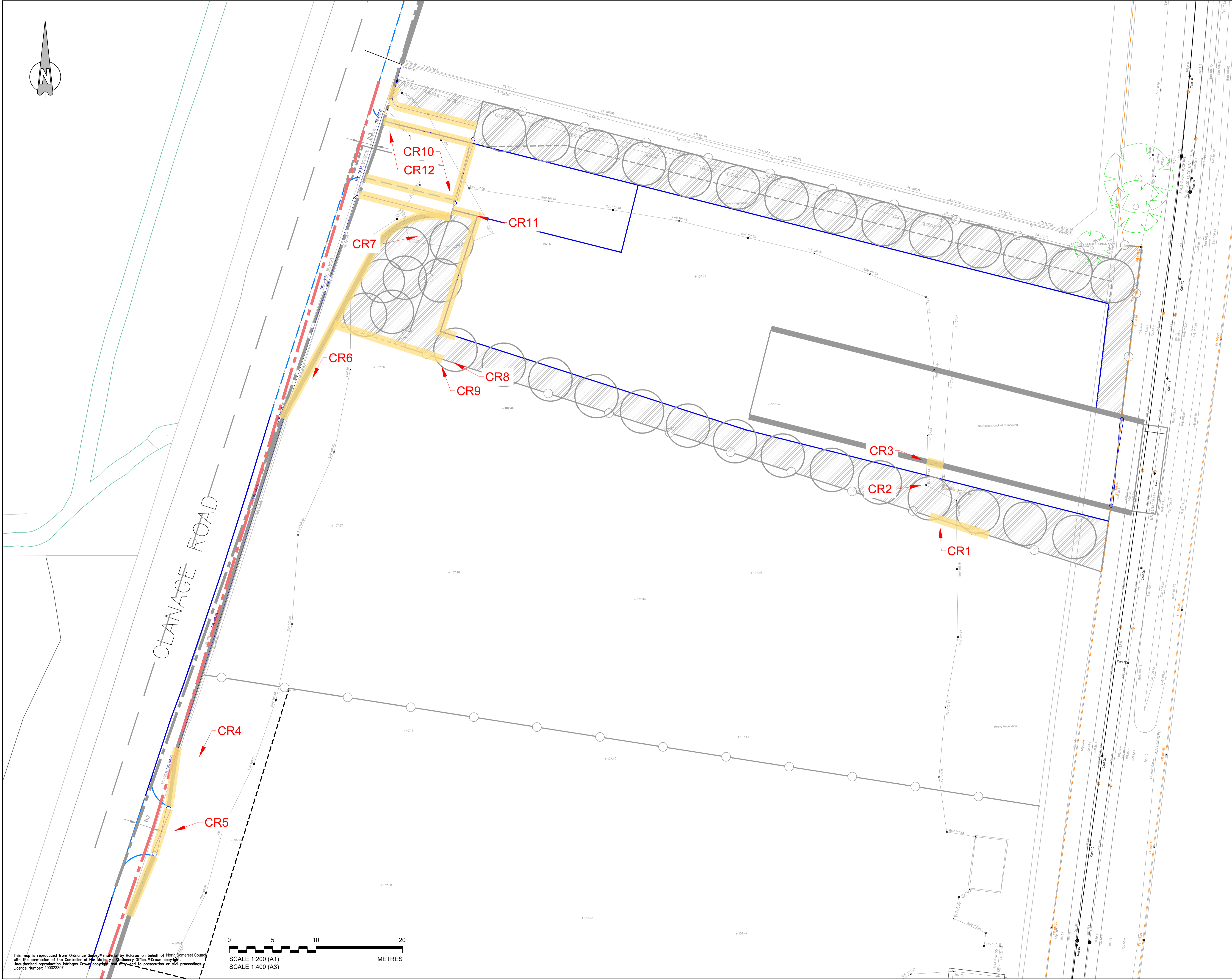
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KEY:

	Setting out lines
	Setting out pegs
	CR9 Photo reference



Rev	By	Chkd	Apprvd	Date	Description
A	OHP	ADL	ADL	13/04/2021	Actual markings shown & photo references added



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Project **PORTISHEAD BRANCH LINE
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Drawing **CLANAGE ROAD COMPOUND
SETTING OUT**

Drawn by: OHP Date: 01/04/2021
 Checked by: ADL Date: 01/04/2021
 Approved by: ADL Date: 01/04/2021

Drawing No.	Revision
467470.BQ.04.20-SK605	A

Drawing Scale: 1:200 @ A1

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